

5.0 ALTERNATIVES

Section 617.9(b)(5) of the regulations implementing SEQRA requires that a draft environmental impact statement include a description and evaluation of a range of reasonable alternatives to the proposed action that are feasible, considering the objectives and capabilities of the project sponsor. The range of alternatives must include the "No Action" alternative.

In addition to the No Action alternative, the Scoping Document for this DEIS requires an analysis of the previous LIO Zoning. As discussed throughout the DSEIS, the Applicant's preferred alternative is the Meola Road Access Alternative.

These three alternatives are described and evaluated below. A summary matrix of the quantifiable impacts associated with each alternative is provided as Table 5-3 at the end of this section.

5.1 No Action Alternative

The No Action Alternative is the scenario that would occur if the site were to remain undeveloped. Under the No-Action alternative, none of the impacts identified in this report, whether adverse or beneficial, would occur. A summary of impacts of this alternative, as compared to the proposed Orchard Ridge development, is presented below. Table 5-3 provides a summary of the quantitative comparison of this alternative compared to the proposed project.

Soils and Topography

No grading or other construction disturbance to the 29.6 acres of the site would occur. There would be no construction-related impacts associated with site work or building construction phases.

Surface Water Resources

There would be no increase in the amount of surface water runoff from the site. Construction of the stormwater management system associated with the Orchard Ridge project would not take place. There would be no direct impacts to streams or wetlands.

Terrestrial and Aquatic Ecology

The site would continue to provide various habitats and areas of cover for local wildlife such as rabbits, raccoons, squirrels, chipmunks, opossum, and deer. The larger and dead trees on this site may also offer a cavity habitat for species such as owls, cavity nesting songbirds and small mammals. Similar to the proposed project, No direct disturbance of wetlands or their regulated areas would occur under the No Action alternative.

Land Use and Zoning

There would be no changes in the existing land use of the project site, the existing predominately vacant land would remain. There would be no senior housing development built or clubhouse constructed on site. There would be no increase in the diversity of housing options available within the Town. The Goals as stated in the 2009 Comprehensive Plan with regard to provision of Active Adult residential housing would not be met. There would be no increase in moderately priced housing options available.

Transportation

Existing traffic conditions would remain the same. Similar to the proposed project the existing traffic condition does not result in significant impacts to the current traffic pattern.

Community Facilities and Services (Utilities)

No demand would be placed on community services or utilities under the No Action Alternative. There would be no additional calls to police, fire, and emergency service providers under the No Action Alternative. There would also be no increase in municipal property tax revenues generated by the project site to fund community services as compared to the increase projected tax revenues projected as a result of the proposed Orchard Ridge development.

Fiscal Impacts

There would be no increase in market value or property taxes as a result of this alternative. Annual property tax revenues would continue to accrue to various taxing jurisdictions serving the project site but the overall increase in property taxes projected for the proposed project would not occur.

Aesthetic Resources

There would be no change to the visual environment as a result of this alternative. The site would remain in its current state as vacant land.

Noise Impacts

There would be no introduction of new noise sources in the No Action alternative. Existing ambient noise levels at the site would remain unchanged. Short term impacts associated with construction, including construction-generated noise, would not occur.

Given the viability of this site for development, the identified need for active adult residential housing and the ongoing tax burden associated with vacant land, the No Action Alternative is not a likely alternative.

5.2 Previous Zoning - LIO Development Alternative

The property has currently been rezoned as AAR (Active Adult Residential). The scoping document for this DSEIS identifies an alternative for the project site compliant with the previous zoning on the property, which was LIO, to be analyzed. When the property was zoned LIO it was part of the NYS Empire Zone but continued to remain vacant for more than five years. As part of the petition to rezone the parcel to AAR and the NYS Empire Zone was designated to a site south of the property so that the acreage of the NYS Empire Zone was not reduced within the Town of Clarkstown.

Under this alternative a development consistent with the previous zoning of the property, LIO Development, depicted in Figure 5-1, shows how the site could be developed with six warehouse buildings totaling 181,950 square feet of warehouse space. A summary of the impacts of this alternative as compared to the proposed plan is discussed below. Table 5-1 provides a summary of the quantitative comparison of this alternative compared to the proposed project.

Soils and Topography

The area of disturbance for this Alternative would similar to the proposed plan, the footprint of both plans is similar, the difference lies in the type of buildings being built. This would also include similar cut and fill amount as well as the need to bring in approximately the same amount of earth material to bring the site up to grade, as stipulated in the proposed plan.

Surface Water Resources

Under the LIO alternative, the development would result in an increased area of impervious surface compared to the proposed action. There are more areas of green space and open area which has been relandscaped in the AAR plan. This LIO alternative would result in increased storm water run-off generation compared to the proposed AAR plan.

Terrestrial and Aquatic Ecology

This alternative would have similar ecological impacts compared with the proposed action due to the similar area of disturbance. There would be no direct disturbance to wetlands, similar to the proposed project.

Land Use and Zoning

There would not be an increase in the active adult housing available within the Town of Clarkstown, at this location. The site would conform to the land use south of the site but would not match the land use north, west, or east of the site.

Transportation

This alternative would result in a increase of total peak hour trips, as shown in Table 5-2 below. Construction of the LIO alternative would result in an increase of 121 a.m. peak hour trips and 99 p.m. peak hour trips compared to the proposed residential alternative, increasing the total number of peak hour trips per day by 220 trips.

Table 5-1				
Trip Generation Rates - LIO Zone Compared to AAR Zone				
Land Uses (ITE Code) ¹	Trips			
	A.M. Peak Hour		P.M. Peak Hour	
	IN (Trips/Unit)	OUT (Trips/Unit)	IN (Trips/Unit)	OUT (Trips/Unit)
181,950 square feet (Business Park 770)	1.163	0.221	0.304	1.107
320 Active Adult Residential (Townhouse 230)*	0.07	0.34	0.33	0.16

¹ Trip Generation, Institute of Transportation Engineers, 8th edition, Washington, DC, 2008.
* Trip generation rates for residential are per unit.

Table 5-2						
Trip Generation Comparison						
AAR Residential vs. Limited Light Industrial Office						
Land Uses	Trips					
	AM Peak Hour			PM Peak Hour		
	IN (Trips)	OUT (Trips)	Total (Trips)	IN (Trips)	OUT (Trips)	Total (Trips)
181,950 square feet LIO	212	40	252	55	201	256
320 units Active Adult Residential	22	109	131	105	51	156
Increased Traffic from LIO Development	190	-69	121	-51	150	99

Trip Generation, Institute of Transportation Engineers, 8th edition, Washington DC, 2008.

Community Facilities and Services (Utilities)

Under this Alternative the total population projected would be zero persons as compared with a total population of 576 persons under the proposed plan, because the proposed plan is residential and this alternative does not produce a residential population. Therefore this alternative would significantly reduce the demand on police, emergency, and other community services than the proposed action. Similar to the proposed action the Fire Department will have hydrants to use if needed, however, there should be a lesser demand for fire protection services since there is no residential population with the alternative plan. Demands for water and wastewater generation would be 18,195 gallons per day compared to 73,300 gallons for the proposed action.

Fiscal Impacts Analysis

The LIO Alternative would be expected to generate lower tax revenue due to a decrease in the projected assessed values. The municipal tax revenue would be reduced to \$333,200 compared to the projected tax revenue of \$1,594,443 under the proposed AAR.

The project site was designated as part of the NYS Empire Zone in 2002, The Empire Zone was created in an effort to provide an economic stimulus in the form of tax incentives with the goal of providing an increase in the number of jobs available in the Town of Clarkstown. Although this designation had been in place on this site since 2002, the site remained vacant with no prospective applicants until the site was rezoned in 2008. At the time of rezoning the Town received a letter from the Rockland Economic Development Corporation, dated April 17, 2008,

which recommended relocation of the Empire Zone designation this site to the Clarkstown Executive Park. Thus, implementation of the AAR Zone at this location did not result in a reduction of Empire Zone acreage to the Town of Clarkstown.

If a prospective applicant were to come forward and the site were to be developed under the LIO Alternative, based upon the trip generation discussed above, it is estimated that approximately 200 jobs could be supported by the LIO Alternative development.

Noise Impacts

No significant impacts to noise and air resources after construction are anticipated similar to the proposed project. Due to the industrial nature of the alternative action, this project would not introduce sensitive receptors near a train line or near other industrial use.

Air Impacts Construction Related Effects

There would be similar construction related impacts with this alternative as compared to the preferred action due the area of disturbance and the similarity of the open footprint between this alternative plan and the proposed plan.

5.3 Meola Road Access Alternative

As described throughout the discussion of the various potential impact categories, the Applicant's preferred Alternative is the Meola Road Access Alternative.

The timing and certainty of the anticipated traffic related improvements by nearby and adjacent property owners are beyond the control of the applicant, thus the applicant has proposed the Meola Road Access Alternative. This Alternative provides appropriate mitigation for those traffic impacts directly related to the Orchard Ridge project, and which are under the direct control of the applicant. 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 Meola Road Access Alternative is the Applicant's preferred alternative since it utilizes the existing Meola Road Access, thereby reducing curb cuts to NYS Route 303 and allows for road improvements to NYS Route 303 that are directly related to the Orchard Ridge project and which 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.

Similar to the Hemlock Drive Access Plan, the preferred Meola Road Access Alternative, depicted in Figure 5-3, would be developed with eight multi family condominium buildings housing a total of 320 market rate active adult residential dwelling units.

The area of disturbance for this Alternative, 8.2 acres would be similar to the Hemlock Drive Access Plan, however, the impervious area would be decreased from 13.8 to 13.5 acres as a result of eliminating a new proposed access road.

In this alternative, the development would result in a 0.3 acres decrease in impervious coverage over the entire project site, compared with the Hemlock Drive Access Plan. This decrease would result in a decrease in storm water run-off generated by the site.

The Visual Analysis is similar for both the Hemlock Drive Access Plan and the Meola Road Access Alternative, with the exception of the removal of the Access opposite Hemlock Drive, leaving this area undisturbed. The project related impacts of the Meola Road Access Preferred

Alternative are generally similar to the Hemlock Drive Access Plan however, there are some differences. The project site will be slightly less visible as a result of the Meola Road Access Preferred Alternative since no view from NYS Route 303 to the internal portion of the project site will exist via a new access road. The orientation of the Orchard Ridge Club House is turned in the Meola Road Access Plan, allowing for increased landscaping opportunities along the rear of the Club House building under the preferred Alternative. There will also be a reduction in the disturbance along the project frontage adjacent to NYS Route 303 as a result of the Meola Road Preferred Alternative.

Other than the location of the main access drive, the Meola Road Access Preferred Alternative is similar to the Hemlock Drive Access Plan in all other respects. Thus the impacts of these two alternatives with respect to Land Use, Trip Generation, Community Services, Fiscal resources, Noise resources and Air Quality are the same.

Impact Comparisons

Table 5-3 below summarizes the quantitative impacts associated with the No Action, the LIO Zoning and the Meola Road Access Alternatives.

Table 5-3 Alternative Impact Comparisons				
Area of Concern	<i>Hemlock Drive Access Plan Active Adult Residential Townhomes</i>	<i>No Action</i>	<i>Alternative A No Zone Change Limited Light Industrial Office</i>	<i>Meola Road Access Alternative Active Adult Residential Townhomes</i>
Residential Units				
Total Units (Active Adult Residential)	320	0	0	320
Business Park				
Total Square Feet	0	0	181,950	0
Developed Area				
Impervious Surfaces (acres)	13.8	0	15.2	13.5
Lawn/Stormwater management (acres)	4.37	0	2.97	4.37
Natural Resources				
Total Site Area	29.65	29.65	29.65	29.65
Total Construction Disturbance (acres)	18.95	0	18.17	18.95
Total Undisturbed area	10.70	26.65	11.48	10.70
Woodland Disturbance	18.95	0	18.17	18.95
Wetland Disturbance (acres)	0	0	0	0
Steep Slope Disturbance (>30%) (acres)	0	0	0	0
Community Resources				
Population	576	0	0	576
Projected Taxes				
	\$2,639,750	\$176,170	333,200 ¹	2,639,750
Utility Demand				
Sewer/Water Demand (gpd)	73,300 125 gpd x 576 persons plus 1,300 gpd for irrigation and club house use.	0	18,195 (0.1 gal/sq ft/day)	73,300 125 gpd x 576 persons plus 1,300 gpd for irrigation and club house use.
Traffic				
Traffic Generation (Total AM and PM Peak Hour Trips)	287	0	508	287
Source: Atzl, Scatassa, & Zigler, Tim Miller Associates, 2011.				

¹ Estimate provided by Cathy Conklin, Town of Clarkstown Tax Assessor.

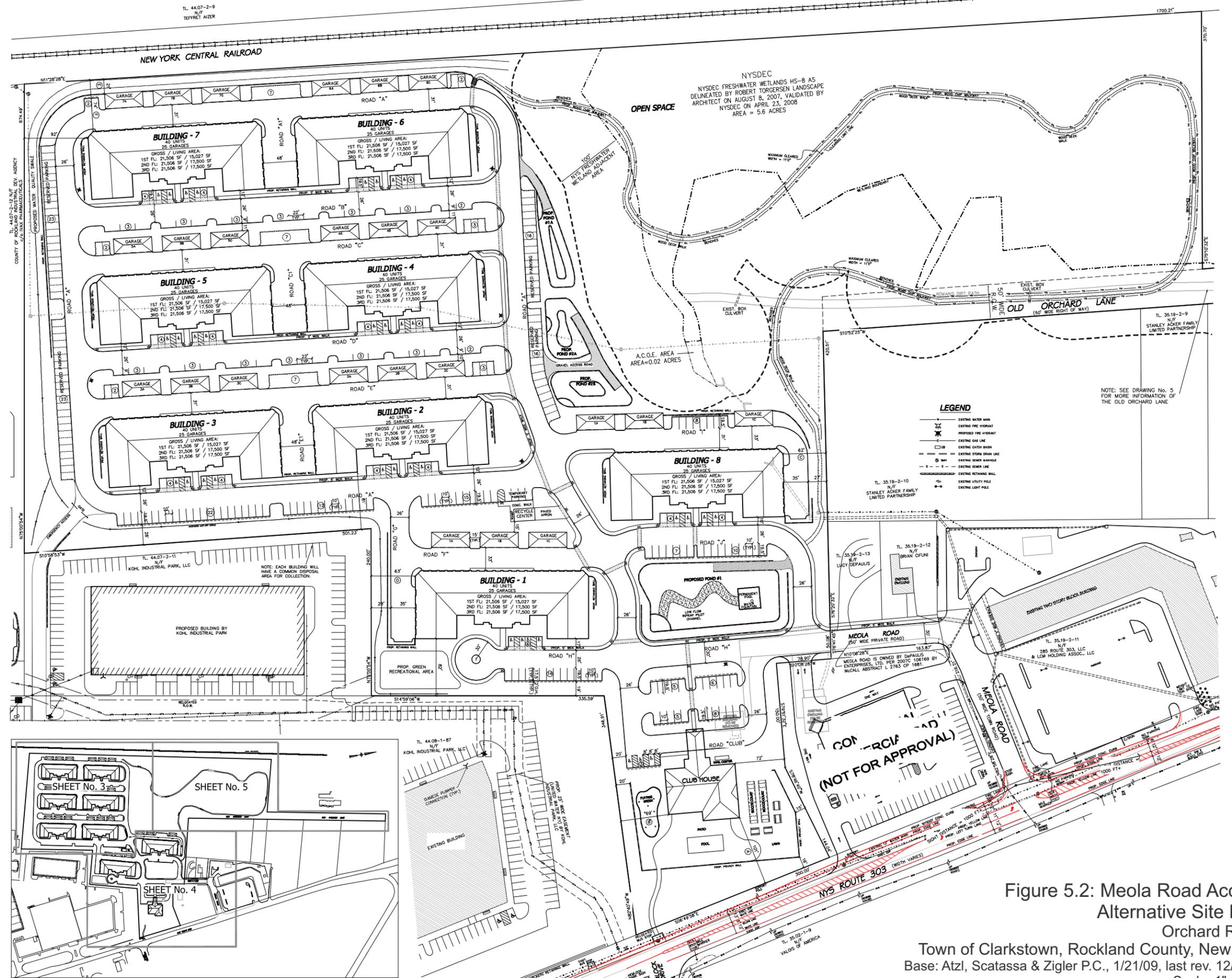


Figure 5.2: Meola Road Access
Alternative Site Plan
Orchard Ridge
Town of Clarkstown, Rockland County, New York
Base: Atzl, Scatassa & Zigler P.C., 1/21/09, last rev. 12/21/11
Scale: 1" = 150'

