

Appendix

Part 2 of 2:

VI. Town Board Resolutions

VII. Legal Notices

VIII. Public Hearing Minutes of September 22, 2009 Town Board Meeting

IX. Correspondence

X. Comments & Responses

RESOLUTION CREATING A SPECIAL BOARD TO
PREPARE PROPOSED AMENDMENTS TO THE
COMPREHENSIVE PLAN FOR THE TOWN OF CLARKSTOWN

WHEREAS, among the most important powers and duties vested in a Town Board is to undertake comprehensive planning and to regulate land use for the purpose of protecting the public health, safety and general welfare of Town residents, and

WHEREAS, the last such comprehensive review of the Town's zoning and planning studies occurred in 1999, and

WHEREAS, the Town Board recently hired "General Code" to undertake a review of the Town Code with the intention of removing existing inconsistencies, compliance with changes to Town Law of the State of New York, and any other recommended revisions, and

WHEREAS, Section 272-a(4) of the Town Law provides that a Town Board may create a "Special Board" to prepare proposed amendments to the Town's Comprehensive Plan, and

WHEREAS, Section 272-a(2)(c) details that such "Special Board" should consist of one or more members of the Planning Board and such other members as are appointed by the Town Board to prepare amendments to the Comprehensive Plan;

NOW, THEREFORE, be it

RESOLVED by the Town Board of the Town of Clarkstown that a "Special Board" consistent with Section 272-a of the Town Law of the State of New York be hereby created in order to prepare amendments to the Town Comprehensive Plan, and be it

FURTHER RESOLVED, that said Special Board shall consist of six members, and one ex officio member who may only vote in the event of a tie among the six members. The members shall select a chairperson and advise the Town Board on that selection, and be it

NOV 16

PLANNING

FURTHER RESOLVED, that the initial members to serve on the Special Board are as follows:

1. Rudolph Yacyshyn
2. George Hoehmann
3. Richard Shoberg *et*
4. Dennis Letson
5. Jose Simoes
6. Daniel Kraushaar

Shirley Thormann, Ex officio,

and be it

FURTHER RESOLVED, that the Special Board shall, consistent with Section 272(a)(6)(b) hold one or more public hearings and such other meetings as it deems necessary to assure full opportunity for citizen participation in preparation of proposed amendments to the Comprehensive Plan, and be it

FURTHER RESOLVED, that the Special Board shall present a progress report to the Town Board at the Town Board Workshop scheduled for March 6, 2007.

Dated: November 8, 2006

Comp. Plan -Special Board Review-dk

Autm

RESOLUTION AMENDING RESOLUTION NO. 761-2006

WHEREAS, the Town Board of the Town of Clarkstown adopted Resolution No. 761 on November 8, 2006, creating a "Special Board" consistent with Section 272-a of the Town Law of the State of New York, in order to prepare amendments to the Town Comprehensive Plan, and

WHEREAS, Richard Shoberg, one of the members of the Special Board, has informed the Town Board that he is resigning from said position, and

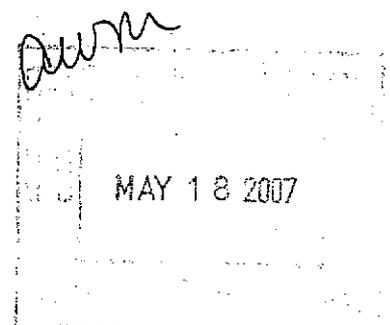
WHEREAS, the Town Board wishes to fill the vacant position with Christopher Carey;

NOW, THEREFORE, be it

RESOLVED, that the Town Board hereby amends Resolution No 761 of 2006, by replacing the name of Richard Shoberg with Christopher Carey, as one of the members of the Special Board to prepare amendments to the Town Comprehensive Plan.

Dated: May 15, 2007

Comp Plan special board change person-na



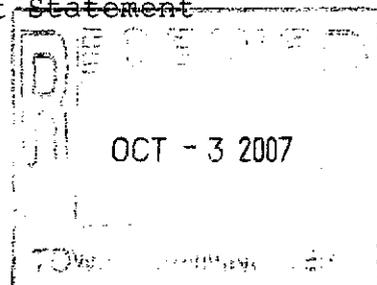
RESOLUTION APPOINTING AND DESIGNATING THE TOWN'S
SPECIAL BOARD AS LEAD AGENCY PURSUANT TO SEQRA

WHEREAS, by Resolution No. 761-2006, amended by Resolution No. 353-2007, the Town Board of the Town of Clarkstown, consistent with §272(a) of the Town Law of the State of New York, established a "Special Board" to prepare a proposed Town Comprehensive Plan, and

WHEREAS, pursuant to Town Law §272(a)(8) the preparation of a Town Comprehensive Plan is subject to Article 8 of the Environmental Conservation Law (SEQRA) and its implementing regulations, and

WHEREAS, §272(a)(8) of the Town Law further provides that a Town Comprehensive Plan may be designated to serve as, or be accompanied by, a Generic Environmental Impact Statement (GEIS) and no further actions that are in conformance with the conditions and thresholds established for such actions in the Generic Environmental Impact Statement and its findings would thereafter be required, and

WHEREAS, the Town Comprehensive Plan is to be prepared and designated as a Generic Environmental Impact Statement



consistent with §272(a)(8) of the Town Law of the State of
New York;

NOW, THEREFORE, be it

RESOLVED, that the Town Board of the Town of
Clarkstown does hereby designate and appoint the "Special
Board" for the Town's Comprehensive Plan as its lead agency
under SEQRA, and be it

FURTHER RESOLVED, that consistent with §272(a)(8) of
the Town Law of the State of New York that the Town
Comprehensive Plan that is to be developed is hereby
designated to serve as a Generic Environmental Impact
Statement.

Dated: September 25, 2007

Comp Plan Special Board-na

Awm

RESOLUTION ADOPTED AT TOWN BOARD MEETING AUGUST 25, 2009
RESOLUTION NO. (447-2009)

RESOLUTION OF THE TOWN BOARD REGARDING THE PROPOSED COMPREHENSIVE
PLAN/DRAFT ENVIRONMENTAL IMPACT STATEMENT PURSUANT TO TOWN LAW
SECTION 272(a)(8) AND THE STATE ENVIRONMENT QUALITY REVIEW ACT
(SEQRA)

WHEREAS, by Resolution No. 761-2006, adopted by the Town Board on November 8, 2006, the Town Board created a Special Board, pursuant to Town Law 272-a, to prepare a Comprehensive Plan Update for the Town of Clarkstown, and

WHEREAS, by Resolution No. 604-2007, adopted by the Town Board on September 25, 2007, the Town Board designated itself as lead agency pursuant to the State Environmental Quality Review Act ("SEQRA") and declared the Special Board as its agent pursuant to SEQRA, and further directed, pursuant to Town Law 272(a)(8), that the Comprehensive Plan shall be prepared as a Generic Environmental Impact Statement (GEIS) pursuant to SEQRA, and

WHEREAS, the Special Board, consistent with Section 272(a)(6)(b) of the Town Law, held numerous public meetings, including but not limited to two town-wide workshops and five hamlet workshops as set forth on Exhibit A, initiated three town-wide mailings encouraging participation in the process, and utilized other media, such as postcards, newspaper announcements, mailed questionnaires and web alerts in order to assure full opportunity for citizen participation in preparation of the Comprehensive Plan, and

WHEREAS, the Special Board has prepared a Draft Comprehensive Plan in the form of a Draft GEIS, and

WHEREAS, the Draft Comprehensive Plan/GEIS was presented to the Town Board by the Special Board at a Town Board workshop held on August 4, 2009, and copies of the Draft Comprehensive Plan/GEIS have been provided to the Town Board,

NOW, THEREFORE, be it

RESOLVED, that the Draft Comprehensive Plan/GEIS is hereby accepted and deemed complete, and be it

FURTHER RESOLVED, that the Special Board is hereby directed to file, distribute and publish the "Notice of Completion" attached hereto as Exhibit B in accordance with 6 NYCRR Part 617.12(b) (1) and 617.12(c), and be it

FURTHER RESOLVED, that the Special Board is hereby directed to distribute the Draft Comprehensive Plan/GEIS to the Rockland County Planning Department, the Town of Clarkstown Planning Board and other interested agencies, as identified in Exhibit C, in accordance with 6 NYCRR Part 617.6(b) and 617.12(b) (1), and other municipalities and governmental bodies as may be required by Section 239-1 and 239-m of the General Municipal Law and other applicable provisions of law, and be it

FURTHER RESOLVED, that a public hearing pursuant to Section 272-a of the Town Law and 6 NYCRR 617.9(a) (4) (ii), shall be held at the Auditorium of the Town Hall of the Town of Clarkstown, at 10 Maple Avenue, New City, Rockland County, New York, in the Town of Clarkstown, on September 22, 2009, at 8:00 p.m., and be it

FURTHER RESOLVED, that the Town Attorney prepare notice of such statutory hearing and that the Town Clerk cause the same to be published in the newspaper of general circulation and posted in the manner provided by 6 NYCRR 617.12(c) and file proof thereof in the Office of the Town Clerk.

Dated: August 25, 2009

Comp Plan-na

awm

Exhibit A

Public Outreach Meetings

Meeting Type	Meeting	Date	Location
Facilitator Training	Facilitator Training Session	October 11, 2007	Town Hall
Town-wide	Kick-Off for Public Participation - Identification of Ideas	October 25, 2007	Town Hall
Hamlet	Nanuet/Spring Valley & Bardonia	December 3, 2007	Nanuet High School
Hamlet	Valley Cottage & Upper Nyack	January 10, 2008	Nyack High School
Hamlet	Congers & Rockland Lake	January 24, 2008	Congers Community Center
Hamlet	New City	February 4, 2008	Clarkstown North High School
Hamlet	West Nyack & Central Nyack/Nyack	February 21, 2008	Clarkstown South High School
Town-wide	Religious & Cultural Outreach	March 4, 2008	Town Hall
Town-wide	Presentation & Discussion of Ideas from Kick-Off and Area Workshops, and Initial Research	May 15, 2008	Town Hall

EXHIBIT B

State Environmental Quality Review (SEQR)
Notice of Completion of Draft Generic Environmental Impact
Statement
and
Notice of SEQR Hearing

Lead Agency: Town of Clarkstown Town Board

Project Number: N/A

Address: Town of Clarkstown
10 Maple Avenue
New City, New York 10956

Date: August 25, 2009

Local Law #: N/A

Comments accepted until: 10 days after the close of the public hearing

Public Hearing (date & time): September 22, 2009 (at): 8:00 PM

Name of Action: Adoption of the 2009 Town of Clarkstown
Comprehensive Plan

Description of Action:

The 2009 Town of Clarkstown Comprehensive Plan will serve as a guide for land use decisions in the Town. The Plan is organized around seven themes: Economic Development; Environmental Resources; Health Safety & Welfare; Historic & Cultural Resources; Housing; Recreation, Parks & Open Space; and Transportation. The Plan follows the format of a Generic Environmental Impact Statement under the provisions of the New York State Town Law Section 272 - a - 8. The Comprehensive Plan recommends changes to the Town policies, codes and zoning as well as calls for further analysis of land use along the Town's State roadway corridors and within hamlet centers.

Location: Town of Clarkstown, Rockland County, New York

Potential Environmental Impacts:

IMPACT ON LAND

1. Land disturbance due to regrading for buildings, parking, trails, roads and sidewalks, etc.
2. Litter and debris generated around trails and recreational facilities.

IMPACT ON WATER

1. Increased stormwater runoff from additional impervious surfaces as a result of buildings, parking, trails, roads and sidewalks, etc.
2. Increased water consumption

IMPACT ON AIR

1. Increased building emissions
2. Air pollution associated with vehicles

IMPACT ON PLANTS AND ANIMALS

1. Overpopulation of wildlife, increased human/wildlife conflicts
2. Tree Removal

IMPACT ON AESTHETIC RESOURCES

1. Increased light pollution

IMPACT ON OPEN SPACE AND RECREATION

1. Development of currently undeveloped land.
2. Litter and debris generated around trails.

IMPACT ON TRANSPORTATION

1. Increased traffic congestion.

IMPACT ON ENERGY

1. Increased energy consumption.

NOISE AND ODOR IMPACT

1. Disturbances to adjacent property owners
2. Noise associated with additional vehicles

IMPACT ON PUBLIC HEALTH

1. Increased injury risk associated with higher travel speeds.

IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD

1. Reduced development potential.
2. Increased cost of construction.
3. Change in neighborhood character associated with increased density and additional sidewalks.
4. Code violations.
5. Additional staff or staff time and technology resources.

6. Restricted use of property. Decreased property and resale values
7. Increased taxes associated with payments for acquisition, maintenance and construction.
8. Increase usage of park facility and infrastructure including parking and utilities.
9. Relocation of residents or businesses due to acquisition of private property for new or widened roadways.

A copy of the Draft / Final EIS may be obtained from:

Contact Person: Jose Simoes, Town Planner

Address: Town of Clarkstown
10 Maple Avenue
New City, New York 10956
845-639-2070

www.town.clarkstown.ny.us
getinvolved@town.clarkstown.ny.us

The Plan will also be available at the following local libraries:

- New City Library
- Valley Cottage Library
- West Nyack Free Library
- Nanuet Public Library

A copy of this notice must be sent to:

1. Department of Environmental Conservation
625 Broadway Albany, New York 12233-1750
2. Chief Executive Officer, Town of Clarkstown
3. Any person who has requested a copy of the Draft/Final EIS
4. Any other involved agencies
5. Environmental Notice Bulletin
625 Broadway Albany, New York 12233-1750

Copies of the Draft EIS must be distributed according to 6NYCRR 617.12(b)

EXHIBIT C

INVOLVED AGENCIES

Clarkstown Town Board
Rockland County Planning Department

INTERESTED AGENCIES

Clarkstown Architecture and Landscape Commission
Clarkstown Building Department
Clarkstown Department of Environmental Control
Clarkstown Highway Department
Clarkstown Historic Review Board
Clarkstown Planning Board
Clarkstown Police Department
Clarkstown Town Attorney
Clarkstown Town Clerk
Clarkstown Zoning Board of Appeals

Rockland Lake Fire District
Nanuet Fire District
Valley Cottage Fire District
Central Nyack Fire District
Congers Fire District
Hillcrest Fire District
New City Fire District
East Spring Valley Fire District
West Nyack Fire District
Nyack Joint Fire District

Congers/Valley Cottage Volunteer Ambulance Corps
Nanuet Community Ambulance Corps
New City Volunteer Ambulance and Paramedic
Nyack Community Ambulance Corps
Spring Hill Ambulance Corps

Clarkstown Central School District
East Ramapo Central School District
Nanuet Union Free School District
Nyack Union Free School District

Nanuet Public Library
New City Library
West Nyack Free Library
Valley Cottage Library

Village of Chestnut Ridge Village Board
Village of Haverstraw Village Board
Village of New Square Village Board
Village of Nyack Village Board
Village of Upper Nyack Village Board
Village of South Nyack Village Board
Village of Spring Valley Village Board

Rockland County Planning Department
Rockland County Planning Board
Rockland County Department of Health
Rockland County Department of Highways
Rockland County Sewer District #1

New York State Department of Environmental Conservation, Region 3
New York State Department of Transportation, Region 8
New York State Thruway Authority

Palisades Interstate Park Commission

Federal Emergency Management Agency

U.S. Army Corps of Engineers

RESOLUTION ADOPTED AT TOWN BOARD MEETING SEPTEMBER 22, 2009
RESOLUTION NO. (453-2009)

RESOLUTION OF THE TOWN BOARD CLOSING THE PUBLIC HEARING
REGARDING THE PROPOSED COMPREHENSIVE PLAN/DRAFT GENERIC
ENVIRONMENTAL IMPACT STATEMENT

WHEREAS, a public hearing pursuant to Section 272-a of the Town Law and 6 NYCRR 617.9(a)(4)(ii), was held on September 22, 2009, at 8:00 p.m., concerning the Town of Clarkstown's proposed Comprehensive Plan/Draft Generic Environmental Impact Statement, and

WHEREAS, interested parties were heard, and the Town Board reviewed written and verbal comments from the public to date and recommendations from the Rockland County Commissioner of Planning;

NOW, THEREFORE, be it

RESOLVED, that the Town Board hereby closes the public hearing regarding the proposed Comprehensive Plan/Draft Generic Environmental Impact Statement, and be it

FURTHER RESOLVED, that pursuant to NYCRR Part 617.9(a)(4)(iii) the Town will accept written comments from the public until October 2, 2009, and be it

FURTHER RESOLVED, that the Special Board is hereby directed, pursuant to NYCRR Part 617.9(a)(5), to prepare a Final Generic Environmental Impact Statement/Amended Comprehensive Plan for presentation to the Town Board, which shall address the substantive comments received by various entities as set forth in NYCRR Part 617.9(b)(8).

Dated: September 22, 2009

Comp Plan Close ph-na

RECEIVED
OCT - 1 2009

TOWN PLANNING DEPT.

RESOLUTION OF THE TOWN BOARD REFERRING THE CLARKSTOWN
COMPREHENSIVE PLAN AND FINAL GEIS TO THE ROCKLAND COUNTY
PLANNING DEPARTMENT AND THE CLARKSTOWN PLANNING BOARD

WHEREAS, pursuant to NYCRR Part 617.9(a)(5) the Special Board, as the Town's agent pursuant to SEQRA, has prepared a Final Comprehensive Plan and Final Generic Environmental Impact Statement (FGEIS), which addresses, pursuant to 6 NYCRR Part 617.9(b)(8), the substantive comments received by various entities in response to the Draft Generic Environmental Impact Statement (DGEIS) which was deemed complete by the Town Board via resolution on August 25, 2009, and which comment period ended on October 2, 2009, and

WHEREAS, the Town Board was provided a copy of the FGEIS and Final Comprehensive Plan via hand delivery on October 14, 2009, which the Town Board has reviewed and considered in making its determination herein;

NOW, THEREFORE, be it

RESOLVED, that the Special Board is hereby directed to file, distribute and publish the "Notice of Completion" attached hereto as Exhibit "A" in accordance with 6 NYCRR Part 617.12(b)(1) and 617.12(c), and be it

FURTHER RESOLVED, that the Special Board is hereby directed to distribute the Final Comprehensive Plan/FGEIS to the Rockland County Planning Department, the Town of Clarkstown Planning Board, and other interested agencies as identified in Exhibit "B" attached, in accordance with 6 NYCRR Part 617.12(a)(2)(iii) and 617.12(b)(1), and other municipalities and governmental bodies as may be required by Section 239-1 and 239-m of the General Municipal Law, and be it

FURTHER RESOLVED, that the Special Board shall file copies of the Final Comprehensive Plan/FGEIS with the Town Clerk and the following local libraries:

New City Library
Valley Cottage Library
West Nyack Free Library
Nanuet Public Library

and be it

FURTHER RESOLVED, that the comment period pursuant to 6 NYCRR 617.11(a) shall be fifteen (15) calendar days ending November 4, 2009.

Dated: October 20, 2009

Comp Plan 2nd FGEIS-na

A handwritten signature in cursive script, appearing to read "AWM", is located in the bottom right corner of the page.

EXHIBIT A

State Environmental Quality Review (SEQR)
Notice of Completion of Final Generic Environmental Impact Statement

Lead Agency: Town of Clarkstown Town Board

Project Number: NA

Address: Town of Clarkstown
10 Maple Avenue
New City, New York 10956

Date: October 20, 2009

Local Law #: NA

Comments accepted until: November 4, 2009

Comments on the Final GEIS can be sent to:

getinvolved@town.clarkstown.ny.us
or mailed to the address above, attention: Comprehensive Plan Special Board

Name of Action: Adoption of the 2009 Town of Clarkstown Comprehensive Plan

Description of Action:

The 2009 Town of Clarkstown Comprehensive Plan will serve as a guide for land use decisions in the Town. The Plan is organized around seven themes: Economic Development; Environmental Resources; Health, Safety & Welfare; Historic & Cultural Resources; Housing; Parks, Recreation & Open Space; and Transportation. The Plan has been designed to serve as a Generic Environmental Impact Statement under the provisions of the New York State Town Law Section 272(a)(8). The Comprehensive Plan recommends changes to the Town policies, codes and zoning as well as calls for further analysis of land use along the Town's State roadway corridors and within hamlet centers.

Location: Town of Clarkstown, Rockland County, New York

Potential Environmental Impacts:

Impact on Land

1. Land disturbance due to regrading for buildings, parking, trails, roads and sidewalks, etc.
2. Litter and debris generated around trails and recreational facilities.

Impact on Water

1. Increased stormwater runoff from additional impervious surfaces as a result of buildings, parking, trails roads and sidewalks, etc.
2. Increased water consumption

3. Decreased water supply
4. Decreased sewerage capacity
5. Decreased stormwater system capacity

Impact on Air

1. Increased building emissions
2. Air pollution associated with vehicles

Impact on Plants and Animals

1. Overpopulation of wildlife, increased human/wildlife conflicts
2. Tree Removal

Impact on Aesthetic Resources

1. Increased light pollution

Impact on Open Space and Recreation

1. Development of currently undeveloped land.
2. Litter and debris generated around trails

Impact on Transportation

1. Increased traffic congestion/decreased roadway capacity

Impact on Energy

1. Increased energy consumption
2. Decreased gas and electricity capacity

Noise and Odor Impact

1. Disturbances to adjacent property owners
2. Noise associated with additional vehicles

Impact on Public Health

1. Increased injury risk associated with higher travel speeds

Impact on Growth and Character of Community or Neighborhood

1. Reduced development potential
2. Increased cost of construction
3. Change in neighborhood character associated with increased density and additional sidewalks
4. Code violations
5. Additional staff or municipal/community services
6. Restricted use of property. Decreased property and resale values
7. Increased taxes associated with payments for acquisition, maintenance and construction
8. Increase usage of park facility and infrastructure including parking and utilities.
9. Relocation of residents or businesses due to acquisition of private property for new or widened roadways
10. Increased demand for school services

A copy of the Final GEIS may be obtained from:

Contact Person: Jose Simoes, Town Planner

Address: Town of Clarkstown
10 Maple Avenue
New City, New York 10956
845-639-2070

The Final GEIS will also be available at the following locations:

Clarkstown Town Clerk's Office
New City Library
Valley Cottage Library
West Nyack Free Library
Nanuet Public Library
www.town.clarkstown.ny.us

A copy of this notice must be sent to:

1. Department of Environmental Conservation
625 Broadway
Albany, New York 12233-1750
2. Chief Executive Officer, Town of Clarkstown
3. Any person who has requested a copy of the GEIS
4. Any other involved agencies
5. Environmental Notice Bulletin
625 Broadway
Albany, New York 12233-1750

The ENB SEQRA Notice Publication Form - Please check all that apply



Deadline: Notices must be received by 6 p.m. Wednesday to appear in the following Wednesday's ENB

- Negative Declaration - Type I
- Conditioned Negative Declaration
- Draft Negative Declaration
- Positive Declaration
- with Public Scoping Session
- Draft EIS
- with Public Hearing
- Generic
- Supplemental
- Final EIS
- Generic
- Supplemental

DEC Region # 3 County: Rockland Lead Agency: Town of Clarkstown Town Board

Project Title: Adoption of the 2009 Town of Clarkstown Comprehensive Plan

Brief Project Description: The action involves . . .

The 2009 Town of Clarkstown Comprehensive Plan will serve as a guide for land use decisions in the Town. The Plan is organized around seven themes: Economic Development; Environmental Resources; Health, Safety & Welfare; Historic & Cultural Resources; Housing; Parks, Recreation & Open Space; and Transportation. The Plan has been designed to serve as a Generic Environmental Impact Statement under the provisions of the New York State Town Law Section 272 - a - 8. The Comprehensive Plan recommends changes to the Town policies, codes and zoning as well as calls for further analysis of land use along the Town's State roadway corridors and within hamlet centers.

Project Location (include street address/municipality): Town of Clarkstown, Rockland County, New York

Contact Person: Jose Simoes, Town Planner

Address: 10 Maple Avenue City: Clarkstown State: NY Zip: 10956

Phone: 845-639-2070 Fax: 845-639-2071 E-mail: j_simoes@town.clarkstown.ny.us

For Draft Negative Declaration / Draft EIS: Public Comment Period ends: ___ / ___ / ___

For Public Hearing or Scoping Session: Date: ___ / ___ / ___ Time: ___ : ___ am/pm

Location: _____

A hard copy of the DEIS/FEIS is available at the following locations:

Clarkstown Town Clerk, Nanuet Public Library, New City Library, West Nyack Free Library, Valley Cottage Library

The online version of the DEIS/FEIS is available at the following publically accessible web site:

http://www.town.clarkstown.ny.us/ comments can be e-mailed to: getinvolved@town.clarkstown.ny.us

For Conditioned Negative Declaration: In summary, conditions include:

EXHIBIT B

INVOLVED AGENCIES

Clarkstown Town Board
Rockland County Planning Department

INTERESTED AGENCIES

Clarkstown Architecture and Landscape Commission
Clarkstown Building Department
Clarkstown Department of Environmental Control
Clarkstown Highway Department
Clarkstown Historic Review Board
Clarkstown Planning Board
Clarkstown Police Department
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Clarkstown Town Clerk
Clarkstown Zoning Board of Appeals

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Village of Haverstraw Village Board
Village of New Square Village Board
Village of Nyack Village Board
Village of South Nyack Village Board
Village of Spring Valley Village Board
Village of Upper Nyack Village Board

Rockland County Department of Health
Rockland County Department of Highways
Rockland County Department of Public Transportation
Rockland County Department of Tourism
Rockland County Division of Environmental Resources
Rockland County Drainage Agency
Rockland County Executive
Rockland County Office of Fire and Emergency Services
Rockland County Legislature
Rockland County Planning Board
Rockland County Sewer District #1

New York State Department of Environmental Conservation, Region 3
New York State Department of Transportation, Region 8
New York State Thruway Authority

Palisades Interstate Park Commission

Federal Emergency Management Agency

U.S. Army Corps of Engineers



TOWN OF CLARKSTOWN
OFFICE OF THE TOWN ATTORNEY
10 Maple Avenue
New City, New York 10956
Phone (845) 639-2060 - Fax (845) 639-2189

TO: WRN-Legal Advertising
FROM: Neila Killigrew Alemi, Paralegal
RE: **Legal Notice - Comp Plan**
DATE: August 31, 2009

PO# 09-53657

Kindly publish the enclosed notice once on **September 4, 2009.**

Please invoice this ad to Account No. (telephone no.) 845-639-2011, and forward same to the Purchasing Department with two affidavits of publication for each notice.

Thank you for your cooperation.

Neila Killigrew Alemi

cc: Town Clerk

NOTICE OF PUBLIC HEARING REGARDING THE
COMPREHENSIVE PLAN OF THE TOWN OF CLARKSTOWN

NOTICE IS HEREBY GIVEN that a public hearing will be held by the Town Board, at the Clarkstown Town Hall Auditorium, 10 Maple Avenue, New City, New York, on September 22, 2009, at 8:00 p.m., or as soon thereafter as possible, for the purpose of considering the adoption of an update to the Town of Clarkstown's Comprehensive Plan. The Comprehensive Plan has been prepared as a Generic Environmental Impact Statement (GEIS) pursuant to Town Law 272(a)(8), and therefore comments will be received and considered in accordance with the State Environmental Quality Review Act (SEQRA) and 6 NYCRR Part 617.

Description of Action:

The 2009 Town of Clarkstown Comprehensive Plan will serve as a guide for land use decisions in the Town. The Plan is organized around seven themes: Economic Development; Environmental Resources; Health, Safety & Welfare; Historic & Cultural Resources; Housing; Parks, Recreation & Open Space; and Transportation. The Plan has been designed to serve as a Generic Environmental Impact Statement under the provisions of the New York State Town Law Section 272(a)(8). The Comprehensive Plan recommends changes to the Town policies, codes and zoning as well as calls for further analysis of land use along the Town's State roadway corridors and within hamlet centers.

The following Potential Environmental Impacts have been identified by the Town Board and are set forth in the Notice of Completion:

Impact on Land

1. Land disturbance due to regrading for buildings, parking, trails, roads and sidewalks, etc.
2. Litter and debris generated around trails and recreational facilities.

Impact on Water

1. Increased stormwater runoff from additional impervious surfaces as a result of buildings, parking, trails roads and sidewalks, etc.
2. Increased water consumption

Impact on Air

1. Increased building emissions
2. Air pollution associated with vehicles

Impact on Plants and Animals

1. Overpopulation of wildlife, increased human/wildlife conflicts
2. Tree Removal

Impact on Aesthetic Resources

1. Increased light pollution

Impact on Open Space and Recreation

1. Development of currently undeveloped land.
2. Litter and debris generated around trails.

Impact on Transportation

1. Increased traffic congestion.

Impact on Energy

1. Increased energy consumption.

Noise and Odor Impact

1. Disturbances to adjacent property owners
2. Noise associated with additional vehicles

Impact on Public Health

1. Increased injury risk associated with higher travel speeds.

Impact on Growth and Character of Community or Neighborhood

1. Reduced development potential.
2. Increased cost of construction.
3. Change in neighborhood character associated with increased density and additional sidewalks.
4. Code violations.
5. Additional staff or staff time and technology resources.
6. Restricted use of property. Decreased property and resale values.
7. Increased taxes associated with payments for acquisition, maintenance and construction.
8. Increase usage of park facility and infrastructure including parking and utilities.
9. Relocation of residents or businesses due to acquisition of private property for new or widened roadways.

Copies of the proposed Comprehensive Plan are on file in: 1) the Office of the Town Clerk, 10 Maple Avenue, New City, New York; 2) The following local libraries: New City Library, Valley Cottage Library, West Nyack Free Library and Nanuet Public Library; 3) online at www.town.clarkstown.ny.us.

Written comments can be sent by: 1) letter to the Town Board, attention: Comprehensive Plan Special Board, 10 Maple Avenue, New City, New York; 2) e-mail to getinvolved@town.clarkstown.ny.us

All parties in interest and citizens will be heard by the Town Board at the public hearing to be held as aforesaid.

Dated: September 4, 2009

Amy Mele
Town Attorney
Town of Clarkstown
10 Maple Avenue
New City, New York 10956

David Carlucci
Town Clerk

AFFIDAVIT OF PUBLICATION

from

The Journal News

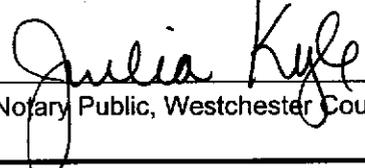
Florence Bonilla being duly sworn says that he/she is the principal clerk of The Journal News, a newspaper published in the County of Westchester and State of New York, and the notice of which the annexed is a printed copy, was published in the newspaper area(s) on the date(s) below:

Note: the code to the left of the run dates indicates the zone(s) that the ad was published. (See legend below)

ZONE
RK **DATE**
 09/04/2009

Signed _____ 

Sworn to before me
This 15th day of September 2009


Notary Public, Westchester County

JULIA KYLE
Notary Public, State of New York
No. 01KY6198797
Qualified in Westchester County
Commission Expires January 5, 2013

Legend:

Northern Area (AN):
Amawalk, Armonk, Baldwin Place, Bedford, Bedford Hills, Briardiff Manor, Buchanan, Chappaqua, Crompond, Cross River, Croton Falls, Croton on Hudson, Goldens Bridge, Granite Springs, Jefferson Valley, Katonah, Lincolndale, Millwood, Mohegan Lake, Montrose, Mount Kisco, North Salem, Ossining, Peekskill, Pound Ridge, Purdys, Shenorock, Shrub Oak, Somers, South Salem, Verplanck, Waccabuc, Yorktown Heights, Brewster, Carmel, Cold Spring, Garrison, Lake Peekskill, Mahopac, Mahopac Falls, Putnam Valley, Patterson

Central Area (AC):
Ardsley, Ardsley on Hudson, Dobbs Ferry, Elmsford, Greenburg, Harrison, Hartsdale, Hastings, Hastings on Hudson, Hawthorne, Irvington, Larchmont, Mamaroneck, Pleasantville, Port Chester, Purchase, Rye, Scarsdale, Tarrytown, Thornwood, Valhalla, White Plains
AD# 2819847

Southern Area (AS):
Bronxville, Eastchester, Mount Vernon, New Rochelle, Pelham, Tuckahoe, Yonkers

Greater Westchester (GW):
Includes Northern area, Southern area and Central area. (See details below each area)

Rockland Area (JN or RK):
Blauvelt, Congers, Garnerville, Haverstraw, Hillburn, Monsey, Nanuet, New City, Nyack, Orangeburg, Palisades, Pearl River, Piermont, Pomona, Sloatsburg, Sparkill, Spring Valley, Stony Point, Suffern, Tallman, Tappan, Thiells, Tomkins Cove, Valley Cottage, West Haverstraw, West Nyack

Review Press Express (XBV):
Bronxville, Eastchester, Scarsdale, Tuckahoe

Putnam Express (XPU)
Baldwin Place, Brewster, Carmel, Mahopac, Putnam Valley, Patterson

Sound Shore Express (XSS)
Purchase, Port Chester, Rye, Harrison, Mamaroneck, Larchmont, New Rochelle, Pelham

White Plains Express (XWP)
Elmsford, Hawthorne, Valhalla, White Plains

Yorktown and Cortlandt Express (XYC)
Buchanan, Cortlandt Manor, Crompond, Croton-on-Hudson, Crugers, Jefferson Valley, Lincolndale, Mohegan Lake, Montrose, Ossining, Peekskill, Shenorock, Shrub Oak, Verplank, Yorktown Heights

Northern Westchester Express (XNW)
Armonk, Bedford, Bedford Hills, Chappaqua, Katonah, Mount Kisco, Pleasantville, Thornwood

NOTICE OF PUBLIC HEARING
TOWN BOARD
OF THE TOWN OF
CLARKSTOWN

NOTICE IS HEREBY GIVEN that a public hearing will be held by the Town Board at the Clarkstown Town Hall Auditorium, 10 Maple Avenue, New City, New York, on September 22, 2009, at 6:00 p.m., or as soon thereafter as possible, for the purpose of considering the adoption of an update to the Town of Clarkstown's Comprehensive Plan. The Comprehensive Plan has been prepared as a General Study pursuant to Article 272(a)(8), and the public comments will be considered in accordance with the Environmental Quality Action Act (SEQRA) and 6 NYCRR Part 617.

Description of Action:
 The 2009 Town of Clarkstown Comprehensive Plan will serve as a guide for land use decisions in the Town. The Plan is organized around seven themes: Economic Development, Environmental Resources, Health, Safety & Welfare, Historic & Cultural Resources, Housing, Parks, Recreation & Open Space. The Plan is being prepared pursuant to the provisions of the SEQRA and 6 NYCRR Part 617. The Comprehensive Plan is being prepared in accordance with the provisions of the SEQRA and 6 NYCRR Part 617. The Comprehensive Plan is being prepared in accordance with the provisions of the SEQRA and 6 NYCRR Part 617.

The following Potential Environmental Impacts have been identified by the Town Board and are set forth in the Notice of Completion:

- Impacts of Land Use:**
1. Land disturbance due to grading for buildings, parking, trails, roads and sidewalks, etc.
 2. Litter and debris generated around trails and recreational facilities.

- Impacts of Water:**
1. Increased stormwater runoff from residential, impervious surfaces will result of buildings, parking, trails, roads and sidewalks, etc.
 2. Increased water consumption.

- Impacts of Air:**
1. Increased building emissions.
 2. Air pollution associated with roads.

- Impacts on Visual and Aesthetic Resources:**
1. Deterioration of wild life resources, mammal/wild life conflicts.
 2. Increased noise.

- Impacts of Aesthetic Resources:**
1. Increased noise pollution.

- Impacts on Open Space and Agricultural Land:**
1. Development of currently undeveloped land.
 2. Litter and debris generated around trails.

- Impact on Transportation:**
1. Increased traffic congestion.

- Impact on Energy:**
1. Increased energy consumption.

- Noise and Odor Impact:**
1. Disturbances to adjacent property owners.
 2. Noise associated with additional vehicles.

- Impact on Public Health:**
1. Increased injury risk associated with higher travel speeds.

- Impact on Growth and Character of Community or Neighborhood:**

1. Reduced development potential.
2. Increased cost of construction.
3. Change in neighborhood character associated with increased density and additional sidewalks.
4. Code violations.
5. Additional staff or staff time and technology resources.
6. Restricted use of property. Decreased property and resale values.
7. Increased taxes associated with payments for acquisition, maintenance and construction.
8. Increase usage of park facility and infrastructure including parking and utilities.
9. Relocation of residents or businesses due to acquisition of private property for new or widened roadways.

Copies of the proposed Comprehensive Plan are on file in: 1) the Office of the Town Clerk, 10 Maple Avenue, New City, New York; 2) The following local libraries: New City Library, Valley Cottage Library, West Nyack Free Library and Harriet Public Library; 3) online at www.town.clarkstown.ny.us

Written comments can be sent by: 1) letter to the Town Board, attention: Comprehensive Plan Special Board, 10 Maple Avenue, New City, New York; 2) e-mail to getinvolved@town.clarkstown.ny.us

All parties in interest and citizens will be heard by the Town Board at the public hearing to be held as aforesaid.

Dated: September 4, 2009

Amy Mele
 Town Attorney
 Town of Clarkstown
 10 Maple Avenue
 New City, New York 10956

David Carlucci
 Town Clerk

State Environmental Quality Review (SEQR)
Notice of Completion of Draft Generic Environmental Impact Statement
and
Notice of SEQR Hearing

Lead Agency: Town of Clarkstown Town Board

Project Number: NA

Address: Town of Clarkstown
10 Maple Avenue
New City, New York 10956

Date: August 25, 2009

Local Law #: NA

Comments accepted until: 10 days after the close of the public hearing
(date to be determined)

Comments on the Draft GEIS can be sent to:

getinvolved@town.clarkstown.ny.us
or mailed to the address above, attention: Comprehensive Plan Special Board

Public Hearing (date & time): September 22, 2009 (at): 8:00 PM

Public Hearing Location: Town of Clarkstown Town Hall
10 Maple Avenue,
New City, NY 10956

Name of Action: Adoption of the 2009 Town of Clarkstown Comprehensive Plan

Description of Action:

The 2009 Town of Clarkstown Comprehensive Plan will serve as a guide for land use decisions in the Town. The Plan is organized around seven themes: Economic Development; Environmental Resources; Health, Safety & Welfare; Historic & Cultural Resources; Housing; Parks, Recreation & Open Space; and Transportation. The Plan has been designed to serve as a Generic Environmental Impact Statement under the provisions of the New York State Town Law Section 272(a)(8). The Comprehensive Plan recommends changes to the Town policies, codes and zoning as well as calls for further analysis of land use along the Town's State roadway corridors and within hamlet centers.

Location: Town of Clarkstown, Rockland County, New York

Potential Environmental Impacts:

Impact on Land

1. Land disturbance due to regrading for buildings, parking, trails, roads and sidewalks, etc.
2. Litter and debris generated around trails and recreational facilities.

Impact on Water

1. Increased stormwater runoff from additional impervious surfaces as a result of buildings, parking, trails roads and sidewalks, etc.
2. Increased water consumption

Impact on Air

1. Increased building emissions
2. Air pollution associated with vehicles

Impact on Plants and Animals

1. Overpopulation of wildlife, increased human/wildlife conflicts
2. Tree Removal

Impact on Aesthetic Resources

1. Increased light pollution

Impact on Open Space and Recreation

1. Development of currently undeveloped land.
2. Litter and debris generated around trails.

Impact on Transportation

1. Increased traffic congestion.

Impact on Energy

1. Increased energy consumption.

Noise and Odor Impact

1. Disturbances to adjacent property owners
2. Noise associated with additional vehicles

Impact on Public Health

1. Increased injury risk associated with higher travel speeds.

Impact on Growth and Character of Community or Neighborhood

1. Reduced development potential.
2. Increased cost of construction.
3. Change in neighborhood character associated with increased density and additional sidewalks.
4. Code violations.
5. Additional staff or staff time and technology resources.
6. Restricted use of property. Decreased property and resale values
7. Increased taxes associated with payments for acquisition, maintenance and construction.
8. Increase usage of park facility and infrastructure including parking and utilities.
9. Relocation of residents or businesses due to acquisition of private property for new or widened roadways.

A copy of the Draft GEIS may be obtained from:

Contact Person: Jose Simoes, Town Planner

Address: Town of Clarkstown
10 Maple Avenue
New City, New York 10956
845-639-2070

The Draft GEIS will also be available at the following locations:

Clarkstown Town Clerk's Office
New City Library
Valley Cottage Library
West Nyack Free Library
Nanuet Public Library
www.town.clarkstown.ny.us

A copy of this notice must be sent to:

1. Department of Environmental Conservation
625 Broadway
Albany, New York 12233-1750
2. Chief Executive Officer, Town of Clarkstown
3. Any person who has requested a copy of the GEIS
4. Any other involved agencies
5. Environmental Notice Bulletin
625 Broadway
Albany, New York 12233-1750

Copies of the Draft EIS must be distributed according to 6NYCRR 617.12(b)

The ENB SEQRA Notice Publication Form - Please check all that apply



Deadline: Notices must be received by 6 p.m. Wednesday to appear in the following Wednesday's ENB

- Negative Declaration - Type I
- Conditioned Negative Declaration
- Draft Negative Declaration
- Positive Declaration
- with Public Scoping Session
- Draft EIS
- with Public Hearing
- Generic
- Supplemental
- Final EIS
- Generic
- Supplemental

DEC Region # 3 County: Rockland Lead Agency: Town of Clarkstown Town Board

Project Title: Adoption of the 2009 Town of Clarkstown Comprehensive Plan

Brief Project Description: The action involves . . .

The 2009 Town of Clarkstown Comprehensive Plan will serve as a guide for land use decisions in the Town. The Plan is organized around seven themes: Economic Development; Environmental Resources; Health, Safety & Welfare; Historic & Cultural Resources; Housing; Parks, Recreation & Open Space; and Transportation. The Plan has been designed to serve as a Generic Environmental Impact Statement under the provisions of the New York State Town Law Section 272 - a - 8. The Comprehensive Plan recommends changes to the Town policies, codes and zoning as well as calls for further analysis of land use along the Town's State roadway corridors and within hamlet centers.

Project Location (include street address/municipality): Town of Clarkstown, Rockland County, New York

Contact Person: Jose Simoes, Town Planner

Address: 10 Maple Avenue City: Clarkstown State: NY Zip: 10956

Phone: 845-639-2070 Fax: 845-639-2071 E-mail: j_simoes@town.clarkstown.ny.us

For Draft Negative Declaration / Draft EIS: Public Comment Period ends: * / /
*Public Comment Period will end 10 Days after the close of the public hearing

For Public Hearing or Scoping Session: Date: 9 / 22 / 2009 Time: 8 :00 am/pm

Location: Town of Clarkstown Town Hall - 10 Maple Avenue, New City, NY 10956

A hard copy of the DEIS/FEIS is available at the following locations:

Clarkstown Town Clerk, Nanuet Public Library, New City Library, West Nyack Free Library, Valley Cottage Library

The online version of the DEIS/FEIS is available at the following publically accessible web site:

http://www.town.clarkstown.ny.us/ comments can be e-mailed to: getinvolved@town.clarkstown.ny.us

For Conditioned Negative Declaration: In summary, conditions include:

management basin. The project is located on Dairyland Road in the Village of Woodbridge, New York.

Contact: Diane Garritt, Village of Woodbridge, P.O. Box 655, Woodbridge, NY 12789, Phone: (845) 434-7855

Sullivan County - The New York State Department of Transportation (NYS DOT), as lead agency, has determined that the proposed NYS Route 17 over Neversink River PIN 906717 will not have a significant adverse environmental impact. The action involves addressing the functional condition of BIN 1013799 which carries NYS Route 17 over Neversink River and to improve this segment's standards to allow for designation of NYS Route 17 as Interstate 86. BIN 1013799 was built in 1953 and is now considered a priority deficient structure with a structural vulnerability rating of 1 (i.e. low condition rating and high traffic volumes). The bridge includes a Warren deck truss without redundant members. Existing travel lanes and shoulder widths are insufficient to meet future demands which may occur with potential commercial development. The overall accident rate for the project area is higher than the statewide average accident rate. The project is located on NYS Route 17 over the Neversink River in the Town of Thompson, New York.

Contact: Daniel Odigie, NYS DOT - Region 9, 44 Hawley Street, Binghamton, NY 13901, Phone: (607) 772-7336.

Notice of Acceptance of Draft GEIS and Public Hearing

Rockland County - The Town of Clarkstown Town Board, as lead agency, has accepted a Draft Generic Environmental Impact Statement on the

proposed Adoption of the 2009 Town of Clarkstown Comprehensive Plan. **A public hearing on the Draft GEIS will be held on September 22, 2009 at 8:00 p.m. at the Town of Clarkstown Town Hall, 10 Maple Avenue, New City, NY 10956.** A hard copy of the DGEIS is available at the following locations: Clarkstown Town Clerk, Nanuet Public Library, New City Library, West Nyack Free Library and the Valley Cottage Library. The online version of the DGEIS is available at the following publically accessible web site:

<http://www.town.clarkstown.ny.us/>. Comments can be e-mailed to: getinvolved@town.clarkstown.ny.us.

The action involves the adoption of the 2009 Town of Clarkstown Comprehensive Plan which will serve as a guide for land use decisions in the Town. The Plan is organized around seven themes: Economic Development; Environmental Resources; Health, Safety & Welfare; Historic & Cultural Resources; Housing; Parks, Recreation & Open Space; and Transportation. The Plan has been designed to serve as a Generic Environmental Impact Statement under the provisions of the New York State Town Law Section 272 - a - 8. The Comprehensive Plan recommends changes to the Town policies, codes and zoning as well as calls for further analysis of land use along the Town's State roadway corridors and within hamlet centers. The project is located throughout the Town of Clarkstown, New York.

Contact: Jose Simoes, Town of Clarkstown, 10 Maple Avenue, Clarkstown, NY 10956, Phone: (845) 639-2070, E-mail: j_simoes@town.clarkstown.ny.us.

Notice of Acceptance of Final Generic EIS

Sullivan County - The Planning Board of the Town

State Environmental Quality Review (SEQR)
Notice of Completion of Final Generic Environmental Impact Statement

Lead Agency: Town of Clarkstown Town Board

Project Number: NA

Address: Town of Clarkstown
10 Maple Avenue
New City, New York 10956

Date: October 20, 2009

Local Law #: NA

Comments accepted until: November 4, 2009

Comments on the Final GEIS can be sent to:

getinvolved@town.clarkstown.ny.us
or mailed to the address above, attention: Comprehensive Plan Special Board

Name of Action: Adoption of the 2009 Town of Clarkstown Comprehensive Plan

Description of Action:

The 2009 Town of Clarkstown Comprehensive Plan will serve as a guide for land use decisions in the Town. The Plan is organized around seven themes: Economic Development; Environmental Resources; Health, Safety & Welfare; Historic & Cultural Resources; Housing; Parks, Recreation & Open Space; and Transportation. The Plan has been designed to serve as a Generic Environmental Impact Statement under the provisions of the New York State Town Law Section 272(a)(8). The Comprehensive Plan recommends changes to the Town policies, codes and zoning as well as calls for further analysis of land use along the Town's State roadway corridors and within hamlet centers.

Location: Town of Clarkstown, Rockland County, New York

Potential Environmental Impacts:

Impact on Land

1. Land disturbance due to regrading for buildings, parking, trails, roads and sidewalks, etc.
2. Litter and debris generated around trails and recreational facilities.

Impact on Water

1. Increased stormwater runoff from additional impervious surfaces as a result of buildings, parking, trails roads and sidewalks, etc.
2. Increased water consumption

3. Decreased water supply
4. Decreased sewerage capacity
5. Decreased stormwater system capacity

Impact on Air

1. Increased building emissions
2. Air pollution associated with vehicles

Impact on Plants and Animals

1. Overpopulation of wildlife, increased human/wildlife conflicts
2. Tree Removal

Impact on Aesthetic Resources

1. Increased light pollution

Impact on Open Space and Recreation

1. Development of currently undeveloped land.
2. Litter and debris generated around trails

Impact on Transportation

1. Increased traffic congestion/decreased roadway capacity

Impact on Energy

1. Increased energy consumption
2. Decreased gas and electricity capacity

Noise and Odor Impact

1. Disturbances to adjacent property owners
2. Noise associated with additional vehicles

Impact on Public Health

1. Increased injury risk associated with higher travel speeds

Impact on Growth and Character of Community or Neighborhood

1. Reduced development potential
2. Increased cost of construction
3. Change in neighborhood character associated with increased density and additional sidewalks
4. Code violations
5. Additional staff or municipal/community services
6. Restricted use of property. Decreased property and resale values
7. Increased taxes associated with payments for acquisition, maintenance and construction
8. Increase usage of park facility and infrastructure including parking and utilities.
9. Relocation of residents or businesses due to acquisition of private property for new or widened roadways
10. Increased demand for school services

A copy of the Final GEIS may be obtained from:

Contact Person: Jose Simoes, Town Planner

Address: Town of Clarkstown
10 Maple Avenue
New City, New York 10956
845-639-2070

The Final GEIS will also be available at the following locations:

Clarkstown Town Clerk's Office
New City Library
Valley Cottage Library
West Nyack Free Library
Nanuet Public Library
www.town.clarkstown.ny.us

A copy of this notice must be sent to:

1. Department of Environmental Conservation
625 Broadway
Albany, New York 12233-1750
2. Chief Executive Officer, Town of Clarkstown
3. Any person who has requested a copy of the GEIS
4. Any other involved agencies
5. Environmental Notice Bulletin
625 Broadway
Albany, New York 12233-1750

The ENB SEQRA Notice Publication Form - Please check all that apply



Deadline: Notices must be received by 6 p.m. Wednesday to appear in the following Wednesday's ENB

- Negative Declaration - Type I
- Conditioned Negative Declaration
- Draft Negative Declaration
- Positive Declaration
- with Public Scoping Session
- Draft EIS
- with Public Hearing
- Generic
- Supplemental
- Final EIS
- Generic
- Supplemental

DEC Region # 3 County: Rockland Lead Agency: Town of Clarkstown Town Board

Project Title: Adoption of the 2009 Town of Clarkstown Comprehensive Plan

Brief Project Description: The action involves . . .

The 2009 Town of Clarkstown Comprehensive Plan will serve as a guide for land use decisions in the Town. The Plan is organized around seven themes: Economic Development; Environmental Resources; Health, Safety & Welfare; Historic & Cultural Resources; Housing; Parks, Recreation & Open Space; and Transportation. The Plan has been designed to serve as a Generic Environmental Impact Statement under the provisions of the New York State Town Law Section 272 – a – 8. The Comprehensive Plan recommends changes to the Town policies, codes and zoning as well as calls for further analysis of land use along the Town's State roadway corridors and within hamlet centers.

Project Location (include street address/municipality): Town of Clarkstown, Rockland County, New York

Contact Person: Jose Simoes, Town Planner

Address: 10 Maple Avenue City: Clarkstown State: NY Zip: 10956

Phone: 845-639-2070 Fax: 845-639-2071 E-mail: i_simoes@town.clarkstown.ny.us

For Draft Negative Declaration / Draft EIS: Public Comment Period ends: ___ / ___ / ___

For Public Hearing or Scoping Session: Date: ___ / ___ / ___ Time: ___:___ am/pm

Location: _____

A hard copy of the DEIS/FEIS is available at the following locations:

Clarkstown Town Clerk, Nanuet Public Library, New City Library, West Nyack Free Library, Valley Cottage Library

The online version of the DEIS/FEIS is available at the following publically accessible web site:

http://www.town.clarkstown.ny.us/ comments can be e-mailed to: getinvolved@town.clarkstown.ny.us

For Conditioned Negative Declaration: In summary, conditions include:

1 1

2 STATE OF NEW YORK
3 TOWN OF CLARKSTOWN

-----X
Minutes of
The Clarkstown Town Board
September 22, 2009 - 8:30 p.m.
at
City Hall
10 Maple Avenue
New City, New York 10956-5099
-----X

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B E F O R E:
ALEXANDER GROMACK, Supervisor
SHIRLEY LASKER, Councilwoman
GEORGE HOEHMANN, Councilman
JOHN R. MALONEY, Councilman (Not
present.)
FRANK BORELLI, Councilman

P R E S E N T:
JOSE C. SIMOES, Town Planner
EDWARD J. DUER, Comptroller
AMY MELE, Town Attorney
DAVID CARLUCCI, Town Clerk

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HOWARD BRESHIN REPORTING
8 Edsam Road
Valley Cottage, New York 10989
(914) 426-2400

1 Proceedings 2

2 MR. GROMACK: we'll start our
3 regular public hearing, so if you would
4 like to stay, fine. If you want, we'll
5 give you a minute to exit and we'll

6 continue our Town Board meeting.

7 Thank you for being here. Tonight
8 we have a series of three public
9 hearings and the regular resolutions.
10 we'll start with the first public
11 hearing dealing with Comprehensive Plan
12 and I would ask that your Town Clerk
13 read the notice.

14 THE CLERK: Notice is hereby given
15 that a public hearing will be held by
16 the Town Board, the Town of Clarkstown
17 at the Town Hall, 10 Maple Avenue, New
18 City, New York, on September 22nd, 2009
19 at 8 p.m. or soon thereafter as
20 possible for the purpose of considering
21 the adoption and update to the Town of
22 Clarkstown's Comprehensive Plan.

23 The Comprehensive Plan has been
24 prepared as a Generic Environmental
25 Impact Statement pursuant to Town Law

□

1 Proceedings 3
2 section 272(A)(8), and therefore
3 comments will be received and
4 considered in accordance with the State
5 Environmental Quality Review Act.

6 All parties in interest and
7 citizens will be heard by the Town
8 Board at the public hearing to be held
9 aforesaid.

10 MR. GROMACK: I would like to

11 entertain a motion to open up the
12 public hearing.

13 MS. LASKER: So moved.

14 MR. GROMACK: Moved by
15 Councilwoman Lasker, seconded by
16 Councilman Borelli. All those in favor
17 say aye.

18 (A chorus of ayes.)

19 MR. GROMACK: The public hearing
20 is now open and we'll first hear from
21 our Town Attorney, Amy Mele.

22 MS. MELE: Thank you, Supervisor
23 Gromack. Good evening, everybody. As
24 the Town Clerk stated, we are here this
25 evening to hear your comments regarding

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1 Proceedings 4

2 the Town's proposed Comprehensive Plan
3 Amendment.

4 Town Law Section 272-A encourages
5 Town's to adopt a Comprehensive Plan,
6 which, as the Town Planner will explain
7 in more detail in a minute, is
8 basically a roadmap for the Town's
9 future development.

10 The law also provides that if a
11 town does adopt a Comprehensive Plan,
12 it must periodically review it and
13 update it if necessary so that it
14 doesn't become stale. It is that
15 review and updating process that brings
16 us here this evening.

17 To give you a bit of history, the
18 Town of Clarkstown first adopted a
19 Comprehensive Plan, then known as a
20 Master Plan, in 1966.

21 The most recent update occurred in
22 1999. In November, 2007, the Town
23 Board created a special board that was
24 charged with reviewing and updating the
25 1999 plan.

0

1 Proceedings 5

2 The comprehensive plan special
3 board made use of the data from several
4 studies that were commissioned, along
5 with the research of numerous
6 committees that were formed, to address
7 the issues highlighted in the 1999
8 Comprehensive Plan.

9 The studies and reports
10 commissioned and reviewed by the
11 special board ranged from housing, open
12 space, parks, environmental resources
13 and hamlet centers to drainage,
14 economic development and
15 transportation.

16 These studies are referenced
17 throughout the plan and the full text
18 of the studies is set forth in the
19 appendix.

20 The Town Board also went to great
21 lengths to engage and educate the

22 public during the process. At least
23 four townwide mailings were sent,
24 including the postcard you received
25 about tonight's public hearing. A

□

1 Proceedings 6

2 summary of the Board's public outreach
3 efforts is set forth in Table 1 in the
4 plan.

5 In New York State, most projects
6 or activities proposed by a state
7 agency or unit local government require
8 an environmental impact assessment as
9 prescribed by the State Environmental
10 Quality Review Act, otherwise know as
11 SEQRA.

12 Under SEQRA, the adoption of a
13 Municipality's Land Use Plan, such as a
14 Comprehensive Plan, is presumed to
15 require the preparation of a Generic
16 Environmental Impact Statement or GEIS.
17 An EIS concisely describes and analyzes
18 a proposed action which may have a
19 significant impact on the environment.

20 New York State Town Law also
21 provides that, in drafting a
22 Comprehensive Plan, the Town may design
23 the plan to also serve as a Generic
24 Environmental Impact Statement. Thus,
25 since the preparation of a

□

1 Proceedings 7

2 Comprehensive Plan generally requires
3 the preparation of a GEIS, this special
4 board recommended that the Town Board
5 approve that the Town Board condense
6 the process and prepare the
7 Comprehensive Plan as a GEIS, and
8 that's what we are here to consider
9 tonight.

10 Under the provisions of SEQRA, the
11 Town is required to consider and
12 address any substantive comments
13 received in connection with the GEIS,
14 including those made at tonight's
15 public hearing. Because the law is
16 very specific that we must address your
17 comments, we are respectfully
18 requesting that you adhere to some
19 basic rules with respect to tonight's
20 public hearing.

21 First. Please state your comments
22 as clearly and succinctly as possible.
23 For example, if you feel that one of
24 the recommendations set forth in the
25 plan may have a specific impact you'd

□

1 Proceedings 8

2 like the Board to consider, please
3 reference the recommendation and
4 describe what you would like to see the
5 Town address.

6 Second. Kindly make your comments

clarksboard.txt

7 in the form of statements, rather than
8 questions. Tonight's public hearing is
9 intended to hear your specific
10 concerns, not to engage in a back and
11 forth question and answer session.

12 Your questions are, however,
13 important to the Board, and if you do
14 have specific questions, we request
15 that you contact our Town Planning
16 Department at 639-2070, or legal
17 questions may be directed to me at
18 639-2060. All of our contact
19 information is listed on the town web
20 site.

21 Please make sure that your
22 comments relate to some aspect of the
23 Comprehensive Plan or GEIS. If you
24 have other issues that you would like
25 to raise with the Town Board this

□

1 Proceedings 9

2 evening, there will be at least two
3 more opportunities to do so, once
4 before the regular agenda items to
5 discuss items on the agenda, and once
6 at the conclusion of the meeting to
7 discuss any other issues that you may
8 have.

9 Fourth. If called upon to speak,
10 we request that you come to the podium,
11 which is right over there, sign in,
12 state your name and address for the

13 record.

14 We do have a court reporter here
15 this evening, so signing in and stating
16 your name for the record will make it
17 easier for him to attribute your
18 comments correctly.

19 Finally, if for some reason you
20 would prefer not to voice your comments
21 at the meeting, or if we run out of
22 time, you may also do so in writing
23 either by e-mail or letter. Both means
24 of submitting comments are listed on
25 the executive summaries which are

□

1 Proceedings 10

2 available as a hand-out this evening.

3 Depending on the number of people
4 wishing to speak, the Town Board may or
5 may not continue tonight's public
6 hearing to its next regularly scheduled
7 public meeting on October 25, 2009. If
8 it does, and you have not had the
9 opportunity to speak, you may attend
10 that meeting and have your comments
11 heard. If the Town Board closes the
12 public hearing tonight, you will still
13 have 10 days to submit any additional
14 comments in writing as described in the
15 executive summary.

16 Lastly, while you will hear a lot
17 tonight about what a Comprehensive Plan

18 is, I would like to take one minute to
19 explain what it is not.

20 The adoption of a Comprehensive
21 Plan will not effectuate any zone
22 changes within the Town, or impose any
23 new laws regarding the use of your or
24 any other landowner's property.

25 The plan may recommend zone

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1 Proceedings 11
2 changes, new regulations or additional
3 studies, but any changes to the laws
4 relating to your property can only
5 happen by adopting a local law, and
6 that can only happen after notice to
7 all affected property owners and at
8 least one public hearing.

9 while the Town's zoning laws must
10 be consistent with the Town's
11 Comprehensive Plan, the adoption of
12 Zoning Laws is the second step in the
13 process. We are now considering step
14 one. Thank you very much for coming,
15 and the Town Board looks forward to
16 hearing your comments. Now we will
17 hand it over to our Town Planner, Mr.
18 Simoes, who will tell you a little
19 bit more about the plan.

20 MR. SIMOES: First, thank you all
21 for coming tonight to discuss the
22 Town's Comprehensive Plans. If you
23 haven't picked up an executive summary,

24 Diane is walking around, just flag her
25 down and she will get you an executive

□

1 Proceedings 12

2 summary.

3 Let me start by saying that by
4 definition, all Comprehensive Plans
5 identify goals and objectives for land
6 use and provide for the immediate and
7 long range protection, enhancement,
8 growth and development of the Town,
9 that is right out of state law.

10 Our Comprehensive Plan is truly
11 unique, however, with regards to three
12 aspects. While it identifies goals and
13 objectives and provides for the
14 immediate long range protection
15 enhancement, growth and development of
16 the town, it also went I think a step
17 further in three aspects.

18 One is public participation. For
19 those of you who participated in one of
20 the three workshops we held together to
21 gather input for the creation of this
22 plan, thank you for coming back.

23 Over six hundred residents
24 attended the workshops we held here in
25 Town Hall and within our hamlet

□

1 Proceedings 13

2 centers. For those of you attending

3 for the first time, welcome.

4 In addition to public workshops,
5 written surveys were collected from
6 1,500 area high school juniors and
7 seniors, and phone surveys were
8 conducted of six hundred residents.

9 This Comprehensive Plan is
10 comprised of a great deal of
11 information from a range of sources, so
12 the second aspect that is unique about
13 this plan is the amount of research
14 that went into it.

15 In addition to studying numerous
16 existing studies, private consulting
17 firms provided updated technical
18 research and data. We commissioned an
19 economic development study for this
20 plan, as well as a parks and recreation
21 study, a biodiversity study which is
22 pretty unique for probably the state,
23 and a transportation study.

24 These instituted were used to
25 augment existing studies that we have

□

1 Proceedings 14

2 been conducting and other studies that
3 the county also conducted over the
4 years.

5 One study that we incorporated
6 that was done in 2002 was the housing
7 study which we updated.

8 An important component of the plan
Page 11

9 was the collection of digital
10 geographic data, and behind me is
11 actually some digital-- you can see
12 some aerial maps.

13 The information behind those maps
14 weapon collected every bit of data of
15 those studies basically into a database
16 that we can call upon and use into the
17 future, and we use those to not only
18 analyze land use but to develop these
19 maps.

20 Lastly is the Environmental Impact
21 Analysis that the Town attorney
22 discussed.

23 The Comprehensive Plan follows the
24 format of a Generic Environmental
25 Impact Statement under the New York

□

1 Proceedings 15
2 State Environmental Quality Review Act.
3 That means it analyzes the full range
4 of potential adverse impacts.

5 Ordinarily a town would create a
6 Comprehensive Plan, come up with their
7 goals and objectives for land use and
8 development, and then analyze the
9 environmental impacts. This plan
10 integrated those two documents into one
11 document.

12 We looked at the problems and
13 issues that the Town was facing, and we

14 came up with recommendations that
15 looked at the environmental impact of
16 those recommendations. It was somewhat
17 of a feedback in our Comprehensive Plan
18 and that made it very unique.

19 So for every recommendation that
20 came out of this plan, there is
21 actually a detailed analysis of a
22 potential impact and mitigating
23 actions, actions the Town can take to
24 mitigate that particular impact from
25 that recommendation.

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1 Proceedings 16

2 If you read through the plan you
3 will actually find that the
4 recommendation from one part of the
5 document will actually be a mitigating
6 factor for impacts of another
7 recommendation. It's a very tightly
8 knit plan.

9 The recommendations themselves.
10 The development of this plan was truly
11 grass roots. We had subcommittees
12 comprised of town staff but also
13 citizens. Fifty people participated in
14 our subcommittees, and we organized
15 them around seven central themes that
16 are interconnected, economic
17 development, environmental resources,
18 health, safety and welfare, historic
19 and cultural resources, housing,

20 recreation, parks and open space and
21 transportation.

22 In your summaries you have a list
23 of the individual recommendations. The
24 plan goes into the specifics of those
25 recommendations, but they are organized

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1 Proceedings 17

2 around these seven central themes.

3 I mentioned the come plan lists
4 the goals and objectives of the town.
5 The plan that is before you is actually
6 phrased as recommendations. That was
7 intentional. This plan is still a
8 draft. Until the Board deems it final,
9 we are putting it forward to the public
10 and to the town as recommendations.

11 If it is deemed final and
12 complete, it's been deemed complete.
13 If we deem it final, we'll be able to
14 change those recommendations into goals
15 and objectives, and really what that
16 will be are the objectives that the
17 Town is committed to accomplishing for
18 the next five to ten years and that is
19 why we call it the road map for this
20 town.

21 The implementation of these
22 recommendations. There are a variety
23 of methods that we are going to be
24 using to implement these

25

recommendations, kind of things as

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Proceedings 18

2

simple as policy changes, how do we do

3

business in the Town, how do we present

4

information, having accessibility to

5

information, creating data bases,

6

simple policy changes and procedures.

7

One aspect actually of New York

8

State Environmental Law is the

9

designation of critical environmental

10

areas. There are no CEA's, as they are

11

called, in the Town of Clarkstown, and

12

the Town Comprehensive Plan recommends

13

that we set aside areas that are

14

environmentally sensitive and designate

15

them as critically environmental areas.

16

We would have to have a greater

17

environmental review and analysis of

18

any development in those areas.

19

Infrastructure improvements. We

20

had a very extensive transportation

21

plan. Over one hundred discreet

22

transportation projects were identified

23

from our consultants, and they rate

24

from sidewalk projects. We actually

25

prioritized sidewalk projects, bicycle

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Proceedings 19

2

routes, roadway improvements and also

3

transit. So those projects are part of

4 the plan and they are all listed in the
5 appendix.

6 Another aspect of land use policy,
7 which is not often used, is the Town
8 official map. we have an official map
9 that illustrates where our roadways are
10 supposed to be placed, but what it
11 doesn't offer and illustrate and it
12 should really where our sidewalks
13 should be, thinking a little bit more
14 ahead of transit and pedestrians and
15 biking, our official map should and
16 will show those areas that we want to
17 set aside for those important
18 transportation modes, as well as areas
19 we may want to set aside for future
20 parks and recreation.

21 Inter-municipal agreements is
22 another way to implement the plan. The
23 Town can't do everything on it's own,
24 IMA's, as they are called. Some of the
25 problems that we found in the Town

□

1 Proceedings 20

2 can't be solved just by the Town. We
3 have to work with other towns, the
4 county, the State of New York and the
5 Federal Government to solve these
6 issues.

7 The zoning text amendments is
8 another way to implement the plan, and
9 that involves changing the text, that

clarksboard.txt

10 basically describes how properties will
11 be developed in the Town, and in
12 general that will be used for probably
13 environmental protection, maybe
14 outlining a buffer around a stream, no
15 matter where the stream is or whatever
16 district it is.

17 Lastly and most importantly, we
18 have land use changes, and that is
19 really the nuts and bolts of the
20 Comprehensive Plan.

21 For those of you that attended
22 previous workshops, the maps that are
23 behind me are probably familiar. We
24 had the past, which was that black and
25 white aerial of the Town taken in the

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1 Proceedings 21
2 1950's. We have an aerial that shows
3 the present land use of the town, quite
4 a lot of development in those 50 odd
5 years, and we had this map which is
6 really a question mark for the vision
7 of the future of the Town.

8 Behind here is actually a map that
9 shows the areas that we are looking to
10 do actually further studies in terms of
11 implementing zone changes, so what you
12 will notice is that we are targeting
13 our hamlet centers, and we have been
14 looking at our hamlet centers since the

15 1999 plan, Congers, Valley Cottage, New
16 City, we just did a ground breaking
17 just a few weeks ago. We are looking
18 at revitalizing our hamlet centers.

19 The other part of this is looking
20 at all our state corridors. The zoning
21 of the Town and the land use of the
22 Town is mostly developed with
23 residential, and they are established
24 single family or multi-family
25 residential neighborhoods.

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1 Proceedings 22

2 The areas of the Town that really
3 are subject to change are our state
4 corridors where we have our industrial
5 land uses, our commercial and
6 businesses, and those are the areas
7 that we need to concentrate. They are
8 also right next to our major
9 transportation corridors which will be
10 effective with the replacing of the
11 Tappan Zee Bridge and anything that
12 comes from the I-287 corridor, so this
13 map represents really the whole
14 Comprehensive Plan in one graphic.

15 As the Town Attorney mentioned,
16 while the plan discusses zoning, it
17 doesn't actually effectuate or cause
18 any zone changes. Specific zone
19 changes will have to be analyzed parcel
20 by parcel, property by property or area

21 by area, so we are not talking about
22 changing any zoning tonight, we are
23 talking about recommendations and goals
24 and objectives for our land use in the
25 future, and like I said, that's going

□

1 Proceedings 23
2 to require additional analysis. We are
3 targeting that analysis in our state
4 corridors.

5 Now actually back down to why you
6 are all here. We are here tonight to
7 hear your comments on the plan. Maybe
8 you read a notice in the paper, you
9 received a post card, you looked at our
10 web site, however you came out to find
11 out about the meeting, we are glad that
12 you are here and we are here to listen
13 to you.

14 I am going to repeat and summarize
15 some of the grounds rules again.
16 Please state your comments clearly and
17 succinctly as possible. Make your
18 comments in the form of a statement
19 rather than a question. We are not
20 going to engage in a back and forth.
21 We are going to gather your comments on
22 the plan which hopefully you have had a
23 chance to look at.

24 Please make sure that your comment
25 relates to some aspect of the

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Proceedings 24

Comprehensive Plan or the Generic Environmental Impact Statement, and as stated before when you come in, we ask you to please sign up at the podium. Simply state your name and address for the record. It will help our court stenographer have you print your name so we can get it correct on the record, and finally if there is some reason that you don't want to voice your comments, you haven't had a chance to get your thoughts together, you can submit your comments in writing or by e-mail, it's listed right on the back of the summary, and if you haven't had a chance to look at the plan or if you want to look at it again, in addition to it being in the Town Clerk's Office, copies are available at the west Nyack, Valley Cottage, New City and Nanuet Libraries, and the plan can be downloaded from the Town's web site.

In conclusion, I would like to leave you with an excerpt from the

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Proceedings 25

Vision Statement of the Plan. The goal of the Comprehensive Plan is to reconnect people to one another and to their communities. It aims to

6 reconnect us to the past, to recognize
7 the limitation of our natural resources
8 and to build upon our strengths, while
9 projecting us into a better future.

10 The Comprehensive Plan strives to
11 guide the Town of Clarkstown toward the
12 brightest future possible. This Town
13 is committed to continue being a great
14 place to live, work and play.

15 Again, thank you for taking your
16 time to come here tonight.

17 MR. GROMACK: Thank you, Mr.
18 Simoes. Before I start receiving
19 comments, let me state that, I know I
20 speak for the entire Town Board, we
21 want to thank our Town Planner, Joe
22 Simoes, the Special Board that was
23 chaired by Rudy Yacyshyn, all the
24 Planning Board members, Dan Kraushaar,
25 for the work that they have done over

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1 Proceedings 26

2 the last year or so. This has been one
3 of the most open and comprehensive
4 processes probably in the state in
5 dealing with comprehensive plans. It's
6 a process that Pace University I know
7 wants to emulate and talk about in
8 seminars, and certainly the outreach
9 and the involvement that we have gotten
10 from our citizens is so important that

11 it truly is a plan that has the imprint
12 of the citizens of Clarkstown, but
13 again I can't thank enough the work
14 that you, Joe, and Rudy, and all the
15 others I see out there, all the
16 Planning Board members and the special
17 members of the Advisory Committee that
18 have labored long and hard in this
19 process to bring us to this point where
20 now we can start to receive some more
21 public comments and move on a course to
22 adopt us later in the year, so at this
23 point we'll start taking public
24 comments.

25 If you would please come forward

□

1 Proceedings 27
2 to speak on the Comprehensive Plan,
3 sign in and make your statements.
4 Anyone wishing to speak on the
5 Comprehensive Plan? Anybody wishing to
6 speak? Yes, sir.

7 MR. BRENNAN: Thank you, Bill
8 Brennan, West Nyack, Doscher Avenue,
9 Western Highway area.

10 In accordance I thank the Town
11 Board for both the work that they had
12 put into and the Town has in giving the
13 community an opportunity to provide
14 input to the Comprehensive Plan,
15 through the various workshops held in
16 various hamlet centers, we have been

17 involved. Thank you.

18 As regards recommendations on the
19 draft Comprehensive Plan specifically
20 relating to economic development,
21 zoning changes to create, expand
22 commercial industrial development in
23 areas best served by towns, existing
24 infrastructure not conflict with
25 existing residential uses.

□

1 Proceedings 28

2 My comments also go to
3 environmental resources, continue
4 investigation of action, noise
5 complaints, noise, dust and odor,
6 health, safety and welfare, development
7 zoning and building regulations,
8 reduce-- restrict odors, sound,
9 commercial traffic and other negative
10 environmental impacts on residential
11 areas. That's primarily it.

12 As it states in the plan, you are
13 looking primarily at hamlet centers and
14 the major corridors, 304, 303, 59 the
15 Thruway. The area I am addressing is
16 western Highway from the Orangetown
17 town line up to west Nyack Road which
18 having attended one of the workshops,
19 seem to have fallen outside of the
20 hamlet center jurisdiction and does not
21 fall within the major corridor.

2 MR. GROMACK: Okay, Jerry.

3 MR. O'ROURKE: Thank you, sorry
4 about that. Yes, I read it too
5 briefly, I couldn't go through the
6 whole document on the web, but I too
7 should commend all the people involved
8 in this. It's very thorough, certainly
9 covered many, many aspects not
10 previously covered.

11 I have a couple of concerns. The
12 main one that I have, I believe,
13 relates to housing and the statement
14 about accessory housing. I think there
15 is great danger here with this
16 recommendation. It tends to perhaps
17 down-zone entire neighborhoods. I
18 mean, most of our town is in
19 single-family zoning, and I don't think
20 people living on Strawtown Road or
21 Little Tor or any of our residential
22 single-family areas would appreciate
23 the next-door neighbor adding or
24 renovating the house to allow for
25 accessory apartments.

□

1 Proceedings 31

2 There is danger here that there
3 could be more than one accessory
4 apartment in a building. It could be a
5 house behind a house called an
6 accessory apartment.

7 I just feel that this plan should
8 not be adopted with the general
9 statement of this assessor housing.
10 We all know and we have seen-- we have
11 illegal such arrangements right now.

12 The plan admits that it's not
13 enforced or there is no code
14 enforcement of this, and I wonder how
15 we can do it if we allowed it, or we
16 would up legalizing what's been built
17 as illegals.

18 I think this is a very sensitive
19 issue, and I really think that the
20 residents and town, perhaps, maybe
21 aren't aware of this implication. It's
22 been talked about a long time. It has
23 yeses, it has no's, but I think it
24 could endanger, it could bring in
25 residents, could impact the schools,

□

1 Proceedings 32
2 extra cars, the lawns become parking
3 lots. There is great impact on our
4 residential nature, and I am sure the
5 people who could afford these homes in
6 single family areas and pay high taxes
7 are not looking forward to a
8 down-zoning of the entire neighborhood
9 which essentially this could be, and my
10 worry is if you start approving it, the
11 precedence, the variances, the legal
12 challenges all pose great danger.

13 Secondly, I have-- I noticed it
14 mentions a good deal about hamlet
15 centers. I worked on, with others, on
16 the Congers Hamlet Center, and one of
17 the things we recommended was
18 professional offices over retail. I
19 don't see that in the plan, and I think
20 that's a good use because that enhances
21 the businesses in the town. It would
22 help them, and it doesn't cause
23 overnight parking, that type of thing.

24 I would like to reiterate that
25 suggestion. And lastly, I notice, I

□

2 hate to -- I see a statement in there
3 relative to work force housing, that is
4 a new one to me, although it has become
5 prominent down in Orangetown, and it
6 mentions affordable. No one objects to
7 that concept, but I am not so sure it's
8 realistic.

9 The active adult zoning was
10 proposed as affordable, and for people
11 who wanted to sell their house and move
12 to another type of situation, but I
13 just saw recently in the real estate
14 section an advertisement for Eden Park
15 which is approved under that zone, and
16 the prices shown are \$529,000. I
17 wouldn't call that affordable when you

18 add on top of it the tax and perhaps
19 the maintenance fee and whatever, so
20 affordability, unfortunately, it's nice
21 to talk about, but it doesn't seem like
22 Clarkstown is truly affordable, so
23 those are my comments. Thank you.

24 MR. GROMACK: Thank you, Jerry.
25 Terri.

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1 Proceedings 34

2 MS. THAL: Terri Thal, 8 Lake
3 Road, New City. Comment one as the
4 others discussed the contents of this,
5 as you all know, the announcement of
6 tonight's meeting hit people's
7 mailboxes, this is the way most
8 everybody learned about it, on
9 Saturday. Today is Tuesday and it
10 really was a very, very short notice.

11 I know you have to give ten days
12 notice. I understand there was an
13 effort to get the post cards to people
14 before Saturday, but they didn't, they
15 didn't get there, and I do hope that
16 the hearing period is extended and that
17 the entire, all of Clarkstown is
18 notified that it's extended.

19 It not only arrived three days,
20 two days, whatever before the meeting,
21 but it arrived on a day of a major
22 Jewish holiday, and this is a county
23 with, as you all know, a hefty Jewish

24 population, so a great many people
25 didn't see it until Monday, and I think

□

1 Proceedings 35
2 it's important that again that the
3 comment period, I know, yeah, people
4 can do it by writing and calling, but
5 there is a special relationship between
6 talking about this kind of stuff and
7 being in a room where other people are
8 talking about it, which kind of
9 triggers thoughts and reanalysis, and I
10 urge the counsel to extend that period
11 and to notify people, I mean, give it
12 another ten days, give it another two
13 weeks. I don't think there is any real
14 terrible rush in getting it through, so
15 that my other comments are made in the
16 context of the fact that I saw the
17 notice yesterday.

18 I downloaded the plan, the entire
19 draft plan today, skimmed through it
20 and really didn't have an awful lot of
21 time, didn't have an awful lot of time
22 for analysis of it in order to be able
23 to say anything to these preliminary
24 comments, and I would like to hear what
25 other people, who had a longer time to

□

1 Proceedings 36
2 think about it, would have to say, and

3 many of them just aren't here tonight
4 because they didn't know about it.

5 Primarily tonight I just want to
6 mention that there is talk about
7 enforcement of sediment control on
8 streams coming down from streams, and
9 everyone on the council knows about
10 Lake Lucille, and we received an
11 enormous amount of it.

12 The mitigation or the
13 recommendation in the plan, as I
14 understand it, is to create buffer
15 zones of somewhere between 25 and a
16 hundred feet around streams. That
17 means that in some places you are
18 suggesting 12 and a half feet on either
19 side of a stream as a buffer zone.

20 Come on. Even a hundred feet
21 means you are proposing 50 feet on each
22 side of the stream for a buffer zone.
23 I would like you to go back and think
24 about 300 feet which is what New Jersey
25 has on its streams, and I think it's

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1 Proceedings 37

2 important that a hefty amount of buffer
3 zone be put in.

4 I also think that this is one of
5 those things, Joe, that should be
6 considered a really important part of
7 the intermunicipal agreements, because
8 erosion control, almost nothing comes

9 down just because it comes down
10 Clarkstown, the streams come out of
11 Ramapo, the streams come out all over,
12 and whatever buffer zones, whatever
13 mitigation is created really has to be
14 created on a countywide basis.

15 Similarly, on pages 68 and 9,
16 there is talk of catch basins for
17 run-off. There is no talk about
18 provisions for maintenance. Catch
19 basins very frequently don't work, they
20 are expensive, they get filled up.

21 I don't have another proposal, but
22 I would like that rethought, and there
23 is a lot of talk about mitigating
24 construction by using permeable
25 surfaces.

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1 Proceedings 38

2 I see in so many -- I saw that in
3 my skimming in so many places
4 throughout this document that I know
5 that I want to go back and take a look
6 at how much construction, new
7 construction is being proposed, because
8 it seems to me that there is reference
9 to permeable surfaces on about every
10 ten pages just going through it, and I
11 am just wondering about the volume of
12 new construction that whatever zoning
13 is put into place would allow. I will

14 see more in the mail. Thanks.

15 MR. GROMACK: Anyone else wishing
16 to speak? Yes, sir.

17 MR. LEONARD: Hi there. My name
18 is Thomas Leonard. I live in Congers,
19 New York, and I like others haven't had
20 a chance to read the entire detailed
21 plan, although I intend to do so, but I
22 think it's important for you folks to
23 know that I live here because of the
24 single home residential nature of this
25 community, and I understand there are

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1 Proceedings 39
2 issues with traffic and other things
3 that may have to be addressed, but as I
4 drive down 9w and 303, I seem to see
5 the corporate parks are breeding one
6 after another, and I just don't see
7 necessarily the need or what have you
8 to continue down that path.

9 People live here because of the
10 beautiful nature of it, the single home
11 nature, the simplicity, and to change
12 that in a way, you know, for other
13 reasons, I just don't see the value and
14 you should just be aware of it as said
15 by other town citizens.

16 MR. GROMACK: Any other speakers?

17 MR. DILLON: Good evening. Bob
18 Dillon, 170 Old Route 304, New City,
19 New York, residence and business on

20 Route 59 in West Nyack.

21 First I want to compliment the
22 Board for undertaking this process and
23 the Planning Department for all the
24 work that they have done on it, and
25 thank Supervisor Gromack and the entire

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1 Proceedings 40
2 Board for the access that I have had
3 personally, and members of Rockland
4 residents against Flooding Tomorrow,
5 Phil Bosco, the Storm family, the
6 Brescia family and others have had in
7 discussing flooding issues, and I want
8 to recognize this town as being a
9 leader in these areas and in this
10 process that we are involved in
11 tonight, but I want to make a couple of
12 comments about things that are going on
13 that I feel we need to have some more
14 information on before the Board can
15 move ahead and adopt a new plan, and
16 the three things, actually four things
17 are, number one, the U.S. Geological
18 survey is in the middle or the end of
19 doing a study for water resources for
20 our region, and I believe that there is
21 some time at the end of this year or
22 early next they will have a final
23 report so we will have a better idea of
24 what our water resources are, what our

25 flooding issues are from the U.S.

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1 Proceedings 41

2 Geological survey.

3 The second thing is that the New
4 York State Department of Environmental
5 Conservation has just established the
6 scope for the environmental impact
7 study for the proposed Haverstraw
8 desalination plan, United Water's plan,
9 and that plant may or may not be built,
10 and if it is, it will likely have an
11 adverse impact on things like flooding
12 because we'll have more water in Lake
13 Deforest more of the time, so that will
14 lead to more flooding. It will also
15 perhaps fuel unsustainable development,
16 a greater demand on sewage, greater
17 opportunities for developers to come in
18 and be able to build because they can
19 cite this "endless supply of water."

20 The third thing is the Tappan Zee
21 Bridge I-287 project. That scope was
22 just recently established and that
23 process is moving forward, so we'll
24 have a better idea very shortly. When
25 I say shortly, probably close to 18

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1 Proceedings 42

2 months or so of what exactly is going
3 to go on there, but we are all familiar
4 with the Thruway, and being a member of

5 the project's Environmental
6 Stakeholders Advisory Committee, I can
7 tell you the footprint of the Thruway
8 is essentially going to be double which
9 is going to mean more impervious
10 surface, more run-off.

11 They are aware of this. They know
12 they have to mitigate the problem, but
13 today we don't know what the extent of
14 that is going to be or how they are
15 going to deal with it.

16 The other thing is the County of
17 Rockland has just decided recently that
18 they are going to now take a look at a
19 Comprehensive Plan for the county.

20 Now, perhaps it would be
21 unreasonable to wait the three or four
22 years that it might take for the county
23 to get their project done, but we do
24 have the first few projects I mentioned
25 should be complete in short order, or

□

1 Proceedings 43

2 we'll have at least a better idea of
3 what is going on, so I would urge that
4 we don't rush into this process.

5 A lot of work has been done, and
6 if you come in under the wire and then
7 six to 12 months later you find out
8 well, this is happening, that is
9 happening, you have to go back to the

10 drawing board and reevaluate so I don't
11 know if you really want to do that, and
12 that's essentially what I have to say,
13 and I would just urge caution and not
14 to go forward with this project in
15 haste. Thank you.

16 MR. GROMACK: Mr. Granirer.

17 MR. GRANIRER: Good evening. I am
18 Martis Granirer, G-R-A-N-I-R-E-R, 100
19 South Mountain Road, New City. I am an
20 Executive Director of the West Branch
21 Conservation Association, and I am
22 appearing in part in that capacity.
23 West Branch-- well, I will mention it a
24 little later.

25 I saw Katherine Nowicki as I came

0

1 Proceedings 44

2 in this evening and I realized that she
3 and I probably seen this town go
4 through as many as four, maybe five
5 master plan or comp plan revisions, and
6 that turns me, not Katherine, but it
7 makes me into a geezer. I am now
8 entitled to have memories of how things
9 used to be.

10 One of the things I remember is
11 that in the olden days, my neighbors,
12 the ones that I think of as the
13 ancients, some of them took serious
14 action to protect not really a
15 mountain, a tall hill called a mountain

clarksboard.txt

16 called Hi Tor. One of them wrote a
17 play about it, and the result of his
18 play and a lot of other people's
19 efforts, Hi Tor was not quarried, it
20 remains as parkland.

21 The rock company still plans-- I
22 think every year comes up with another
23 idea of how to get Clarkstown to do
24 something about letting Hi Tor be
25 quarried, but the fact is, Hi Tor

□

1 Proceedings 45
2 stands.

3 Now, on the section on
4 environmental resources in our comp
5 plan document there is a photograph of
6 a quarry that is there. It is
7 captioned Hi Tor. Not true.

8 Now, I don't blame Joe or his
9 staff for getting that wrong, they
10 weren't here long enough to know that
11 Hi Tor is sacred, and it matters to
12 many of us who remember the fight,
13 might matter to many of us who hike it
14 or look at it.

15 Hi Tor should never be quarried.
16 The caption should not read Hi Tor and
17 show a picture of what has been
18 quarried. That is where the fight
19 began, and I mention this because there
20 are things that tend to get lost to

21 memory just because people weren't here
22 to see it.

23 I have to differ. I mean I am
24 glad to see that the plan is to use the
25 official map to designate parkland.

□

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2 That is a powerful tool in the official
3 map. Nobody has had the guts to use it
4 to map the projective parkland, parks
5 that are not yet in existence, but it's
6 legal to do it and it's not a taking,
7 and I compliment the people who
8 prepared the plan for thinking that
9 way.

10 On the other hand, I differ about
11 it being unique to have a GIES combined
12 with a comp plan. You did it in 1999.
13 It was part of what Mr. Geneslaw did.
14 It was a good idea then. That was new.
15 This is a repeat but nobody remembers
16 it. It's good to do it that way
17 anyway, but I had to mention that.

18 Now, the master plans and comp
19 plans are different. I remember in
20 1993 the legislature abolished master
21 plans, and that is not a synonym for a
22 comp plan. The difference is, in the
23 old days we had great creative ideas,
24 progressive notions that went on a
25 master plan and they were ignored.

□

1 Proceedings 47

2 Nobody paid any attention to a lot
3 of things that Rudy Yacyshyn saw placed
4 on the map. Good thinking, gone.

5 The change when the comprehensive
6 plans came in was one provision in the
7 law. It said comprehensive -- nothing,
8 or I think it said, I am going to
9 paraphrase it, it requires that all
10 land use regulations of the town be in
11 conformity, conform with the
12 Comprehensive Plan. That's a big
13 change.

14 In the old days we did a master
15 plan and then you forgot about it.
16 That one sentence gives you a lot of
17 teeth and it's a major change.

18 This GEIS, good idea, it allows
19 you to review the environmental impacts
20 of what they are proposing. It has one
21 hitch in it. I am going to call it to
22 your attention.

23 You are not bound to do this, and
24 one of the things you could change is
25 not doing this. It says that having

□

1 Proceedings 48

2 covered something in a generic impact
3 statement, you need not do a site
4 specific review later of anything
5 that's been deemed to be included in

6 the generic.

7 Now, there are a lot of, in
8 addition to zoning, and I know zoning
9 will get site specific, but there a lot
10 of details that would come pretty
11 important to the people who are
12 affected by them. Don't skip the site
13 specific review.

14 Make it a policy that despite that
15 right to ignore site specific review
16 later, that you will give any change
17 that comes about as a result of this
18 comp plan, site specific review so that
19 people who care about it can raise the
20 questions that matter.

21 There were a lot of people who
22 came to the workshops in preparing for
23 this plan. There was a lot of thought
24 that went into it.

25 I saw-- I went to a number of the

D

1 Proceedings 49

2 workshops, more than just the ones
3 meant from New City. Now we are at the
4 end and there are a very small amount
5 of people here, and I think one of the
6 reasons for that is, most of us had no
7 idea that this was coming. Most of us
8 got that post card with a picture of a
9 bunch of ringers on it, people-- it's a
10 stock picture.

11 If you ask them where is

clarksboard.txt

12 Clarkstown, they would shrug. I didn't
13 know we use clip art for our own
14 advertising. I mean, it's fake, but
15 nevertheless, we got this card. I got
16 mine Sunday night.

17 I knew that the comp plan was in
18 draft form a week earlier. I haven't
19 had the time to read the 300 odd pages
20 that are involved, but I can tell you I
21 want to read them.

22 Those of you who work with me know
23 I read that kind of stuff and I think
24 about it and I will have things to say.
25 I am not going to get my comments

□

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2 together in ten days, and I don't think
3 it's right to expect me to. I don't
4 think it's right to expect anybody else
5 to do that either.

6 Please, I implore you, extend your
7 comment period 30 days. There is
8 nothing that an arbitrary deadline that
9 drives you to do it sooner, and I am
10 certain, because we were promised a
11 completed comp plan two times before
12 and you didn't make your own deadlines,
13 now to put a tight deadline on those of
14 us who really would like to do a good
15 job to review of what we were given,
16 don't hurry us, you will get better

17 results, and if you don't mind, I think
18 you should hold some part of your next
19 Town Board meeting open for a little
20 bit more face to face exchange. Some
21 of us feel we are delivering a message
22 to the people that we want to have
23 listen by standing up and talking to
24 you. You have nothing to lose by
25 stretching it out that much. No

0

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2 penalty comes with giving us, giving
3 the people who you appeal to to come to
4 all those workshops, some time to study
5 what became of all of their work.

6 That's it. Thank you very much.

7 MR. GROMACK: Anyone else wanted
8 to speak on it? Ms. Housner.

9 MS. HAUSNER: Stephanie Hausner, 3
10 Frost Court, New City.

11 First I want to congratulate the
12 Town Board and the Comprehensive Plan
13 Board and everyone who came to all the
14 workshops and who worked on this plan.

15 I wanted to address two sections
16 related to each other, the economic
17 development section and the open space.

18 I think it's so important that the
19 Economic Development Office, which is
20 talked about in this document in a
21 couple of different-- I am going to

22 blend in a couple of different
23 sections, but I think it's so important
24 that the Economic Development Office
25 work with local businesses and business

□

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2 organizations to identify and survey
3 existing infrastructure as locations to
4 bring in new and existing businesses to
5 our town, and that's described in a
6 couple of different points, and I think
7 that this will allow us to continue to
8 acquire open space land and preserve
9 essential areas by utilizing spaces
10 that already exist.

11 It's important that we maintain
12 this balance between development and
13 preservation of our landscape and
14 national resources. I think this plan
15 does that in several parts of it, so I
16 want us to keep moving forward in that
17 balance of achieving environmental and
18 economically sustainable development
19 because I think the battle is greater
20 to bring in more businesses. It will
21 be more economically beneficial and
22 also preserve our quality of life.
23 Thank you.

24 MR. GROMACK: Okay. Anyone else
25 wishes to speak? Okay. At this time,

□

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Page 43

2 let me first again thank the Planning
3 Board, the special Board. I know that
4 the Town Board appreciates the many
5 months, and I am sure over a year of
6 work that went into this, and countless
7 meetings that we have had in the
8 community, the outreach and the hamlet
9 centers, the town line meetings,
10 certainly we afforded opportunities
11 where Mr. Simoes and the Planning
12 Board, Mr. Yacyshyn who comes to
13 workshops to get comment and to further
14 explain aspects of it, and as you know,
15 that the ten day period will continue
16 so nothing will be adopted, and at this
17 time I would like to entertain a motion
18 that we close the public hearing, keep
19 the public comment period open for ten
20 days. Moved by?

21 MR. BORELLI: So moved.
22 MR. GROMACK: So moved by
23 Councilman Borelli, seconded by Mr.
24 Councilman Hoehmann. All those in
25 favor say aye.

□

1 Proceedings 54
2 (A chorus of ayes.)

3
4
5
6

clarksboard.txt

13 I further certify that I am not
14 related to any of the parties to this action by
15 blood or marriage, and that I am in no way
16 interested in the outcome of this matter.

17 IN WITNESS WHEREOF, I have hereunto
18 set my hand.

19

20

HOWARD BRESHIN,

21

22

COURT REPORTER

23

24

25

□

James Creighton

From: Jose Simoes [j_simoes@town.clarkstown.ny.us]
Sent: Friday, October 09, 2009 10:16 AM
To: 'James Creighton'
Subject: FW: Responsible Lighting Practices

From: Scott Reeves [mailto:sreeves@ccny.cuny.edu]
Sent: Friday, August 28, 2009 9:04 AM
To: dec@town.clarkstown.ny.us; highway@town.clarkstown.ny.us; j_simoes@town.clarkstown.ny.us; a_gromack@town.clarkstown.ny.us; towncouncil@town.clarkstown.ny.us
Subject: Responsible Lighting Practices

In this time of economic uncertainty and need to conserve resources, we need to look at Responsible Lighting Practices. A great deal of energy is wasted by poorly directed and overused lighting. A look at the sky glow around any city, suburb or exurb reveals a sickeningly pink glow in the night sky. No one questions the necessity of well-illuminated public places and roadways, but we need to direct lighting down where people need it not upwards into the sky.

Why Is Responsible Lighting Important?

1. Economic savings
 - a. towns that have adopted responsible lighting ordinances or practices have seen a significant impact on their budgets
2. Energy conservation
 - a. thinking "Green", we must all do our part for the planet
 - b. reducing dependence on foreign oil
3. Safety
 - a. glare from improperly directed, unshielded or exceedingly bright lights are a traffic hazard, particularly as our eyes age
4. Privacy and Light Trespass
 - a. lights should not glare into people's homes and bedrooms
5. Environmental
 - a. saving the beauty of the night sky for future generations
 - b. studies have shown that poor lighting practices interfere with animal migrations

What to Do to Promote Responsible Lighting Practices

1. Aim lights down so that they illuminate what we want to see. Use fixtures only where they are most needed and install them at night to best assess their impact on glare and the environment.
2. Choose **full-cutoff shielded fixtures**. These have a hood which directs the light downwards, not up in the sky.
3. Choose energy efficient low pressure sodium (LPS) or yellow bulbs whenever brightness is not critical.
4. As bulbs or fixtures need to be replaced in towns, make these changes at that time to minimize the economic impact of a switch.
5. Adopt responsible lighting ordinances.

Thank you for your attention to responsible lighting practices and wasteful light pollution.

Sincerely,
 Professor Scott Reeves
 sreeves@ccny.cuny.edu

links for more information: SELENE (Sensible and Efficient Lighting to Enhance the Nighttime Environment): <http://www.selene-ny.org>
 DARK SKY ASSOCIATION: <http://www.darksky.org>

Jose Simoes

From: Neil Trenk [TrenkN@co.rockland.ny.us]
Sent: Thursday, September 03, 2009 3:42 PM
To: Jose Simoes
Subject: Piermont Line/Comments for Clarkstown Comprehensive Plan

Attachments: Clarkstown Comp Plan Comments.doc



Clarkstown Comp
Plan Comments....

Hi Joe,

Hope you had a good summer. We haven't had a chance to go through the whole Clarkstown Comp Plan yet, but we had some tentative ideas for the Piermont Line as a future rail-trail if you'd be interested in such things. There is a good size portion that's in-tact, so there is a lot of potential there.

Let me know what you think..

Neil

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[DRAFT]

Piermont Line/Comments for Clarkstown Comprehensive Plan

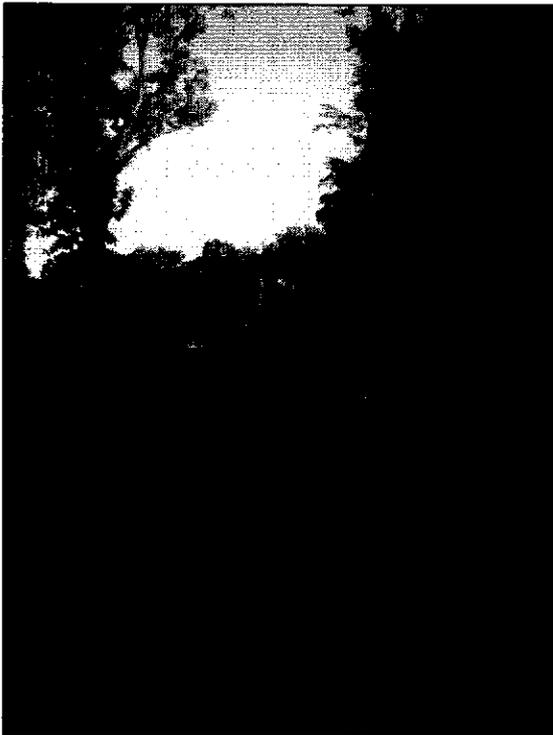
Although portions of the former Erie Railroad Piermont Line are no longer in use, it has left behind a valuable legacy of largely intact right of way for future use as a rail-trail.

The Town owns the portion of the former right of way from Town Line Road to Church Street, some of which is already a developed trail within Lake Nanuet Park.

Clarkstown should consider future development of this portion of the railway as a way to provide for a route for Nanuet students and other residents to safely travel through the area.

Further west, the Piermont Line is currently used for passenger rail service as part of the New Jersey Transit/MTA Metro-North Pascack Valley Line. This would complicate use of actual railroad right-of-way for rail-trail purposes, however the proposed redevelopment of the Nanuet Mall property provides an opportunity for the town to acquire right of way adjacent to the active railroad tracks to provide for a future trailway along the southern perimeter of the mall property.

Both the above projects would be valuable assets in shifting short trips from automobile to bicycle and pedestrian trips, reducing congestion, improving quality of life. These projects may also be eligible for federal transportation funds.



JOSE C. SIMOES, Town Planner
JAMES CREIGHTON, Assistant Town Planner
10 MAPLE AVENUE
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(845) 639-2070
(845) 639- 2071 (fax)
planning@town.clarkstown.ny.us



SHIRLEY J. THORMANN, Chairwoman
RUDOLPH J. YACYSHYN, Vice Chairman
GILBERT J. HEIM, Member
RICHARD C. SHOBERG, Member
PETER E. STREITMAN, Member
JOHN J. SULLIVAN, Member
CHRISTOPHER J. CAREY, Member

MEMO TO: Supervisor Alexander Gromack and the Town Board
FROM: Shirley Thormann, Chairwoman, Planning Board
DATE: September 17, 2009
SUBJECT: **Comprehensive Plan**

At the meeting of the Planning Board of September 16, 2009, the agenda was devoted to a discussion of the proposed Comprehensive Plan. The following comments were offered by Board members.

- 1) Astroturf - it was questioned as to how the installation of such would extend the use of fields in the winter months. The permeability of the turf was also brought into question.
- 2) Ice rink – believed to be unidimensional in use. It was believed that a domed structure would permit multi-purpose fields and uses and would expand the number of users. It would also be an opportunity for public–private development.
- 3) Figure 18 – too many shades of green. Suggest using symbols and/or lines to differentiate.
- 4) Figure 5 – Add permeability rates for each soil type.
- 5) It was recommended that a tool be created that would allow queries vis-à-vis location for specific businesses. At present, the Building Department has a database of specific locations but no tool exists that permits searching by category. Members felt that this would be an aid to economic development.
- 6) Figure 7 – Place a zero (0) for sea level on the scale.
- 7) Historical landmarks - work with school districts to encourage field trips to sites and perhaps adding a local history component to syllabi.
- 8) Emphasize the importance of rail access to Westchester and New York City.
- 9) Figure 26 – check legend against colors.
- 10) If high density zoning should be considered appropriate for Clarkstown, the impact on school districts should be explored.
- 11) Continue placing Impact Categories on each page of Section VII.
- 12) There exist anomalies in zoning – e.g. properties near Birchwood Elementary zoned R-40 and are in reality 1/3 acre sites. Such problems need to be rectified.

The Planning Board complimented the Special Board for a very readable and accessible Comprehensive Plan. The GEIS format framed the document so that it was both comprehensive and comprehensible.

On a Motion by Sullivan and the Second of Shoberg, the Board unanimously supported the document and urged the Town Board to adopt the proposed Comprehensive Plan.

ST:dp

James Creighton

From: david connors [davidconnors60@hotmail.com]
Sent: Monday, September 21, 2009 9:04 PM
To: getinvolved@town.clarkstown.ny.us
Subject: Clarkstown's Comprehensive Plan

Supervisor Gromack
Councilman Maloney
Councilwoman Lasker
Councilman Borelli
Councilman Hoehmann:

A major goal of our Clarkstown government should be actions that help longtime residents, including retired senior citizens, afford to continue living here.

Please be aware of the financial effect plans will have on senior citizens. For example, we appreciate the safety of our community, but the exorbitant salaries of police officers is out of touch and out of perspective with what is reasonable. Clarkstown officials in the past did not consider a proper perspective with police department contracts and now citizens are stuck paying excessively high salaries.

A desired Clarkstown is one with reasonable cost of government.

Thank you.

David Connors

Ready for Fall shows? Use Bing to find helpful ratings and reviews on digital tv's. [Click here.](#)

James Creighton

From: BOZOFENS13@aol.com
Sent: Wednesday, September 23, 2009 2:14 PM
To: getinvolved@town.clarkstown.ny.us
Subject: comprehensive plan

There is a definite problem with the portion of New Clarkstown Road between Smith Road and Rte 59.

Vehicles exiting from the Spring Valley Marketplace and vehicles coming from Pearlman Drive are constantly blocking traffic on New Clarkstown Road. Vehicles are backed up from the Rt 59 traffic light and vehicles exiting the Marketplace end up blocking the intersection. A possible solution (it may be a lot of work) is an exit from the marketplace directly on to Rt 59.

Thank you for your work in creating the Comprehensive Plan.

Yours truly,

Stuart Fenster
99-Treetop Circle
Nanuet, NY 10954

Bozofens13@aol.com

Jose Simoes

From: Martus Granirer [martusg@gmail.com]
Sent: Thursday, September 24, 2009 10:04 AM
To: Jose Simoes
Subject: Style

Joe-

Stealing time, I've begun to look at the task of preparing comments on your draft comp plan.

Some general queries:

1. Do you contemplate correcting the material in your appendixes? Particularly, material provided by outside consultants?

For example. the Parks and Recreation appendix is a report prepared by Male, a different consultant than the one with whom we were invited to confer about a year ago at Street School. Its section on the Davenport Preserve has errors of fact. (Millia Davenport is "Milly." The Fleishers' house has become the Zippy Fleisch house.) The writing has problems, too: " ... a masonry house which has no insulation and has been boarded up with several outbuildings."

John Mickelson refers to the Davenport Preserve as the Davenport Property.

2. Are you amenable to corrections of style and usage?

For example, you repeatedly use the word "protections." Although it's a word that is used, you won't find it in many online dictionaries. That is not because those authorities do not include plurals. They omit *protections* because it simply is an error to use the word. Like *artillery*, *insurance* and *music*, *protection* covers the singular and the plural.

Dictionary.com will define < protection > but not <protections.> Ask AskOxford.com's dictionary for a definition of *protections* and you'll get this response: "Sorry, there were no results for your search."

I know you can turn up examples of sentences that include *protections*. But that's simply bad writing. Like the ads that offer "a big savings," the uses of bogus plurals is spreading like a disease. But I would hope you won't allow our comp plan to be infected.

I must go to Ramapo, where I work.

10/20/2009

-Martus

--

Martus Granirer, Lawyer
100 South Mountain Road
New City NY 10956
845 634-3231

James Creighton

From: Burt Renfroe [renfroes@mac.com]
Sent: Thursday, September 24, 2009 12:58 PM
To: getinvolved@town.clarkstown.ny.us
Subject: What/where/When

To Whom It May Concern:

Not to be picky but:

1. The notice for the Comprehensive Plan presentation at the Town Board Meeting on September 22 - was received on the 23rd. I am sure I was not the only address to receive the mailer late.

2. The mailer indicates "The document can be viewed at: www.town.clarkstown.ny.us". Show me; the only thing I could find under Comprehensive Plan was a past schedule of meeting dates to gather info for the Plan.

This is for you information.

Burt Renfroe

James Creighton

From: Helene Bon [hbon23@gmail.com]
Sent: Thursday, September 24, 2009 3:06 PM
To: a_gromack@town.clarkstown.ny.us; getinvolved@town.clarkstown.ny.us
Subject: Comprehensive Plan Meeting 9/22

Dear Mr. Gromack,

I would like to have attended the meeting on 9/22 except I wasn't aware of it. I learned about it from the postcard that arrived today (9/24). I'm on the Clarkstown email list but don't recall receiving anything that way, either, so congratulations on creating more paper waste with absolutely no return.

As Chief Executive, Operational and Fiscal Officer of the Town of Clarkstown, it is your responsibility to ensure our taxes are spent appropriately. I'd say you certainly missed the mark this time.

Respectfully,

Helene Bon



COUNTY OF ROCKLAND

DEPARTMENT OF PLANNING

Building T
50 Sanatorium Road
Pomona, New York 10970
(845) 364-3434
Fax. (845) 364-3435

C. SCOTT VANDERHOEF
County Executive

SALVATORE CORALLO
Commissioner

ARLENE R. MILLER
Deputy Commissioner

September 25, 2009

RECEIVED
SEP 25 2009

Supervisor Alexander Gromack
Town of Clarkstown
10 Maple Avenue
New City, NY 10956

TOWN PLANNING DEPT.

RE: Draft Generic Environmental Impact Statement and General Municipal Law Review for the Town of Clarkstown Comprehensive Plan: Partnerships and Connections

To Supervisor Gromack and Members of the Town Board:

As an on going interested party for the State Environmental Quality Review Act (SEQRA) process, our department has reviewed the Town of Clarkstown Comprehensive Plan: Partnerships and Connections draft plan, which is also designed to serve as a Draft Generic Environmental Impact Statement (DGEIS) for the Plan. The Comprehensive Plan is subject to our review under Section 239-m 3(a)(i) of the New York State General Municipal Law (GML). Future zoning and planning actions involving real property in the Town of Clarkstown could also require a GML review by this department if the property is within 500 feet of a state or county road, park, or facility, county stream, the Long Path, or an adjacent municipality. The New York State Thruway, the Palisades Interstate Parkway, state and county roads, county streams, and the Long Path run through the Town. A number of state and county parks and facilities are also located within the Town. There is also one incorporated village within the Town of Clarkstown, the Village of Upper Nyack. The towns of Haverstraw, Orangetown, and Ramapo border the Town of Clarkstown as well as the Villages of Chestnut Ridge, Haverstraw, New Square, Nyack, Spring Valley, and South Nyack. Our review of the Comprehensive Plan DGEIS and our GML review focus on the impact of the Plan recommendations on these GML criteria as well as community character and infrastructure issues. The SEQRA comments are incorporated with the GML conditions below. Acting under the terms of the above GML powers and those vested by the County of Rockland Charter, I, the Commissioner of Planning, hereby:

****Recommend the following modifications:***

1. The following agencies must be given the opportunity to review and comment on the DGEIS and the Comprehensive Plan. Any comments or concerns raised by the agencies must be addressed. These agencies include:
 - A. New York State Department of Transportation
 - B. New York State Department of Environmental Conservation
 - C. New York State Thruway Authority
 - D. Palisades Interstate Park Commission
 - E. Rockland County Department of Highways
 - F. Rockland County Drainage Agency
 - G. Rockland County Department of Public Transportation
 - H. Rockland County Department of Health
 - I. Rockland County Sewer District #1
 - J. Rockland County Office of Fire and Emergency Services
 - K. Rockland County Division of Environmental Resources

2. The following adjacent municipalities must be given the opportunity to review and comment on the DGEIS and the Comprehensive Plan. Any comments or concerns raised by the municipalities must be addressed. The municipalities include:
 - A. Town of Haverstraw
 - B. Town of Orangetown
 - C. Town of Ramapo
 - D. Village of Chestnut Ridge
 - E. Village of Haverstraw
 - F. Village of New Square
 - G. Village of Nyack
 - H. Village of South Nyack
 - I. Village of Spring Valley
 - J. Village of Upper Nyack

3. Recommendations on pages 1 - 4 refer to the seven interconnected central topics. The recommendations are general in nature and cover broad issues. However, the Recreation, Parks & Open Space recommendations are very specific as to site and project. This section should be more general overall first, and then later in the document, the specifics listed in the recommendations section of the document.

4. Page 4 lists the general recommendations for Transportation topics. One of the major focuses right now with the Tappan Zee Bridge study is the focus on Transit-Oriented Development (TOD) near the proposed transit hubs for the Bridge. An additional recommendation that discusses TOD generally should be provided as an overview on page 4., the types of development the

town envisions at these locations, and any goals or objectives related TOD should be included in this section.

5. Page 10 gives details about how the residents were invited to participate in the study. However, except for the sentence, "Tax-payers, businesses and organized civic groups all have a stake in the Comprehensive Plan and were all called to the comprehensive planning process", no specifics are provided as to how Business Owners were contacted. Since they have a major role in the formulation of goals and objectives for the economic development topics and strategies, the Plan should be clear that sufficient outreach was done for the business owners as well.
6. Page 18 cites the number of residents with college degrees and high school diplomas. The sentence states "...had a college degree while only 93.6% had a high school diploma, which was an increase from 90% in 2000." If it is the intent of the Town to believe that 93.6% is a low number, then the sentence is accurate as written. However, perhaps the "only" should be omitted, since this percentage is high, and has increased in the recent years; and the remaining paragraph seems to indicate that these numbers are reflective of the town's higher household and per capita income figures.
7. There are no recommendations in the economic development recommendations section of the plan that specifically address the two regional malls. Given that the Nanuet Mall is struggling economically, and this issue was raised during the Nanuet hamlet meeting, specific recommendations should be provided for both this mall and the surrounding environs. The Palisades Center has been identified as a potential future transit hub by the Tappan Zee Bridge study team, and specific recommendations for growth and future development should be provided so that the Town's goals are known and the goals of the study team are in accord with the Town's desires. Figure 2 does identify that these are some of the Economic Development Areas, but the recommendation that references the map is very broad and general. Recommendations that are more detailed would be beneficial for this issue.
8. The majority of retail in the Town of Clarkstown is located along the Route 59 corridor. Given that these establishments have developed over time, there is no cohesive theme relating the stores or strip malls to each other; rather they have developed in a hodgepodge style. Since this corridor is highly visible to Clarkstown residents, other county residents and non-county residents, a recommendation for façade and streetscape improvements should be included that could enhance the appearance of the corridor in this area.

9. Due to the declining economy, several of the stores along the Route 59 corridor are now vacant. With the vacancy, many issues arise – upkeep of the property, safety, vandalism, etc. The Town should include a recommendation on how to address these issues so that vacant sites do not promote a decline in the area.
10. Recently, several larger parcels have been rezoned from commercial, industrial, or light industrial uses to residential, usually for either senior housing or multi-family housing. One of the recommendations in the Economic Development Strategy should be to discourage zone changes from viable non-residential zones to residential zones in which valuable commercial and industrial areas are located, such as along the Route 303 corridor.
11. The Town has had many challenges in the past along the Route 304 corridor, south of New City, in keeping the roadway “residential” in nature. Was this an issue identified during the Plan process? A recommendation to continue the Town’s efforts in maintaining a non-commercial strip in the Bardonia area along this corridor should be included in the Plan, if that is the Town’s intent.
12. Figure 12 has a symbol for “barren” in the legend, though it does not appear that this feature is illustrated in the map. Either the symbol should be removed, or a different color used so that it is clear where the barren areas are located.
13. It is not clear as to what is meant in the recommendation on page 30 for the protection of Clarkstown’s unique natural features. It is agreed that protection of the ridgeline should be implemented. The first part of the recommendation states that a definition for ridgeline should be created and codified, while the latter part of the paragraph defines ridgeline. Is this therefore stating that no development should occur on this portion of the site? Do the unique natural features only include ridgelines – as there are other unique features in the Town besides ridgelines? Clarification must be provided as to how protection will be created for Clarkstown’s unique natural features. The Rockland Riverfront Communities Council developed a Ridgeline Protection Model Ordinance that could be used wholly, or in part, to achieve the goals of the Town.
14. The Open space acquisition recommendation should also include flood plains and riparian buffers as one of the features to be protected.
15. The recommendation to require stormwater management to a higher extent than is currently applicable where development is proposed in watersheds which experience flooding is commendable. This recommendation should

be taken one step further by identifying the areas that are prone to flooding and mapping them so that the land use boards are knowledgeable of where these areas are located.

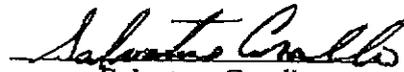
16. When discussing the recommendation to protect the views of wooded and natural areas in the Aesthetic Resources section, particularly as they relate to the Long Path, the Town should also include a recommendation to map the locations of the Long Path that are in danger of being developed, located in areas that are dangerous and/or unpleasant to hike, or otherwise not ideally located. This would help the boards in determining where future easements should be secured as they review land use applications.
17. On page 33, LEED is used for the first time. This should be spelled out and the terminology explained so that readers understand what LEED construction involves.
18. Under the Health, Safety & Welfare Section of the Plan, issues dealing with Indian Point should be discussed, such as evacuation routes.
19. The chart on page 39 lists the historic sites in Clarkstown. Dutch Garden should be listed without the "s" on the end of Garden.
20. In addition to the listing of historic sites in Clarkstown in Table 3, the following have been designated on the National and State registrars and should be added to the list: First Methodist Episcopal Church of Nyack (a.k.a. Old Stone Church) in Upper Nyack, Hook Mountain and Nyack Beach State Parks, Upper Nyack (National Natural Landmark), Palisades Interstate Parkway, Palisades Interstate Park System (national Natural Landmark), Rockland County Courthouse in New City, Upper Nyack Firehouse (a.k.a. Empire Hook & Ladder Company, No. 1) in Upper Nyack, and Van Houten's Landing Historic District in Upper Nyack.
21. The Historic & Cultural Resources section needs to be expanded to include information about the cultural resources that exist in the Town and ways in which to protect or enhance these resources. This section only discusses the historic resources in the town, though a variety of cultural resources do exist and are worthy of mentioning. A map should also be created highlighting the locations of these cultural sites. The recommendation for the cultural resources does indicate that a registry should be developed listing the not-for-profit cultural organizations. If for-profit cultural organizations also exist, then they should also be made a part of this registry.
22. On page 46, the first recommendation under Affordable Housing, "permit apartments over businesses," should have the words "to live" at the end of the first sentence, so that it is clearer the intent of this recommendation.

23. The recommendation on page 47 under Neighborhood Preservation to “expand initiatives to safeguard neighborhoods from inappropriately scaled development”, should be expanded to include a review of the existing zoning code requirements to see if additional restrictions might be needed to achieve this objective. The Town might also want to provide different mechanisms to rectify existing situations. For example, a review of the Town's landscape laws could require that supplemental landscaping, increased buffer requirements, installation of fences or other visual buffers be used in reaching this goal.
24. The location of the Long Path near Tilcon property on South Mountain Road has been relocated due to Tilcon's decision to no longer allow hikers to utilize the trail over their property. Hiking west, the trail instead now traverses west along South Mountain Road and heads north through the High Tor Open Space parcel, reconnecting back with the original trail location within High Tor State Park. The map in Figure 21 should be changed to reflect this relocation.
25. The recommendations for the Recreation, Parks & Open Space Section are very detailed and specific. However, some generalized goals should also be provided. Future visions for the parks and recreation programs, specific linkages where connections are needed, and locations within the Town that do not have park locations should be noted in this section.
26. The Palisades Interstate Parkway has been designated a State Scenic Byway, and in the future, there is hope to have it also designated nationally as an American Byway. A Corridor Management Plan was written as part of the application process, containing goals and objectives for the roadway. The plan also contains maps that show areas of high scenic value. The Clarkstown Comprehensive Plan should incorporate applicable portions of this study into its recommendations.
27. Under the Transportation Section, the Town should add recommendations to determine road widths appropriate for the levels of traffic, neighborhood character, and pedestrian activity; review designated street widths for all Town roads; and update the Official Map to correlate with the findings. In addition, roads that are designated “scenic roads” should be highlighted on the Official Map, and any future roads intersecting with a scenic road, should have a road width that complements the width, not overpowers the width. For example, Old Phillips Hill Road is a scenic road, with a narrow road width. Both Summit Road and the new proposed road on the south side have widths wider, and are less in character with the surrounding neighborhood.

28. Clarification should be provided with regard to the first transportation recommendation under Roadway Network. How does the Town plan to provide efficient travel between the major corridors and other parts of the Town? Figures 26 & 27 are referenced in this recommendation, and they illustrate access management prioritization and prioritized signal coordination projects, but no specific information is provided as to what is meant by these maps. Since many of the areas in Figure 26 include State and County roadways, and all of the roadways highlighted in Figure 27 are either a State or County road, a more specific recommendation must be provided so that the appropriate agency can work together with the Town to help achieve their goals.
29. Figure 26 has two prioritization areas designated by colored cross-hatching. The key illustrates these to be a goldenrod and a green-yellowish color. The map has illustrated areas in yellow and a burgundy color. Either the legend or the mapped information needs to be changed so that the colors are the same.
30. Since all of the prioritized accident analysis projects, as highlighted on Figure 28, are located on State roads, the recommendation must include coordination of the projects with the New York State Department of Transportation.
31. Since Figure 29 highlights many roads that are State or County roads as high priority for bicycle facilities, an additional recommendation should be that the Town work together with the New York State Department of Transportation and the Rockland County Department of Highways to coordinate and incorporate bicycle facilities into their road design and construction for highway projects and improvements.
32. Under the Recommendation column on page 62, the two recommendations for Davenport Preserve, the word "trail" is misspelled as "trial." This error occurs again on page 67 - second row, page 72 - fifth row, page 74 - eighth row, and page 84 - last row. This should be corrected.
33. For the Evaluation of Potential Impacts of Recommendations, the recommendations that encourage increased density, new developments, or increased usage of utilities should include mitigating measures that address capacity issues for roadways, sewer lines, storm water systems, water supply, gas, and electricity.
34. One of the major focuses right now with the Tappan Zee Bridge study is the focus of Transit-Oriented Development near the proposed transit hubs for the bridge. An additional recommendation that discusses TOD, the types of

development the town envisions at these locations, and any goals or objectives related TOD should be included in this section.

Thank you for giving us the opportunity to comment on the DGEIS and the GML review for this Plan. If you require additional information, please contact the Rockland County Planning Department at (845) 364-3434.



Salvatore Corallo

Commissioner of Planning

**NYS General Municipal Law Section 239 requires a vote of a 'majority plus one' of your agency to act contrary to the above findings.*

The review undertaken by the Rockland County Planning Department is pursuant to, and follows the mandates of Article 12-B of the New York General Municipal Law. Under Article 12-B the County of Rockland does not render opinions, nor does it make determinations, whether the item reviewed implicates the Religious Land Use and Institutionalized Persons Act. The Rockland County Planning Department defers to the municipality forwarding the item reviewed to render such opinions and make such determinations if appropriate under the circumstances.

In this respect, municipalities are advised that under the Religious Land Use and Institutionalized Persons Act, the preemptive force of any provision of the Act may be avoided (1) by changing a policy or practice that may result in a substantive burden on religious exercise, (2) by retaining a policy or practice and exempting the substantially burdened religious exercise, (3) by providing exemptions from a policy or practice for applications that substantially burden religious exercise, or (4) by any other means that eliminates the substantial burden. Proponents of projects are advised to apply for variances, special permits or exceptions, hardship approval or other relief.

- c: New York State Department of Environmental Conservation
 New York State Department of Transportation
 New York State Thruway Authority
 Palisades Interstate Park Commission
 Rockland County Highway Department
 Rockland County Public Transportation Department
 Rockland County Department of Health
 Rockland County Sewer District #1
 Rockland County Drainage Agency
 Rockland County Planning Board
 Towns of Haverstraw, Orangetown & Ramapo
 Villages of Chestnut Ridge, Haverstraw, New Square, Nyack, South Nyack, Spring Valley
 & Upper Nyack
 Orange & Rockland
 United Water New York

James Creighton

From: Town Council [towncouncil@town.clarkstown.ny.us]
Sent: Friday, September 25, 2009 2:08 PM
To: 'James Creighton'
Subject: FW: Comprehensive Plan
Importance: High

From: john a. macgregor [mailto:jam-isg@noa-na.com]
Sent: Friday, September 25, 2009 1:04 PM
To: 'Joe Simoes'
Cc: Catherine Nowicki
Subject: Comprehensive Plan
Importance: High

Mr. Joe Simoes
 Town Planner
TOWN OF CLARKSTOWN

Dear Joe:

I was interested to see the developments with the new Comprehensive Plan, and the extensive amount of work that goes into it. With the natural diversity that exists, it is difficult to develop a plan that has goals that will make *everyone* happy. However, one feature of good government is to see past what may be merely the loudest arguments, to see what will ultimately provide the most common good.

If I might add a few comments and suggestions...

- (1) I was glad to see economic development in the forefront. Especially with the State paying so much attention currently to the Tappan Zee project, Clarkstown needs to piggy back as much State money into the Plan as possible.
- (2) Most of Clarkstown is to the north of the I-87/I-287 Corridor. All of the best roads feeding this area are State roads: 9W; 303, 304 and PIP. Businesses rely on these roads for both commutation and shipping. Apart from PIP (which only carries cars to the extreme southwestern edge of the Town), these roads interface with the Corridor very poorly.
- (3) **9W:** *Northbound & Southbound* traffic must access through the heavily-congested downtown area of Nyack, fraught with narrow, single-lane traffic flow; traffic lights, with very limited left-turn capabilities; parking; shopping; and, the busy hospital: everything needed to thoroughly constrict traffic flow. A short bypass – likely well under a mile long – could redirect traffic slightly to the west of 9W, and merging back into 9W well south of Christian Herald. Better access, would likely ease the congestion on 303, north and southbound.
- (4) **303:** *Northbound* from the Corridor is not too bad: a couple of traffic lights, in either direction. *Southbound* is reasonable as well. What makes 303 undesirable is its conflict with Mall traffic at most times of the day, - especially for truck traffic. Going north, 303 also narrows almost immediately north of the Corridor, to become a limited roadway, with traffic lights, and shopping, and only one lane each way: slow and overcrowded.
- (5) **304:** Probably the best *north/south* route in the Town, - for both commuters and shipping, yet it provides no direct access to the Corridor at all. To reach route 304: Westbound Corridor commuter traffic headed north, would normally use exit 13 and go north on PIP to exit 10, backtracking east through winding Germonds to 304; and, eastbound Corridor commuters go through cloverleaf convolutions at exit 13, south onto PIP to exit 8, west onto 59 to 304 north. There is *no* reasonable access for trucks to between the Corridor and 304 at all, any direction: the choice is Corridor exits 12 or 14, and finding your way through the Rt. 59 shopping traffic to and from Route 304. I believe a

careful study of the vicinity of Corridor exit 13, at the PIP, could provide at least *some* direct means of access to 304, without an extensive 'taking' issue.

- (6) The lack of better access to the north end of Clarkstown, as it is today, lessens the desirability of commercial properties there to some degree: ask any commercial broker.
- (7) One 'quicker fix' that could add *some* improvement, would be a computer-timed traffic light system on 304, that would keep traffic flowing, especially during peak hours, at our around the posted speed limit. My experience on 304 – which is daily – finds the traffic lights from 59 to County 80 almost timed to ensure that all traffic gets the opportunity to stop at each light along the way, - a tremendous loss of efficiency, and increase of both noise and air pollution.

Keep up the good work. We enjoy living and working in Clarkstown.

Regards,

John A. MacGregor
Vice President

LONG CLOVE BUSINESS PARK CORP.

--- developers of Landmark Corporate Park ---

PO Box 116 --- Congers NY 10920 --- ph.: 845.358.1221

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James Creighton

From: Vivian Berrios [vivianberrios@hotmail.com]
Sent: Saturday, September 26, 2009 8:46 PM
To: getinvolved@town.clarkstown.ny.us
Subject: BULK PICK-UP

Dear Comprehensive Plan Special Board,

Here is my comment: **We need to enforce our bulk- pick-up regulations.** As I drive around my town, and hear from my friends in other towns , many people seem to ignore, or not read, the bulk pick-up schedule. They put out their toilets, mattresses and other junk whenever they darn please, regardless of how tacky it looks. It seems that community appearance means nothing to them. That 48 hour suggestion (which actually should be a law) indicated in the bulk pick-up schedule needs to be in **BIG BOLD RED LETTERS** on the front of the flyer. We need public service announcements on channel 12, on the radio and in the Journal News, maybe then people will get it. And for those who insist on breaking the rules we need **hefty fines** until they get it through their thick skull that sloppyness matters.

Sincerely,
Vivian Cay-Berrios
Valley Cottage

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SEP 28 2009

TOWN PLANNING DEPT.

**Walter Kennelly
c/o Kennelly's Grille House
962 South Rt. 9W
Congers, NY 10920**

September 30, 2009

Hon. Alex Gromack, Supervisor
Town of Clarkstown
10 Maple Ave.
New City, NY 10956

R E C E I V E D
OCT - 1 2009

TOWN PLANNING DEPT.

Re: 962 South Rt. 9W, Congers, NY

Dear Sir:

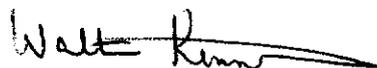
In response to the request for public comments, we offer the following observations regarding the above-referenced property; and the community of which it is a part.

The land is zoned R-15 (one family residential). The present use is a restaurant (commercial). It is surrounded by single family residential uses to the south and west; a commercial use to the north; and a regional park to the east. The property fronts Route 9W, a major north-south commercial and commuting corridor.

I believe that the property is best suited for medium, diversity multi-family residential use (12 to 15 units per acre); or in its alternative, commercial use. Because of its adjacency to so many other existing uses, either proposed use would serve as a "bridge" between the various zones. If not zoned commercial (to serve both local residents and visitors to the park) the suggested moderate density multi-family residential zoning would provide much needed housing for the young adults we wish to retain and attract to the community, as well as "empty nesters." The proximity to the park and its many recreational uses; to the hamlet center of Congers (with its many services and shopping opportunities); and to an arterial road network, all serve to benefit either of the proposed zones.

Thank you for your consideration.

Very truly yours,

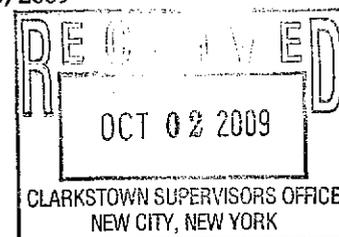


Walter Kennelly

Copy: Hon. Shirley Lasker, Hon. John Maloney, Hon. Frank Borelli, Hon. George Hoehmann; Shirley Thormann, Jose Simoes

September 30, 2009

Jose Simoes, Town Planner
Town of Clarkstown
10 Maple Avenue
New City, New York 10956



Dear Mr. Simoes:

I am summarizing and augmenting the comments I made at the public hearing for Clarkstown's Comprehensive Plan.

1. I asked you to extend the date for comments by ten days, noting that the announcement of the hearing was not received until only three days before the hearing and on a major religious holiday that ran through sundown two days before the hearing. This gave many Clarkstown residents insufficient time to arrange to attend the hearing, find the more than 100-page Comprehensive Plan, read it, analyze it and develop suggestions.

2. I urge you to amend the Comprehensive Plan to require stream corridor buffers of at least 300 feet, which would provide protection of 150 feet on either side of streams. The Comprehensive Plan calls for stream buffers of 25, 50 or 100 feet. Even the largest of these is too little to adequately protect streams from siltation runoff, and to protect the plants and wildlife in and around the streams. A 25-foot buffer puts only a 12.5-foot strip of land on either side of a stream! Such small strips never should be allowed. Three-hundred-foot-buffers are urgent for Crum Creek and the West Branch stream, both of which flow into Lake Lucille, deposit large amounts of silt and continue downstream to the Hackensack River, carrying whatever silt did not settle in Lake Lucille. Three-hundred-foot buffers are important protection for all streams in Clarkstown.

Also, allowance of revising ordinances to "lower thresholds for mandatory erosion controls" must be deleted; it simply opens the door to reduced stream buffers.

3. Establish controls for invasive plants. The Town should destroy invasive plants on public property and should send early warnings about new invasions to private property-owners, then work collaboratively with them and with groundskeepers to help ensure that they destroy such plants.

4. Accessory housing, senior housing, a "domed" sport and recreational facility, industrial development and other proposed construction will affect water, fire and emergency services; hospitals, roads—all expensive infrastructure. It will increase crowding and decrease open space. The draft of the Comprehensive Plan offers no limits to the development that will be allowed. The Plan must quantify the amount and location of such development. The vague statements offered for "mitigation" also are not quantity, are not specific and are not realistic.

5. Why design the sport and recreational facility now? The Plan doesn't say where it will be built. Perhaps a dome will not be the best design.

Cordially,

Terri Thal



TOWN PLANNING DEPT.

Jose Simoes

From: Carol Ackerman [carolmackerman@yahoo.com]
Sent: Thursday, October 01, 2009 2:01 PM
To: a_gromack@town.clarkstown.ny.us; towncouncil@town.clarkstown.ny.us;
j_simoes@town.clarkstown.ny.us
Subject: Buffers

Mr. Gromack and Town Council Members:

We are residents in Lake Lucille and have been following the development of the Town of Clarkstown Comprehensive Plan. We are disappointed to see that the Plan includes a small buffer length around streams which provides little or no protection. Our Lake has seen it's share of waste and runoff from local projects and has made it clear to us that larger buffer of approximately 300 feet or 150 feet on each side of the streams is necessary to add further silt and waste into our beautiful lake.

We oppose the current Plan recommendations and ask that this be revised to the appropriate length of 300 feet.

Please call or email if you have any questions.

Sincerely,

Carol & Marc Ackerman
3 Lennox Way
New City, New York 10956

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OCT - 1 2009

TOWN PLANNING DEPT.

Jose Simoes

From: sandra bergold [sbergold@msn.com]

Sent: Thursday, October 01, 2009 3:07 PM

To: a_gromack@town.clarkstown.ny.us; town council@town.clarkstown.ny.us;
j_simoes@town.clarkstown.ny.us

Dear Supervisor Gromack and Town Council Members:

Please do not enact any Town Comprehensive Plan that does not protect any tributary that flows into Lake Lucille by a buffer of at least 300 feet (150 feet each side). This is essential to stop the unnecessary silting of Lake Lucille and therefore the Hackensack River.

I further suggest that all streams in Clarkstown be protected by 300 foot buffers. 25 feet should not even be an option as it provides no protection.

Thank you,

Sandra Bergold
3 Shore Road
New City, NY
638-4146

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TOWN PLANNING DEPT.

Jose Simoes

From: Jack Jacobs [forjackjacobs@gmail.com]
Sent: Thursday, October 01, 2009 11:08 AM
To: j_simoes@town.clarkstown.ny.us
Subject: Fwd: Comprehensive Plan - Our Input

----- Forwarded message -----

From: Jack Jacobs <forjackjacobs@gmail.com>
Date: Thu, Oct 1, 2009 at 11:07 AM
Subject: Comprehensive Plan - Our Input
To: j_simoes@town.clarkstown.ny.us, gromack@town.clarkstown.ny.us, towncouncil@town.clarkstown.ny.us

Dear Supervisor Gromack and Town Council members:

My wife and I moved to Rockland County and bought our house in the Lake Lucille community just over five years ago. We feel very blessed to be living in New City and, especially, Lake Lucille. I am alarmed about the silting condition of the Lake because I have seen a significant increase in the silt level over the past five years.

Therefore, we urge that you not enact a Town of Clarkstown Comprehensive Plan that requires buffers of less than 300 feet (150 feet on each side) of any tributary that flows into Lake Lucille. Most of the runoff silt from these streams is deposited in Lake Lucille, and the rest goes further into the Hackensack River. This is an important matter to us.

Ideally, from an environmental standpoint, it would be better if you established 300-foot buffers for all of the streams in Clarkstown. However, under no circumstance should the Comprehensive Plan provide for buffers **as narrow as 25 feet**. It is questionable whether such a narrow strip as this, would provide any real protection at all.

Respectfully yours,

Jack Jacobs and Katherine Jacobs

292 South Mountain Rd.

New City, NY, 10956

845-639-0895

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OCT - 1 2009

TOWN PLANNING DEPT.

10/1/2009

Jose Simoes

From: Dave Krueger [DaveKrueger@verizon.net]
Sent: Thursday, October 01, 2009 9:36 AM
To: a_gromack@town.clarkstown.ny.us
Cc: j_simoes@town.clarkstown.ny.us
Subject: Comprehensive Plan Stream Buffers Concern

Dear Supervisor Gromack and Town Council members:

I urge you not to enact a Town of Clarkstown Comprehensive Plan that requires buffers of less than 300 feet (150 feet on each side) of any tributary that flows into Lake Lucille. Most of the runoff silt from these streams is deposited in Lake Lucille, and the rest goes further into the Hackensack River. This is an urgent matter to me.

It would be better if you established 300-foot buffers for all streams in Clarkstown. But the Comprehensive Plan must not even provide for buffers as narrow as 25 feet. So narrow a strip would provide no protection.

Yours truly,

David Krueger
6 Lucille Blvd.
New City, New York 10956
845-634-1017

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OCT - 1 2009

TOWN PLANNING DEPT.

Jose Simoes

From: Carol Kaney [carolkaney@verizon.net]
Sent: Thursday, October 01, 2009 1:08 PM
To: j_simoes@town.clarkstown.ny.us; towncouncil@town.clarkstown.ny.us;
a_gromack@town.clarkstown.ny.us
Subject: 300-foot buffers for all streams

Dear Supervisor Gromack and Town Council members:

We urge you not to enact a Town of Clarkstown Comprehensive Plan that requires buffers of less than 300 feet (150 feet on each side) of any tributary that flows into Lake Lucille. Most of the runoff silt from these streams is deposited in Lake Lucille, and the rest goes further into the Hackensack River. This is an urgent matter to us.

It would be better if you established 300-foot buffers for *all* streams in Clarkstown. Under no circumstance should the Comprehensive Plan provide for buffers as narrow as 25 feet. Such a narrow strip would provide no protection.

Yours truly,

Carol Wanamaker Kaney
5 Morningside Road
New City, New York 10956

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OCT - 1 2009

TOWN PLANNING DEPT.

Jose Simoes

From: Town Council [towncouncil@town.clarkstown.ny.us]
Sent: Thursday, October 01, 2009 12:02 PM
To: 'Jose Simoes'
Subject: FW: Clarkstown's Comprehensive Plan./Supervisor Gromack and Town Council members

From: Shannon [mailto:stheithcock@gmail.com]
Sent: Thursday, October 01, 2009 11:58 AM
To: a_gromack@town.clarkstown.ny.us; towncouncil@town.clarkstown.ny.us
Subject: Clarkstown's Comprehensive Plan./Supervisor Gromack and Town Council members

Dear Supervisor Gromack and Town Council members:

We urge you not to enact a Town of Clarkstown Comprehensive Plan that requires buffers of less than 300 feet (150 feet on each side) of any tributary that flows into Lake Lucille. Most of the runoff silt from these streams is deposited in Lake Lucille, and the rest goes further into the Hackensack River. This is an urgent matter to us.

It would be better if you established 300-foot buffers for *all* streams in Clarkstown. Under no circumstance should the Comprehensive Plan provide for buffers as narrow as 25 feet. Such a narrow strip would provide no protection. We must protect what we have now, so it is here, for our children and grand children.

--
Regards,

Shannon Heithcock
1 Lucille Blvd.
New City, NY
845-406-2721

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OCT - 1 2009

TOWN PLANNING DEPT.

Jose Simoes

From: alex@clarkstown.net
Sent: Friday, October 02, 2009 7:49 AM
To: Joe Simoes
Subject: Fw: Clarkstown's Comprehensive Plan./Supervisor Gromack and TownCouncil members

Sent from my Verizon Wireless BlackBerry

From: Carla Tamigi
Date: Fri, 2 Oct 2009 06:55:17 -0400
To: <a_gromack@town.clarkstown.ny.us>; <towncouncil@town.clarkstown.ny.us>
Subject: FW: Clarkstown's Comprehensive Plan./Supervisor Gromack and Town Council members

Date: Thu, 1 Oct 2009 11:58:00 -0400
Subject: Clarkstown's Comprehensive Plan./Supervisor Gromack and Town Council members
From: stheithcock@gmail.com
To: a_gromack@town.clarkstown.ny.us; towncouncil@town.clarkstown.ny.us

Dear Supervisor Gromack and Town Council members:We urge you not to enact a Town of Clarkstown Comprehensive Plan that requires buffers of less than 300 feet (150 feet on each side) of any tributary that flows into Lake Lucille. Most of the runoff silt from these streams is deposited in Lake Lucille, and the rest goes further into the Hackensack River. This is an urgent matter to us. It would be better if you established 300-foot buffers for *all* streams in Clarkstown. Under no circumstance should the Comprehensive Plan provide for buffers as narrow as 25 feet. Such a narrow strip would provide no protection.We must protect what we have now, so it is here, for our children and grand children.

--
Regards,

Shannon Heithcock
1 Lucille Blvd.
New City, NY
845-406-2721

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OCT - 2 2009
TOWN PLANNING DEPT.

James Creighton

From: Jose Simoes [j_simoes@town.clarkstown.ny.us]
Sent: Friday, October 02, 2009 9:08 AM
To: 'James Creighton'
Subject: FW:

From: Pie Paliza [mailto:nurse_pieds@yahoo.com]
Sent: Thursday, October 01, 2009 5:05 PM
To: j_simoes@town.clarkstown.ny.us
Cc: nurse_pieds@yahoo.com
Subject:

Dear Mr.Simoes:

We urge you not to enact a Town of Clarkstown Comprehensive Plan that requires buffers of less than 300 feet(150 feet on each side)of any tributary that flows into Lake Lucille. Most of the runoff silt from these streams is deposited in Lake Lucille, and the rest goes further into the Hackensack River. This is an urgent matter to us.

It would be better if you established 300- foot buffers for all streams in Clarkstown.But the Comprehensive Plan does not even provide for buffers as narrow as 25 feet. So narrow a strip provide no protection.

Yours trulu,
Piedad P Dingle
Rafael P Almonte
Leila Anne Almonte
Katherine Ella Almonte

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<http://mail.yahoo.com>

Jose Simoes

From: Jan Connor [janconnor@optonline.net]
Sent: Thursday, October 01, 2009 7:03 PM
To: j_simoes@town.clarkstown.ny.us
Subject: Clarkstown Comprehensive Plan

Jose Simoes, Town Planner

Town of Clarkstown

10 Maple Avenue

New City, New York 10956

Re: Clarkstown Comprehensive Plan

Dear Mr. Simoes:

The health of the streams in this Town and this County is of utmost importance. Problems of siltation and toxic runoff keep occurring and re-occurring.

The Town of Clarkstown Comprehensive Plan could help alleviate these problems if it provided for sufficient buffer zones between the streams and development. However, buffer zones of any less than 300 feet (150 feet per side) do little or nothing to stop infiltration into our streams. Anything less than 300 feet leaves too little area for the land to naturally absorb run-offs that threaten our streams.

We urge you, in the Comprehensive Plan, to provide for no less than 300-foot buffer zones for our streams. Make a difference now, so the same problems don't have to be solved over and over again.

Living just downstream from Lake Lucille, we consider this matter critically important.

Thank you for your attention and, we hope, your positive action.

Sincerely,

Janet Connor

370 S. Mountain Road

New City, New York 10956

(845) 634-2359

janconnor@optonline.net

Paul Brizzi

370 S. Mountain Rd.

New City, New York 10956

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10/2/2009

(845) 634-7595

peebee1@optimum.net

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File

Jose Simoes

From: clohessyv@verizon.net
Sent: Thursday, October 01, 2009 4:19 PM
To: j_simoes@town.clarkstown.ny.us
Subject: Comprehensive Plan's Required Stream Corridor Protection Width

Dear Mr. Simoes, Town Planner:

I urge you not to enact a Town of Clarkstown Comprehensive Plan that requires buffers of less than 300 feet(150 feet on each side) of any tributary that flows into Lake Lucille. Most of the runoff silt from these streams is deposited in Lake Lucille, and the rest goes further into the Hackensack River. This is an urgent matter to us.

It would be better if you established 300-foot buffers for all streams in Clarkstown. But the Comprehensive Plan must not even provide for buffers as narrow as 25 feet. So narrow a strip would provide no protection.

Yours truly,

Vivienne Clohessy
4 Shore Road
New City, NY 10956
845-638-4963

10/1/2009

Jose Simoes

From: tennisdlb@aol.com
Sent: Thursday, October 01, 2009 10:11 PM
To: a_gromack@town.clarkstown.ny.us; town council@town.clarkstown.ny.us;
j_simoes@town.clarkstown.ny.us
Subject: Lake Lucille

Dear Supervisor Gromack and Town Council members:

We urge you not to enact a Town of Clarkstown Comprehensive Plan that requires buffers of less than 300 feet (150 feet on each side) of any tributary that flows into Lake Lucille. Most of the runoff silt from these streams is deposited in Lake Lucille, and the rest goes further into the Hackensack River. This is an urgent matter to us.

It would be better if you established 300 feet buffers for all streams in Clarkstown. But the Comprehensive Plan does not even provide for buffers as narrow as 25 feet. This narrow a strip would provide no protection. Please reconsider.

Yours truly,

Debra & Andrew Ballin
14 Woodhaven Drive 634-3886

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Jose Simoes

From: Eve Vaterlaus [eve@evevaterlaus.com]
Sent: Thursday, October 01, 2009 10:26 PM
To: a_gromack@town.clarkstown.ny.us; townCouncil@town.clarkstown.ny.us;
j_simoes@town.clarkstown.ny.us
Subject: Town of Clarkstown Comprehensive Plan- re Stream buffer zones

Dear Supervisor Gromack and Town Council members:

My husband and I urge you not to enact a Town of Clarkstown Comprehensive Plan that requires buffers of less than 300 feet (150 feet on each side) of any tributary that flows into Lake Lucille. Most of the runoff silt from these streams is deposited in Lake Lucille, and the rest goes further into the Hackensack River. This is an urgent matter to us.

It would be better if you established 300-foot buffers for *all* streams in Clarkstown. Under no circumstance should the Comprehensive Plan provide for buffers as narrow as 25 feet. Such a narrow strip would provide no protection from any contaminants and absolutely will not filter out silt in the runoff!

Furthermore, the sewer work being done in our neighborhood is being done without any protection for the streams, which are being filled with silt and looked quite fouled today. Silt fences should be used, and have not been used anywhere. As there is still lots of mud piled up near the waterways, I hope silt fences can be installed asap.

Yours truly,

Eve Vaterlaus Sheridan
Donald M. Sheridan
441 Buena Vista Road
New City, NY

845-323-4280
eve@evevaterlaus.com
<http://www.evevaterlaus.com>

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Jose Simoes

From: Dr. Andrew Hornstein [drah@optonline.net]
Sent: Thursday, October 01, 2009 10:53 PM
To: j_simoes@town.clarkstown.ny.us
Subject: Clarkstown Comprehensive Plan

Dear Mr. Simoes,

I have been Clarkstown homeowners for over 20 years. I am seriously distressed by the town's proposed Comprehensive Plan allowing development within 13 feet of a stream. This would be an environmental disaster that would cause a clear deterioration of our environment and community. Please do everything possible to prevent this dangerous proposal from being enacted.

Dr. Andrew Hornstein

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Jose Simoes

From: Barbara McCole [bmccole@verizon.net]
Sent: Thursday, October 01, 2009 11:00 PM
To: agromack@town.clarkstown.ny.us; j_simoes@town.clarkstown.ny.us
Cc: towncouncil@town.clarkstown.ny.us
Subject: stream buffers

October 1, 2009

Gentlemen:

This is in regard to the Comprehensive Plan's requirements for stream buffers.

I have lived at 20 Shore Road in the Lake Lucille community for three years. Since I moved in an island has grown up across the lake at the outlet of Crum Creek. I presume that it's been formed from runoff. A buffer of 12.5 feet on either side of streams? Has anyone really, truly studied this? It doesn't take an engineer to see that twenty five feet is not going to have much of an impact. Please, gentlemen, don't allow this to happen.

I'm told that a 300 foot buffer might be acceptable. I don't know if that's true. I just know that the island at the mouth of Crum Creek gets bigger after every heavy rain, and Lake Lucille gets muddier and shallower as we watch. Please do not allow this to continue, and to happen in other parts of Clarkstown. I've lived in Rockland more than forty years, most of that time in Clarkstown, and it is painful to watch this deterioration in the shape of the land.

We are counting on your good representation in this matter.

Thank you.

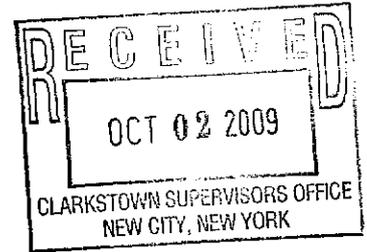
Sincerely,
Barbara McCole

20 Shore Road
New City

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10/2/2009

The Honorable Alex Growack
Clarkstown Supervisor
10 Maple Avenue
New City, NY 10956



Dear Town Supervisor,

I urge you to change the Comprehensive Plan to require stream corridors of no less than 300 feet, which would create protected strips of 150 feet of land on either side of the streams.

Lake Lucille is suffering again because of silt and erosion flowing in from its tributary streams. A 300-foot buffer is urgently needed.

In fact, all streams in Clarkstown should be so protected.

Barbara McLoe
20 Shore Road
New City, NY 10956

Jose Simoes

From: alex@clarkstown.net
Sent: Friday, October 02, 2009 6:17 AM
To: Joe Simoes
Subject: Fw: Comprehensive Plan

Sent from my Verizon Wireless BlackBerry

From: annie katzman
Date: Thu, 1 Oct 2009 20:09:53 -0700 (PDT)
To: <a_gromack@town.clarkstown.ny.us>
Subject: Comprehensive Plan

Dear Supervisor Gromack and Town Council Members,

I urge you not to enact a Town of Clarkstown Comprehensive Plan that requires buffers of less than 300 feet (150 feet on each side) of any tributary that flows into Lake Lucille. Most of the run-off silt from these streams is deposited into Lake Lucille and the rest goes further into the Hackensack River. This is an urgent matter to us.

It would be better if you established 300 foot buffers on ALL streams in Clarkstown. Under no circumstances should The Comprehensive Plan provide for buffers as narrow as 25 feet. Such a narrow strip would provide no protection.

Yours very truly,
Annie Katzman
94 South Mountain Rd.
New City, NY, 10956

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Jose Simoes

From: alex@clarkstown.net
Sent: Friday, October 02, 2009 10:24 AM
To: Joe Simoes
Subject: Fw: stream buffers

Sent from my Verizon Wireless BlackBerry

From: "Ron Wasserman"
Date: Fri, 2 Oct 2009 09:16:36 -0400
To: <a_gromack@town.clarkstown.ny.us>
Subject: stream buffers

Dear Supervisor.

Please urge the town to provide for as large a stream buffer as possible. 300 feet would be ideal. (150 feet on either side of any stream).

Please urge the council to take this into consideration for the master plan.

Ron Wasserman
7 Milsom Drive
New City, NY 10956

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Jose Simoes

From: shay keren [shaykeren77@yahoo.com]
Sent: Friday, October 02, 2009 1:31 PM
To: g_gromack@town.clarkstown.ny.us
Cc: j_simoes@town.clarkstown.ny.us
Subject: Protecting the streams and lake lucille

Dear Supervisor Gromack and Town Council members:

We urge you not to enact a Town of Clarkstown Comprehensive Plan that requires buffers of less than 300 feet (150 feet on each side) of any tributary that flows into Lake Lucille. Most of the runoff silt from these streams is deposited in Lake Lucille, and the best goes further into the Hackensack river. This is an urgent matter to us!

It would be more beneficial if you establish a 300 feet buffers for all streams in Clarkstown proper. However, the Comprehensive plan must not allow to provide for buffers as narrow as 25 feet under any circumstance. A strip as narrow as 25 feet, provides no protection what soever.

Sincerely,

Mr. Shay Keren and Mrs. Andrea Levy-Keren
5 Kakiak Court
New City, NY 10956
845-638-0240

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Jose Simoes

From: rikndebi@verizon.net
Sent: Friday, October 02, 2009 6:40 PM
To: a_gromack@town.clarkstown.ny.us; towncouncil@town.clarkstown.ny.us;
j_simoes@town.clarkstown.ny.us
Subject: Stream buffer widths

Dear Supervisor Gromack and Town Council members,

I understand that the Town Council is considering a comprehensive plan for Clarkstown's land use and natural resource protection. And that insufficient stream buffers are being considered as part of the plan—even as little as 25 or 50 feet, which would provide virtually no protection from contaminants and silt runoff.

Residents at Lake Lucille are very concerned about the deteriorating condition of our lake due to the buildup of silt from incoming streams. Therefore, we urge you to require buffers of at least 300 feet (or 150 feet on each side) for any tributary that flows into Lake Lucille.

Thank you for your attention to this urgent matter,

Richard Paul
Debra Albeyta

7 Wyndham Lane,
New City, NY 10956
845-638-0567

Jose Simoes

From: Kathleen [kath925@verizon.net]
Sent: Friday, October 02, 2009 4:37 PM
To: j_simoes@town.clarkstown.ny.us
Subject: stream buffers / Comprehensive Plan

Dear Mr. Simoes:

I urge you to enact a Town of Clarkstown Comprehensive Plan that requires buffers of no less than 300 feet (150 feet on each side) for any tributary that flows into Lake Lucille. Most of the runoff silt from these feeder streams is deposited in Lake Lucille, and the rest goes further into the Hackensack River. This is an extremely important matter to me and my community.

Even better would be to establish 300-foot buffers for *all* streams in Clarkstown. Under no circumstance should the Comprehensive Plan provide for buffers as narrow as 25 feet. Such a narrow strip would provide no protection for the affected bodies of water.

Sincerely,

Kathleen Brennan

7 Milsom Drive

New City, NY 10956

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Jose Simoes

From: medawaha@aol.com
Sent: Friday, October 02, 2009 4:46 PM
To: j_simoes@town.clarkstown.ny.us
Subject: Fwd: Comprehensive Plan

-----Original Message-----

From: medawaha@aol.com
To: agromack@town.clarkstown.ny.us
Cc: townCouncil@town.clarkstown.ny.us
Sent: Fri, Oct 2, 2009 4:41 pm
Subject: Comprehensive Plan

Dear Supervisor Gromack and Town Council members,

We are writing you today to ask that you DO NOT enact a Comprehensive Plan that requires buffers of less than 300 feet for any tributary that runs into Lake Lucille. The majority of the silt from these streams ends up in the lake, with the remainder going into the Hackensack River. This is a very important matter to us personally, and with all the flooding and drainage problems the Town endures, you really have to get it right. Do the right thing, the intelligent thing for all the present and future residents of Clarkstown.

Yours Truly,

&a mp;n bsp;
Michael Harold, John Harold, James Harold

David Harold, Melanie Harold,

352 South Mountain Road

New City, NY 10956

&a mp;n bsp;
(845)639-1773

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October 1, 2009

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OCT - 2 2009

TOWN PLANNING DEPT.

Town of Clarkstown
Town Board
Clarkstown Town Hall
10 Maple Avenue
New City, New York 10956

Re: Comments on the Proposed 2009 Comprehensive Plan and Draft Generic Environmental Impact Statement

Dear Town Board:

This submission constitutes the comments of Tilcon New York, Inc. ("Tilcon") on the Town of Clarkstown's proposed adoption of the 2009 Comprehensive Plan. Tilcon reviewed the Draft Generic Environmental Impact Statement ("DGEIS") and the supporting documents and note the following.

The Economic Development Strategy ("EDS"), dated November 2008, was prepared by Saratoga Associates in support of the development of the Comprehensive Plan. The first section of the EDS was an inventory of the existing conditions in the Town relative to the economy, demographics, employment and quality of life. An economic base analysis follows, along with commercial and industrial strategies, mall redevelopment analysis, land use analysis, business climate analysis, a vision statement and plan recommendations.

The EDS contains significant errors and omissions upon which conclusions and ongoing strategies for targeting commercial and industrial growth were based, which then became the basis for the Comprehensive Plan.

The EDS (Appendix Section V to the DGEIS) erroneously states on page 1.27 that as of 2005, the Mining Industry "is no longer operating in the Town", and the "last mining-related industrial establishment closed between 2000 and 2005". It cites a loss of 35 jobs between those dates and declares a loss of 100% of the industry jobs. Likewise the Mining Industry wages were not accounted for in the Industrial Wage analysis.

Saratoga further classified mining as a "low location quotient and low employment growth" industry in the Town. We assume that the industry received this classification due to this assumption that mining no longer exists in the Town.

The land use plan on page 6.14 in the Land Use Patterns section characterizes the land which comprises a portion of the Tilcon's Haverstraw Quarry facility as vacant land.

Contrary to the above, the Mining Industry in the Town is a thriving, historically significant industry and vitally necessary to implement the goals and visions of the Town as envisioned in the proposed Comprehensive Plan. In fact, within the same document, Tilcon New York, Inc. is identified as the Town's eighth largest employer, providing over 400 jobs, and one of the few industrial employers. (see EDS page 1.22). Yet this is the only place in the inventory where the company and the industry were recognized.

Tilcon's West Nyack Quarry, located on Crusher Road, West Nyack, is approximately 167± total acres, and operates under DEC Mining Permit 3-3920-00095/00003 and other DEC-issued permits. This facility has been a continuously operating quarry for diabase, also known as "trap rock," since the early 1900's, providing the region a NYSDOT-approved source of stone and construction aggregate to the region, including the New York City metropolitan area.

Tilcon's Haverstraw Quarry, located on U.S. Route 9W, is partly located in the Town of Clarkstown and partly in the Village of Haverstraw. The entire facility is over 400 acres and operates under DEC Mining Permit 3-3920-00095/00003. It also has been continuously operating since the early 1900's, providing trap rock as construction aggregate and a NYSDOT-approved source of stone.

It should be noted that stone from Tilcon's local quarries, including West Nyack and Haverstraw, have been used for construction of the Robert Moses Bridge, Triborough Bridge and Tunnel, Verrazano Narrows Bridge, Bergen Passaic Expressway, ConEd Indian Point Nuclear Plant, New York State Thruway, Tappan Zee Bridge, Throgs Neck Bridge and Palisades Parkway.

Tilcon generally supports the goals stated in the draft Plan. However, it is important to note that mining is unique in its nature, as a natural resource is necessarily extracted and consumed, becoming the basic components in materials such as hot mix asphalt and ready-mix concrete for the construction of buildings and roads. The operations must be located directly at the source, and cannot be "moved" or located where the stone is not.

The Clarkstown Comprehensive Transportation Plan (Appendix Section V) dated July 2009, inventories the existing transportation resources and identifies major goals for the Town's transportation resources. The Transportation Plan recognizes the two quarries as part of an inventory of industrial centers which generate traffic from both employees and material pick-up and delivery. The goals include implementing infrastructure improvements within the Town, including maintaining and improving the road network, constructing user-friendly sidewalks and bicycle paths, etc. The Plan recommends coordinating with the Tappan Zee Bridge Reconstruction and other regional transportation initiatives.

With respect to commercial construction, based on New York State Department of Labor statistics, the EDS conservatively estimates that the Hudson Valley Region has a potential to add over 49 million square feet of non-residential real estate space by the

year 2014. The Town of Clarkstown has potential to add 1.96 million square feet of non-residential real estate space by that year.

In order to implement the above proposed transportation and construction projects economically, a local source of high-quality stone must be available. The USGS reports that shortages of crushed stone are being experienced throughout the U. S. and shortages will continue to increase around some urban and industrialized areas due to zoning restrictions and land development alternatives. Yet, it is the urban and industrialized areas that require large amounts of the commodity for construction and maintenance of infrastructure and buildings. The inability to access an available deposit means that the aggregate would have to be purchased from other, more distant producers, requiring importation of the product resulting in greater consumption of fuel, impacts due to highway use and overall higher-cost products.

A recently published study on the economic impacts of the mining industry in New York State indicates that the majority of mining in the state is for construction materials that are used in building and maintaining the State's infrastructure.

It should be noted that in 2005, of the 66 permits issued by DEC in the State for new mining operations, only 1 of those permits was for a consolidated resource mining operation. Permitted sources of stone are being depleted faster than new sources can be permitted and made available. For a mineral bearing property to be suitable for excavation there must be a sufficient quantity of high quality material available. Similarly, the site must be accessible to major transportation networks and relatively close to the market. As may be expected, few properties meet all of these criteria. Less than 25% of active mines in New York State are owned by municipalities, and those are small sand and gravel operations, not hard rock quarries. Municipalities must purchase this commodity from private suppliers. Importation of construction aggregate can be especially costly. Maintaining the availability of a local resource can be an important element in reducing economic burdens on municipalities and businesses.

According to the USGS 2006 Minerals Handbook, shipment by truck remains the most widely used method of transportation for crushed stone. Transportation costs account for the majority of the price of aggregate. Until recently, transporting aggregate could be estimated at 15 cents per ton-mile, with that price doubling at hauling distances greater than 20-30 miles. With the recent escalation of fuel prices, the cost of transporting crushed stone by truck now ranges to over two dollars per ton-mile.

Tilcon supports the goals of the Comprehensive Plan, however, it must recognize the historical significance of the industry and the ongoing operations at these quarries, specifically, and the continued contribution by the quarries to the local and regional economic interests of the Town and region.

The EDS recognizes Tilcon New York as the 8th largest employer in the Town, however stops short of the significant economic contribution made by the industry to local and state economies.

Some studies show that for every dollar of output in the aggregates industry, an additional \$1.58 is generated in the economy. In 2005, New York's nonfuel raw mineral production was valued at \$1.29 billion, ranking 15th among all states in production value. Crushed stone is New York's leading mineral commodity. In 2005, 52,700,000 metric tons of crushed stone were produced with a value of \$445 million. According to a recent study by the Center for Governmental Research, the total sales for the entire mining industry in New York, including commodities such as peat, bluestone, garnet, granite, zinc, marble, and topsoil, is estimated at over \$3.3 billion. The industry contributes an estimated 30,000 jobs.

Direct and indirect fiscal impacts of mining operations include:

- Providing jobs with good wages,
- Payment of sales, corporate and personal income, fuel taxes
- Fees
- Use of local vendors to support the operations
- Making available a local source of building materials (which means lower costs for construction)

Quality of Life- The Tappan Zee Bridge/I-287 Corridor Project

In addition to the visions and goals set forth in the proposed DGEIS, The Tappan Zee Bridge/I-287 Corridor Project is a major ongoing initiative, the goal of which is to address the increasing congestion in the 30-mile corridor and Bridge, correct structural issues, identify potential transit links for the region and determine the safest, most efficient, environmentally sound, and responsible way to address the transportation needs of the Tappan Zee Bridge/I-287 Corridor for the next century.

"The Tappan Zee Bridge/I-287 Corridor impacts municipalities throughout the lower Hudson Valley and is a vital transportation artery for thousands of daily commuters, supporting some of the highest traffic volumes in New York State," according to State Thruway Authority Executive Director Michael R. Fleischer.

The NYSDOT recently announced a new program as part of the corridor initiative called "Transit-Oriented Development – Building Quality Communities around Transit," which is designed to provide municipalities with tools, resources and hands-on exposure to leading-edge land use and planning techniques to meet a broad range of community goals.

Metro-North President Howard Permut states, "Too often, development occurs without consideration to public transportation and the result is sprawl. This program will educate people about the benefits of designing walkable communities around transit hubs, which are the wave of the future."

"The idea is that in planning for the future, municipalities gain a better understanding of the role transportation can play in setting forth a vision for their community," acting

NYSDOT Commissioner Gee states. "This program will provide localities along the Tappan Zee Bridge/I-287 corridor with access to the most current, practical insight into how local land-use decisions affect planned transportation improvements. We believe that municipalities will benefit from this intensive technical assistance and encourage interested elected officials, civic leaders and community groups to participate."

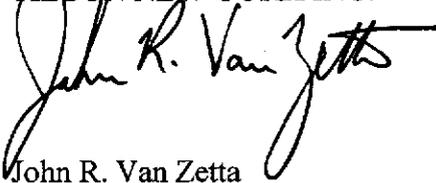
In addition to improving the Bridge structure, the project is looking to add transit to the I-287 Corridor to help minimize corridor travel delay, reduce travel times, provide travel choices, improve local and regional mobility, foster economic growth and improve air quality.

Alternatives currently being analyzed are: Commuter Rail, Light Rail and Bus Rapid Transit. Each mode is being screened for its environmental impacts, reasonableness and cost effectiveness. A corridor-wide solution also could ultimately include more than one transit element to serve different travel markets.

The Town must address the impacts of the Corridor initiative and implement its final recommendations. Having local sources of construction aggregate will be vital not only in addressing the structural elements of the Bridge, but also in the construction of transit hubs and rail lines and other facets of this regionally significant improvement project.

Very Truly Yours,

TILCON NEW YORK INC.

A handwritten signature in black ink that reads "John R. Van Zetta". The signature is written in a cursive style with a long, sweeping underline that extends to the right.

John R. Van Zetta
Environmental Coordinator

James Creighton

From: Joannagaldone@aol.com
Sent: Friday, October 02, 2009 12:24 AM
To: getinvolved@town.clarkstown.ny.us; a_gromack@town.clarkstown.ny.us;
towncouncil@town.clarkstown.ny.us; j_simoes@town.clarkstown.ny.us
Subject: Clarkstown's Comprehensive Plan-

Dear Supervisor Gromack, Town Council Members and Mr. Simoes:

I urge that you adopt a Comprehensive Plan that give attention to the following:

1) Regulation of smoke from wood burning stoves and fireplaces. Wood smoke adds fine particulate matter and toxins to the air we breath. Please refer to this article:

Burning Issues Wood Smoke Fact Sheets www.burningissues.org/fact-sheet.htm

2) Invasive species in the Town of Clarkstown are posing a huge threat to our native flora and fauna. There **must** be management of our local open space areas ASAP in order to assure that future residents can enjoy our natural heritage. We can no longer allow "nature to take its course."

See recent *Journal News* article: **Invasives threaten N.Y.'s natural order**

<http://ohud.com/apps/pbcs.dll/article?AID=/20090928/NEW...>

Please also refer to the following recent *New York Times* article:

Weed Heroes: The War on the Invader Cogongrass by Dan Barry.

We don't have Cogongrass in Clarkstown, but we have other equally invasive plants, such as Japanese stilt grass, garlic mustard, oriental bittersweet, Japanese knotweed, Mile-a-minute vine- to name a few. Funds must be found to control these threats.

3) The white tailed deer population must be reduced and controlled. They pose a significant threat to motorists, devastate our forested areas, destroy homeowners' property, spread the tick that causes Lyme disease, and hasten the spread of invasive plants into our woodland by eating-off the understory and forest floor plants.

4)Extend buffers around streams and wetlands to a minimum of 300 feet.

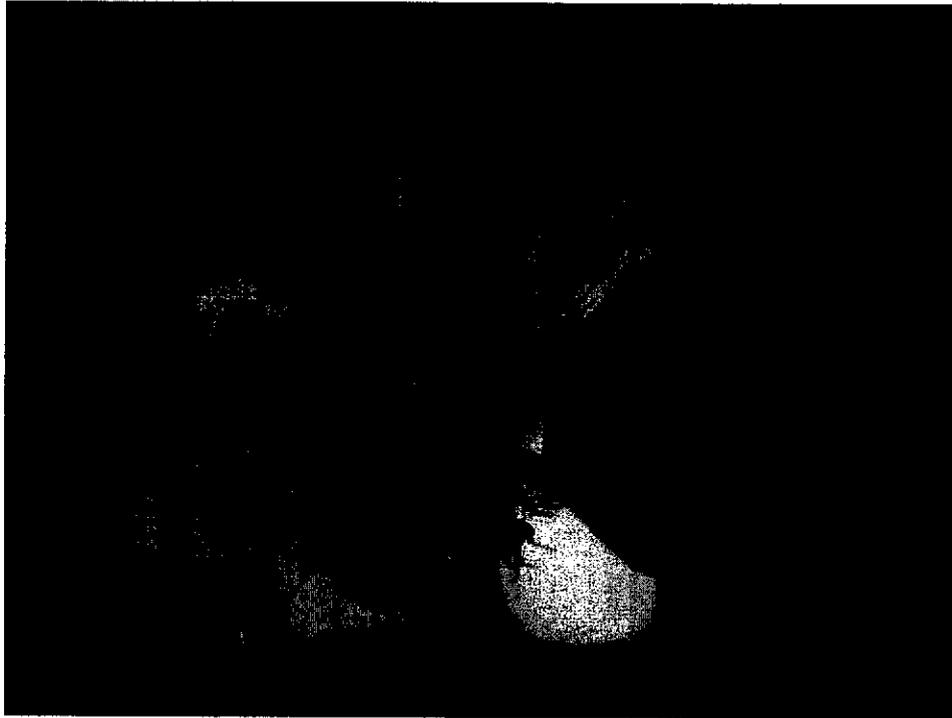
I have seen first hand bright orange run-off entering Crum Creek from the Smith Farm development after every heavy rain for over two years! Better buffers would have helped protect our watershed.

Corrections:

A) Please correctly label the photograph of Tilcon Quarry as "Tilcon Quarry" or substitute a photo of High Tor.

B) The pink echinacea included as an example of local flora is not correct. They are a native wildflower but not to this area. A local wildflower could be Bloodroot, pictured below:

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Sincerely,
-Joanna Galdone
234 Phillips Hill Road
New City, NY 10956
PS: I have many other photos of local native flora if you want other images.

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Alex Gromack

From: Terri Thal [thal.terri@gmail.com]
Sent: Sunday, October 04, 2009 11:22 PM
To: a_gromack@town.clarkstown.ny.us
Subject: Comprehensive plan
Attachments: Letter_to_officials_10-2009.doc

Supervisor Gromack -

Friday afternoon, I left a letter at your office with comments about the Comprehensive Plan. I was sick that afternoon but my email wasn't working. Later, I re-read the letter and found a typo, a sentence that was not clear and a point I had meant to delete.

Please replace the letter I left Friday with the attached.

Thank you.

Terri Thal

--

TERRI THAL
8 Lake Road
New City, New York 10956-4409
845.634.3231

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TOWN PLANNING DEPT.

September 30, 2009

Jose Simoes, Town Planner
Town of Clarkstown
10 Maple Avenue
New City, New York 10956

Dear Mr. Simoes:

I am summarizing and augmenting the comments I made at the public hearing for Clarkstown's Comprehensive Plan.

1. I asked you to extend the date for comments by ten days, noting that the announcement of the hearing was not received until only three days before the hearing and on a major religious holiday that ran through sundown two days before the hearing. This gave many Clarkstown residents insufficient time to arrange to attend the hearing, find the more than 100-page Comprehensive Plan, read it, analyze it and develop suggestions.

2. I urge you to amend the Comprehensive Plan to require stream corridor buffers of at least 300 feet, which would provide protection of 150 feet on either side of streams. The Comprehensive Plan calls for stream buffers of 25, 50 or 100 feet. Even the largest of these is too little to adequately protect streams from siltation runoff, and to protect the plants and wildlife in and around the streams. A 25-foot buffer puts only a 12.5-foot strip of land on either side of a stream. Such small strips never should be allowed. Three-hundred-foot-buffers are urgent for Crum Creek and the West Branch stream, both of which flow into Lake Lucille, deposit large amounts of silt and continue downstream to the Hackensack River, carrying whatever silt did not settle in Lake Lucille. Three-hundred-foot buffers are important protection for all streams in Clarkstown.

Also, allowing ordinances to be revised to "lower thresholds for mandatory erosion controls" must be deleted; it simply opens the door to reduced stream buffers and negates the larger buffers.

3. Establish controls for invasive plants. The Town should work to control invasive plants on public property and should send early warnings about new invasives to private property-owners, then work collaboratively with them and with groundskeepers to help ensure that they control such plants.

4. Accessory housing, senior housing, a "domed" sport and recreational facility, industrial development and other proposed construction will affect water, fire and emergency services, hospitals, roads – all expensive infrastructure. They will increase crowding and decrease open space. The draft of the Comprehensive Plan offers no limits to how much development will be allowed or tells us where. The Plan must quantify the amount and location of such development. The vague statements offered for "mitigation" also are not quantified, are not specific and are not realistic.

Cordially,

Terri Thal

Richard Shoberg October 7, 2009

Item 3) *Figure 18 – too many shades of green. Suggest using symbols and/or lines to differentiate.*

On all graphs and charts where 3 or more shades of the same color are used: suggest symbols other differentiating features to more clearly separate the shades.

(Figure 2: Figure 15: Figure 18: Figure 20) are good examples of hatching or symbols being used).

Suggestions for consideration:

Figure 1: **Utilities and High Density Residential** (similar color; needs separation)

Figure 10: Recommend that **Federal Wetlands** be symbolized or marked for clear distinction between State and Federal.

Figure 11: Recommend **Forest** to be symbolized.

Figure 12: Recommend **Developed** be lined or symbolized (same reasons).

Figure 21: **NYS Parks / RC Parks / Clarkstown Parks:** Recommend symbols or perhaps different colors.

Item 5) once the data has been updated and entered as readily accessible information, a new program should be developed and installed. This program, to be effective, must have a trigger mechanism that would automatically update all relevant websites upon the issuance of a building permit for a new business. If it can be done, this program should lighten the load of the Building Department and not burden it with more responsibility.

Item 7) *Historical landmarks – work with school districts to encourage field trips to sites and perhaps adding a local history component to syllabi.*

Historical landmarks – since a large percentage of our students return to Clarkstown after college, it might be wise to work with school districts to encourage field trips to historical sites to create a “hands on” relationship with our local historical features; perhaps adding a local history component to curriculum.

James Creighton

From: Jose Simoes [j_simoes@town.clarkstown.ny.us]
Sent: Monday, October 19, 2009 12:21 PM
To: 'James Creighton'
Subject: FW: Style
Attachments: Comments on the 2009 Clarkstown Comp Plan.pdf

From: Martus Granirer [mailto:martusg@gmail.com]
Sent: Wednesday, October 07, 2009 10:46 AM
To: Jose Simoes
Subject: Re: Style

Jose-

I apologize for this slow reply. I'm just coming out of three days of raw throat and other flu-like symptoms.

I too cannot find where John Mickelson used the "Davenport Property" phrase. But I did see it. I'll keep on looking and if I find it, I'll let you know.

Please let me list a few more typos:

- On page 52 of the Comp Plan, under the heading "Inter and Intra-Town Trails," the Plan refers to the Palisades Interstate Parkway. I think that should be Palisades Interstate Park.
- On page vii of Appendix V, Saratoga Associates misspells my name. It should be *Granirer* instead of *Granierer*.
- Here and there, you write about *ordinances* meant to introduce one measure or another. Clarkstown is governed by local law and not by ordinances.
- Frequently, the Comp Plan refers to "*documentation*," where it clearly means *documents*. Documentation is not the plural for document.

I am attaching my comments on the Plan. I had finished writing a quick and dirty draft by the end of Friday, but I wanted to clean it up. Unfortunately, my illness kept me from doing almost everything until this morning.

You may, of course, refuse to accept my submission as something calling for a formal reply. But I would be obliged if you would just read it anyway. It contains some ideas that I think should be considered.

-Martus

10/19/2009

**Comments on the 2009 Town of Clarkstown
Comprehensive Plan and its
Generic Environmental Impact Statement**

**Submitted by West Branch Conservation Association,
Martus Granirer, Executive Director.**

A. Environmental resources

Recommendations for protecting Clarkstown's environmental resources would accomplish more of the Comprehensive Plan's goals if they were more thorough.

Visual ("aesthetic") resources

Visual ("aesthetic") resources will not be preserved if ridgelines are protected but the visible slopes and hillsides beneath them are not. Ridgelines, however defined, and hillsides together form the natural setting for most of Clarkstown. Develop protection that covers both.

Under the Comprehensive Plan, Clarkstown's Open Space protection program is expected to take care of hillsides. But its limited funds and its parcel-by-parcel, willing-seller-only approach is unlikely to capture all the conspicuous hillside lots that might be developed. If the Open Space program does not get some regulatory help, the lovely hillsides will sprout big houses meant to be seen at great distances. Just a few such structures – or even one – is enough to spoil the viewshed.

Forested lands – the suburban forest

The Comprehensive Plan correctly deems Clarkstown's large, intact forested blocks as important to its natural environment. Such forested lands in north Clarkstown are mapped in the Plan as "Conservation Targets." They also are shown as "Primary Conservation Parcels."

1. These parcels are contiguous. Shouldn't they be designated as a Critical Environmental Area (CEA)?
2. There is virtually no protection against removing trees in these forested parcels. Clarkstown's Tree Law requires a permit to cut trees with a diameter greater than 12 inches. It does not prohibit cutting such trees. Trees with smaller diameters are unregulated.

3. Forest management and protection is a complex subject. Safeguarding the *suburban* forest requires even more specialized knowledge. Yet, there is no concern in the Tree Law – nor in the Comprehensive Plan – for protecting the suburban forest as a whole. There is no provision for understanding, monitoring, assessing or perpetuating the arboreal ecosystem that the Comprehensive Plan considers so important. Provision for continuity of Clarkstown’s suburban forest must be established.
4. There is not even a provision for replacing trees that are cut.
5. Indeed, in a culture where landscapers are expected to cut back or pluck saplings and sprouts and where groundskeepers rake up and vacuum away beechnuts and acorns, the odds do not favor survival of natural replacement trees.
6. Every tree that is removed from public or private land – or, at least, land in a forest CEA – should be replaced somewhere nearby or money should be paid into a tree fund to buy replacements.

Biodiversity versus introduced and invasive species

The environmental health of the large forested blocks in north Clarkstown – those considered primary conservation targets – is threatened. Some areas are infested with Japanese stilt grass, mile-a-minute weed, garlic mustard or other invaders. Other areas show signs of early incursions.

Deer, long a nuisance species, also are becoming a serious threat to forest longevity. They browse everything in the understory, leaving nothing to mature, to become the next growth of trees.

Invasive species control is a complex and difficult subject. Nevertheless, since the town has a stake in the health of its forests, it must initiate a public-private undertaking to do whatever can be done.

Watercourse protection

Clarkstown has long needed wetlands and stream protection law. Yet, the town’s streams are more important to its ecological health than the draft Comprehensive Plan allows.

The Comprehensive Plan offers no scientific authority for its provision of 100-foot, 50-foot and 25-foot stream margins, half on either side of the watercourse. These appear to be arbitrary, rather than science-based, values.

Clarkstown’s watercourses will never be safe if the widest buffer to be imposed will not protect more than 50 feet on each side of a stream. It is a misnomer to term a 12.5 foot strip alongside any stream a “buffer.” A “buffer” as narrow as that relegates a

watercourse to drainage ditch status. Not much runoff can be absorbed or stored in a strip that is only 12.5 feet wide, nor can it capture much silt.

Almost every stream just over the state line in north New Jersey must have an undisturbed 300-foot margin on either side of the streambed. Clarkstown should increase the distances it requires. Otherwise, the words about watercourse importance in its draft Plan will prove to have been mere rhetoric.

Air quality

Emissions control for woodstoves should be added to the to-do list in this category.

B. Historic resources

Of course, preservation of our historic places is important. If the measures recommended in the Comprehensive Plan are enacted, it will be the town's job to have as well-developed an inventory of its historical resources as is possible.

Thus, the town needs a reminder that, although Henry Varnum Poor's Crow House appears in the Comprehensive Plan, two of its historical neighbors do not.

Contempora House, at 88 South Mountain Road, was nominated to the State and National Registers of Historic Places late in 2008 and listed soon after. The NYS Office of Parks, Recreation and Historic Preservation notified both the Supervisor and the Historical Review Board of that honor in a letter from Ruth L. Pierpont.

The Comprehensive Plan calls for improvement and maintenance of all publicly-owned historic properties. The Millia Davenport Compound in the Davenport Preserve is town property. The Compound has not been formally designated, but the State Historic Preservation Officer's regional specialist has informally notified the town Historical Review Board and the Supervisor that this property is eligible for Register nomination. The historic value of the Davenport Compound should not be ignored. It should be nominated.

The Davenport Compound and Contempora House should be shown in the Comprehensive Plan's lists and maps of the town's historical assets.

These properties, along with Crow House, are the basis for establishing an historical district. Such districts improve chances of success with grant applications.

The possibility of such success is magnified if the historical district in question is an inter-municipal one.

WEST BRANCH CONSERVATION ASSOCIATION

The Town of Ramapo plans to restore the Mowbray-Clarke house, which it owns. Mowbray-Clarke lies upstream of Crow House, Contempora House and the Davenport Compound, the three historic places in next-door Clarkstown.

The Mowbray-Clarke house deserves a place on the Registers because of its architecture, its antiquity – one wing was built in the early 18th Century – and because it was a center of artistic activities critical to the history of art in the United States. Mary and John Mowbray-Clarke, its former owners, were responsible in large part for the 1913 Armory Show that effectively introduced Modern Art to this nation.

These four historic places could well justify establishment of an inter-municipal historic district. The Comprehensive Plan should make that a goal. There would be no disturbing impacts and nothing to mitigate.

C. Housing

The Comprehensive Plan recommends three sorts of housing for which plans are, unfortunately, inchoate: affordable workforce housing, subsidized senior housing and, possibly, affordable housing for volunteer emergency personnel.

Such units will be the result of an ad-hoc process. A promoter or a developer will approach the town with a proposal for a parcel on which he has a contract or an option. If the town likes the proposal, it will adjust the zoning to accommodate the project.

In earlier times, the town hall auditorium could be jammed with residents opposed to one zone-change or another that had essentially the same contours, except that the old zone changes did not have the seeming justification of a worthy purpose such as housing firefighters or the elderly.

But the zone change sought – and often granted – was never part of the town's existing zoning.

Such project-directed zoning is one reason that comprehensive planning came into being. Towns were meant to zone for the municipality as a whole, not for the benefit of one project or another. Towns with comprehensive plans were intended to plan what they meant to do with their land and to decide where they wanted to locate the activities that they sought. No one in a comprehensively-planned town should suddenly discover that his or her neighborhood was about to be re-zoned.

Clarkstown should decide now where it would want affordable or subsidized housing, whether for seniors, workers or firefighters. And it should decide how much such housing it wants.

Actions that are neither quantified nor sited are the antithesis of comprehensive planning.

Mitigation

Mitigation must be specific. It must fit the type and magnitude of the harm it is to prevent.

Affordable housing will have impacts. Added residents who can work will have schoolchildren. Those too old to become parents will need health care and recreation. And people, no matter of what age, cost money.

Unless the numbers of added residents and their locations are known, there is no rational way to plan effective mitigation for their consequences to Clarkstown.

The Comprehensive Plan's mitigation chart for the housing of which I write is vague and generic. Without more planning, it cannot be anything except general. It should be specific. The housing plan covers the why. It should also cover the when and the where of the action planned.

Filed Generic Environmental Impact Statements require no further SEQR compliance if a subsequent proposed action will be carried out in conformance with the conditions and thresholds established for such actions in the generic EIS or its findings statement. 6 NYCRR § 617.10 (d) (1).

Clarkstown must make a clear policy statement that it will not use this provision as a backdoor evasion for the sort of environmental review that ought to be performed should any of the Comprehensive Plan's conceptual housing become an actual proposal.

Jose Simoes

From: tcollin4@optonline.net
Sent: Thursday, October 08, 2009 3:04 PM
To: a_gromack@town.clarkstown.ny.us; j_simoes@town.clarkstown.ny.us
Subject: Comprehensive Plan

Dear Supervisor Gromack and Town Council members:

I realize it may be past the deadline for comments but I was away and only recently learned about the Comprehensive Plan to guide Clarkstown's land use and I want to go on record as being very concerned regarding the stream buffers. I urge you not to enact a plan that permits buffers of less than 300 feet (150 feet on each side) of any tributary that flows into Lake Lucille.

As you may know, downstream siltation has been a problem for my community and anything that can be done to limit the runoff silt that is deposited into Lake Lucille and goes further into the Hackensack River is an urgent matter to me.

It would be better if buffers were established at no less than 300 feet. I urge you to consider limiting the buffers to a meaningful distance so developments cannot occur so close to our tributary streams. A narrow strip, and certainly one as small as 25 feet simply does not provide any realistic or comprehensive protection against increased siltation and the introduction of more contaminants in our ecosystem.

I apologize for the delay in getting these comments to you and thank you for your consideration.

Yours truly,

Mary T. Collins 2 Milson Drive New City, NY 10956 845 638-4788

X. Comments & Responses

As per New York State Environmental Conservation Law 6 NYCRR Part 617.9 (b) (8), a Final GEIS must consist of the Draft GEIS, including any revisions or supplements to it; copies or a summary of substantive comments received and their source; and the Lead Agency's responses to all substantive comments. The following are the substantive comments on the Draft GEIS and Comprehensive Plan that were provided from Interested and Involved Agencies, as well as the public during the comment period that was established by the Town Board from August 25, 2009 through October 2, 2009. Comments were summarized from letters, e-mails and the transcript of the Town Board Public Hearing of September 22, 2009, the full extents of which are available in other sections of the Appendix. Recommendations were provided by the Clarkstown Planning Board, as well as the Rockland County Planning Department, who submitted their review pursuant to Section 239-m 3 (a) (i) of the New York State General Municipal Law.

In many instances, comments resulted in revisions to the Plan and GIES, which are noted in the responses below. In some cases, the responses provide further explanation or direct the commenter to sections of the Plan or Appendix which address the issue raised. The Draft Comprehensive Plan and GEIS offered to the public "Recommendations" on the policies and practices the Town should undertake to guide it into the future. Based on the comments received, these Recommendations were revised and became the Goals and Objectives of the Final Comprehensive Plan and GEIS. As such, while the following comments may refer to the Recommendations of the Draft Comprehensive Plan and GEIS, responses refer to the corresponding Goals and Objectives found in this Final Comprehensive Plan and GEIS.

Comment 1.1 – (Scott Reeves, August 28, 2009): In this time of economic uncertainty and need to conserve resources, we need to look at Responsible Lighting Practices. A great deal of energy is wasted by poorly directed and overused lighting. A look at the sky glow around any city, suburb or exurb reveals a sickeningly pink glow in the night sky. No one questions the necessity of well-illuminated public places and roadways, but we need to direct lighting down where people need it not upwards into the sky.

Response 1.1: Section VII Evaluation of Potential Impacts of Goals & Objectives, Impact on Energy, discusses mitigating increased energy consumption by requiring energy efficient designs, which includes lighting. In addition, the Housing Section has a Green Building goal to "Implement programs which require and/or encourage environmentally sound building design." The Transportation section also has a Quality of Life goal to "Improve residents' health by reducing air, noise and light pollution related to motorized travel" which states that lighting should be controlled to protect the Town's semi-rural ambience. The Health, Safety & Welfare recommendation to "Develop zoning and building regulations that reduce or restrict odors, sounds, commercial traffic and other adverse environmental impacts on residential areas," has been changed to a goal which also list light pollution as an adverse environmental impact.

Comment 2.1 – (Neil Trenk, Rockland County Department of Public Transportation, September 3, 2009): Although portions of the former Erie Railroad Piermont Line are no longer in use, it has left behind a valuable legacy of largely intact right of way for future use as a rail-trail.

The Town owns the portion of the former right of way from Town Line Road to Church Street, some of which is already a developed trail within Lake Nanuet Park.

Clarkstown should consider future development of this portion of the railway as a way to provide for a route for Nanuet students and other residents to safely travel through the area.

Further west, the Piermont Line is currently used for passenger rail service as part of the New Jersey Transit/MTA Metro-North Pascack Valley Line. This would complicate use of actual railroad right-of-way for rail-trail purposes, however the proposed redevelopment of the Nanuet Mall property provides an opportunity for the town to acquire right of way adjacent to the active railroad tracks to provide for a future trailway along the southern perimeter of the mall property.

Both the above projects would be valuable assets in shifting short trips from automobile to bicycle and pedestrian trips, reducing congestion, improving quality of life. These projects may also be eligible for federal transportation funds.

Response 2.1: The Recreation, Parks and Open Space goal to “Provide intra- and inter-Town trails” has been expanded to include the following: “In order to connect Lake Nanuet Park to areas to the north, the Town will study the feasibility of developing a trail using the existing and former rights-of-way of the Erie Railroad Piermont Line, portions of which the Town owns, as well as other properties owned by the Town, County and State. Similarly, the Town will investigate the possibility of developing trails along rights-of-way, easements and lands of utilities, railroads, municipal entities and state agencies.”

Comment 3.1 – (Town of Clarkstown Planning Board, September 17, 2009): Astro turf – it was questioned as to how the installation of such would extend the use of the fields in the winter months. The permeability of the turf was also brought into question.

Response 3.1: Artificial turf is more durable and permeable than grass fields. The drainage properties of well maintained artificial turf fields allow for use during rainy periods throughout the year.

Comment 3.2 – (Town of Clarkstown Planning Board, September 17, 2009): Ice rink – believed to be uni-dimensional in use. It was believed that a domed structure would permit multi-purpose fields and uses, and would expand the number of users. It would also be an opportunity for public private partnerships.

Response 3.2: Since the Town does not have the funds at this time to build a domed facility as articulated in the Recreation, Parks & Open Space goals of the Comprehensive Plan, the construction of an ice rink is an intermediate measure set forth by the Department of Recreation and Parks to meet a current need of Town residents.

Comment 3.3 – (Town of Clarkstown Planning Board, September 17, 2009): Figure 18 – too many shades of green. [We] suggest using symbols and or lines to differentiate.

Response 3.3: Figure 18 has been modified accordingly.

Comment 3.4 – (Town of Clarkstown Planning Board, September 17, 2009): Figure 5 – add permeability rates for each soil type.

Response 3.4: The soil classifications provided by the United States Department of Agriculture are generalized and typically assume undisturbed land cover. As such, the Planning Board typically requires percolation tests to determine the actual permeability of soils during site plan or subdivision review. Adding generalized permeability rates to the Five Major Soil Types or Bedrock Geology figures would be misleading because they would be inaccurate.

Comment 3.5 – (Town of Clarkstown Planning Board, September 17, 2009): It was recommended that a tool be created that would allow queries vis-à-vis location for specific businesses. At present, the Building Department has a database of specific locations but no tool exists that permits searching by category. Members felt that this would be an aid to economic development.

Response 3.5: The Economic Development goal to “Construct a database of information about the Town’s commercial sector” has been rephrased to reflect that a query tool will be developed for businesses to access this database of information.

Comment 3.6 – (Town of Clarkstown Planning Board, September 17, 2009): Figure 7 – Place a zero (0) for sea level on the scale.

Response 3.6: Figure 7 has been modified accordingly.

Comment 3.7 – (Town of Clarkstown Planning Board, September 17, 2009): Historical landmarks – work with school districts to encourage field trips to sites and perhaps add a local history component to syllabi.

Response 3.7: The Historic & Cultural Resources goal to “Create a plan to communicate with and educate Clarkstown residents about the historic and cultural resources of the Town” has been expanded to include working with school districts to encourage field trips to historic sites and adding a local history component to their syllabi.

Comment 3.8 – (Town of Clarkstown Planning Board, September 17, 2009): Emphasize the importance of rail access to Westchester and New York City.

Response 3.8: The Transportation goal to “Provide for commuter transit services that are accessible, efficient and safe” has been expanded to emphasize the importance of rail access to Westchester and New York City.

Comment 3.9 – (Town of Clarkstown Planning Board, September 17, 2009): Figure 26 – check legend against colors.

Response 3.9: Figure 26 has been modified accordingly.

Comment 3.10– (Town of Clarkstown Planning Board, September 17, 2009): If high density zoning should be considered appropriate for Clarkstown, the impact on school districts should be explored.

Response 3.10: The Impact on Growth & Character of Community or Neighborhood in Section VII Evaluation of Potential Impacts has been revised to address impacts on school districts by continuing to provide school districts with the opportunity to comment on large scale developments which increase residential density and by requiring phased construction to allow school districts ample time to plan for increased enrollment.

Comment 3.11 – (Town of Clarkstown Planning Board, September 17, 2009): Continue placing impact categories on each page of Section VII.

Response 3.11: This formatting issue has been addressed.

Comment 3.12 – (Town of Clarkstown Planning Board, September 17, 2009): There exist anomalies in zoning – e.g. properties near Birchwood Elementary zoned R-40 which are in reality 1/3 acre sites. Such problems need to be rectified.

Response 3.12: Section VI, Implementation g) Land Use Changes has been modified to include the following sentence: “The Town will review these regulatory tools to identify and revise provisions that are outdated or incompatible with current land uses.”

Comment 4.1 – (David Connors, September 21, 2009): A major goal of our Clarkstown government should be actions that help longtime residents, including retired senior citizens, afford to continue living here. Please be aware of the financial effect plans will have on senior citizens. For example, we appreciate the safety of our community, but the exorbitant salaries of police officers is out of touch and out of perspective with what is reasonable. Clarkstown officials in the past did not consider a proper perspective with police department contracts and now citizens are stuck paying excessively high salaries. A desired Clarkstown is one with reasonable cost of government.

Response 4.1: While safety is a primary concern of the Town Board, it was not within the purview of this Comprehensive Plan to consider the individual salaries or compensation of the Town Police Department, as this is contractual issue, nor is it anticipated that the goals of the Plan will affect the individual salaries or compensation of the members of Town police force. However, the potential demand for additional staff or municipal/community services has been addressed in Section VII Evaluation of Potential Impacts of Goals & Objectives.

Please note: Comments 5 – 11 were received during the Public Hearing held by the Town Board on September 22, 2009.

Comment 5.1 – (Bill Brennan, September 22, 2009): As it states in the plan, you are looking primarily at hamlet centers and the major corridors, 304, 303, 59 the Thruway. The area I am addressing is Western Highway from the Orangetown town line up to West Nyack Road, which having attended one of the workshops, seem to have fallen outside of the hamlet center jurisdiction and does not fall within the major corridor. This area has, however, come up in the county transportation study as being overburdened and bottlenecked with tractor trailers and heavy commercial traffic. I ask the Town Board to consider in that area outside of the hamlet of West Nyack Center, along Western Highway, that the draft comprehensive plan will entail additional investigation of any and all properties along Western Highway which are currently zoned light industrial or greater, as they affect all of the areas which I have just listed per the plan, for investigation for down-zoning possibly from light industrial or higher zoning to office space or less to relieve congestion, traffic, noise, pollution, et cetera, and to prevent the quality of our residential area, and that any comprehensive plan not be drafted which does not address these issues in those areas, which apparently do fall outside of the current plan.

Response 5.1: The issue of traffic along Western Highway impacting residential areas, particularly on Doescher Avenue, is discussed in the of the Clarkstown Comprehensive Transportation Plan, Section 3 Transportation Improvement Strategies (page 3-17) developed by Cambridge Systematics. The Comprehensive Transportation Plan calls for the Town to work with Orangetown, Rockland County and New York State DOT to find a multi-jurisdictional solution to the Doescher Avenue truck routing concern. In order to implement this goal the Comprehensive Plan recognizes the need to enter into Inter-Municipal Agreements as described in Section VI.

The Transportation Quality of Life recommendation to “Improve residents’ health by reducing air pollution related to motorized travel” has been changed to a goal which also addresses noise and light pollution. Figure 30 of the Comprehensive Plan, Land Use Change Study Areas, shows the general areas which will be studied as a part of the State Route Corridor Analysis. The Route 59 East study area shown on the figure includes properties along the east side of Western Highway (County Route 15) that are non-residentially zoned. This area will be studied.

Comment 6.1 – (Gerry O’Rourke, September 22, 2009): I have a couple of concerns. The main one that I have, I believe, relates to housing and the statement about accessory housing. I think there is great danger here with this recommendation. It tends to perhaps down-zone entire neighborhoods. I mean, most of our town is in single-family zoning, and I don't think people living on Strawtown Road or Little Tor or any of our residential single-family areas would appreciate the next-door neighbor adding or renovating the house to allow for accessory apartments. There is danger here that there could be more than one accessory apartment in a building. It could be a house behind a house called an accessory apartment. The plan admits that it's not enforced or there is no code enforcement of this, and I wonder how we can do it if we allowed it, or we wound up legalizing what's been built as illegals. I think [allowing accessory apartments] could endanger [the Town], it could bring in residents, could impact the schools, extra cars, the lawns [could] become parking lots. There is great impact on our residential nature, and I am sure the people who could afford these homes in single family areas and pay high taxes are not looking forward to a down-zoning of the entire neighborhood which

essentially this could be, and my worry is if you start approving it, the precedence, the variances, the legal challenges all pose great danger.

Response 6.1: The Housing recommendation to “Permit accessory apartments” has been deleted and the portions addressing enforcement have been incorporated into the Housing goals to “Adopt zoning that requires a set aside of new units for workforce and volunteer housing” and “Permit apartments over businesses.” This section has been augmented with the following: “Covenants will be used to ensure compliance with occupancy requirements. These housing units must be well regulated to ensure they do not violate their building permits or covenants. Additional enforcement will be provided not only to ensure that proposed housing will be in compliance but also to ensure that any existing illegal units will not become legitimized.”

Comment 6.2 – (Gerry O’Rourke, September 22, 2009): One of the things we recommended [during the Hamlet Center workshops] was professional office over retail. I don’t see that in the Plan.

Response 6.2: Offices are currently permitted in the Local Shopping and Commercial Shopping Zoning Districts, which are situated in the Town’s Hamlet Centers. The Implementation section of the Comprehensive Plan discusses Hamlet Center Redevelopment. It specifically recognizes that “changes are needed to [the Valley Cottage, Congers and New City] overlays or new zoning districts need to be introduced for these and all the Hamlet Centers to accomplish the goals of the current Comprehensive Plan.” The recommendations of the Congers Lake Road Ad Hoc Committee are included in the Appendix of the Comprehensive Plan (Section V Studies), which has been referenced in the Hamlet Center Redevelopment section.

Comment 6.3 – (Gerry O’Rourke, September 22, 2009): I see a statement [in the Plan] relative to workforce housing...but I am not sure it’s realistic. The active adult zoning was proposed as affordable...but it doesn’t seem Clarkstown is truly affordable.

Response 6.3: The intention of the Active Adult Residence Floating Zone was to provide housing for a range of income levels. Though it may be difficult to provide affordable housing in the Town, it is still a worthwhile goal that the Town will endeavor to accomplish through the development of new and innovative strategies.

Comment 7.1 – (Terri Thal, September 22, 2009): The announcement of tonight's meeting hit people's mailboxes...on Saturday. Today is Tuesday and it really was a very, very short notice. I know you have to give ten days notice. I understand there was an effort to get the post cards to people before Saturday, but they didn't...and I do hope that the hearing period is extended and...all of Clarkstown is notified that it's extended. It not only arrived [two or] three days... before the meeting, but it arrived on a day of a major Jewish holiday, and this is a county with, as you all know, a hefty Jewish population, so a great many people didn't see it until Monday, and I think it's important that again that the comment period. I know...people can do it by writing and calling, but there is a special relationship between talking about this kind of stuff and being in a room where other people are talking about it, which kind of triggers thoughts and reanalysis, and I urge the counsel to extend that period and to notify people, I mean, give it another ten days, give it another two weeks. I don't think there is any real terrible rush in getting it through, so that my other comments are made in the context of the fact that I saw the notice yesterday. I

downloaded the plan, the entire draft plan today, skimmed through it and really didn't have an awful lot of time, didn't have an awful lot of time for analysis of it in order to be able to say anything to these preliminary comments, and I would like to hear what other people think about it, would have to say, as many of them just aren't here tonight because they didn't know about it.

Response 7.1: NYCRR Part 617.9(a)(4)(i) requires that notice of a public hearing to consider a Draft Generic Environmental Impact Statement (DGEIS) be published at least 14 days in advance of the hearing. Town Law Section 272-a(6)(c) provides that at least one public hearing be held to consider the adoption of a comprehensive plan, notice of which must be published in a newspaper of general circulation at least 10 calendar days in advance of the public hearing. Notice of the September 21, 2009 public hearing was published in the Environmental Notice bulletin on September 2, 2009. Notice was also published in the Journal News on September 4, 2009.

Though not required by law, the Town also initiated a town-wide mailing to inform residents of the hearing. Due to a delay at certain post offices, some residents received the notice just days before the public hearing, and in some instances, after the public hearing took place. Those residents were informed that their written comments relating to the DGEIS would be accepted until 10 days after the close of the public hearing. In addition, under NYCRR 617.11(a), the Town will accept written comments relating to the Final Generic Environmental Impact Statement (FGEIS) for at least 10 days after the Town Board's acceptance of the FGEIS.

Comment 7.2 – (Terri Thal, September 22, 2009): Primarily tonight I want to mention that there is talk about enforcement of sediment control on streams coming down from streams, and everyone knows about Lake Lucille and we received an enormous amount of it. The mitigation or the recommendation in the Plan, as I understand it, is to create buffer zones of somewhere between 25 and 100 feet around streams. That means that in some places you are suggesting 12 ½ feet on either side of a stream as a buffer zone. Even a hundred feet means you are proposing 50 feet on each side of the stream for a buffer zone. I would like you to think about 300 feet which is what New Jersey has on its streams.

Response 7.2: The numbers indicated for stream buffers are illustrative. Arbitrary dimensional buffers are untenable as a successful means for providing stream protection and can be overturned as an improper taking of property without just compensation. The Environmental Resources goal “Install protections on and around stream corridors,” has been rephrased to, “Establish stream protection corridors.” In addition, the text of this goal has been modified to indicate that “stream buffer regulation will be established based on individual property conditions, recognized stream order, surrounding land uses, current best management practices and guidelines promulgated by recognized entities such as New York State Department of Environmental Conservation and the Center for Watershed Protection.”

Comment 7.3 – (Terri Thal, September 22, 2009): I also think that this is one of those things that should be considered a really important part of the intermunicipal agreements...the streams come out all over, and whatever buffer zones [or] whatever mitigation is created really has to be created on a countywide basis.

Response 7.3: Section VI Implementation recognized the need for intermunicipal agreements especially to protect natural features and address “major flooding events that cross several municipal boundaries and affect multiple jurisdictions.”

Comment 7.4 – (Terri Thal, September 22, 2009): On pages 68 and 69, there is talk of catchbasins for [handling] runoff. Catchbasins very frequently don’t work, they are expensive, [and] they get filled up. It seems to me that there is reference to permeable surfaces on about every ten pages...and I am wondering about the volume of new construction that whatever zoning is put into place would allow.

Response 7.4: Section VII Evaluation of Potential Impacts of Goals & Objectives discusses several ways to mitigate the impact of increased stormwater runoff from additional impervious surfaces. In addition to catchbasins and permeable pavement, the Plan proposes enacting legislation that limits development coverage, establishes local wetland protection and requires stream corridor buffers. It also promulgates water quality and quantity designs to treat runoff in a more environmentally friendly manner, such as rain gardens, bioswales, green roofs and artificial wetlands. In-depth studies of land use and infrastructure along the Town’s State Routes will be undertaken as a part of the State Route Corridor analysis described in Section VI Implementation. Land use changes and infrastructure improvements will be coordinated to maximize the efficiency of the transportation system while redeveloping in an environmentally responsible manner. Land use changes will be considered in light of local residential neighborhoods and site specific locations and will require further public participation.

Comment 8.1 – (Thomas Leonard, September 22, 2009): I live here because of the single-family nature of this community and I understand there are issues with traffic and other things that may have to be addressed, but as I drive down 9W and 303, I seem to see corporate parks are breeding one after another, and I just don’t see necessarily the need...to continue down that path.

Response 8.1: The potential impact of creating and expanding commercial and industrial development on the character of the community has been addressed in Section VII Evaluation of Potential Impacts of Goals & Objectives under the heading of Impact on Growth & Character of Community or Neighborhood by establishing “architectural guidelines and maximum height and bulk in proportion to surrounding areas.” Furthermore, one of the goals of Economic Development is to develop in a way that “would not conflict with existing residential uses.”

In-depth studies of land use and infrastructure along all of the Town’s State Routes will be undertaken as a part of the State Route Corridor analysis described in Section VI Implementation. Land use changes and infrastructure improvements will be coordinated to maximize the efficiency of the transportation system while redeveloping in an environmentally responsible manner. Land use changes will be considered in light of local residential neighborhoods and site specific locations and will require further public participation.

Comment 9.1 – (Bob Dillon, September 22, 2009): I want to make a couple of comments on a few things that are going on that I feel we need to have some more information on before the Board can move ahead and adopt a new Plan. The U.S. Geological Survey is in the middle or the end of doing a study for water resources for our region...so we will have a better idea of what

our water resources [and] flooding issues are. The New York State Department of Environmental Conservation has just established the scope for the environmental impact study for the proposed Haverstraw desalinization plan, United Water's plan. If it is [built] it will likely have an adverse impact on things like flooding because we'll have more water in Lake DeForest. It will also perhaps fuel unsustainable development, a greater demand on sewage [and] greater opportunities for developers to come in and be able to build because they can cite this "endless water supply." The third thing is the Tappan Zee Bridge I-287 project. Being a member of the Environmental Stakeholder's Advisory Committee, I can tell you the footprint of the Thruway is going to double which is going to mean more impervious surface, more runoff. The other thing is the County of Rockland has just decided recently that they are going to now take a look at a Comprehensive Plan for the County. Now perhaps it would be unreasonable to wait the three or four years it might take for the county to get their project done, but...the first few projects I mentioned should be complete in short order, or at least we'll have a better idea of what is going on, so I would urge we don't rush into this process.

Response 9.1: It was hoped at the onset of the Clarkstown Comprehensive Planning process that these studies and plans would be completed and available for consideration in the Town's Plan. All of the reports mentioned could take years to accomplish. The Town used the latest information available from these plans and studies to develop its Comprehensive Plan. The Town needs to move forward to address the problems identified in the Plan before they became more acute through the passage of time. The Town also needs to continue the momentum it generated producing the Plan to now implement the Plan.

It important to have the Town consider regional plans and studies, but it is just as important to have the agencies preparing these regional plans and studies know the goals and objectives of the Town of Clarkstown. Otherwise, the Town of Clarkstown may only have the opportunity to react to these regional initiatives rather playing an integral role in shaping them to the Town's benefit.

Comment 10.1 – (Martus Granirer, September 22, 2009): On the section on environmental resources on our [executive summary] there is a photograph of a quarry. It is captioned Hi Tor. [That is] not true. Hi Tor should never be quarried. The caption should not read Hi Tor and show a picture of what has been quarried.

Response 10.1: This photograph has been replaced with another which better represents Hi Tor Mountain.

Comment 10.2 – (Martus Granirer, September 22, 2009): I am glad to see that the Plan is to use the official map to designate parkland. On the other hand, I differ about it being unique to have a GEIS combined with a comp plan. You did it in 1999.

Response 10.2: The Comprehensive Planning and State Environmental Quality Review processes may have been coordinated, but we can find no evidence that the 1999 Comprehensive Plan was designed to serve as a Generic Environmental Impact Statement as described in Town Law 272(a)8. Whether or not the 1999 Comprehensive Plan was designed to serve as a Generic Environmental Impact Statement, the 2009 Comprehensive Plan was designed to serve as a Generic Environmental Impact Statement as described in Town Law 272(a)8.

Comment 10.3 – (Martus Granirer, September 22, 2009): This GEIS, good idea, it allows you to review the environmental impacts of what [the Plan] is proposing. It has one hitch in it. I am going to call to your attention. [The law] says that having covered something in a GEIS, you need not do a site specific review later of anything that's been deemed to be included in the [GEIS]. Don't skip the site specific review. Make it a policy that despite that right to ignore site specific review later, that you will give any change that comes about as a result of this Comp Plan site specific review so that people who care about it can raise questions that matter.

Response 10.3: The need for further site or action specific review of potential adverse impacts is discussed in Section VII Evaluation of Potential Impacts of Goals & Objectives. The impacts described are conceptual or theoretical as required in a Generic Environmental Impact Statement (New York State Environmental Conservation Law 6 NYCRR part 617.10(d)). As such, mitigation is discussed in general terms. This section has been augmented with the sentence, "Further State Environmental Quality Review will be required as specific conditions and thresholds have not been established for these actions."

Comment 10.4 – (Martus Granirer, September 22, 2009): I haven't had time to read the 300 odd pages that are involved [in the Comprehensive Plan], but I can tell you I want to read them. I am not going to get my comments together in ten days, and I don't think its right to expect me too. I don't think its right to expect anyone else to do that either. Please, I implore you; extend you comment period 30 days.

Response 10.4: NYCRR Part 617.9(a)(4)(i) requires that notice of a public hearing to consider a Draft Generic Environmental Impact Statement (DGEIS) be published at least 14 days in advance of the hearing. Town Law Section 272-a(6)(c) provides that at least one public hearing be held to consider the adoption of a comprehensive plan, notice of which must be published in a newspaper of general circulation at least 10 calendar days in advance of the public hearing. Notice of the September 21, 2009 public hearing was published in the Environmental Notice bulletin on September 2, 2009. Notice was also published in the Journal News on September 4, 2009.

Though not required by law, the Town also initiated a town-wide mailing to inform residents of the hearing. Due to a delay at certain post offices, some residents received the notice just days before the public hearing, and in some instances, after the public hearing took place. Those residents were informed that their written comments relating to the DGEIS would be accepted until 10 days after the close of the public hearing. In addition, under NYCRR 617.11(a), the Town will accept written comments relating to the Final Generic Environmental Impact Statement (FGEIS) for at least 10 days after the Town Board's acceptance of the FGEIS.

Comment 11.1 – (Stephanie Hausner, September 23, 2009): I think it's so important that the Economic Development Office work with local businesses and business organizations to identify and survey existing infrastructure as locations to bring in new and existing businesses to our town, and that's described in a couple of different points, and I think that this will allow us to continue to acquire open space land and preserve essential areas by utilizing spaces that already exist. It's important that we maintain this balance between development and preservation of our landscape and national resources. I think this plan does that in several parts of it, so I want us to keep moving forward in that balance of achieving environmental and economically sustainable

development because I think the battle is greater to bring in more businesses. It will be more economically beneficial and also preserve our quality of life.

Response 11.1: In-depth studies of land use and infrastructure along the Town's State Routes and Hamlet Centers will be undertaken as a part of the State Route Corridor analysis described in Section VI Implementation. Land use changes and infrastructure improvements will be coordinated to maximize the efficiency of the transportation system while redeveloping in an environmentally responsible manner. Land use changes will be considered in light of local residential neighborhoods and site specific locations and will require further public participation.

Comment 12.1 – (Stuart Fenster, September 23, 2009): There is a definite problem with the portion of New Clarkstown Road between Smith Road and Route 59. Vehicles exiting from the Spring Valley Marketplace and vehicles coming from Pearlman Drive are constantly blocking traffic on New Clarkstown Road. Vehicles are backed up from the Route 59 traffic light and vehicles exiting the Marketplace end up blocking the intersection. A possible solution (it may be a lot of work) is an exit from the marketplace directly on to Route 59.

Response 12.1: In-depth studies are needed of these areas which will be undertaken in the State Corridor Analysis of Route 59. This will ensure that land use changes and transportation infrastructure improvement are coordinated to achieve a synergy that maximizes the efficiency of the transportation system while redeveloping land in an environmentally responsible manner.

Comment 13.1 – (Martus Granirer, September 24, 2009): [The Parks and Recreation] section on the Davenport Preserve has errors of fact. (Millia Davenport is "Milly. The Fleishers' house has become the Zippy Fleish house.) The writing has problems, too: "... a masonry house which has been boarded up with several outbuildings."

Response 13.1: The paragraph that describes the Davenport Preserve on page 28 of the Clarkstown Recreation & Parks Plan has been replaced with the following: "The park currently contains two former homesteads which have been abandoned. The Millia Davenport homestead contains a masonry house which has no insulation and has been boarded, along with several outbuildings. The Zippy Fleisher homestead contains a residence and a dog kennel. A new roof was recently installed on the Fleisher home in order to preserve the 1960s vintage building."

Comment 13.2 – (Martus Granirer, September 24, 2009): John Mickelson refers to the Davenport Preserve as the Davenport Property.

Response 13.2: An extensive word search of the Environmental Resource Assessment study found three references to the Davenport Preserve but no reference to the Davenport Property. In context, readers should be able to understand that the two terms are synonymous.

Comment 13.3 – (Martus Granirer, September 24, 2009): [The Comprehensive Plan makes frequent] use of the word "protections." Although it's a word that is used, you won't find it in many online dictionaries. That is not because those authorities do not include plurals. They omit *protections* because its simply is an error to use the word. Like *artillery*, *insurance* and *music*, *protection* covers the singular and plural.

Response 13.3: All references to “protections” have been removed from the Comprehensive Plan.

Comment 14.1 – (Burt Renfroe, September 24, 2009): The notice for the Comprehensive Plan presentation at the Town Board Meeting on September 22 - was received on the 23rd. I am sure I was not the only address to receive the mailer late.

Response 14.1: NYCRR Part 617.9(a)(4)(i) requires that notice of a public hearing to consider a Draft Generic Environmental Impact Statement (DGEIS) be published at least 14 days in advance of the hearing. Town Law Section 272-a(6)(c) provides that at least one public hearing be held to consider the adoption of a comprehensive plan, notice of which must be published in a newspaper of general circulation at least 10 calendar days in advance of the public hearing. Notice of the September 21, 2009 public hearing was published in the Environmental Notice bulletin on September 2, 2009. Notice was also published in the Journal News on September 4, 2009.

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Comment 15.1 – (Helen Bon, September 24, 2009): I would like to have attended the meeting on 9/22 except I wasn't aware of it. I learned about it from the postcard that arrived today (9/24). I'm on the Clarkstown email list but don't recall receiving anything that way, either, so congratulations on creating more paper waste with absolutely no return...it is your responsibility to ensure our taxes are spent appropriately.

Response 15.1: NYCRR Part 617.9(a)(4)(i) requires that notice of a public hearing to consider a Draft Generic Environmental Impact Statement (DGEIS) be published at least 14 days in advance of the hearing. Town Law Section 272-a(6)(c) provides that at least one public hearing be held to consider the adoption of a comprehensive plan, notice of which must be published in a newspaper of general circulation at least 10 calendar days in advance of the public hearing. Notice of the September 21, 2009 public hearing was published in the Environmental Notice bulletin on September 2, 2009. Notice was also published in the Journal News on September 4, 2009.

Though not required by law, the Town also initiated a town-wide mailing to inform residents of the hearing. Due to a delay at certain post offices, some residents received the notice just days before the public hearing, and in some instances, after the public hearing took place. Those residents were informed that their written comments relating to the DGEIS would be accepted until 10 days after the close of the public hearing. In addition, under NYCRR 617.11(a), the Town will accept written comments relating to the Final Generic Environmental Impact Statement (FGEIS) for at least 10 days after the Town Board's acceptance of the FGEIS.

Comment 16.1 – (Rockland County Planning Department, September 25, 2009): The following agencies must be given the opportunity to review and comment on the DGEIS and the Comprehensive Plan. Any comments or concerns raised by the agencies must be addressed. These agencies include:

- A. New York State Department of Transportation
- B. New York State Department of Environmental Conservation
- C. New York State Thruway Authority
- D. Palisades Interstate Park Commission
- E. Rockland County Department of Highways
- F. Rockland County Drainage Agency
- G. Rockland County Department of Public Transportation
- H. Rockland County Department of Health
- I. Rockland County Sewer District #1
- J. Rockland County Office of Fire and Emergency Services
- K. Rockland County Division of Environmental Resources

Response 16.1: All of the agencies listed, except for Rockland County Department of Public Transportation and Rockland County Division of Environmental Resources, were provided with copies of the Draft Comprehensive Plan and Draft GEIS. The Rockland County Commissioner of Planning, who is also the Commissioner of Public Transportation, received a copy, as well as the Rockland County Executive and Chairwoman of the Rockland County Legislature. These agencies, along with the Rockland County Department of Tourism, will be added to the list of interested agencies provided in the Comprehensive Plan. Copies of the Final Comprehensive Plan and Final GEIS will be provided to these agencies.

Comment 16.2 – (Rockland County Planning Department, September 25, 2009): The following adjacent municipalities must be given the opportunity to review and comment on the DGEIS and the Comprehensive Plan. Any comments or concerns raised by the municipalities must be addressed. The municipalities include:

- A. Town of Haverstraw
- B. Town of Orangetown
- C. Town of Ramapo
- D. Village of Chestnut Ridge
- E. Village of Haverstraw
- F. Village of New Square
- G. Village of Nyack
- H. Village of South Nyack
- I. Village of Spring Valley
- J. Village of Upper Nyack

Response 16.2: All of the adjacent municipalities listed were provided copies of the Draft Comprehensive Plan and Draft GEIS and will be provided copies of Final Comprehensive Plan and Final GEIS for their review and comment.

Comment 16.3 – (Rockland County Planning Department, September 25, 2009): Recommendations on pages 1 - 4 refer to the seven interconnected central topics. The

recommendations are general in nature and cover broad issues. However, the Recreation, Parks & Open Space recommendations are very specific as to site and project. This section should be more general overall first, and then later in the document, the specifics listed in the recommendations section of the document.

Response 16.3: The Executive Summary provided on pages 1 thru 4 simply reiterates the exact goals and objectives that were provided in the Recreation, Parks and Open Space Section as put forth from the Recreation & Parks Master Plan. All of the goals and objectives of the Plan vary in degree of specificity depending on the level of research that was performed.

Comment 16.4 – (Rockland County Planning Department, September 25, 2009): Page 4 lists the general recommendations for Transportation topics. One of the major focuses right now with the Tappan Zee Bridge study is the focus on Transit-Oriented Development (TOD) near the proposed transit hubs for the Bridge. An additional recommendation that discusses TOD generally should be provided as an overview on page 4. The types of development the town envisions at these locations, and any goals or objectives related TOD should be included in this section.

Response 16.4: Rather than introducing a technical term with which the general public may not be familiar at the start of the document, Transit-Oriented Development (TOD) is described in the last Transportation goal which states, “Create diverse mixed-use development areas that allow for walking and biking and are well-served by public transportation.” This is more fully described in the body of the document. TOD is mentioned as a strategy for implementing the goals of the Comprehensive Plan in Section VI Implementation g) Land Use Changes. This section now states that the Town will be participating in the Tappan Zee Bridge/I-287 Corridor Project’s TOD Technical Assistance Initiative.

Comment 16.5 – (Rockland County Planning Department, September 25, 2009): Page 10 gives details about how the residents were invited to participate in the study. However, except for the sentence, “Tax-payers, businesses and organized civic groups all have a stake in the Comprehensive Plan and were all called to the comprehensive planning process”, no specifics are provided as to how Business Owners were contacted. Since they have a major role in the formulation of goals and objectives for the economic development topics and strategies, the Plan should be clear that sufficient outreach was done for the business owners as well.

Response 16.5: Business owners participated in the Steering Committee which guided Saratoga Associates’ development of the Economic Development Strategy. In addition, a cross-section of business owners was surveyed and interviewed. This information has been added to Section II Background d) Public Participation Process.

Comment 16.6 – (Rockland County Planning Department, September 25, 2009): Page 18 cites the number of residents with college degrees and high school diplomas. The sentence states “...had a college degree while only 93.6% had a high school diploma, which was an increase from 90% in 2000.” If it is the intent of the Town to believe that 93.6% is a low number, then the sentence is accurate as written. However, perhaps the “only” should be omitted, since this percentage is high, and has increased in the recent years; and the remaining paragraph seems to

indicate that these numbers are reflective of the town's higher household and per capita income figures.

Response 16.6: This typographical error has been corrected.

Comment 16.7 – (Rockland County Planning Department, September 25, 2009): There are no recommendations in the economic development recommendations section of the plan that specifically address the two regional malls. Given that the Nanuet Mall is struggling economically, and this issue was raised during the Nanuet hamlet meeting, specific recommendations should be provided for both this mall and the surrounding environs. The Palisades Center has been identified as a potential future transit hub by the Tappan Zee Bridge study team, and specific recommendations for growth and future development should be provided so that the Town's goals are known and the goals of the study team are in accord with the Town's desires. Figure 2 does identify that these are some of the Economic Development Areas, but the recommendation that references the map is very broad and general. Recommendations that are more detailed would be beneficial for this issue.

Response 16.7: A subset of the Economic Development Strategy was a Mall Redevelopment Strategy, which particularly focused on the Nanuet Mall and Palisades Center and provided recommendations for these major retail centers based on national trends in the reuse and revitalization of older malls including the emergence of lifestyle centers and mixed-use town centers. This is now mentioned in the Economic Development section. The Comprehensive Plan does not enter into specifics for the redevelopment of these malls because more in-depth studies are needed of these areas which will be undertaken in the State Corridor Analysis of Route 59. This will ensure that land use changes and transportation infrastructure improvement are coordinated to achieve a synergy that maximizes the efficiency of the transportation system while redeveloping land in an environmentally responsible manner.

Comment 16.8 – (Rockland County Planning Department, September 25, 2009): The majority of retail in the Town of Clarkstown is located along the Route 59 corridor. Given that these establishments have developed over time, there is no cohesive theme relating the stores or strip malls to each other; rather they have developed in a hodgepodge style. Since this corridor is highly visible to Clarkstown residents, other county residents and non-county residents, a recommendation for façade and streetscape improvements should be included that could enhance the appearance of the corridor in this area.

Response 16.8: The Economic Development goal to "Implement new programs, and continue those already in place, that beautify the Town, making it an attractive place in which to live and conduct business," has been expanded to include façade and streetscape improvements. In addition, more in-depth studies are needed of these areas which will be undertaken in the State Corridor Analysis of Route 59. This will ensure that land use changes and transportation infrastructure improvement are coordinated to achieve a synergy that maximizes the efficiency of the transportation system while redeveloping land in an environmentally responsible manner.

Comment 16.9 – (Rockland County Planning Department, September 25, 2009): Due to the declining economy, several of the stores along the Route 59 corridor are now vacant. With the vacancy, many issues arise – upkeep of the property, safety, vandalism, etc. The Town should

include a recommendation on how to address these issues so that vacant sites do not promote a decline in the area.

Response 16.9: The Economic Development goal to “Implement new programs, and continue those already in place, that beautify the Town, making it an attractive place in which to live and conduct business,” has been expanded to also include property maintenance and enforcement.

Comment 16.10 – (Rockland County Planning Department, September 25, 2009): Recently, several larger parcels have been rezoned from commercial, industrial, or light industrial uses to residential, usually for either senior housing or multi-family housing. One of the recommendations in the Economic Development Strategy should be to discourage zone changes from viable non-residential zones to residential zones in which valuable commercial and industrial areas are located, such as along the Route 303 corridor.

Response 16.10: Recently, larger parcels in the Town have been rezoned from commercial, industrial or light industrial uses to residential, as a part of the Active Adult Residence Floating Zone. A socioeconomic impact analysis was performed for the Generic Environmental Impact Statement developed for this zoning amendment and site specific analyses were performed for each property that was rezoned. The Economic Development recommendation to “Apply zoning changes to create and expand commercial and industrial development in areas that are best served by the Town’s existing infrastructure and will not conflict with existing residential uses,” has been expanded to require the Town to continue conducting fiscal analyses for zone changes from commercial, industrial or office zones to residential zones.

Comment 16.11 – (Rockland County Planning Department, September 25, 2009): The Town has had many challenges in the past along the Route 304 corridor, south of New City, in keeping the roadway “residential” in nature. Was this an issue identified during the Plan process? A recommendation to continue the Town’s efforts in maintaining a non-commercial strip in the Bardonia area along this corridor should be included in the Plan, if that is the Town’s intent.

Response 16.11: During the Plan process, the issue of impacts of roadways on adjacent residential areas was discussed. The Town currently allows by Special Permit the conversion of existing buildings, which are residential in appearance, to professional and business offices along Route 304 between New City/Congers Road and Ludvigh Road. It is the intent of the Special Permit to have these businesses act as a transition between the heavily trafficked State Route and the adjacent single-family residential areas behind them. Zoning in this area will be further studied with the State Route Corridor Analysis described in the plan.

Comment 16.12 – (Rockland County Planning Department, September 25, 2009): Figure 12 has a symbol for “barren” in the legend, though it does not appear that this feature is illustrated in the map. Either the symbol should be removed, or a different color used so that it is clear where the barren areas are located.

Response 16.12: Figure 12 has been modified accordingly.

Comment 16.13 – (Rockland County Planning Department, September 25, 2009): It is not clear as to what is meant in the recommendation on page 30 for the protection of Clarkstown’s unique natural features. It is agreed that protection of the ridgeline should be implemented. The first part of the recommendation states that a definition for ridgeline should be created and codified, while the latter part of the paragraph defines ridgeline. Is this therefore stating that no development should occur on this portion of the site? Do the unique natural features only include ridgelines – as there are other unique features in the Town besides ridgelines? Clarification must be provided as to how protection will be created for Clarkstown’s unique natural features. The Rockland Riverfront Communities Council developed a Ridgeline Protection Model Ordinance that could be used wholly, or in part, to achieve the goals of the Town.

Response 16.13: Given that this goal only discusses ridgelines and no other unique natural features, it has been rephrased to say, “Protect Clarkstown’s ridgelines.” The protection of other unique natural features, such as wetlands, streams and habitat areas, is described in other goals and objectives. Enacting the Ridgeline Protection Model Ordinance developed by the Rockland Riverfront Communities Council is now referenced as a method for achieving this goal.

Comment 16.14 – (Rockland County Planning Department, September 25, 2009): The Open space acquisition recommendation should also include flood plains and riparian buffers as one of the features to be protected.

Response 16.14: The Environmental Resources goal to “Continue the acquisition of open space to protect sensitive environmental areas, as well as farmland,” has been expanded to include the protection of floodplains and riparian buffers.

Comment 16.15 – (Rockland County Planning Department, September 25, 2009): The recommendation to require stormwater management to a higher extent than is currently applicable where development is proposed in watersheds which experience flooding is commendable. This recommendation should be taken one step further by identifying the areas that are prone to flooding and mapping them so that the land use boards are knowledgeable of where these areas are located.

Response 16.15: FEMA flood zones are mapped in Figure 9. This data and all the digital data gathered in creating the Comprehensive Plan will be used by the Town’s land use professionals to inform land use boards during the environmental review and planning processes as described in the Section II Background, b) Studies, research & analysis performed.

Comment 16.16 – (Rockland County Planning Department, September 25, 2009): When discussing the recommendation to protect the views of wooded and natural areas in the Aesthetic Resources section, particularly as they relate to the Long Path, the Town should also include a recommendation to map the locations of the Long Path that are in danger of being developed, located in areas that are dangerous and/or unpleasant to hike, or otherwise not ideally located. This would help the boards in determining where future easements should be secured as they review land use applications.

Response 16.16: The Environmental Resources goal to “Protect views of wooded and natural areas from the removal of vegetation or other native materials which add to the character of the area,” now also discusses the Town continuing its work with the New York/New Jersey Trail Conference on identifying areas where the Long Path needs to be protected or relocated, as it has on West Hook Mountain.

Comment 16.17 – (Rockland County Planning Department, September 25, 2009): On page 33, LEED is used for the first time. This should be spelled out and the terminology explained so that readers understand what LEED construction involves.

Response 16.17: The document has been changed to define LEED. Leadership in Energy and Environmental Design (LEED) is a certification of the United States Green Building Council. It is a nationally accepted benchmark for the design, construction and operation of high performance green buildings that consume fewer natural resources than conventional buildings.

Comment 16.18 – (Rockland County Planning Department, September 25, 2009): Under the Health, Safety & Welfare Section of the Plan, issues dealing with Indian Point should be discussed, such as evacuation routes.

Response 16.18: The Health, Safety & Welfare goal to “Ensure the efficient provision of emergency services,” now also states that Clarkstown will continue to participate in the Rockland County Radiological Emergency Preparedness Plan, which has a traffic management plan for the Indian Point Energy Center in case of evacuation. Clarkstown will continue to use the City Watch public notification system to notify residents as needed. The Town will work to have its Emergency Services regularly coordinate evacuation and other security plans and policies with other town, county, regional, state and federal emergency service agencies.

Comment 16.19 – (Rockland County Planning Department, September 25, 2009): The chart on page 39 lists the historic sites in Clarkstown. Dutch Garden should be listed without the “s” on the end of Garden.

Response 16.19: The spelling of “Dutch Garden” has been corrected.

Comment 16.20 – (Rockland County Planning Department, September 25, 2009): In addition to the listing of historic sites in Clarkstown in Table 3, the following have been designated on the National and State registrars and should be added to the list: First Methodist Episcopal Church of Nyack (a.k.a. Old Stone Church) in Upper Nyack, Hook Mountain and Nyack Beach State Parks, Upper Nyack (National Natural Landmark), Palisades Interstate Parkway, Palisades Interstate Park System (national Natural Landmark), Rockland County Courthouse in New City, Upper Nyack Firehouse (a.k.a. Empire Hook & Ladder Company, No. 1) in Upper Nyack, and Van Houten’s Landing Historic District in Upper Nyack.

Response 16.20: National and State registrar sites have been added to the Historic and Cultural Resources section.

Comment 16.21 – (Rockland County Planning Department, September 25, 2009): The Historic & Cultural Resources section needs to be expanded to include information about the cultural resources that exist in the Town and ways in which to protect or enhance these resources. This section only discusses the historic resources in the town, though a variety of cultural resources do exist and are worthy of mentioning. A map should also be created highlighting the locations of these cultural sites. The recommendation for the cultural resources does indicate that a registry should be developed listing the not-for-profit cultural organizations. If for-profit cultural organizations also exist, then they should also be made a part of this registry.

Response 16.21: Research by the Historic & Cultural Resources subcommittee did find a variety of cultural resources that exist within the Town. However, creating a map of cultural sites involves coordinating with organizations which may or may not want to be highlighted or affiliated with the Town. As such, the Plan recommends establishing a *voluntary* registry in which cultural organizations could participate and have sites and events mapped. This should be coordinated with the Rockland County Department of Tourism, which has been included as an interested agency. This section of the Comprehensive Plan has been changed accordingly.

Comment 16.22 – (Rockland County Planning Department, September 25, 2009): On page 46, the first recommendation under Affordable Housing, “permit apartments over businesses,” should have the words “to live” at the end of the first sentence, so that it is clearer the intent of this recommendation.

Response 16.22: The sentence has been modified to read, “The elevated cost of housing makes living in the Town difficult for younger persons and those with lower or fixed incomes.”

Comment 16.23 – (Rockland County Planning Department, September 25, 2009): The recommendation on page 47 under Neighborhood Preservation to “expand initiatives to safeguard neighborhoods from inappropriately scaled development”, should be expanded to include a review of the existing zoning code requirements to see if additional restrictions might be needed to achieve this objective. The Town might also want to provide different mechanisms to rectify existing situations. For example, a review of the Town’s landscape laws could require that supplemental landscaping, increased buffer requirements, installation of fences or other visual buffers be used in reaching this goal.

Response 16.23: The Housing goal to “Expand initiatives to safeguard neighborhoods from inappropriately scaled development,” now also recommends requiring supplemental landscaping, increasing buffer requirements and installing fences or other visual buffers.

Comment 16.24 – (Rockland County Planning Department, September 25, 2009): The location of the Long Path near Tilcon property on South Mountain Road has been relocated due to Tilcon’s decision to no longer allow hikers to utilize the trail over their property. Hiking west, the trail instead now traverses west along South Mountain Road and heads north through the High Tor Open Space parcel, reconnecting back with the original trail location within High Tor State Park. The map in Figure 21 should be changed to reflect this relocation.

Response 16.24: Figure 21 shows the Long Path digital layer as provided by the Rockland County Planning Department GIS Division, as shown on the County Official Map. Inquiries to

the GIS Division confirm that this is the most up-to-date digital layer. Any changes to the Long Path alignment should be provided to the Town by the County after adoption of such changes to the County Official Map.

Comment 16.25 – (Rockland County Planning Department, September 25, 2009): The recommendations for the Recreation, Parks & Open Space Section are very detailed and specific. However, some generalized goals should also be provided. Future visions for the parks and recreation programs, specific linkages where connections are needed, and locations within the Town that do not have park locations should be noted in this section.

Response 16.25: The Recreation, Parks and Open Space Section reflects the recommendations that were put forth from the Recreation & Parks Master Plan. All of the goals and objectives of the Plan vary in degree of specificity depending on the level of research that was performed.

The introduction of the Recreation, Parks and Open Space Section has been changed to read, “Clarkstown enjoys a premier system of parks, recreational facilities and open space lands (Figure 21). The recreational programs that have been developed over the past 48 years reflect vision, sound planning and responsible funding. As the population grows, resources may be strained; therefore the Town has put together a plan for future projects and set policies that will enable us to achieve that vision even while the community’s needs and desires may change. Clarkstown’s quality of life is of paramount importance as the Town implements and improves programs, protects and preserves the land and looks to future growth, effective protection of the environment and sensitivity to the financial resources of the Town and its residents.”

The Recreation, Parks and Open Space goals and objective to “Provide intra- and inter-Town trails” and “Continue the acquisition of open space lands following the amended Town of Clarkstown Open Space guidelines,” discusses providing linkages and additional parkland throughout the Town. The acquisition of specific connections and lands will follow the process outlined in Clarkstown’s Open Space Guidelines as amended by the Staff Advisory Committee.

Comment 16.26 – (Rockland County Planning Department, September 25, 2009): The Palisades Interstate Parkway has been designated a State Scenic Byway, and in the future, there is hope to have it also designated nationally as an American Byway. A Corridor Management Plan was written as part of the application process, containing goals and objectives for the roadway. The plan also contains maps that show areas of high scenic value. The Clarkstown Comprehensive Plan should incorporate applicable portions of this study into its recommendations.

Response 16.26: The Transportation goal to “Add to the economic strength and quality of life in Clarkstown by coordinating with Tappan Zee Bridge (TZB) reconstruction and other regional transportation initiatives” has been expanded to include the following sentence: “In addition, the Palisades Interstate Corridor Management Plan has specific goals and objectives for the redevelopment of this corridor, which will help preserve the scenic nature of this important historic roadway.”

Comment 16.27 – (Rockland County Planning Department, September 25, 2009): Under the Transportation Section, the Town should add recommendations to determine road widths

appropriate for the levels of traffic, neighborhood character, and pedestrian activity; review designated street widths for all Town roads; and update the Official Map to correlate with the findings. In addition, roads that are designated “scenic roads” should be highlighted on the Official Map, and any future roads intersecting with a scenic road, should have a road width that complements the width, not overpowers the width. For example, Old Phillips Hill Road is a scenic road, with a narrow road width. Both Summit Road and the new proposed road on the south side have widths wider, and are less in character with the surrounding neighborhood.

Response 16.27: Section VI Implementation d) Town Official Map Changes has been expanded to state that the Town will determine designated street widths appropriate for the levels of traffic, neighborhood character, and pedestrian activity and update the Official Map accordingly. The Official Map will also be amended to show Town Designated Historic Roads so that their character is not altered by intersecting roads or road improvement projects. It is important to note that while it is the goal to preserve these roads, the safety of the travelling public takes precedence.

Comment 16.28 – (Rockland County Planning Department, September 25, 2009):

Clarification should be provided with regard to the first transportation recommendation under Roadway Network. How does the Town plan to provide efficient travel between the major corridors and other parts of the Town? Figures 26 & 27 are referenced in this recommendation, and they illustrate access management prioritization and prioritized signal coordination projects, but no specific information is provided as to what is meant by these maps. Since many of the areas in Figure 26 include State and County roadways, and all of the roadways highlighted in Figure 27 are either a State or County road, a more specific recommendation must be provided so that the appropriate agency can work together with the Town to help achieve their goals.

Response 16.28: The Transportation goal to “Provide efficient travel between the Tappan Zee Bridge/I-287 corridor, Route 59 corridor and other parts of Clarkstown” can be accomplished through access management and signal coordination. Consolidating access points along roadways reduces conflicting turning movements of vehicles entering and exiting the road. Coordinating signals allows a greater volume of vehicles to travel through corridors more efficiently. The Town will coordinate and cooperate with State and County transportation agencies to achieve this goal. This section has been modified accordingly.

Comment 16.29 – (Rockland County Planning Department, September 25, 2009): Figure 26 has two prioritization areas designated by colored cross-hatching. The key illustrates these to be a goldenrod and a green-yellowish color. The map has illustrated areas in yellow and a burgundy color. Either the legend or the mapped information needs to be changed so that the colors are the same.

Response 16.29: Figure 26 has been modified accordingly.

Comment 16.30 – (Rockland County Planning Department, September 25, 2009): Since all of the prioritized accident analysis projects, as highlighted on Figure 28, are located on State roads, the recommendation must include coordination of the projects with the New York State Department of Transportation.

Response 16.30: The Transportation goal to “Ensure that travel through Clarkstown enhances safety, lowering the number of vehicle crashes that occur in the area and minimizing conflict between travel modes,” has been expanded to recognize that the Town will coordinate the projects with the New York State Department of Transportation.

Comment 16.31 – (Rockland County Planning Department, September 25, 2009): Since Figure 29 highlights many roads that are State or County roads as high priority for bicycle facilities, an additional recommendation should be that the Town work together with the New York State Department of Transportation and the Rockland County Department of Highways to coordinate and incorporate bicycle facilities into their road design and construction for highway projects and improvements.

Response 16.31: The Transportation goal to “Create a cycling environment that is accessible, safe and enjoyable,” has been expanded to recognize that the Town will work together with the New York State Department of Transportation and the Rockland County Department of Highways to coordinate and incorporate bicycle facilities into their road design and construction for highway projects and improvements.

Comment 16.32 – (Rockland County Planning Department, September 25, 2009): Under the Recommendation column on page 62, the two recommendations for Davenport Preserve, the word “trail” is misspelled as “trial.” This error occurs again on page 67 - second row, page 72 - fifth row, page 74 - eighth row, and page 84 - last row. This should be corrected.

Response 16.32: The spelling of “trail” has been corrected.

Comment 16.33 – (Rockland County Planning Department, September 25, 2009): For the Evaluation of Potential Impacts of Recommendations, the recommendations that encourage increased density, new developments, or increased usage of utilities should include mitigating measures that address capacity issues for roadways, sewer lines, storm water systems, water supply, gas, and electricity.

Response 16.33: Section VI Evaluation of Potential Impacts of Goals & Objectives has been expanded to address capacity issues for roadways, sewer lines, storm water systems, water supply, gas, and electricity.

The issue of roadway capacity is directly related to the impact of increased traffic congestion which is addressed by promoting public transit alternatives, exploring opportunities to expand roadways to accommodate transit, designating bus lanes, creating pull-offs for buses, promoting efficient travel through education for cyclists and drivers and installing bike lanes and sidewalks.

Stormwater system capacity is directly impacted by an increase in impermeable surfaces, which has been addressed by enacting legislation that limits development coverage, establishes local wetland protection and requires stream corridor buffers. The Plan also promulgates water quality and quantity designs to treat and hold runoff in a more environmentally friendly manner, such as rain gardens, bioswales, green roofs and artificial wetlands. The Impact on Water section also discusses that developers will continue to be required to enter into maintenance agreements and post cash or cash equivalent to ensure upkeep.

Increased energy consumption is addressed under the category of Impact on Energy by promulgating energy efficient design standards which will reduce the consumption of natural gas for heating purposes. In addition to requiring energy efficient designs, this section has been expanded to include the Town's recent initiative to install solar panels on the Town landfill to provide additional clean energy into the electric grid.

The impact on water and sewer capacity generally relates to the construction of additional residential units and water dependent industrial uses. Aside from water conservation measures, which are already discussed as a form of mitigation, the Town has little control over the expansion of its water supply and limited control over its sewerage processing capacity. This is a regional issue that the Rockland County Department of Health is currently regulating by accounting for water usage through the review of realty subdivisions and site plans. In addition, Rockland County Sewer District #1 has studied reusing wastewater to increase capacity. It is important that these issues be addressed for the entire County in the upcoming update of the County Comprehensive Plan. The Impact on Water section has been expanded to include the Town's continuing coordination with the Rockland County Department of Health and Rockland County Sewer District #1 on site plan and subdivision review and participation in the development of the County Comprehensive Plan to address these regional issues.

Comment 16.34 – (Rockland County Planning Department, September 25, 2009): One of the major focuses right now with the Tappan Zee Bridge study is the focus of Transit-Oriented Development near the proposed transit hubs for the bridge. An additional recommendation that discusses TOD, the types of development the town envisions at these locations, and any goals or objectives related TOD should be included in this section.

Response 16.34: Transit-Oriented Development (TOD) is described in the last Transportation goal which states, "Create diverse mixed-use development areas that allow for walking and biking and are well-served by public transportation." TOD is mentioned as a strategy for implementing the goals of the Comprehensive Plan in Section VI Implementation g) Land Use Changes. This section now also states that the Town will be participating in the Tappan Zee Bridge/I-287 Corridor Project's TOD Technical Assistance Initiative.

Comment 17.1 – (John A. MacGregor , September 25, 2009): I was glad to see economic development in the forefront. Especially with the State paying so much attention currently to the Tappan Zee project, Clarkstown needs to piggy back as much State money into the Plan as possible. Most of Clarkstown is to the north of the I-87/I-287 Corridor. All of the best roads feeding this area are State roads: 9W; 303, 304 and PIP. Businesses rely on these roads for both commutation and shipping. Apart from PIP (which only carries cars to the extreme southwestern edge of the Town), these roads interface with the Corridor very poorly.

9W: Northbound & Southbound traffic must access through the heavily-congested downtown area of Nyack, fraught with narrow, single-lane traffic flow; traffic lights, with very limited left-turn capabilities; parking; shopping; and, the busy hospital: everything needed to thoroughly constrict traffic flow. A short bypass – likely well under a mile long – could redirect traffic slightly to the west of 9W, and merging back into 9W well south of Christian Herald. Better access, would likely ease the congestion on 303, north and southbound.

303: Northbound from the Corridor is not too bad: a couple of traffic lights, in either direction. Southbound is reasonable as well. What makes 303 undesirable is its conflict with Mall traffic at most times of the day, - especially for truck traffic. Going north, 303 also narrows almost immediately north of the Corridor, to become a limited roadway, with traffic lights, and shopping, and only one lane each way: slow and overcrowded.

304: Probably the best north/south route in the Town, - for both commuters and shipping, yet it provides no direct access to the Corridor at all. To reach route 304: Westbound Corridor commuter traffic headed north, would normally use exit 13 and go north on PIP to exit 10, backtracking east through winding Germonds to 304; and, eastbound Corridor commuters go through cloverleaf convolutions at exit 13, south onto PIP to exit 8, west onto 59 to 304 north. There is no reasonable access for trucks to [go] between the Corridor and 304 at all, any direction: the choice is Corridor exits 12 or 14, and finding your way through the Rt. 59 shopping traffic to and from Route 304. I believe a careful study of the vicinity of Corridor exit 13, at the PIP, could provide at least some direct means of access to 304, without an extensive 'taking' issue.

The lack of better access to the north end of Clarkstown, as it is today, lessens the desirability of commercial properties there to some degree: ask any commercial broker.

One 'quicker fix' that could add some improvement, would be a computer-timed traffic light system on 304, that would keep traffic flowing, especially during peak hours, at or around the posted speed limit. My experience on 304 - which is daily - finds the traffic lights from 59 to County 80 almost timed to ensure that all traffic gets the opportunity to stop at each light along the way, - a tremendous loss of efficiency, and increase of both noise and air pollution.

Response 17.1: In-depth studies of land use and infrastructure along the Town's State Routes will be undertaken as a part of the State Route Corridor analysis described in Section VI Implementation. Land use changes and infrastructure improvements will be coordinated to maximizing the efficient of the transportation system while redeveloping in an environmentally responsible manner. Land use changes will be considered in light of local residential neighborhoods and site specific locations and will require further public participation.

The Comprehensive Transportation Plan recommends signal coordination projects particularly for State Routes 303, 304 and 59 as well as County Routes 80 and 33 to meet the Comprehensive Plan's goal of providing safe and efficient travel throughout the Town of Clarkstown.

Comment 18.1 - (Vivian Berrios, September 26, 2009): We need to enforce our bulk- pick-up regulations. As I drive around my town, and hear from my friends in other towns, many people seem to ignore, or not read, the bulk pick-up schedule. They put out their toilets, mattresses and other junk whenever they darn please, regardless of how tacky it looks. It seems that community appearance means nothing to them. That 48 hour suggestion (which actually should be a law) indicated in the bulk pick-up schedule needs to be in BIG BOLD RED LETTERS on the front of the flyer. We need public service announcements on channel 12, on the radio and in the Journal News, maybe then people will get it. And for those who insist on breaking the rules we need hefty fines until they get it through their thick skull that sloppiness matters.

Response 18.1: The Economic Development recommendation to "Implement new programs, and continue those already in place, that beautify the Town, making it an attractive place in

which to live and conduct business,” has been expanded to also include property maintenance and enforcement.

Comment 19.1 – (Walter Kennelly, September 30, 2009): In response to the request for public comments, we offer the following observations regarding the above-referenced property [962 South Rt. 9W, Congers, NY]; and the community of which it is a part. The land is zoned R-15 (one family residential). The present use is a restaurant (commercial). It is surrounded by single family residential uses to the south and west; a commercial use to the north; and a regional park to the east. The property fronts Route 9W, a major north-south commercial and commuting corridor. I believe that the property is best suited for medium, diversity multi-family residential use (12 to 15 units per acre); or in its alternative, commercial use. Because of its adjacency to so many other existing uses, either proposed use would serve as a “bridge” between the various zones. If not zoned commercial (to serve both local residents and visitors to the park) the suggested moderate density multi-family residential zoning would provide much needed housing for the young adults we wish to retain and attract to the community, as well as “empty nesters.” The proximity to the park and its many recreational uses; to the hamlet center of Congers (with its many services and shopping opportunities); and to an arterial road network, all serve to benefit either of the proposed zones.

Response 19.1: More in-depth studies are needed of these areas which will be undertaken in the State Corridor Analysis of Route 9W. This will ensure that land use changes and transportation infrastructure improvement are coordinated to achieve a synergy that maximizes the efficiency of the transportation system while redeveloping land in an environmentally responsible manner.

Comment 20.1 – (Terri Thal, September 30, 2009): Establish controls for invasive plants. The Town should work to control invasive plants on public property and should send early warnings about new invasives to private property-owners, then work collaboratively with them and with groundskeepers to help ensure that they control such plants.

Response 20.1: The Environmental Resources goal to “Continue the acquisition of open space lands to protect sensitive environmental areas, as well as farmland,” now discusses surveying Town Open Space to identify invasive species and to create a program for removal to ensure the long term viability of the habitats in these areas.

The education of private property owners on invasive species will need to be coordinated with agencies such as Cornell Cooperative Extension. Specific actions that may be needed to combat invasive species on private property will be taken on a case by case basis.

Comment 20.2 – (Terri Thal, September 30, 2009): Allowing ordinances to be revised to “lower thresholds for mandatory erosion controls” must be deleted; it simply opens the door to reduced stream buffers and negates the larger buffers.

Response 20.2: Lowering thresholds for mandatory erosion controls will result in more restrictive regulations. Currently, greater areas of land can be disturbed without the need for erosion control measures. Lowering this threshold would result in lesser areas of land disturbance requiring erosion control measures. Lowering thresholds will result in more protection for the natural environment.

Comment 20.3 – (Terri Thal, September 30, 2009): Accessory housing, senior housing, a “domed” sport and recreational facility, industrial development and other proposed construction will affect water, fire and emergency services, hospitals, roads—all expensive infrastructure. They will increase crowding and decrease open space. The draft of the Comprehensive Plan offers no limits to how much development will be allowed or tells us where. The Plan must quantify the amount and location of such development. The vague statements offered for “mitigation” also are not quantified, are not specific and are not realistic.

Response 20.3: The need for further site or action specific review of potential adverse impacts is discussed in Section VII Evaluation of Potential Impacts of Goals & Objectives. The impacts described are conceptual or theoretical as required in a Generic Environmental Impact Statement (New York State Environmental Conservation Law 6 NYCRR part 617.10(d)). As such, mitigation is discussed in general terms. This section has been augmented with the sentence, “Further State Environmental Quality Review will be required as specific conditions and thresholds have not been established for these actions.”

The Town of Clarkstown received a number of comments regarding recommended stream buffer sizes. To avoid repetition we have acknowledged all of those who sent us comments regarding this issue and posted the most robust of the comments on this issue.

Comment 21.1 – (Carol & Mark Ackerman, Sandra Bergold, Jack Jacobs, Katherine Jacobs, David Krueger, Carol Wanamaker Kaney, Shannon Heithcock, Joanna Galdone, Piedad P. Dingle, Rafael P. Almonte, Liela Anne Almonte, Katherine Ella Almonte, Janet Connor, Paul Brizzi, Vivienne Clohessy, Debora & Andrew Ballin, Eve Vaterlaus & Donald M. Sheridan, Dr. Andrew Hornstein, Barbara McCole, Annie Katzman, Ron Wasserman, Mr. Shay Keren and Mrs. Andrea Levy-Keren, Richard Paul, Debra Albeyta, Kathleen Brennan, Michael Harold, John Harold, James Harold, David Harold, Melanie Harold, Terri Thal, October 1-2, 2009):

I urge you to amend the Comprehensive Plan to require stream corridor buffers of at least 300 feet, which would provide protection of 150 feet on either side of streams. The Comprehensive Plan calls for stream buffers of 25, 50 or 100 feet. Even the largest of these is too little to adequately protect streams from siltation runoff, and to protect the plants and wildlife in and around the streams. A 25-foot buffer puts only a 12.5-foot strip of land on either side of a stream. Such small strips never should be allowed. Three-hundred-foot-buffers are urgent for Crum Creek and the West Branch stream, both of which flow into Lake Lucille, deposit large amounts of silt and continue downstream to the Hackensack River, carrying whatever silt did not settle in Lake Lucille. Three-hundred-foot buffers are important protection for all streams in Clarkstown.

Response 21.1: The numbers indicated for stream buffers are illustrative. Arbitrary dimensional buffers are untenable as a successful means for providing stream protection and can be overturned as an improper taking of property without just compensation. The Environmental Resources goal “Install protections on and around stream corridors,” has been rephrased to, “Establish stream protection corridors.” In addition, the text of this goal has been modified to indicate that “stream buffer regulation will be established based on individual property conditions, recognized stream order, surrounding land uses, current best management practices and guidelines promulgated by recognized entities such as New York State Department of Environmental Conservation and the Center for Watershed Protection.”

Comment 22.1 – (John R. Van Zetta, Environmental Coordinator, Tilcon New York Inc., October 1, 2009): The [Economic Development Strategy prepared by Saratoga Associates] contains significant errors and omission upon which conclusions and ongoing strategies for targeting commercial and industrial growth were based, which then became the basis for the Comprehensive Plan.

The EDS (Appendix Section V to the DGEIS) erroneously states on page 1.27 that as of 2005, the mining industry “is no longer operating in the Town,” and the “last mining-related industrial establishment closed between 2000 and 2005.” It cites a loss of 35 jobs between those dates and declares a loss of 100% of the industry jobs. Likewise the Mining Industry wages were not accounted for in the Industrial Wage analysis.

Saratoga Further classified mining as a “low location quotient and low employment growth” industry for the Town. We assume that the industry received this classification due to the assumption that mining no longer exists in the Town.

The land use plan on page 6.14 in the Land Use Patterns section characterizes the land which comprises a portion of the Tilcon’s Haverstraw Quarry Facility as vacant land. Contrary to the above, the Mining Industry is a thriving, historically significant industry and vitally necessary to implement the goals and visions of the Town as envisioned in the Comprehensive Plan. In fact, within the same document, Tilcon New York, Inc. is identified as the Town’s eighth largest employer, providing over 400 jobs, and one of the few industrial employers. (see EDS page 1.22). Yet this is the only place in the inventory where the company and the industry were recognized.

Tilcon supports the goals of the Comprehensive Plan, however, it must recognize the historical significance of the industry and the ongoing operations at these quarries, specifically, and the continued contribution by the quarries to the local and regional economic interests of the Town and region.

Response 22.1: *In response to this comment, Saratoga Associates has offered the following:*

This letter is in response to Tilcon New York, Inc.’s (Tilcon) comments on the Proposed 2009 Comprehensive Plan and Draft Generic Environment Impact Statement dated October 1, 2009.

Tilcon commented that the Economic Development Strategy (EDS) erroneously states on page 1.27 that as of 2005 the Mining Industry “is no longer operating in the Town.” Industrial trends data at the town level was collected from Zip Code Business Patterns, County Business Patterns: US Census Bureau. For our analysis, data from 5 separate zip codes was collected and the data had to be manually entered. Upon review, it was found that a mistake in data entry had been made which inaccurately reflected a reduction in the number of mining establishments in the Town. The correction has been made and we conducted a random sampling of remaining data in the Industrial Trends: 2000 – 2005 table to ensure accuracy. A revised copy of the Economic Development Strategy will be sent to you. I apologize for any inconvenience this may have caused.

Tilcon assumed that mining was classified as a “low location quotient and low employment growth industry in the Town” due to the assumption that mining no longer exists in the Town. The industry classification data used to determine the location quotient was for Rockland County, not the Town of Clarkstown, and therefore did not have an impact on the location quotient summary provided on page 2.19 of the EDS.

Finally, Tilcon commented that the land use plan on page 6.14 in the Land Use Patterns section characterized a portion of their Haverstraw Quarry facility as vacant land. The Land Use Pattern map was developed using an existing data source provided by Rockland County. Under the County’s current system, a vacant parcel is classified as a parcel that is not occupied with structures. With that, the map accurately reflects the information as reported by Rockland County.

Comment 22.2 – (John R. Van Zetta, Environmental Coordinator, Tilcon New York Inc., October 1, 2009): The NYSDOT recently announced a new program as a part of the [Tappan Zee Bridge/I-287] corridor initiative called “Transit-Oriented Development – Building Quality Communities around Transit.” The Town must address the impacts of the initiative and implement its final recommendations. Having local sources of construction aggregate will be vital not only in addressing the structural elements of the bridge, but also in the construction of transit hubs and rails lines and other facets of this regionally significant improvement project.

Response 22.2: The Town is working cooperatively with the Tappan Zee Bridge/I-287 Corridor study group. Transit-Oriented Development (TOD) is described in the last Transportation goal which states, “Create diverse mixed-use development areas that allow for walking and biking and are well-served by public transportation.” TOD is mentioned as a strategy for implementing the goals of the Comprehensive Plan in Section VI Implementation g) Land Use Changes. This section now also states that the Town will be participating in the Tappan Zee Bridge/I-287 Corridor Project’s TOD Technical Assistance Initiative. Furthermore, more in-depth studies will be undertaken with a State Corridor Analysis to address and complement the Tappan Zee Bridge/I-287 Corridor Project. This will ensure that land use changes and transportation infrastructure improvement are coordinated to achieve a synergy that maximizes the efficiency of the transportation system while redeveloping land in an environmentally responsible manner.

Comment 23.1 – (Joanna Galdone, October 2, 2009): Regulation of smoke from wood burning stoves and fireplaces [should be included in the plan]. Wood smoke adds fine particulate matter and toxins to the air we breathe. Please refer to this article:
Burning Issues Wood Smoke Fact Sheets www.burningissues.org/fact-sheet.htm

Response 23.1: The Air Resources subsection of the Environmental Resources section of the Comprehensive Plan has been expanded to include, “The heating and cooling of buildings by various means also contributes fine particulate matter and toxins to the air.”

Comment 23.2 – (Joanna Galdone, October 2, 2009): Invasive species in the Town of Clarkstown are posing a huge threat to our native flora and fauna. There must be management of our local open space areas ASAP in order to assure that future residents can enjoy our natural heritage. We can no longer allow “nature to take its course.”
See recent Journal News article: Invasives threaten N.Y.'s natural order

<http://lohud.com/apps/pbcs.dll/article?AID=/20090928/NEW...>

Please also refer to the following recent New York Times article:

Weed Heroes: The War on the Invader Cogongrass by Dan Barry.

We don't have Cogongrass in Clarkstown, but we have other equally invasive plants, such as Japanese stilt grass, garlic mustard, oriental bittersweet, Japanese knotweed, Mile-a-minute vine- to name a few. Funds must be found to control these threats.

Response 23.2: The Environmental Resources goal to “Continue the acquisition of open space lands to protect sensitive environmental areas, as well as farmland,” now discusses surveying Town Open Space to identify invasive species and to create a program for removal to ensure the long term viability of the habitats in these areas.

Comment 23.3 – (Joanna Galdone, October 2, 2009): The white tailed deer population must be reduced and controlled. They pose a significant threat to motorists, devastate our forested areas, destroy homeowners' property, spread the tick that causes Lyme disease, and hasten the spread of invasive plants into our woodland by eating-off the understory and forest floor plants.

Response 23.3: The issue of animal population control has been recognized as a potential impact in the Impact & Mitigation section of the Comprehensive Plan under the Impacts on Plants & Animals heading. The proposed mitigation for this impact is to implement a wildlife control program.

Comment 23.4 – (Joanna Galdone, October 2, 2009): Please correctly label the photograph of Tilcon Quarry as "Tilcon Quarry" or substitute a photo of High Tor.

Response 23.4: This photograph has been replaced with another which better represents Hi Tor Mountain.

Comment 23.5 – (Joanna Galdone, October 2, 2009): The pink echinacea included as an example of local flora is not correct. They are a native wildflower but not to this area. A local wildflower could be Bloodroot, pictured below: [picture followed]

Response 23.5: The original photograph has been replaced with a photograph of Bloodroot.