

2.0 PROJECT DESCRIPTION

2.1 Active Adult Residential Background

In response to an identified need for Active Adult residential housing, the Town of Clarkstown implemented a "Zone Amendment" designed to provide housing to accommodate a range of independent living accommodations for active adults and create housing or provide financial resources to assist income eligible active adults to obtain or retain housing. The Town of Clarkstown recognized that the senior citizen population is largely comprised of individuals with limited or fixed incomes who find it increasingly difficult to acquire and/or maintain a single family home.

The AAR zone is a floating zone, unmapped at initial adoption, and created by amendment to the Town's zoning map through exercise of the Town Board of the procedures set forth in the law. This local law was enacted in accordance with the provisions of §261-b and §272-a of the Town Law of the State of New York.

The AAR Zone was intended to address a range of housing needs by encouraging a range of housing types, locations and sizes. The zone was intended for areas of the Town where local services necessary to support active adults are immediately available. It was also the intent that clustering be considered when designing complexes so as to minimize the impact on the environment. A proposed active adult community must demonstrate compatibility with the existing scale of development nearby and be consistent with the recommendations of the Housing Advisory Board report and the adopted 2009 Comprehensive Plan.

A Generic Environmental Impact Statement was prepared by the Town of Clarkstown with regard to creation of an Active Adult Floating Zone. The Town Board reviewed a Draft Generic Environmental Impact Statement (GDEIS) entitled Adult Residential Zoning Text Amendment, dated February 13, 2007. A public hearing on the GDEIS was held on March 6, 2007 and public comment was received until March 16, 2007 at which time an FEIS was prepared and reviewed. A statement of Findings was adopted by the Town Board on April 17, 2007, and a amendment to the Clarkstown Zoning Code establishing Section 290-7.1 Active Adult Residence Zone, was enacted.

On June 17, 2008, the Clarkstown Town Board, after a public hearing, amended the Zoning Map of the Town to include the proposed Orchard Ridge project site in the AAR district (Resolution No. 364-2008). The district boundary was subsequently amended by the Town Board at its meeting of July 22, 2008.¹ A negative declaration with regard to environmental impacts on the Orchard Ridge AAR zone change was passed on June 17, 2008.

At the time the GEIS was prepared to assess the impacts of implementation of the AAR zone it was known that each project would be subject to site specific environmental review.

¹The amendment was to recognize the acquisition of additional parcels by the applicant/owner to be incorporated into the AAR project and to allow the development of a commercial parcel along Route 303, all at the suggestion of the Town Board and the AAR Committee.

2.2 Introduction

The proposed Orchard Ridge development is subject to the regulations implementing the New York State Environmental Quality Review Act ("SEQRA"). The Clarkstown Planning Board, acting as Lead Agency for this proposed action, determined that the development may have a significant impact on the environment. As agreed to by the Applicant at the Planning Board meeting of November 18, 2009, the Town initiated preparation of a site specific Draft Supplemental Environmental Impact Statement ("DSEIS"), for the Orchard Ridge project, consistent with the procedures set forth in the GEIS for creation of the AAR Zone. The action includes assessment of the site specific potential impacts of the Orchard Ridge project as it is developed under the AAR zone designation.

A draft Scoping Document was prepared to outline the specific impacts and mitigation measures to be considered in this DSEIS. The Clarkstown Planning Board, as lead agency, issued a positive declaration with regard to the site specific potential environmental impacts and coordinated the scoping process with the other involved agencies. The draft Scoping Document was the subject of a public scoping session held on June 30, 2010. The Scoping Document for this DSEIS, adopted on October 27, 2010, is included in Appendix A of this DSEIS.

This DSEIS has been prepared in accordance with Section 8-0101, et. seq. of the Environmental Conservation Law, and the regulations contained in 6NYCRR Part 617, implementing same.

The Applicant initially proposed the Hemlock Drive Access Plan, where the main access to the Orchard Ridge Development was proposed across from Hemlock Drive onto NYS Route 303. It was anticipated that property owners along Hemlock Drive and the adjacent property owners to the south, Kohl's Industrial Development, may be making traffic related improvements to NYS Route 303 in the vicinity of Hemlock Drive. The timing and certainty of the anticipated improvements are beyond the control of the applicant, thus the applicant has proposed the Meola Road Access Alternative which appropriately mitigates traffic impacts directly related to the Orchard Ridge project, and which are under the direct control of the applicant. In the Hemlock Drive Access Plan a new access road was to be constructed opposite the existing Hemlock Drive. In the Meola Road Access Alternative, the main access will be provided via the existing Meola Road, and an emergency access will be provided in the vicinity of Building 1.

The DSEIS examines both the Hemlock Drive Access Plan and the Meola Road Access Alternative. Additional project alternatives are evaluated in Chapter 5.0 of this DEIS. The Meola Road Access Alternative is the Applicant's preferred alternative since it utilizes the existing Meola Road Access and allows for road improvements to NYS Route 303 that will better serve the existing and the future commercial development in the project vicinity. The Meola Road Access Alternative also results in marginally reduced environmental impacts compared to the Hemlock Drive Access Plan and allows for better circulation around the Club House Area.

This Project Description chapter summarizes the layout, site plan and benefits of both the Hemlock Drive Access Plan and the Meola Road Access Alternative. Chapters 3.1 through 3.11 provide analysis of the project's potential impacts and mitigation measures, for specific resources or environmental concerns. Evaluation is provided for both of the access alternative concepts. The Transportation Section includes a comparison of traffic operation characteristics of the two plans.

2.3 Site Location and Description

As shown in Figure 2-1, the proposed Orchard Ridge project is located on the west side of NYS Route 303, east of the railroad right-of-way, on the south end of Old Orchard Lane, in the Town of Clarkstown. The project includes a total of approximately 29.6 acres on the following parcels for the purpose of constructing a total of 320 Active Adult Residential units. To the west of the property is the CSX Railroad right of way, and beyond that is NYSDEC Wetland HS-8. To the north of the site is a vacant parcel and existing multi-family housing. To the east and south are commercial and office buildings on Route 303. Acres listed are according to the tax assessment rolls of the Town of Clarkstown:

Tax Lot ID number:

- 35.19-2-15 0.2 acres
- 35.19-2-16 0.2 acres
- 35.19-2-17 0.2 acres
- 35.19-2-18 0.2 acres
- 35.19-2-19 1.5 acres
- 35.19-2-20 6.4 acres
- 44.07-2-10 8.6 acres
- 44.07-2-10.1 3.4 acres
- 44.07-2-10.2 8.9 acres

Access to the site is currently available to New York State Route 303 from Meola Road. The Hemlock Drive Access Plan would provide access via to the proposed project via a new curb cut on the west side of NYS Route 303 opposite Hemlock Drive. The Meola Road Access Alternative utilizes the existing Meola Road Access. The internal traffic pattern has been configured to allow multiple routes from within the complex to provide access to the public highway NYS Route 303. All internal roads shall be privately owned and maintained by a condominium or homeowner's association. As part of the Meola Road Access Alternative design it is anticipated that a left turn lane into the project site would be constructed at the main entrance location.

Access to the regional transportation network is via NYS Route 9W and via NYS Route 303. The intersection of NYS Route 303 and NYS Route 9W is located approximately 1 mile north of the site access road. NYS Route 9W a a major north-south roadway which originates in New Jersey and travels through Rockland County and into Orange County, New York. Access to the Interstate 87/287 corridor is available from NYS Route 9W approximately 7 miles south of the site access road.

In terms of natural resources, most of the upland portion of the project site is heavily wooded with mature trees. A NYSDEC regulated wetland, of which 5.6 acres is located on site, and which ultimately drains off the site to the to the Hackensack River, is located on and adjacent to the site (designated by NYSDEC as Wetland HS-8). An additional ACOE regulated wetland of 0.02 acres is contained in the 100 foot adjacent area to the NYSDEC wetland.

The majority of the project site is wooded with second growth forest. The forest composition is best described as Appalachian oak-hickory forest (Ecological Communities of New York State, Reschke, 1990). Based on the size of the existing trees, the forest is approximately 50 - 75 years old. This community type is considered to be globally secure and secure state-wide.

2.4 Description of the Proposed Action

As illustrated in Figures 2-2, and 2-2A Orchard Ridge will provide 320 homes to middle class senior citizens of the Town of Clarkstown on a 29.6 acre site. The homes will be apartment-style, all on a single floor, in eight multi-family, three-story elevator-served buildings. Both indoor and outdoor parking will be available to residents, as will separate garages. Each building will have security and pass-key access and storage space. Each apartment will have energy saving features and appliances, and independent heat and air conditioning control. All apartments will have two bedrooms and will vary in size from 1300 to 1400 square feet.

The Orchard Ridge community will be able to take advantage of an on-site community clubhouse building, which will have room for gatherings and activities, community-wide security services, a swimming pool, bocce courts, and a putting green. There will also be community golf carts for internal transportation needs. Last, the residents will have access to a beautiful walking trail nearby to the adjacent wetlands which are part of the Orchard Ridge holdings.

The parcel is an aggregate of a number of smaller lots, all within the control of the applicant, Orchard Ridge, LLC. The total lot area is 29.6 acres (gross), or 24.8 acres after deducting for NYSDEC wetlands, wetland adjacent areas, and the bed of Old Orchard Lane. While 322 units are permitted under the Zoning Code, the applicant is seeking approval for 320 units. 640 parking spaces are required and 645 are provided. The proposal complies with all bulk regulations of the AAR District.²

Each of the eight buildings will contain 40 dwelling units and 25 indoor parking spaces, as well as storage, utility and other common areas. Each building will have its own security system, restricting entry to building residents and their guests. In addition, there will be 24 separate garages with a total of 120 parking spaces (5 parking spaces per garage). The current proposal also shows 214 surface (outdoor) parking spaces, and 111 reserve spaces for a total of 645 spaces. This number could change as the Planning Board reviews the project.

In both the Hemlock Road Access Plan and the Meola Road Access Alternative layouts, the community clubhouse will be located in proximity to the main entrance to the complex. The clubhouse will have about 3,500 square feet of floor area, and will also service the outdoor bocce courts, golf putting green, and outdoor swimming pool. A separate vehicular dropoff/pickup lane is provided for the clubhouse, as is a parking lot with 20 parking spaces³ and 21 parking spaces respectively.

Sidewalks are provided throughout the complex, allowing for safe pedestrian travel between buildings and to Route 303 for bus service. Golf carts will also be available for internal travel for those who do not wish to walk, or cannot do so.

²The required rear yard in the AAR district is "equal to or more than the height of the building". § 290-20.G.(2)(a)[4]. The nearest proposed buildings to the rear yard are the garages, which are to be approximately 12 feet high, but are 21 feet from the rear lot line. The next nearest buildings are the residences, which will be not more than 45 feet high, and are 74 feet from the rear lot line. Therefore, there is no incursion into the required rear yard. This information is not made clear in the bulk table shown on the Preliminary Subdivision Map last revised 9-30-09. It will be clarified in the next iteration.

³These 20 parking spaces are included in the 645 parking space total.

The complex includes 5.6 acres of wetlands in its northern portion. A 1/2 mile long walking trail is proposed through and adjacent to the wetland area. This additional amenity will provide exercise opportunities in a tranquil, natural setting. Other than the proposed walking trail, the wetlands will be protected from development by a 100 foot deep adjacent area which will act as a buffer, in accordance with New York State DEC regulations. At the Planning Board's discretion, in order to further protect the wetland area, the 5.6 acre wetland and 100 foot adjacent area can be indicated as a conservation easement area, to limit any further development.

The project site is located in an area of existing water and sewer service. Public water would be provided by United Water New York. Public sewer service would be provided by the Rockland County Sewer District #1. United Water New York has provided a letter, included in Appendix B, which indicates their willingness to provide water service to the proposed project. The project site is served by Orange and Rockland Utilities which would provide electricity and natural gas to the property.

Integral to the project is a stormwater management plan which includes three (3) pocket ponds, one (1) micro pool, and a grass swale constructed to handle the change in stormwater runoff that would result from construction of the project. The plan has been designed to minimize concentrated flows and to simulate flows found in natural hydrology. The basins would also treat runoff prior to discharging off site in order to protect the NYSDEC-regulated freshwater wetlands HS-8, located on-site. Post-development stormwater rates would meet "zero net increase in rate of runoff" standards. Other than the proposed walking trail, no disturbances are proposed to the NYSDEC wetlands or the 100-foot area surrounding the wetland, no federally-regulated wetlands would be disturbed.

Adjacent to the complex is a 1.54 acre parcel which was re-zoned to LS by the Town Board at the time the AAR District boundary for this parcel was amended. As can be seen in Figure 2-3, this parcel, just north of the subject site on Route 303, will house a small retail project. The details of the retail center are not yet determined. Just across Meola Road, slightly further north, is an existing shopping center with restaurants and other services. This center is an approximately 500 foot walk along Meola Road from the nearest residential building.

As discussed, the project site has previously received a zone change to the AAR zoning. The project will require site plan and subdivision approval from the Planning Board. The subdivision approval is needed to (a) merge lots to create a larger lots and to provide for separate lots for AAR use and LS use; and (b) create separate lots for each condominium association and for shared common elements (clubhouse, interior roadways, wetlands and walking trail, etc.). Each of the eight buildings will be on its own lot, with the common elements comprising a ninth lot.⁴ A master condominium declaration will assign shared responsibilities for, and governance of, common elements shared by the various constituent associations.

The project layout has been designed around the natural site conditions to minimize impacts to sensitive environmental elements, including NYSDEC wetlands. The development design includes a full conceptual landscaping plan intended to provide an attractive, modern living environment in a suburban community.

⁴ Each building will be on a fee simple lot with the common lands held by the HOA.

Conceptual Landscape Plans for both the Hemlock Drive Access Plan and the Meola Road Access Alternative are included as a full size maps shown at the end of this document. These plans illustrate how the project would introduce street trees and native vegetative plantings to this site. To the extent practicable, landscaping beneficial to wildlife, particularly songbirds, would be introduced, especially within the common areas and in proximity to the on-site wetlands. The stormwater basins would be vegetated with wetland-tolerant species. The perimeter of the site would be amply landscaped with a mixture of deciduous and evergreen trees to screen the residential development from adjoining properties and roads. Native vegetation would be used for the landscape plantings wherever practical. Decorative street lamps would be used throughout the site.

2.5 Construction Schedule

An erosion control plan for both the Hemlock Drive Access Plan and the Meola Road Access Alternative has been prepared by Atzl, Scatassa & Zigler, P.C. and addresses erosion control and slope stabilization during all construction phases of the project. These plans were developed in accordance with the Erosion and Sediment Control Guidelines in the NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activities (Permit No. GP-0-10-001). Construction will include limitations on the area of disturbance and devices to be used to help control soil erosion such as silt fencing, storm inlet protection and a stabilized construction entrance. Figures 2-4 and 2-4A show preliminary Construction Phasing Plans also provided as full scale Drawings in the plan set. The Construction Phasing Plans involve 5 phases for the Hemlock Road Access Plan and 6 Phases for the Meola Road Access Alternative. Each phase will be limited to less than five acres of disturbance at any one time, consistent with the NYSDEC General Permit requirements. If it is necessary that any phase disturb more than 5 acres at a time a NYS DEC waiver will be secured. Under these circumstances, the site would be subject to increased inspections (two inspections a week by a qualified inspector) as stipulated in the General Permit requirements.

For the Meola Road Access Alternative, it is envisioned that the area marked as Phase 6 will act as a stockpile area for fill removed as the various sections are graded. As part of Phase 1, it is anticipated that the main access road will be extended and will cross the site behind Buildings 2 and 3, to be utilized by residents as phases 3, 4, and 5 are constructed. It is also envisioned that a heavy vehicle access road will be constructed along the southern project boundary. This access would be rough graded and utilized by heavy machinery as phases 3, 5 and 5 are constructed. In this manner conflicts with heavy equipment and residents who live at Orchard Ridge while it is under construction can be minimized.

In general for each phase the rough grading would take approximately 3 to 6 months, followed by building construction for 6 to 18 months, and ending in final grading and landscaping which could take 3 to 6 months. Phases may over lap with grading or landscaping taking place on one portion of the site while construction is going on at another location.

For the purpose of this analysis it is anticipated that the project could be completed within 12 to 18 months from the beginning of construction. The actual timing of development will be dependent upon market conditions.

2.6 Zoning and Existing Land Use - Neighborhood Benefit

The Orchard Ridge development as proposed is for development of Active Adult Residential housing. This is in response to a need determined by the Citizen Advisory Board for Housing in the Town of Clarkstown, whose final report was published in 2002. The Town of Clarkstown recognizes that the senior citizen population is largely comprised of individuals with limited or fixed incomes who, given present market conditions, find it increasingly difficult to acquire and/or maintain a single family home, however they wish to remain in the community.

The recent adoption of the Town of Clarkstown Comprehensive Plan, Partnerships and Connections, September 2009, continues to stress the need for diversity of housing, both in terms of unit type and price point. The Comprehensive Plan states, The large difference between median and average household incomes indicates the presence of large income gaps. This reinforces the need to support not only a wide range of job types within the Town, but also emphasizes the importance of developing a diverse housing stock.⁵

As illustrated in the aerial photograph in Figure 2-3, the project site consists of approximately 29.6 acres of primarily vacant land in the unincorporated Town of Clarkstown. The project site is in an area of mixed use with convenient access to community services, available infrastructure in proximity to existing hamlet centers.

2.7 Project Purpose and Need and Benefit

2.7.1 Project Purpose and Need

This project is being proposed to address the identified needs for high-quality Active Adult Residential Housing in the Town of Clarkstown and the region. This development would provide more variety to the housing opportunities in the Town of Clarkstown and Rockland County through the construction of 2 BR units in multi-story condominium buildings . The site is well suited for Active Adult Residential development due to it's proximity to neighborhood shopping, major transportation corridors, and the availability of public water, sewer, and other infrastructure.

- Directly responds to the community growth goals of providing Active Adult Residential housing to meet the needs of the community as set forth in the Town of Clarkstown 2009 Comprehensive Plan; *and*
- Generates substantial tax revenue for the Town and the Clarkstown Central School District, among others, while providing a diversity of housing. All school taxes generated would result in a net benefit to the school district, as the project will not house school age children.
- As identified in the Housing Advisory Board report, The Town of Clarkstown recognized that the senior citizen population is largely comprised of individuals with limited or fixed incomes who find it increasingly difficult to acquire and/or maintain a single family home.
- Directly responds to the community growth goals for active adult residential housing set forth in the Town of Clarkstown 2009 Comprehensive Plan.

⁵Town of Clarkstown Comprehensive Plan, Partnerships and Connections, September 2009.

It is the applicant's objective to provide quality market-rate multifamily housing for active adult residents in a location that is accessible to community services, water and sewer infrastructure and has access to major transportation routes, including mass transit alternatives, in the region. The intent of the applicant is to provide this housing while minimizing potential impacts to the greatest extent possible.

2.7.2 Project Benefits

The Orchard Ridge development has been designed to meet the planning objectives expressed by the Town of Clarkstown by:

- Providing market-rate moderately priced housing built to accommodate the specific needs of an active adult residential population.
- Utilizing a location near convenient shopping and retail services, in an area well served by transportation corridors, including public transportation access, with existing water and sewer infrastructure transit, within the Town of Clarkstown, near the community's existing hamlet areas.

It is the applicant's intent that the Orchard Ridge Active Adult Residential project, when constructed, will be compatible with the blend of existing nearby commercial, and medium density residential land uses. The future residents of the Orchard Ridge development (estimated 576) will live near existing business and community centers and will thus patronize existing businesses and services along NYS Route 303 and in the Congers and other hamlet areas including joining, volunteering and contributing to community organizations, leagues and churches.

Under the Meola Road Access Alternative, the proposed project will implement transportation access improvements to the NYS Route 303 corridor, including a left turn lane into the site access and exclusive left and right turn lanes out of the site access. Factors beyond the control of the Applicant and outside the scope of the proposed project prevent the Applicant from participating in implementation of road improvements to NYS Route 303 in the vicinity of Hemlock Drive.

In addition to the fulfillment of the goals stated above, the project would be estimated to generate annual tax revenue, for the Town (\$865,368), and the Clarkstown Central School District (\$1,594,443). By proposing a plan for active adult residential housing which does not generate any school age children, the project will result in an annual net benefit to the school district from all tax revenue generated.

2.8 Approvals, Reviews and Permits

The following reviews, permits and approvals would be necessary to implement the action:

Lead Agency

Shirley Thormann, Chairperson
Town of Clarkstown Planning Board
Clarkstown Town Hall,
10 Maple Avenue
New City, NY 10956

Involved Agencies

Federal

Brian Orzel
United States Army Corps of Engineers
Jacob Javits Federal Building
26 Federal Plaza
New York, NY 10278-0090

New York State

Commissioner
NYS Department of Environmental Conservation
625 Broadway
Albany, NY 12233

Regional Permit Administrator
NYS Department of Environmental Conservation
Region 3
21 South Putt Corners Road
New Paltz, NY 12561

Commissioner
NYS Department of Transportation
Region 8, SEQR Unit
4 Burnett Boulevard
Poughkeepsie, NY 12603

Mary Jo Russo P.E., Rockland County Permit Engineer
NYSDOT Regional Office
275 Ridge Road
New City, NY 10956

Rockland County

Thomas B. Vanderbeek P.E., Commissioner
Rockland County Planning Department
239 GML Referral
Robert L. Yeager Health Center
Building T, 50 Sanatorium Road,
Pomona, NY 10970

Joan Facelle, M. D., Commissioner of Health
Rockland County Department of Health
Robert L. Yeager Health Center
Building D, 50 Sanatorium Road
Pomona, NY 10970

Diane Phillips P.E., Executive Director
Rockland County Sewer District No. 1
4 Route 340
Orangeburg, NY 10962

Town of Clarkstown

Shirley Thormann, Chairperson
Clarkstown Planning Board - Subdivision and Site Plan Approval
10 Maple Avenue
New City, New York 10956

Dennis Letson P.E.
Clarkstown Department of Environmental Control - Sewer Permit
10 Maple Avenue
New City, New York 10956

Edward Lettre
Clarkstown Architectural and Landscape Commission
10 Maple Avenue
New City, New York 10956

Interested Agencies

Alex J. Gromack, Supervisor
Clarkstown Town Board
10 Maple Avenue
New City, New York 10956

Justin Sweet, Town Clerk
Town of Clarkstown
10 Maple Avenue
New City, New York 10956

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

Charles Maneri
Clarkstown Building Department
10 Maple Avenue
New City, New York 10956

Michael R. Sullivan, Chief
Clarkstown Police Department
20 Maple Avenue
New City, NY 10956

Frank Heinemann, Chief
Congers Fire District #13
64 Lake Road
Congers, NY 10920

Chief
Congers-Valley Cottage Volunteer Ambulance
84 N Route 9W
Congers, NY 10920

Dr. Margaret Keller-Cogan
Clarkstown Central School District
62 Old Middletown Road
New City, NY 10956

Charles Vezzetti
Rockland County Department of Highways
23 New Hempstead Road
New City, New York 10956

Ruth Pierpont
NYS Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau,
Pebbles Island, PO Box 189
Waterford, NY 12188-0189

Commissioner
NYS Department of Health
Corning Tower, Empire State Plaza
Albany, NY 12237

Project Applicant

Orchard Ridge, LLC.
C/o Pomona Golf, 6 Station Road, Pomona NY 10970

Project Attorney

Ira Emmanuel, Esq.
C/o Freeman Loftus and Manley, 4 Laurel Road, New City NY 10956

EIS Preparer

TIM MILLER ASSOCIATES, INC.
10 North Street, Cold Spring, NY 10516

Land Surveyor & Stormwater Management Engineer

ATZL, SCATASSA & ZIGLER, PC
234 North Main Street, New City, NY 10956



Figure 2-1: Site Location Map

Orchard Ridge

Town of Clarkstown, Rockland County, New York

Base Map: USGS 7.5-minute Topographic Map, Haverstraw Quad

Scale: 1" = 2,000'



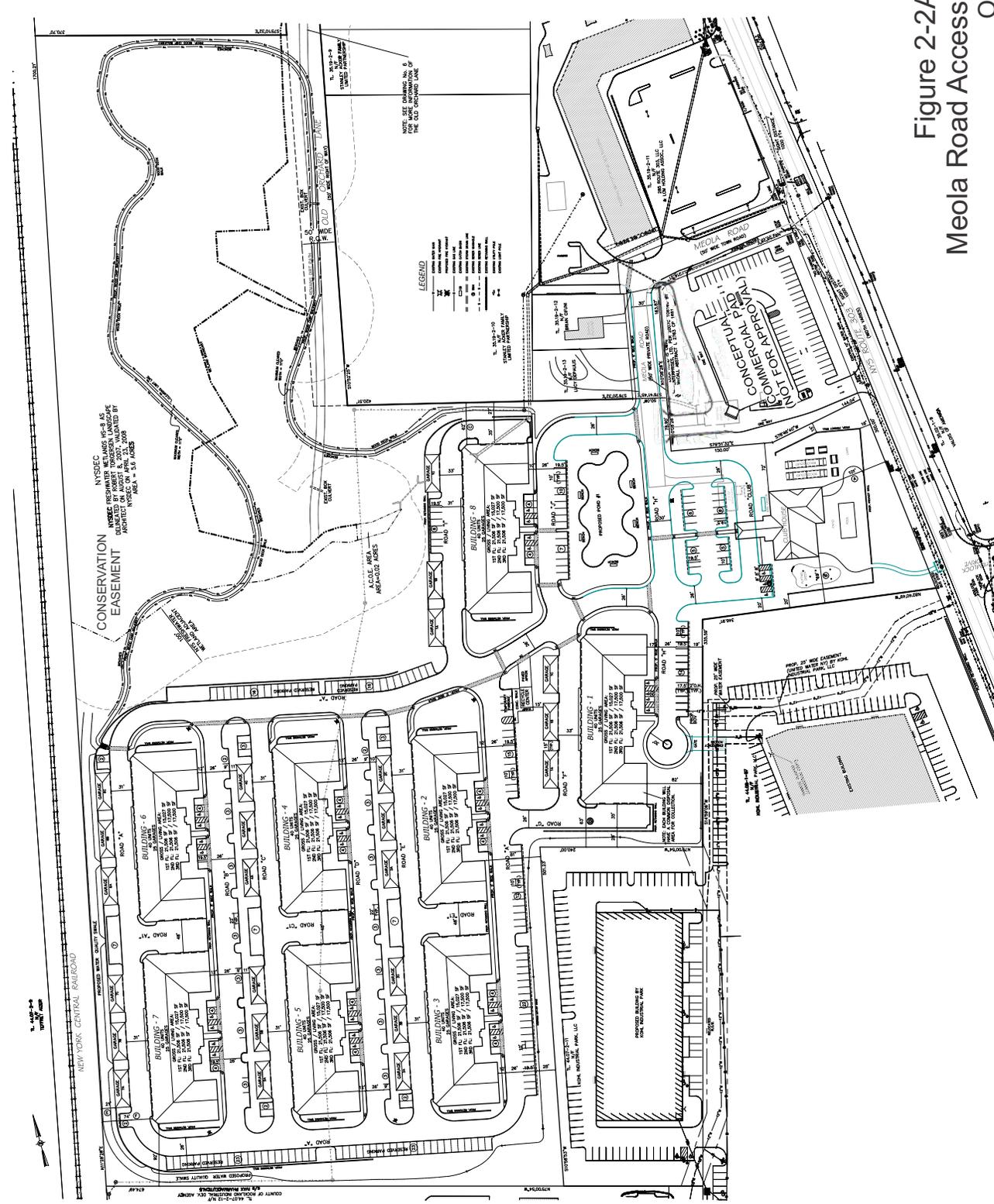


Figure 2-2A: Site Plan
 Meola Road Access Alternative
 Orchard Ridge
 Town of Clarkstown, Rockland County, New York
 Base: Atzl, Scatassa & Zigler P.C., 1/21/09, last rev. 7/22/11
 Scale: 1" = 215'

Tim Miller Associates, Inc., 10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418



Site



Figure 2-3: Project Site on Aerial Photo
Orchard Ridge
Town of Clarkstown, Rockland County, New York
Base: NYS GIS Clearinghouse, 2007 Orthoimagery
Scale: 1" = 1,000'

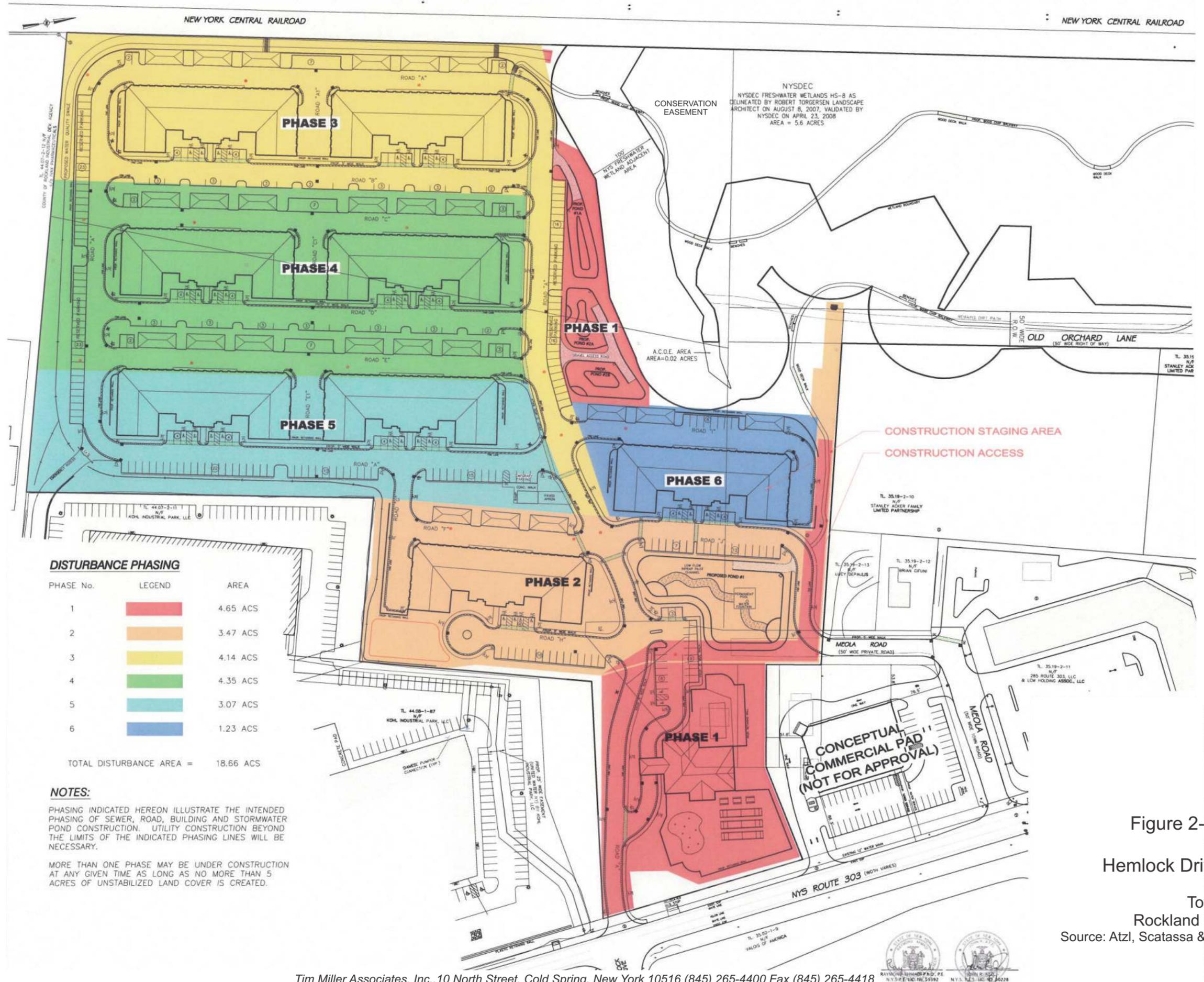


Figure 2-4: Construction Phasing Plan
Hemlock Drive Access Plan
Orchard Ridge
Town of Clarkstown,
Rockland County, New York
Source: Atzl, Scatassa & Zigler P.C, 12/16/10,
last rev. 5-01-12
Scale: 1" = 300'



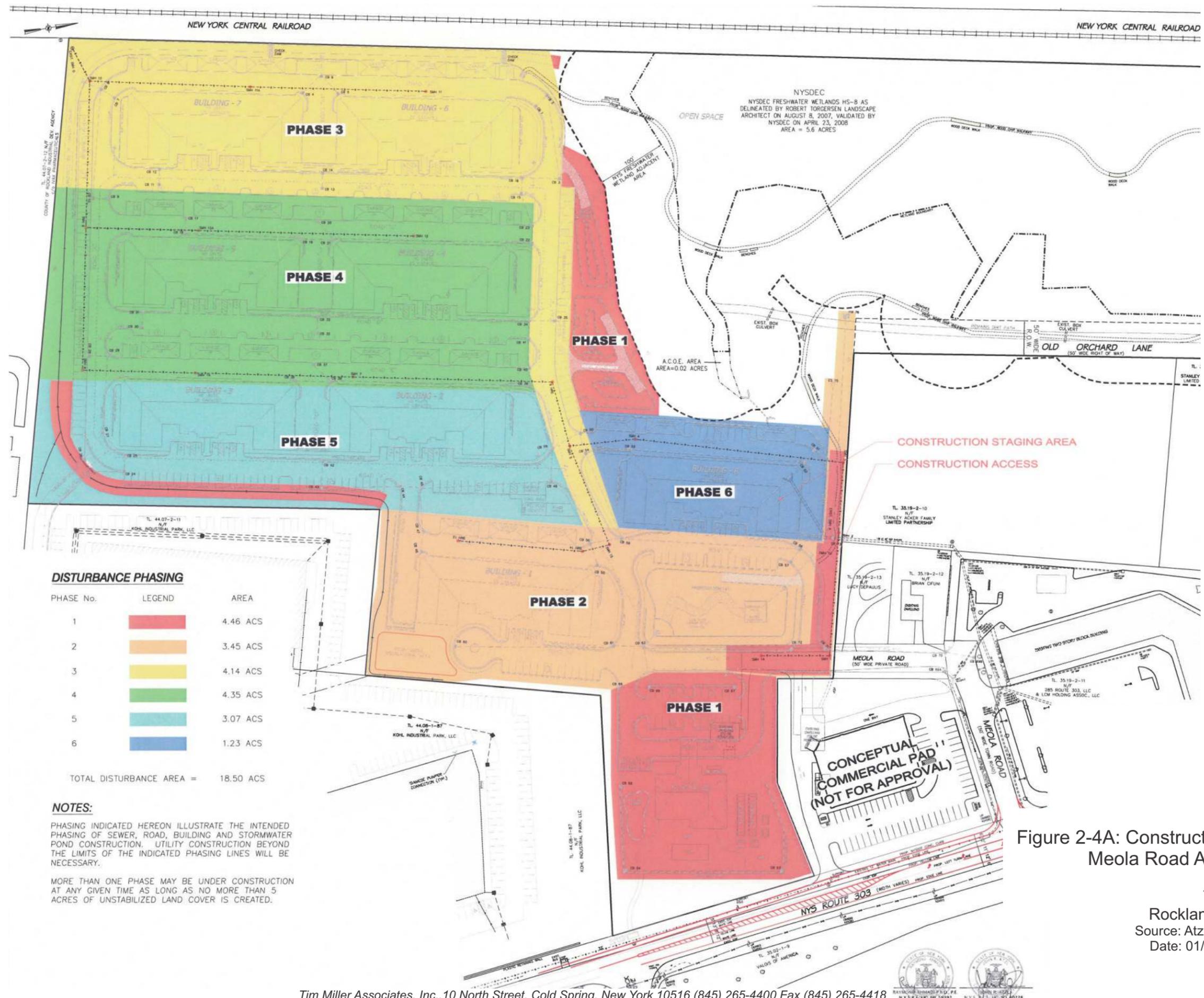


Figure 2-4A: Construction Phasing Plan
 Meola Road Access Alternative
 Orchard Ridge
 Town of Clarkstown,
 Rockland County, New York
 Source: Atzl, Scatassa & Zigler P.C.
 Date: 01/21/09, last rev. 05/01/12
 Scale: 1" = 200'

