FINAL ENVIRONMENTAL IMPACT STATEMENT

THE CHAIR FACTORY SITE

Village of Haverstraw, New York

March 4, 2024

PREPARER

Nelson, Pope & Voorhis, LLC
Maximilian Stach, AICP
156 Route 59 Suite C6
Suffern, NY 10901
845-368-1472
maxstach@nelsonpope.com

LEAD AGENCY
Village of Haverstraw Village Board
40 New Main Street
(845)-429-3000

PROJECT SPONSOR
Haverstraw Community Chair Factory, LLC
1046 New York Avenue, Unity A
Huntington Station, NY 11746
(516)-984-6868
rporter@mpactcollective.com

SEQRA Status: Type I

PARTICIPATING CONSULTANTS

ENGINEERING
LaBella Powered by Partnership
4 British American Boulevard
Latham, NY 12110

ECOLOGICAL EVALUATION
Nelson Pope Voorhis
Brant Reiner
70 Maxess Road
Melville, NY 11747
(631)-427-5620
breiner@nelsonpope.com

TRAFFIC ENGINEER
Nelson+Pope
Osman Barrie, PE, PTOE, PTP
70 Maxess Road,
Melville, NY 11747
(631)-427-5665 x153
OBarrie@nelsonpope.com

CULTURAL AND ARCHAEOLOGICAL RESOURCES
Jo-Ann McLean Inc
Jo-Ann McLean
916 Flanders Road,
Flanders NY 11901
jammiemclean@optimum.net

TABLE OF CONTENTS

1. INTRODUCTION AND DESCRIPTION OF PROPOSED ACTION 1-1

A. STATE ENVIRONMENTAL QUALITY REVIEW ACT 1-1

B. HISTORY OF THE SEQRA REVIEW FOR THE PROJECT 1-1

C. DESCRIPTION OF THE PROPOSED ACTION 1-1

D. PROJECT BACKGROUND, NEED, OBJECTIVES AND BENEFITS 1-2

E. LOCATION AND SITE CONDITIONS 1-4

F. PROJECT DESIGN AND LAYOUT 1-7

2. INDEX OF COMMENT RESPONSES 2-1

3. COMMENTS AND RESPONSES 3-1

A. EXECUTIVE SUMMARY 3-1

B. PROJECT DESCRIPTION 3-1

C. LAND USE, ZONING AND PUBLIC POLICY 3-1

D. COMMUNITY CHARACTER AND VISUAL IMPACTS 3-3

E. FISCAL AND ECONOMIC IMPACTS 3-3

F. COMMUNITY SERVICES 3-4

G. UTILITIES 3-4

H. STORMWATER 3-4

I. GEOLOGY – SOILS, AND TOPOGRAPHY 3-5

J. VEGETATION AND WILDLIFE 3-5

K. WETLANDS, WATERBODIES AND WATERCOURSES 3-6

L. FLOODPLAINS AND SEA LEVEL RISE 3-7

M. ARCHAEOLOGICAL AND HISTORICAL RESOURCES 3-7

N. TRAFFIC AND TRANSPORTATION 3-7

O. CONSTRUCTION 3-10

P. OTHER ENVIRONMENTAL IMPACTS 3-11

Q. ALTERNATIVES 3-11

R. MISCELLANEOUS 3-11

LIST OF TABLES

Table 1-1: Tax Parcels and Ownership 1-7
Table 1-2: Construction Schedule 1-10
Table 1-3: Construction Phase Economic Benefits (Revised) 1-10
Table 1-4: Operational Phase Economic Benefits (Revised) 1-11
Table 1-5: Projected Number of Public School Children (Revised) 1-12
Table 3-1: Plant List 3-6

LIST OF FIGURES

Figure 1-1: Site Plan 1-3
Figure 1-2: Regional Location 1-5
Figure 1-3: Project Site and Community Services 1-6

APPENDICES

Appendix A: Public Hearing Transcript, Letters and Written Comments Received on the DEIS.

1. INTRODUCTION AND DESCRIPTION OF PROPOSED ACTION

A. STATE ENVIRONMENTAL QUALITY REVIEW ACT

This Final Environmental Impact Statement (FEIS) has been prepared pursuant to the standards and requirements of the New York State Environmental Quality Review Act (SEQRA) and its implementing regulations contained in part 617, Title 6 of the New York State Code of Rules and Regulations (6 NYCCRR 617). The FEIS responds to comments received regarding the Draft Environmental Impact Statement for the Proposed Action – the redevelopment of the Chair Factory Site (the Project Site) and the establishment and "landing" of a new zoning overlay district, the Planned Development District. The Lead Agency pursuant to SEQRA is the Village of Haverstraw Village Board.

The FEIS is organized as follows:

- This initial chapter of the FEIS includes a summary of the Project, including a timeline of the environmental review process.
- The second chapter of the FEIS contains the indices of comments and responses.
- The third chapter of the FEIS contains all substantive comments regarding the Project received at the DEIS public hearing and during the DEIS comment period, and a response to each comment. Comments have been organized by topic area.
- The Appendices include the public hearing transcripts, copies of all written comments received regarding the DEIS, as well as any applicable technical reports and data referenced in the responses.

The accepted DEIS in its entirety is incorporated by reference into this FEIS.

B. HISTORY OF THE SEQRA REVIEW FOR THE PROJECT

The DEIS was prepared based on a scoping document that was adopted after a public scoping session. Chronology of the SEQRA review of the Project (to date) is as follows:

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

C. DESCRIPTION OF THE PROPOSED ACTION

The Proposed Action includes the redevelopment of the Chair Factory Site (the Project Site) and the establishment and "landing" of a new zoning overlay district, the Planned Development District. The redevelopment of the site will consist of a mix of residential, hotel, commercial, public, and open space uses as well as related infrastructure and public amenities. The zoning overlay is based upon recommendations in

the Village of Haverstraw's 2021 Comprehensive Plan and includes form-based zoning regulations that foster a predictable built environment and high-quality public realm by using physical form, rather than separation of uses. The zoning overlay is proposed to be applied to defined Development Districts (the Chair Factory Site, or Subject Site, is the first and only defined Development District described in the Zoning Overlay).

The Proposed Action includes the following conceptual uses for the purpose of assessing project-related impacts. This concept plan is hereafter referred to as the "Project." The Project includes: (i) 450 multi-family residential units, with approximately 43 percent of said units qualifying as affordable units[1] (with 30 percent of these at 30 to 80 percent AMI and 13 percent at 80 to 110 percent AMI) as determined by New York State Homes and Community Renewal, and in compliance with the Village's affordability requirements, (ii) 13,000 square feet of community and commercial space, (iii) 589 parking spaces in a mix of structured and surface parking, and (iv) a 69,000 square feet hotel . In addition, the Project includes infrastructure and public amenities, including 4.2 acres of parkland and waterfront multi-use trail. **Figure 1-1, Site Plan,** shows the Project and improvements.

D. PROJECT BACKGROUND, NEED, OBJECTIVES AND BENEFITS

Project Background

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

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

After completing an updated Comprehensive Plan process in July 2021, the Village Board embarked on a process to identify a new private redevelopment partner. A Request for Proposal (RFP) was issued on July 12, 2021, and the Project Sponsor was selected on February 9, 2022, as the "Master Developer." On September 30, 2022, the Village of Haverstraw and the Project Sponsor executed a Master Developer Agreement and Purchase and Sale Agreement. The Project Sponsor then embarked upon a process of gathering additional site information, reaching out to key community stakeholders, and holding several "Crowdsourced Placemaking" events to develop a "Recommended Action Plan (RAP)," which refined the guiding principles and initial concepts developed in response to the RFP. These guiding principles and concepts are the basis for the form-based zoning and conceptual development plan that is the subject of this FEIS.

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



NPV

Figure 1-1
Site Plan

Sources: Rockland County GIS, 2023
Scale: 1 inch equals 156 feet

N

Chair Factory
Village of Haverstraw

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

Benefits of Proposed Action
As noted in the Comprehensive Plan, several desired public improvements were highlighted to be associated with redevelopment of the Project Site, including extension of Henry Hudson Quadricentennial Park trail to Emeline Park, public assembly space, and affordable housing. The proposed Project looks to achieve many of these outlined goals, while ensuring that the development complements the uses and scale of the Village and Downtown Haverstraw. A trail is proposed within the Project, finalizing the connection between the Henry Hudson Quadricentennial Park and Emeline Park. The proposed waterfront improvements will serve as a public assembly space, allowing the residents to gather for events and enjoy the proposed retail and commercial spaces. Additionally, with thirty to forty percent of the units being affordable, the Project looks to fill a gap in the housing market for the Village. The Comprehensive Plan also identified multi-family, mixed, and hotel uses as preferred uses for the Project Site, all of which are proposed as a part of the Project. Overall, this Project aligns with the Comprehensive Plan to properly develop an identified Strategic Site in the Village.

E. LOCATION AND SITE CONDITIONS

The Village owns multiple waterfront properties totaling approximately 12.9 acres (8.7 upland acres, including 0.1 acres to be alienated from Emeline Park). The Project Sponsor is under contract to purchase three of the four additional, privately owned properties, and is working on securing the fourth property. These four privately owned properties total approximately 0.6 acres. Together, these properties are collectively known as the "Chair Factory Site" or the "Project Site." **Figure 1-2, Regional Location**, shows the Project Site in terms of its location within the surrounding area.

The Project Site involves a total of 12 parcels. Eight of the parcels are currently owned by the Village. One of the parcels, SBL: 27.54-2-16 is within Emeline Park. The Project Sponsor, along with the Village, will be seeking alienation by the New York State Legislature for approximately 6,000 SF (0.1 acre) of Emeline Park that is proposed to be used in the Project in exchange for the creation of approximately 4.2 acres of new parkland strategically connecting Emeline Park to Henry Hudson Quadricentennial Park. **Table 1-1, Tax Parcels and Ownership,** below provides the tax parcel identification, or SBLs, the ownership, and the size of involved parcels.

The Project Site is located within two Zoning Districts: the eastern portion of the Site, located east of Allison Avenue, is in the Waterfront Development District (WD), and the western portion of the Site, fronting on Broad Street, is in the Third Residence District (R-3).

The Site will be serviced by the Town of Haverstraw Police Department and the Haverstraw Fire Department. The Project Site is located within the Central North Rockland School District. **Figure 1-3, Project Site and Community Services,** shows the location of the Project Site in relation to nearby public services.



NPV

Figure 1-2
Regional Location

Sources: Rockland County GIS, 2023
Scale: 1 inch equals 596 feet

N

Chair Factory
Village of Haverstraw



NPV

Figure 1-3
Project Site and Community Services

Sources: Rockland County GIS, 2023
Scale: 1 inch equals 1,167 feet

N

Chair Factory
Village of Haverstraw

Table 1-1: Tax Parcels and Ownership

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

F. PROJECT DESIGN AND LAYOUT

Overall Site Layout

The Project includes: (i) 450 multi-family residential units, with approximately 43 percent of said units qualifying as affordable units[2], (ii) 13,000 square feet of community and commercial space, (iii) 589 parking spaces in a mix of structured and surface parking, and (iv) a 69,000 square feet hotel. In addition, the Project includes infrastructure and public amenities, including 4.2 acres of parkland with a waterfront multi-use trail, dog park, and amphitheater. **Figure 1-1, Site Plan,** shows the proposed Site Plan and improvements.

Residential Components

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

The Project divides residential units among four buildings: Building 1 with 167 units, Building 2 with 128 units, Building 3 with 71 units, and Building 4 with 84 units. Forty-eight percent of the units (217 units) are conceived as one-bedroom units, thirty-two percent of the units (144 units) as two-bedroom units, fifteen percent of the units (67 units) as studio units, and five percent of the units (22) as three-bedroom units (see Figure 2.3, Project). There are 496 structured parking spaces associated with the four buildings. The section on parking below provides additional information regarding the overall parking associated with the concept.

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

The Project includes 20,570 square feet of residential amenity space associated with the residential buildings including a front desk attendant, lobby, mailroom, fitness center, community meeting/entertainment space, bike storage and EV charging areas. All of the residential uses are intended to be built in a single phase. The phasing of the Project is further discussed in this chapter.

Non-residential Components

The Project includes a hotel, retail spaces, and community spaces. All non-residential components, except for the hotel, are contained within the residential structures described previously and thus will be constructed concurrently with the residential construction. The hotel is intended to be a second phase of the Project. The phasing of the Project is further discussed below.

Hotel

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

Retail

The Project also includes 8,000 square feet of retail space, to be located within Buildings 1 and 2. There are a total of six available retail spaces, ranging in size from 580 to 2800 square feet.

Community

The Project includes 5,000 square feet of space to be used as three community spaces. These will include a soldiers' or non-profit partner to provide services – case management, employment resources, healthcare assistance – to veterans, day care services, and employment services.

Parking

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

Open Space, Recreation and Public Amenities

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

Street Network and Site Access
Vehicular access to the Site would be provided by the proposed Liberty Street extension. The Project also proposes the development of several paved egresses allowing for vehicular access to the hotel, Building 4, and the parking garage entrance beneath Buildings 1 and 2. Pedestrian access is available throughout the site and will include the development of a trail to connect the Henry Hudson Quadricentennial Park and Emeline Park. All roads, sidewalks, and paved areas will meet the design standards required by the Village.

Clearing, Grading, Drainage and Shoreline Stabilization
Most of the site is generally level, with steep slopes along the western portion of the site. Grading would occur within the limits of disturbance of the Project Site, which generally includes the footprint of the proposed buildings, stormwater management basins, associated paving and public amenities. Within the limits of disturbance, roadways would be appropriately designed, with an approximately eight percent slope along the proposed Liberty Street extension.

Excavated soil on-site would be reused to the maximum extent practicable. However, 2,500 cubic yards of fill will be exported from the Project Site to account for excess cuts. The Project requires 22,000 cubic yards of cut and 19,500 cubic yards of fill. Stormwater runoff and site drainage would include the installation of green roofs, stormwater planters, porous pavement, hydrodynamic separators, bioretention filters, and tree planters. All stormwater management practices would be sized to treat stormwater runoff for water quality and volume reduction generated from the Project Site's impervious area for the 100-year and 500-year storm. The Project incorporates two kinds of shoreline stabilization, including living shoreline improvements to the northeastern shoreline and riprap revetment to the remaining areas of shoreline.

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

Site Lighting, and Landscaping
Site lighting and a landscaping plan can be found in **Appendix B, Site Plans** of the DEIS. The Project will include both interior and exterior lighting. There are three types of exterior lighting proposed for the Project Site including 12-foot-tall pedestrian lights, 12 foot-tall streetlights, and 31.5 inch tall bollard lights for walkways. The Project includes 15 streetlights, seven pedestrian lights, and 23 solar bollard lights. All lighting will comply with the proposed zoning and related lighting requirements. Moreover, lighting at night will be tuned to the minimum necessary for the safety of drivers and pedestrians in the area, minimizing excessive lighting. Landscaping will include various trees, shrubs, and grasses, to enhance the visual appearance of the Site.

Construction Schedule and Operations
Construction is estimated to span 29 months and include two phases as well as site work, some of which would take place concurrently. **Table 1-2, Construction Schedule**, shows a breakdown of each phase and how many months each phase would take. The estimated duration of each phase is weather dependent and subject to change.

Table 1-2: Construction Schedule

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

All construction staging and workers' parking is proposed to be located on the Project Site. Construction vehicles will access the site from Liberty Street, and no queuing of construction vehicles will occur on Liberty Street. As required by Chapter 157, Noise, of the Village Code, no construction will take place after 10:00 p.m. or before 7:00 a.m.

Additional Information on Economic Impact Analysis Since the Publication of the DEIS

Following the publication of the DEIS, additional information related to construction costs has been made available. The construction cost of the proposed hotel was inadvertently excluded from the economic impact analysis as part of **Section 3.C Fiscal and Economic Impacts** of the DEIS. As a result, the addition of the hotel in the analysis yields an additional 85 direct job years, 149 new indirect and induced job years, and over $27 MM in overall additional direct, indirect and induced economic output. Below is revised **Table 1-3: Construction Phase Economic Benefits** from the DEIS, and revised **Table 1-4: Operational Phase Economic Benefits** from the DEIS.

Table 1-3: Construction Phase Economic Benefits (Revised)

Job Creation	National Multiplier	Local Adj. Multiplier	Jobs Created
Direct Jobs per $1M Spend	**5.5**	**4.81**	**1,029**
Indirect Jobs per $1M Spend	**4.8**	**4.20**	**898**
Induced Jobs per $1M Spend	**4.9**	**4.28**	**916**
Total Jobs per $1M	**15.20**	**13.29**	**2,842**

SOURCE: MPACT; ECONOMIC POLICY INSTITUTE; BUREAU OF LABOR STATISTICS; BUREAU OF ECONOMIC ANALYSIS:

Table 1-4: Operational Phase Economic Benefits (Revised)				
Economic Impact	**Direct**	**Indirect**	**Induced**	**Total**
Direct Construction Job Years	**1029**	**898**	**916**	**2842**
Construction Spending	**$213,928,320**	**$65,183,959**	**$53,118,402**	**$332,230,681**
Permanent Jobs	**50**	**19**	**24**	**93**
Ongoing Annual Output	**$27,488,241**	**$7,532,710**	**$3,805,987**	**$38,826,937**
Annual Purchasing Power from Resident + Workers	**$11,912,264**			
% Boost to current expenditures	**9%**			

SOURCE: MPACT; ENERGY INFORMATION AGENCY; ECONOMIC POLICY INSTITUTE; BUREAU OF LABOR STATISTICS; US CENSUS BUREAU; CRAFTSMAN COST INDEX; BUREAU OF ECONOMIC ANALYSIS:

Additional Potential Mitigation of Economic Impacts Since Publication of the DEIS

Since the publication of the DEIS, the Project Sponsor has identified a possible change in the nature of the residential units. The Project may include up to 69 of the total affordable residential units to be set-aside as affordable units for seniors, aged 55 and over in accordance with the federal Housing for Older Persons Act (HOPA). HOPA allows senior housing providers to establish age restrictions, ensuring that at least 80% of the units are occupied by individuals aged 55 and older, and also provides legal protection to the housing providers who comply with its requirements, allowing them to maintain age-restricted housing without violating fair housing laws. The total number of multi-family residential units in the project will continue to be 450 units, with approximately 43 percent of said units qualifying as affordable units[3] (with 30 percent of these at 30 to 80 percent AMI and 13 percent at 80 to 110 percent AMI) as determined by New York State Homes and Community Renewal, and in compliance with the Village's affordability requirements. Impacts of the Project will be slightly changed in the following ways:

Demographics

With the set-aside of up to 69 units (23 one-bedrooms and 42 two-bedrooms) as affordable units for seniors, the mix and number of studios, one-bedroom, two-bedroom and three-bedroom units will not change. **Table 3.D.1 Projected Number of Residents** of the DEIS shows the projected net population yield from the project as 790 persons, of which 49 are public schoolchildren. Generally, affordable senior housing generates far fewer residents than market rate or affordable housing that is not age-restricted. Based on previous experience, throughout the region, NPV recommends demographic multipliers of 1.2 persons per age-restricted one-bedroom unit and 1.7 persons per age-restricted two-bedroom unit. This would result in a population decrease of 44 persons throughout the project, 17 of which are public schoolchildren.

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

Town and Village Fiscal Impacts

The reduction of 44 persons from the project would reduce costs to the Town by approximately $14,000 and to the Village of $12,500.

Schools

As noted in **Table 3.D.3: Projected Number of Public School Children** of the DEIS, there were 49 school children projected for the Project. As the new alternative would result in more of the total 450 units to be occupied by seniors, the number of school age children will also decrease slightly. While HOPA allows senior housing providers to establish age restrictions which ensures that at least 80% of the units are occupied by individuals aged 55 and older, if all of the 69 one and two bedroom affordable senior units were occupied only by seniors, the projected number of public school children would be lowered from 49 to 32. **Table 1-5 Projected Number of Public School Children – Revised** shows how the new senior units would reduce the number of public school children in one and two bedroom units. The reduction of 17 schoolchildren would reduce costs to the school district by approximately $246,500.

Table 1-5: Projected Number of Public School Children (Revised)

Unit Type	Income Level	Number of Units	Rutgers Public School Children Per Unit*	MPACT Public School Children Per Unit	Rutgers Total Public School Children	Project Sponsor Public School Children
Studio	Affordable	19	0	0	0	0.00
Studio	Market	48	0	0	0	0.00
One Bedroom	Affordable	23	0.09	0.05	2.08	1.15
One Bedroom	Market	152	0.07	0.05	10.64	7.60
One Bedroom	Senior Affordable	42	0	0	0.00	0.00
Two Bedroom	Affordable	15	0.67	0.57	9.99	8.50
Two Bedroom	Market	102	0.16	0.12	16.32	12.24
Two Bedroom	Senior Affordable	27	0	0	0.00	0.00
Three Bedroom	Affordable	7	1.27	1.64	8.89	11.48
Three Bedroom	Market	15	0.63	0.21	9.45	3.15
				Gross Population Increase	57.37	44.13
				95% Occupancy Rate Adjustment	54.50	41.92
				Net Population Increase (Rounded)	**44**	**32**

SOURCE: RUTGERS UNIVERSITY, CENTER FOR URBAN POLICY RESEARCH: RESIDENTIAL DEMOGRAPHIC MULTIPLIERS RUTGERS UNIVERSITY, CENTER FOR URBAN POLICY RESEARCH: RESIDENTIAL DEMOGRAPHIC MULTIPLIERS - ESTIMATES OF THE OCCUPANTS OF NEW HOUSING, JUNE 2006 (NEW YORK STATE, TOTAL PERSONS IN BUILDINGS WITH 5+ RENTAL UNITS, MORE THAN $1,100/MONTH FOR MARKET UNITS, AND LESS THAN $500/MONTH FOR AFFORDABLE UNITS, CATEGORIZED INTO 1 BR, 2 BR AND 3 BR UNITS); MPLAN COLLECTIVE ANALYSIS

Net Fiscal Impact

The conversion of 69 of the affordable units from non-age-restricted to age-restricted units would reduce the net impact of the project by approximately $283,000, from a total net cost to all taxing jurisdictions of approximately $519,000 to a net cost of $236,000. This would constitute approximately 0.12% of the real property levy and would result in an increase of $22 to 2023 real property tax paid by a single-family home valued at $350,000 as opposed to $49 for all non-age-restricted units.

Emergency Services

Emergency Services: as noted in **Section 3.D.3, Police, Fire and Emergency Services** of the DEIS, based on the planning standards published in the Urban Land Institute's Development Assessment Handbook the increase in population of the Project could result in an increased demand of 0.1 EMS personnel and no additional EMS vehicles. Assuming 69 of the 450 units will be set-aside as affordable senior units, there will likely be a slight increase in the number of calls for emergency services, although this increase will be partially off set by the above-mentioned reduction in the overall population of the Project.

With the set-aside of up to 69 units as affordable units for seniors, there will be a decrease in the net population yield, a decrease in the number of school children and associated project costs, and a slight increase in the number of calls for emergency services. However, as the size and design of the overall project will be minimally changed resulting from the increase in senior affordable units, all other environmental impacts would be the same as the Proposed Action

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2. INDEX OF COMMENT RESPONSES

FEIS Subsection	Comment Source/Key		Commentor	Comment/Response Number
Project Description	Public Meeting #1	Page 35	Mel Post	3B.1
Land Use, Zoning and Public Policy	Letter #1	Page 1-2 Comment #1	Douglas A. Schuetz, Rockland County Department of Planning	3C.1
Land Use, Zoning and Public Policy	Letter #1	Page 2 Comment #2	Douglas A. Schuetz, Rockland County Department of Planning	3C.2
Land Use, Zoning and Public Policy	Public Meeting #1	Page 36	Mel Post	3C.3
Community Services	Public Meeting #1	Page 37	Magdalena Truchan	3F.1
Utilities	Letter #1	Page 2 Comment #4	Douglas A. Schuetz, Rockland County Department of Planning	3G.1
Vegetation and Wildlife	Letter #1	Page 2 Comment #3	Douglas A. Schuetz, Rockland County Department of Planning	3J.1
Floodplains and Sea Level Rise	Letter #1	Page 2 Comment #5	Douglas A. Schuetz, Rockland County Department of Planning	3L.1
Traffic and Transportation	Letter #1	Page 2 Comment #6	Douglas A. Schuetz, Rockland County Department of Planning	3N.1
Traffic and Transportation	Letter #1	Page 2 Comment #7	Douglas A. Schuetz, Rockland County Department of Planning	3N.2
Traffic and Transportation	Public Meeting #1	Page 31	Larry Levine	3N.3
Traffic and Transportation	Public Meeting #1	Page 31	Larry Levine	3N.4
Traffic and Transportation	Public Meeting #1	Page 33	Steve Medwin	3N.5
Miscellaneous	Public Meeting #1	Page 33-34	Andrea Caccuro	3R.1
Miscellaneous	Public Meeting #1	Page 38	Pat Goodman	3R.2
Miscellaneous	Public Meeting #1	Page 38	Duncan McMillan	3R.3
Miscellaneous	Public Meeting #1	Page 34-35	Marcy Mechanic	3R.4
Miscellaneous	Public Meeting #1	Page 34	Dinorah Rijo	3R.5

3. COMMENTS AND RESPONSES

A. EXECUTIVE SUMMARY

No comments received.

B. PROJECT DESCRIPTION

Comment 3B.1:
Assuming everything goes well, and everything is accepted, when would you think the possibility of breaking ground and starting the project would come about?

(Public Meeting #1, Pg. 35. Mel Post, Resident, 1/29/2024)

Response 3B.1:
The construction schedule is listed within **Table 1.2: Construction Schedule**. It is anticipated that construction will begin on the project as early as September 2024 and each construction phase will take between 21 months and 29 months to complete.

C. LAND USE, ZONING AND PUBLIC POLICY

Comment 3C.1:
In 2003, the Waterfront Planned Development District (WPD) was created to facilitate the implementation of the Village's Urban Renewal Plan for the Waterfront Urban Renewal Plan and the Local Waterfront Revitalization Program (LWRP). These documents identified five Land Use Areas along the waterfront as the target for redevelopment. The subject site is comprised of Land Use Areas C, D, and E. Section 245-21.1 of the Village Zoning Code establishes a maximum of 890 dwelling units across the five Areas, five percent of which must be affordable rental units. Between the subject three Areas, only a total of 210 units are permitted. Specific uses permitted by right are also established for each Land Use Area. Hotels are also not on the list of permitted uses within the WPD, and only a certain square footage of commercial space is permitted. Density, bulk, and other standards, such as parking, are also established for each Area. The Village must address how the proposal differs from the standards and restrictions of the WPD. In addition, it must be stated how the zoning code, waterfront Urban Renewal Plan, and 2021 LWRP will be amended since the proposed redevelopment of the Chair Factory Site does not comply with these documents.

(Letter #1, Pg. 1-2, Douglas Schuetz, Acting Commissioner, Rockland County Department of Planning, 12/21/2023)

Response 3C.1:
Regarding the Waterfront Planned Development District (WPD), the Project Site is the location of the former Empire Chair Factory which was demolished circa 2004 in connection with an Urban Renewal Plan to allow for the planned redevelopment of the Project Site as part of the “Haverstraw Downtown Waterfront Redevelopment” which underwent SEQR review and for which the Village of Haverstraw Board of Trustees, acting as lead agency, issued findings in 2003. The Project Site, at that time, was rezoned to the WD District which allows for 210 units of multi-family housing; 65,000 square feet of hotel, retail, and service commercial; a 500-space commuter parking garage; the relocation of the Haverstraw-Ossining Ferry and various sundry uses. Ultimately, site plan approval for construction on the Project Site in conformance with the approved urban renewal plan and zoning approval was not sought by the original private redevelopment partner.

After completing an updated Village-wide Comprehensive Plan process in July 2021, the Village Board embarked on a process to identify a new private redevelopment partner. A Request for Proposal (RFP) was issued on July 12, 2021, and the Project Sponsor was selected on February 9, 2022, as the "Master Developer." On September 30, 2022, the Village of Haverstraw and the Project Sponsor executed a Master Developer Agreement and Purchase and Sale Agreement. The Project Sponsor then embarked upon a process of gathering additional site information, reaching out to key community stakeholders, and holding several "Crowdsourced Placemaking" events to develop a "Recommended Action Plan (RAP)," which refined the guiding principles and initial concepts developed in response to the RFP. These guiding principles and concepts are the basis for the form-based zoning and conceptual development plan that is the subject of this FESIS.

Also see response to comment 3C.2.

Section 3.A.2 of the DEIS explains existing zoning at and around the Project Site, and potential impacts a new Zoning Overlay for Planned Developments at the Project Site.

The Village's 2005 LWRP is currently being updated by the Village. The update will include and consider the details of the Proposed Action, including the form-based zoning and conceptual development plan that is the subject of this FEIS.

Comment 3C.2:
The 2021 Village Comprehensive Plan identifies the subject site as Strategic Site 26-2. Preferred uses include single-family attached residential, mixed use village style a hotel; multi-family residential; and/or a restaurant. Desired public improvements include an extension of the HHQP trail to Emeline Park; a canoe launch; public assembly space; tour boat dock; pedestrian link to Bowline Point Park; and affordable housing. The design principles envisioned for the site involve maintaining continuous public water access; mirror the scale and pattern of the Village downtown; provide an anchor use for downtown; interconnection to the road system; provide a central public gathering space; construct above future projected flood elevations; and impose height limits to respect view corridors from downtown. The DEIS shall discuss how the goals of the Comprehensive Plan are incorporated into the redevelopment of this site.

(Letter #1, Pg. 2, Douglas Schuetz, Acting Commissioner, Rockland County Department of Planning, 12/21/2023)

Response 3C.2:
The DEIS discusses how the goals of the 2021 Comprehensive Plan are incorporated into the redevelopment of the site. Section **3.A.3 Policy Documents** notes that five of the nine Goals listed in the Comprehensive Plan are accomplished through the Proposed Action:

- The Proposed Action enhances scenic and physical connections to the Hudson River by improving an existing and inaccessible site with a mixed-use development which extends pedestrian access from the adjacent streets into the site and creates new public spaces within the site with views of the Hudson River and creates a new riverfront trail that connects to African American Memorial Park and Emiline Park.
- The Proposed Action improves access to natural and recreational resources to all Village residents and visitors by creating a new publicly accessible riverfront trail with native plantings that connects two Village riverfront parks.
- The Proposed Action improves the diversity, marketability, and profitability of downtown and other Village businesses by bringing new residents and commercial and open space activities to a site adjacent to the downtown.

- The Proposed Action maintains and enhances the sustainability of Village life by bringing a variety of new residents to help support downtown businesses and utilizes a currently vacant space with a mixed-use development walkable to downtown.
- The Proposed Action strengthens transportation connections, alternatives, and gateways by connecting the downtown to the waterfront with public sidewalks and pathways and connects the waterfront pedestrian and bicycle trail at Henry Hudson Quadricentennial Park and Emeline Park.

The Comprehensive Plan also details various elements and features of the Proposed Action, particularly in its recommendations for a mix of uses at the site, the inclusion of public improvements, open space and trail linkages, continuation of the scale and pattern of downtown, and the development of a master plan and form-based code to guide the development of the site and incorporate the desired land uses, scale and urban fabric desired in the plan.

Comment 3C.3:
How this will work with respect to the downtown area of the village. I've always been or had the feeling that the village goes as the downtown area goes. And I'm hoping that that will be upgraded, and we will have the kind of a village where people will be happy to go from store to store, shopping, and that that area will go forward. as well as the project. And I am in favor of the project. (Clarification noted by Mayor Michael Kohut: "How will this project impact the downtown business district and how will the project connect with the existing downtown area?")

(Public Meeting #1, Pg. 36 Mel Post, Resident, with clarification from Mayor Michael Kohut, 1/29/2024)

Response 3C.3:
As noted in **Section 3.A.1 Land Use** of the Draft Environmental Impact Statement, the redevelopment of the Project Site from its current status as vacant land is consistent with the mix of uses existing in the adjacent Haverstraw Central Business District. The height and density of redevelopment of the Proposed Action is compatible with the adjacent downtown and recent waterfront residential development along the Village's waterfront, including the Harbors at Haverstraw and Admirals Cove developments. The redevelopment will add an additional 790 residents to the downtown, a 69,000 square foot hotel, 8,000 square feet of retail space, and new open space and waterfront trails. The Project Site and the proposed mix of uses will be immediately adjacent to downtown and directly connected to the downtown's street grid. Vehicles will enter the Site directly through the Liberty Street extension into the Site and serving as the Projects main vehicular access. The proposed retail spaces will be concentrated along the Project's Allison Avenue and Broad Street frontages, adjacent to Main Street. The downtown sidewalk system will also extend into the Project Site, allowing retail shoppers, restaurant patrons and park visitors to easily walk between the Project, downtown and the waterfront parks.

D. COMMUNITY CHARACTER AND VISUAL IMPACTS

No comments received.

E. FISCAL AND ECONOMIC IMPACTS

No comments received.

F. COMMUNITY SERVICES

Comment 3F.1:
So, knowing that people will come downtown and shop and eat and live here is very exciting. But I think the most exciting part for me is there is such a lack of affordable housing throughout the nation. And one of the things that people complain about in North Rockland is how they either must leave, or they can't afford to stay here, and, like, half their salary is going towards rent, that now we will have more affordable units. And 43 percent number is very generous. I've never even seen that. It's, especially in the city, it's always 20 percent and under if I'm not mistaken. So, 40 percent, 43 percent is great, so. This is very exciting.

(Public Meeting #1, Pg. 37 Magdalena Truchan, Resident, 1/29/2024)

Response 3F.1:
As noted in **Section 3.D.1 Demographics** of the Draft Environmental Impact Statement, the project will increase housing options within the Village of Haverstraw The Project includes: (i) 450 multi-family residential units, with approximately 43 percent of said units qualifying as affordable units[4] (with 30 percent of these at 30 to 80 percent AMI and 13 percent at 80 to 110 percent AMI) as determined by New York State Homes and Community Renewal, and in compliance with the Village's affordability requirements. The Project Sponsor has also identified a possible change in the nature of the residential units. The Project may include up to 69 of the total affordable residential units to be set-aside as affordable units for seniors, aged 55 and over in accordance with the federal Housing for Older Persons Act (HOPA).

G. UTILITIES

Comment 3G.1:
The Utilities section addresses public water and sewer mains, as well as the availability of electric, telephone, and cellular data. This should be expanded to address whether gas will also be supplied to the site, since a higher residential density will result in an increase in usage.

(Letter #1, Pg. 2, Douglas Schuetz, Acting Commissioner, Rockland County Department of Planning, 12/21/2023)

Response 3G.1:
As noted in **Section 3.E. Utilities** of the DEIS, it is anticipated that Orange and Rockland Utilities would be able to provide gas service without impact on its ability to serve its other customers in the area. The Project Sponsor has sent a request to Orange and Rockland Utilities to serve the project and to confirm that gas and electric services can and would be provided to the proposed project. The project sponsor is also in discussions with Orange and Rockland Utilities regarding the potential to install a pilot program geothermal loop network to reduce energy consumption and corresponding emissions. Regardless of the results of the geothermal investigations, the project is likely to be all electric and not utilize gas.

H. STORMWATER

No comments received.

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

I. GEOLOGY – SOILS, AND TOPOGRAPHY

No comments received.

J. VEGETATION AND WILDLIFE

Comment 3J.1:
Chapter 2 of the DEIS will include information on the proposed landscaping. We recommend that plants native to New York be used to help preserve and promote biodiversity. Native plants are better adapted to the local climate and soils, making them easier to care for, and result in the need for less fertilizer, pesticides, and use of water. They also have deeper root systems that help prevent erosion and increased runoff into local waterbodies. A pdf titled "Native Plants for Gardening and Landscaping Fact Sheets" that lists native species and the environments in which they can grow can be found on the New York State Department of Environmental Conservation's website: https://www.dec.ny.gov/get- involved/living-green/sustainable-landscaping.

(Letter #1, Pg. 2, Douglas Schuetz, Acting Commissioner, Rockland County Department of Planning, 12/21/2023)

Response 3J.1:
As noted in **Section 3.H Vegetation and Wildlife** of the DEIS, the proposed plantings on the Project Site are mostly native species along with ornamental species suitably adapted to the site conditions which are not invasive. The plantings which have been chosen will help stabilize loose soils and prevent erosion, provide vegetative screening, mitigate the impacts from stormwater along with enhancing the overall visual appearance of the project site. The Landscaping Plan, found in **Appendix B, Site Plans**, shows the areas of disturbance, locations and relative spacing of proposed plantings, including trees, shrubs, grasses, perennials, and seed mixes for the Project. A total of approximately 120 new trees will be planted inclusive of the species listed in **Table 3-1, Plant List**.

The landscaping plans and plant palette would continue to be developed during Site Plan review to include regionally appropriate plantings and avoid the use of any invasive species. In addition, the plantings will extend throughout the entirety of the Site, with trees bordering circulation routes (pedestrian and vehicular). Live cutting/live stake joint plantings on the northwestern portions of the shoreline and riprap repairs will incorporate regionally appropriate plantings.

Table 3-1: Plant List

Common Name	Scientific Name
Trees	
Deodar Cedar	*Cedrus Deodara*
Donald Wyman Crabapple	*Malus Sp.*
Prairifire Crabapple	*Malus Sp.*
Honey Locust	*Gleditsia Triacanthos*
Flowering Dogwood	*Cornus Florida*
Hackberry	*Celtis Occidentalis*
Red Oak	*Quercus Rubra*
Ginko	*Ginko Biloba*
Bloodgood London Planetree	*Plantanus X Acerifolia*
Swamp White Oak	*Quercus Bicolor*
Shrubs	
Hummingbird Summersweet	*Cletha Alnifolia*
Cultivar Sweetspire	*Itea Virginica*
Bigleaf Hydrangea	*Hydrangea Macrophylla 'Bailmer'*
Gray Dogwood	*Cornus Racemosa*
Black Chokeberry	*Aronia Melanocarpa*
Serviceberry	*Amalanchier Canadensis*
Mapleleaf Viburnum	*Viburum Acerfolium*
Nannyberry	*Viburnum Lentago*
Gray Dogwood	*Cornus Racemosa*
Witchhazel	*Hamamelis Virginiana*
Grasses and Perennials (for stormwater treatment areas)	
Turtlehead	*Chelone Glabra*
Little Bluestem	*Schizachyrium Scoparium*
Switch Grass	*Panicum Virgatum*
Maiden Hair Grass	*Miscanthus Sinensis*
Seed Mixes (for stormwater treatment areas)	
FACW Wetland Meadow Mix (ERNMX-122) by Ernest Seeds	
Rain Garden Mix (ERNMA-180) by Ernest Seeds	

Source: Landscaping Plan, LaBella.

K. WETLANDS, WATERBODIES AND WATERCOURSES

No comments received.

L. FLOODPLAINS AND SEA LEVEL RISE

Comment 3L.1:
The 2021 Comprehensive Plan indicates the subject site will need to adapt to sea level rise and that shoreline stabilization is needed for this area to resist erosion during future storms. Sea level rise is addressed within the Scoping Document, but not shoreline stabilization, The DEIS must include information on this topic.

(Letter #1, Pg. 2, Douglas Schuetz, Acting Commissioner, Rockland County Department of Planning, 12/21/2023)

Response 3L.1:
Section 3.I Wetlands, Waterbodies and Watercourses of the DEIS notes that the Project would construct two types of shoreline improvements to stabilize the shoreline. The stabilization methods include 2,000 square yards (SY) of **vegetated stone revetment** and 3,500 SY of **unvegetated stone revetment**. The mudline would be excavated to remove enough existing sediment to install the proposed planted and riprap revetement with layers of armor stones, bedding stones, clean sand, and geotextile fabric. To maintain the elevation of the existing mudline, a net zero cut/fill below Mean High Water (MHW) is proposed. Both revetments would require disturbance to the watercourse – including excavation and fill – to properly establish the native planting areas. The live cutting/live stake plantings in the planted revetment would consist of native (site and habitat appropriate) plantings for the area. Additional details related to these improvements are shown in the Shoreline Concept Plan Sheet, found in **Appendix B, Site Plans**. Disturbance of native and non-native vegetation along the banks of the shoreline, as well as temporary disturbance to the waterway, will occur during construction. However, Best Management Practices [BMP] (erosion control, turbidity curtains, etc.) can be implemented to minimize impacts.

M. ARCHAEOLOGICAL AND HISTORICAL RESOURCES

No comments received.

N. TRAFFIC AND TRANSPORTATION

Comment 3N.1:
The Traffic and Transportation section seems to be limited in the scope of discussion. This should be expanded to include public transportation, bicycle and pedestrian traffic, and other modes of transportation.

(Letter #1, Pg. 2, Douglas Schuetz, Acting Commissioner, Rockland County Department of Planning, 12/21/2023)

Response 3N.1:
Downtown Haverstraw and the Project Site are served by multiple modes of transportation. The Project will be integrated into the existing sidewalk and roadway network to serve pedestrians, private automobiles, for-hire automobiles, trucks, and other personal transportation methods such as bicycles, e-bikes, and scooters. Below is a discussion of how the Project Site will be served by public transportation, bicycle, and pedestrian facilities.

Bus Service

Local public bus service is provided to Downtown Haverstraw by Transport of Rockland (TOR) which is operated by the County of Rockland. Regional private bus service to Downtown is also provided by Rockland Coaches, which is operated by Coach USA. Paratransit bus service is provided by the County of Rockland through the

Transportation Resources Intra-County for Physically Disabled and Senior Citizens (TRIPS). Below is further discussion of these services.

Transportation of Rockland (TOR)

Downtown is served by three local bus lines operated by TOR. The following is a summary of the routes and destinations, type of service, service times and the nearest bus stops to the Project Site for each of these lines:

Route 91 –Spring Valley to Nyack:

This service runs along Routes 45, 303, 9W and 202 with service through Spring Valley, Hillcrest, New Square, New City, The Yeager Health Center, Mount Ivy, Haverstraw, Valley Cottage, the Palisades Center in Nanuet, and Nyack. This route has a local bus service and express bus service hourly from approximately 6:30 a.m. to 8:30 p.m. on weekdays with Express Service extending until 1 a.m. westbound and 12:25 a.m. eastbound. Saturday has a schedule similar to the weekday schedule and Sunday operates at a reduced service. The nearest bus stop is located at the intersection of Maple Avenue and New Main Street, approximately 0.3 miles from the Project Site.

Route 95 – Rockland Community College to Haverstraw:

This service runs along Routes 306, 202 and 9W with service through Rockland Community College in Ramapo, Wesley Hills, Pomona, Garnerville, West Haverstraw, and Haverstraw. This local service runs hourly between 7:00 a.m. and 7 p.m. on weekdays. The buses leave and arrive both eastbound and westbound every hour. The nearest bus stop is located at the intersection of Maple Avenue and New Main Street, approximately 0.3 miles from the Project Site.

Route 97 – Stony Point to Tappan

The service runs along Routes 9W and 303 with service through Stony Point, West Haverstraw, Haverstraw, Valley Cottage, the Palisades Mall in Nanuet, Orangeburg, and Tappan. The local bus service runs weekdays only during the morning and evening rush (from 5:00 a.m. to 8:00 a.m. and 4:00 p.m. to 7:30 p.m.) with service running approximately every half hour. The nearest bus stop is located at the intersection of Maple Avenue and Fairmount Avenue, also approximately 0.3 miles from the Project Site.

Transportation Resources Intra- County for Physically Disabled and Senior Citizens (TRIPS).

TRIPS is a paratransit bus service for the physically disabled and senior citizens who cannot utilize the TOR bus service based on their disabilities. The service runs weekdays from 7 a.m. to 7 p.m. with limited service on Saturday from 8 a.m. to 5 p.m. This door-to-door service requires scheduling through TRIPS and operates only within Rockland County.

Coach USA

Coach USA provides bus service from the Port Authority Bus Terminal and George Washington Bridge Bus Terminal in New York City. A bus stop is located at the corner of Routes 9W and 202, which is approximately a mile from the Project Site. The bus service runs primarily during rush hour, servicing commuters.

Ferry Service

NY Waterway operates a ferry service between Haverstraw and Ossining. The ferry operates on weekdays during commuting rush hours and runs in half hour intervals. The trip is about 14 minutes with connections to the Metro North Hudson Line in Ossining. The Haverstraw station is located at Dr. Girling Drive, adjacent to the Admirals Cove residential development. The walking route to the ferry terminal is approximately 0.6 miles from the Project Site.

Walking and Biking

Downtown Haverstraw allows for car-free movement between residential, retail, dining, and waterfront recreational uses as it is dense, walkable, and scaled for pedestrian access. The downtown and the Project Site are relatively flat, which improves accessibility for those with disabilities and provides safer access for bicycle transportation. Many of the sidewalks in the downtown are ADA accessible with curb ramps at crosswalks.

The Proposed Project will include sidewalks, pathways, and trails to allow for more pedestrian and bicycle access both through and within the Project Site. These connections will encourage walking and bicycling in and around downtown and the waterfront. The Proposed Project will also include approximately 4.2 acres of new parkland and waterfront trails and will provide a connection from Emeline Park to the south and Henry Hudson Quadricentennial Park to the west. All the sidewalks, crosswalks and trails will meet the design standards of the Village.

Comment 3N.2:

The Rockland County Department of Public Transportation should be included on the list of Interested agencies, as their bus routes and capacity may be affected as a result of this project.

(Letter #1, Pg. 3, Douglas Schuetz, Acting Commissioner, Rockland County Department of Planning, 12/21/2023)

Response 3N.2:

The FEIS will be distributed to the Rockland County Department of Public Transportation.

Comment 3N.3:

How do people get to this new development? What roads will be utilized to travel to the new development?

(Public Meeting #1, Pg. 31 Larry Levine, Resident, 1/29/2024)

Response 3N.3:

As noted in **Section 3.L Traffic and Transportation**, the Project Site is located adjacent to Haverstraw's downtown and waterfront. The Site has frontage along Allison Avenue, Broad Street and Liberty Street. Primary vehicle access to the Project is proposed from Liberty Street which intersects with Broad Street. Liberty Street will be extended into the Project Site and also provide access to the Project's parking areas. A sidewalk will also be included along the newly extended Liberty Street. New waterfront trails will connect to Emeline Park to the south and Henry Hudson Quadricentennial Park to the west.

Comment 3N.4:

Based on the way traffic is now, what plan is part of the development to widen the roads, increase roads, add roads, do whatever you can? Because traveling around here, particularly during the end of school time and rush hour, is very tough. The roads are just not big. Aside from condition, I'm talking about size and availability. So, what part of the project involves new roads and bigger roads?

(Public Meeting #1, Pg. 31. Larry Levine, Resident, 1/29/2024)

Response 3N.4:

Section 3.L of the DEIS assesses existing roadway, parking, and traffic conditions in the Village of Haverstraw. The potential impacts of the Project are also discussed, including the amount of traffic generated by the Project, impacts on adjacent streets and intersections throughout the Village. No roads are proposed to be enlarged. Only Liberty Street will be extended into the Project Site.

The Traffic Impact Study assessed 27 intersections within the Village. Turning movement counts were conducted when school was in session using Miovision cameras on Wednesday April 26, 2023, and on Saturday April 29, 2023 for all intersection except Gurnee Avenue at Railroad Underpass was collected Wednesday April 26, 2023, and on Saturday June 10, 2023 and Gurnee Avenue at NYS Route 9W was collected Tuesday May 2, 2023, and on Saturday June 10, 2023 The recording was conducted from 6 am to 9 am during the weekday AM peak period, from 4pm to 7pm during the weekday PM peak period and from 11 am to 2pm during the Saturday peak period. More details on the traffic conditions at these intersections are available in **Appendix M, Traffic Impact Study** of the DEIS.

Capacity analyses were conducted at all the study intersections for the 2023 Existing, 2027 No Build and 2027 Build conditions during the weekday AM, weekday PM, Saturday Midday peak hours. A summary of the results of the analyses and proposed mitigation measures are described below:

- During the No Build Condition, all the signalized intersections studied operate at overall Level of Service D during the weekday AM, weekday PM, Saturday peak hours with all approach movements operating at Level of Service D or better during the analyzed peak hours. To mitigate impacts of the Project, only NYS Route 9W at New MainStreet would need a signal adjustment to improve all approach movements operating at Level of Service D or better.
- During the Build Condition, all the unsignalized intersections studied operate at Level of Service D or better during the analyzed peak hours except for the following:
    - Broad Street/West Broad Street at Broadway which had some impacts with a Level of Service F in the eastbound and westbound PM peak hours. To mitigate impacts, the installation of an all-way stop control will improve the Level of Service to B or better.
    - Westside Avenue/Broadway at Samsondale Avenue had some impacts with a Level of Service F in the eastbound AM and PM peak hours. To mitigate impacts, the installation of an all-way stop control will improve to the Level of Service to D or better.

Broad Street at Liberty Street, which is proposed as the entrance/exit to the Proposed Project, had some impacts with a Level of Service F in the northbound AM peak hours. To mitigate impacts, the installation of an all-way stop control will improve the Level of Service to B or better.

Comment 3N.5:
I've reviewed most of the DEIS. I think it looks great. I'm very excited about the project. I guess my only qualification besides being a resident is I walk from Harbors through Haverstraw and back every morning all year round. And I've walked the Chair Factory site, I've walked Emeline Park, and I'm very excited about extending the places to walk. It looks like it's walking friendly. You don't need more roads to do this. So, I just want to express my support for the project. Hope it goes forward. Thanks.

(Public Meeting #1, Pg. 33. Steve Medwin, Resident, 1/29/2024)

Response 3N.5:
Comment noted. An important benefit of the project will be approximately 4.2 acres of open space and a new waterfront trailway which will provide a connection from Emeline Park to the south, through the Project Site, to Henry Hudson Quadricentennial Park to the west. The new trail will improve downtown Haverstraw's connection with the waterfront, providing more open space and passive recreation resources for the public.

O. CONSTRUCTION

No comments received.

P. OTHER ENVIRONMENTAL IMPACTS

No comments received.

Q. ALTERNATIVES

No comments received.

R. MISCELLANEOUS

Comment 3R.1:
I have been speaking to Ryan and his team since we've been doing the comprehensive plan. And the one thing I can say is that they've been really engaged with the community. They wanted to know what the community said during our meetings for the comprehensive plan. They put it in their plan, and they continue to be engaged with the community. So, I'm in support of this project.

(Public Meeting #1, Pg. 33-34. Andrea Caccuro, Resident, 1/29/2024)

Response 3R.1:
Comment noted.

Comment 3R.2:
I'm a four-and-a-half-year resident at The Harbors here in Haverstraw. I'm very excited about this project, looking forward to being involved with affordable housing, and I think the idea of a multiuse community on a waterfront, I think is commendable. It's mindful. It's thoughtful. And I'm very happy to be a part of this project.

(Public Meeting #1, Pg. 38 Pat Goodman, Resident, 1/29/2024)

Response 3R.2:
Comment noted.

Comment 3R.3:
What's the likelihood of getting a decent grocery store in the village?

(Public Meeting #1, Pg. 38. Duncan McMillan, Resident, 1/29/2024)

Response 3R.3:
While tenants for the 8,000 square feet of retail space in the Proposed Project have not been determined, an estimated 790 residents, as well as visitors to the proposed hotel and waterfront park may help attract a new grocery store or further increase the viability and attractiveness of the Village for further economic investment.

Comment 3R.4:
I've been to a number of the meetings that you had. And I believe that your vision is great. I think that you've cared a lot about what we all thought about the location and what we could do there, and I think it would be a great asset. And I'm in support of the project. Thank you.

(Public Meeting #1, Pg. 34-35. Marcy Mechanic, Resident, 1/29/2024)

Response 3R.4:
Comment noted.

Comment 3R.5:
I'm here because I am in support of it. I think it would enhance the whole community. So, I feel that we need it.
(Public Meeting #1, Pg. 34. Dinorah Rijo, Resident, 1/29/2024)

Response 3R.5:
Comment noted.

Comment 3R.6:
I'm very excited about this project, in particular the boutique hotel that's coming because many people don't realize this, that we desperately need more hotels in the county. I did know this, but I spoke to Lucy Redzeposki from Rockland Tourism, and they get booked very quickly.
(Public Meeting #1, Pg. 36-37 Magdalena Truchan, Resident, 1/29/2024)

Response 3R.6:
Comment noted.

APPENDIX A

PUBLIC HEARING TRANSCRIPT, LETTERS AND WRITTEN COMMENTS RECEIVED ON THE DEIS.

STATE OF NEW YORK : COUNTY OF ROCKLAND

VILLAGE OF HAVERSTRAW : VILLAGE BOARD

- X

IN THE MATTER
OF
CHAIR FACTORY DEVELOPMENT

- X

Village of Haverstraw
40 New Main Street
Haverstraw, New York
January 29, 2024
7:03 p.m.

BEFORE:

MICHAEL F. KOHUT, MAYOR
RAFAEL BUENO, SR., TRUSTEE
GIL CARLEVARO, TRUSTEE
JOEL SANTANA, TRUSTEE
RICHARD SENA, TRUSTEE
J. NELSON HOOD, VILLAGE ATTORNEY
ELAINE A. FERNANDEZ, DEPUTY CLERK/TREASURER

ROCKLAND & ORANGE REPORTING
2 Congers Road, Suite 2
New City, New York 10956
(845) 634-4200

Proceedings

MAYOR KOHUT: Can everyone please rise for the Pledge to the Flag?

(Whereupon, the Pledge of Allegiance was recited.)

MAYOR KOHUT: Roll call.

THE CLERK: Trustee Rafael Bueno, Senior?

TRUSTEE BUENO: Present.

THE CLERK: Trustee Gil Carlevaro?

TRUSTEE CARLEVARO: Present.

THE CLERK: Trustee Joel Santana?

TRUSTEE SANTANA: Present.

THE CLERK: Trustee Richard Sena?

TRUSTEE SENA: Present.

THE CLERK: Mayor Michael Kohut?

MAYOR KOHUT: Present. Thank you all for coming tonight. This is a special meeting of the Board of Trustees for the purpose of a presentation about the draft environmental impact statement for the proposed Chair Factory project down on Main Street, at the end of Main Street. We're going to hear first, I believe, from the

Proceedings

developer, who is going to give us -- is that -- all right. We'll hear first from our attorney. Come right up. I'm not sure if that's on or not.

THE CLERK: Yup.

MAYOR KOHUT: But it is on?

THE CLERK: Mm-hmm.

MR. SINSABAUGH: Good evening, Mayor, Trustees. My name is Brian Sinsabaugh. I'm an attorney --

MAYOR KOHUT: Brian, let's get, make that microphone --

THE CLERK: A little louder, yeah.

MAYOR KOHUT: A little louder. Or maybe you can --

THE CLERK: How is that?

MR. SINSABAUGH: Is that better?

TRUSTEE BUENO: Just talk louder.

TRUSTEE SANTANA: Can you lift up the microphone, just to point more towards you?

THE CLERK: How is that?

MR. SINSABAUGH: Is that better?

MAYOR KOHUT: Yes.

THE CLERK: I didn't want to scare

Proceedings

everyone.

MR. SINSABAUGH: All right. Good evening, Mayor, Trustees. My name is Brian Sinsabaugh. I'm an attorney with Zarin and Steinmetz. I'm subbing in for my colleague David Cooper, who is unable to make it tonight, unfortunately, due to a conflict.

As you mentioned, tonight we'll be holding a public hearing on the draft environmental impact statement for the Chair Factory site, or DEIS. Notice of the public hearing was given in accordance with Section 6, NYCRR, 617.12, of the State Environmental Quality Review Act. At this evening's public hearing, members of the public will have an opportunity to comment on the DEIS. We do have a stenographer who is present, so we do ask that any members of the public who do speak state their full name and address for the record and speak clearly enough to allow the stenographer to accurately note your comments.

In accordance with the SEQRA, the public hearing notice, and the public hearing

Proceedings

notice, written comments will continue to be received and be made part of the record until Monday, February 12, 2024. Should the public hearing remain open following tonight's meeting, written comment will continue to be received a minimum of ten days from the date the public, the dated that the public hearing is closed.

Tonight's public hearing is only for the receipt of the public's comments on this matter. In accordance with SEQRA, for the State Environmental Quality Review Act, the Board does not respond to these comments this evening. Rather, the Board will be responding to the public's comments following the public hearing and the written comment period in what's called a final environmental impact statement, or FEIS.

I'd like now to turn things over to Ryan Porter, who is representative of the project sponsor, who will provide an overview of the proposed development at the Chair Factory site. Following that, Mr. William Brady, principal planner of Nelson, Pope and

Proceedings

Voorhis, will give a brief review of the DEIS.

MAYOR KOHUT: Thank you.

MR. PORTER: All right. You might have to turn it down for me because I'm very loud. Ryan Porter, 1046 New York Avenue. I am with MPACT Collective. We are one of the two partners, along with Pennrose, who are the development sponsors for this project.

First, I want to thank the Board for having this special meeting this evening. I know it's not convenient, especially in Jan, Feb, to have these kinds of meetings. But I appreciate that. And I want to thank the public, everybody for coming out tonight. Whether you're here to speak in favor or you're here with concerns, it's super important to the process that folks come and express what's going on and what their thoughts are on the project, and what, you know, they feel they have concerns about. So thank you to everybody who is here tonight.

MAYOR KOHUT: Ryan, excuse me for a second. If you feel more comfortable in

Proceedings

addressing the public, like holding the microphone and turning so you can address the public.

MR. PORTER: I might do that.

MAYOR KOHUT: You can do that.

MR. PORTER: Yeah, I like that.

THE CLERK: There you go.

MR. PORTER: It's more my element. So anyways, I want to give an overview as to kind of process and where we are at this point, because there's still a lot of work left to do. And I know that, you know, for those of you have been involved from the beginning, that may actually be a little frustrating because, you know, ultimately, people want to see shovels in the ground if they're in support. They wanted to see things happening. But there's a lot to do, and these projects take a long time.

So, you know, just a quick overview. Obviously, I know we responded to a competitive process for this project. So years ago, you know, 2020, '21, we went through a process of an RFEI and an RFP,

Proceedings

where we were selected as the developer to work on this effort.

From there, we did what's called a Revitalization Action Plan, a RAP. And through that process, we did a lot of investigation. So we learned about the community. We had a bunch of meetings with community members. We worked on kind of economic analysis, or what makes sense, you know, what are we seeing in the market, what's missing in the market. That RAP process, you know, took us, I don't know, about a year, six months.

MAYOR KOHUT: Six months.

MR. PORTER: Something like that. Time flies at this point. So we got through the RAP process. That was ultimately completed. And then we were able to start our zoning and our New York State SEQRA processes, which is kind of what brought us here today.

And our development vision for the site is consistent with a lot of the past work that the Village has done. So the Village, you know, prior to us coming to town, did an

Proceedings

update to their comprehensive plan. And what update called for is development along the waterfront, amongst a bunch of other things for the village as a whole.

But from the waterfront's perspective, the goal here was to bring new mixed use development, affordable housing, commercial space, hospitality space to the waterfront, and do it in a manner where it actually connected the existing village core to that waterfront. One of the things that's amazing about the Village of Haverstraw is that it does have the longest waterfront frontage for all of Rockland County, right. So the Village of Haverstraw's waterfront opportunity is something that's enormous that hasn't actually been able to been taken advantage of over the years because a lot of it's not accessible to the public.

So our goal in this whole project was how do we bring forth affordable housing, retail space, market rate housing, hospitality, hotel space, and retail space, but do it in a manner in which when folks are

Proceedings

kind of in the village of Haverstraw, walking down the existing Main Street, they feel that connectivity to the waterfront and to the new project. So, you know, the design, as you'll see, that Bill will bring up later, is one in which we're trying to kind of connect the new buildings to the existing street grid of the village, right. So it's kind of that feeling, when you're walking down Main Street, of that continuous action as you walk down to the waterfront.

And what that allows us to do, one, is avoid a lot of the flood plains, because the way low towards the riverfront, right. We have some serious flood issues that we have to address. So by bringing the buildings up to the hill, that actually solves a lot of that floodplain issues for a lot of the site.

In addition to that, we've designed the site so that we are trying to bring the vehicular connectivity to the site on the back side through Liberty Street so that the only entrance from Main Street is actually a pedestrian entrance to the site and to the

Proceedings

park, right. And what it also allows us to do by bringing the buildings up to the hillside is it allows us to reserve the balance of the land as public park system, right. So we're going to have 4.2 acres of public park system that's going to be designed along the waterfront for the whole community to enjoy, right. And bringing that community effort back to the waterfront as part of this development.

So we're really excited about the process. We have been meeting with tons of folks over the years. We've started actually a retailers effort most recently. I was just talking to two gentlemen up front about this right before we started, where we've actually been working with two young men in the community whose family own businesses legacy-wise, and we had, you know, our first big retailers meeting at the end of last year. We're going to be having another one upcoming.

But what we're really trying to do is prepare the retail community that exists in

Proceedings

the village today for the new development when it comes in the future, right, and create that collaboration. Like, I want all the residents that move in to the new development to know this is where you go for, you know, baked goods. This is where you go for whatever services or uses that are in the village, that should be available to them. They should know where that is, and they should have that opportunity to collaborate with the existing retailers to support those businesses when they come in and create that collaboration.

So that's a big piece of what we're doing, which I'm really excited about with the commercial community. And then obviously, the community at large is kind of hearing from folks what they like to see. How, you know, they're concerned about housing and affordability.

So, you know, we're excited to bring that to fruition. There are many steps left in this process, unfortunately. If we're lucky enough to get through this FEIS process

Proceedings

and this new zoning that we're going to be adopting for the site, we then have to go through the process with New York State for the tax credits so that we can provide the affordable housing.

We have to go through our building, full design process for our site plans. We have to go through our full design process for building permits. And then eventually, we'll be able to close on financing and get in the ground.

So we're targeting the beginning of '25 at this point. So we've got some work to do. But to be honest with you, I've been through processes and seen processes this complex with sites this complex that take seven to ten years plus, right. So the fact that we're kind of all standing here today two years later, basically, after we signed our agreement with the Village is actually a testament to this community and the collaboration that we've had with this village, because that wouldn't be possible if we didn't have that kind of collaborative

Proceedings

effort, right. We'd probably be sitting here three years from now, having the same conversation, right.

So I appreciate everybody who has been involved. There's still a ton of work to do. There are still challenges for us to overcome. And, you know, I'm up for those challenges. But tonight is a step in the process. And, you know, we're excited to take that with you all.

MAYOR KOHUT: Thanks, Ryan.

MR. BRADY: Good evening, Board Members. Again, my name is William Brady. I'm with Nelson, Pope, Voorhis, planners consulting with the Village and also the development team, and we're in Suffern, New York. And we're going to put a couple of images on the screen, as Ryan did a great introduction to the project.

Again, as Brian had said earlier, we're here tonight to give a brief presentation on the project and the process that we've just recently gone through with the environmental impact statement, developing that, which was

Proceedings

released back in January. It is easily found on the first page of the Village's website. You can link right to the document. And that's what we are asking the public to do if you haven't done so already.

You'll see here's the first page of the main document of the environmental, draft environmental impact statement. Again, as it says right on the front. And as Brian spoke about before, the deadline for written comments that can be given over to the Village is February 12th. So we still have some time for you to absorb, the public can absorb the full document.

And I think the next slide might just be, you'll see that it's front and center in the environmental impact statement, is the proposed development. Again, it's 450 multi-family residential units. Approximately 43 percent of those units are going to qualify as affordable units as defined by New York State.

The project also includes 13,000 square feet of community and commercial space, 589

Proceedings

parking spaces, and a mix of structured and surface parking, and 69,000 square foot hotel. It's kind of hard to see, but again, the EIS, you can really zoom in and get -- there are sets of appendices including the project site plans online with the environmental impact statement.

What you can see here are, in the kind of peach color, are the four, five main buildings, including the hotel, which is over on the right side. Adjacent to the hotel site, you'll see the green area. As Ryan said before, 4.2 acres of this currently formerly industrial site are going to be publicly accessible open space and parkland. Part of that open space system is going to be around the whole site, a new trail way system, a pedestrian trail way system that would link the current park to the south, Bowline Park to the south -- I'm sorry, Emeline Park to the south, and then wrapping around where Bowline Pond is there, and connecting to the existing trail system that goes into the village's Quadricentennial

Proceedings

Park, Quadricentennial Park.

So, next slide are some of the renderings that are in there. I'm going to speak to some of that analysis that was developed as part of the environmental impact statement. This is looking from the foot of Main Street to the north and northeast. And you'll see how the street that kind of goes straight across towards the sunset there is Allison Avenue.

And you'll see as Main Street dips down into Emeline Park, the next slide is kind of if you were hovering over the Hudson River. So this is looking from the northeast towards the village. And you see how from this site, you can see how much of the site is preserved as parkland, and how high the buildings are, and how they're pretty much developed to incorporate into the scale and layout of the village and an extension of the street grid of the village.

PUBLIC SPEAKER: How many stories high is the hotel going to be?

MR. BRADY: At the highest point, Ryan,

Proceedings

the hotel I think is going to be --

MR. PORTER: Six stories.

MR. BRADY: Six stories, yeah. And so, and part of those buildings are going to be parking underneath, which is related to also -- yeah. So that's parking on the bottom. And the parking on the bottom also on the portions of the buildings --

MAYOR KOHUT: Bill.

MR. BRADY: Yeah.

MAYOR KOHUT: Just one second. I'm going to ask you until we're done with the presentation to hold your questions. And then we're going to acknowledge you, get your name and address and stuff, and you can ask anything you want to ask. Okay?

MR. BRADY: Great, great. So one of the things I was also going to say is when you go online and you find the environmental impact statement is there's an executive summary. So it's a nice, nice to have that kind of put forth in the front of the documents, kind of like the Cliff Notes for the whole project, so you don't have to go 80 pages in to find

Proceedings

some information. Some of the information is right up front, some of the summarizing of the environmental impact statement, so.

And the next slide. Thank you very much. I'm going to give a brief overview of how the environmental impact statement is laid out. As I just mentioned, the executive summary is at the front end. You'll find some of the main images in here, and outlining of the project, outlining of each of the environmental impacts that are spelled out in the DEIS, and kind of a succinct summary of the existing conditions and the impacts and mitigation for each of these different impacts. In there is also a project description.

So the next slide, we get into the chapters, or the set of environmental impacts. The first one is land use, zoning, and public policy. Again, each of these things we talk about existing conditions, the impacts of the project. So for instance, in land use and zoning, what exists now, what the impact of the project would be on the

Proceedings

land use, on the site, and the surrounding area.

And, so public policy means the different plans that the Village already has. How the Village's comprehensive plan is discussed at this site and the surrounding area. How the zoning is, exists on the site and the surrounding area. And how other policies of the Village are impacted by this project.

Then the EIS also goes into, then, community character and visual impacts. A whole study was performed on, both with photographs and images of the proposed development on the site and what it would look like from several different angles, from several different parks, properties along the waterfront from the Hudson River. So the EIS describes those visual impacts, and also any mitigation that would be necessary. Again, it describes that this is a currently older industrial site, vacant. But of course, the important impacts on, from the surrounding streets and the adjacent parks.

Proceedings

Then the environmental impact statement discusses the fiscal and economic impacts. It gets into the positive impacts about how this would improve the village's, you know, economics, and people coming into the village, the positive economics of the people who are going to live and visit and work there. But also, what costs that may come around from -- what costs are going to be caused to the Village, and the Town, and services, and things like that, and what kind of taxes the project would be paying into that. And it gets into detailed discussion of the impacts on fiscal and economics from the project.

The EIS discusses impacts on community services such as police, fire, Village services, the schools, and schoolchildren coming into the school district. And how, what are the costs of those, and how those would also be impacted from, through the taxes paid by the project into the site. And how those, how those impacts are very much detailed in the EIS.

Proceedings

Utilities. This is everything from water and sewer, electricity, even internet and communications utilities.

Then we get into actually on the ground on the site, impacts on the site on stormwater. Again, it's a vacant site. There would be some tree removal. And also, there's not much stormwater infrastructure on the site right now. Really, the site just drains out into the Hudson River. But it gets into the impacts on the site about how stormwater would be handled on the site as proposed as well.

It goes into geology, soils, and topography. How the site would be developed. Fill taken out in certain spots and some fill moved around the site. Again, generally a flat site, but it goes uphill towards downtown.

The EIS goes into existing vegetation and wildlife. Again, it's a vacant old industrial site. There would be some trees removed on the site. Some wildlife that's on the site right now.

Proceedings

There was a survey done, professional survey of wildlife on the site, and it was noted. Also, the vegetation was surveyed on the site. Again, old vacant site and -- but that's all documented. And then also discussed about what's going to come on the site in terms of development. There's going to be new parkland, new plantings on the site to counteract the losses of taking away some vegetation on the site.

There's discussion of some -- the wetlands and water bodies and water courses. Of course, the biggest water course on the site is surrounded by the Hudson River and Bowline Pond. And so it discusses how the site sits there adjacent to them. It talks about potential flooding on the site, and how the development will incorporate the potential flooding in the future on the site, and how it even considers sea level rise and how the buildings are being, are to be designed to minimize the impacts from all those.

So, next slide. I know this goes on and

Proceedings

on and on, but we're almost done. You can see how in depth these, in depth these issues are looked at in this document. Oh, flood plains and sea level rise, it talked about that.

Archaeological and historical resources. Again, formerly industrial property. But it does discuss, you know, it was visited by specialists. And they did analyze the fact that it was primarily in a former industrial site. A lot of this site is old fill, things like that. So in historical resources, it did document that.

Traffic and transportation, that's an important part of any development. It did, the EIS considered existing traffic conditions. There was a traffic study performed for this development. And it did go into some minor mitigation that would have to accompany the project.

A new four-way stop sign at the entrance to the development at Liberty and Broad Street. A potential new four-way stop sign at Samsondale, Broadway, and Westside, a

Proceedings

three-way intersection there. And also some modifications to the signals at 9W and New Main Street. So those are what the traffic study said would have to be mitigation measures for the project.

Construction impacts. That's everything from, you know, what's going to happen on the site. What's going to be -- soils to be moved around or removed. Also, it discusses the traffic from the construction vehicles coming in and off the site, and where they're coming from and going to, and minimizing the impacts on the construction on the site.

Other environmental impacts, it talks about cumulative impacts from the project. It considered other developments happening in and around the village, in the town, and kind of provides numbers on all those projects, and how it might impact. Similar to the way that this project was talking about impacts on services and impacts on traffic, how other projects in the village, if you put them all together, how it would impact the village and the town and surrounding area.

Proceedings

And, let's see, that might -- oh. And of course, an important part of an EIS, it discusses and provides information and data on certain alternatives.

Each EIS needs to talk about what happens if nothing happens at the site. Nothing happens at the site, it's just a vacant site, and this is pretty much existing conditions. The world would continue, the village would continue to grow, perhaps. But we have to analyze that.

No action. What that means is what would happen if the project were to be developed under its existing zoning. So it would be a smaller development. But those numbers are plugged in, and the environmental impact statement describes how that could be a potential, another mixed use development under the existing zoning.

Alternative plan based on identified significant environmental impacts. That's a placeholder in case there are, another alternative is identified by the Village as the review goes on, in case there's some

Proceedings

other -- there might be impacts from this development that we see in these other alternatives, that this is a placeholder for development of another alternative, basically.

Alternative Four is analyzing the development if all proposed buildings were to be built above the base flood elevation. So that means moving the buildings up out of the flood elevation.

Alternative Five is the development without a hotel. So that, again, that's a separate use out of the several different uses there. What would be the -- what would that look like in terms of the impacts if no hotel was developed.

And Alternative Six, a reduced footprint alternative. That is if not all the portions of the property were to be available for redevelopment. And as you may know, some of the properties right now are still residential properties along Allison Avenue. So one of the alternatives would be to, if those properties, one or more of those

Proceedings

properties were to not be part of the project. So it kind of reduces the size of the site.

Oh, nobody can read that. That's just up there. I can't read that, that's for sure.

So, but that's a big table that you'll see in the executive summary that summarizes all those different alternatives. So again, the EIS not only assesses the proposed development, as I stated at the beginning. There are alternatives. Everything from nothing happening to slightly smaller to, in this case, no hotel developed. Another alternative is raising some of the buildings higher.

So that's what environmental impact statements do. They already present alternatives. Not only are they assessing the development, they're looking at other alternatives, so.

And so again, we and the Village are inviting the public to take a look at it at home. And they can write up and provide

Proceedings

comments. And again, tonight's an opportunity for the public to state their comments, either in support or if they have concerns. Everything from all those different environmental impacts that we kind of briefly ran through, they're more than welcome to submit comments.

As Brian said, too, another step in the process after the environmental impact statement, and after this comment period is over, we, with the applicant, will be developing a final environmental impact statement. And that's going to include all the comments that are made tonight and all the comments that are made in writing over the next couple weeks. And responses to those comments will be provided in the FEIS and presented to the Village Board.

So if someone says, you know, what about this intersection, or what about the potential impacts on wildlife. We, the development team and all the consultants, will answer those questions as best we can and present them to you. And that's for you

Proceedings

to -- that's your document to then file as an answer to those questions, so.

MAYOR KOHUT: Okay. Thanks, Bill.

MR. BRADY: All right. Thank you.

MAYOR KOHUT: All right. Before we get to the public's questions, let's see if the Board has any particular questions first. And if not, then we'll go to the public. Okay.

So I'm going to ask anybody with questions that they may have about what you've just heard to come forward to the microphone, give your name and your address, either your home address or your business address, depending. And ask your question.

And we're probably not going to -- if it's a simple question that can be answered, we will respond. If it's some theoretical thing, like what about the eagles, then we're going to -- it will be responded to in the document known as the final environmental impact statement.

So if anybody has questions, I'll acknowledge you and come on up. Larry?

Proceedings

MR. LEVINE: Larry Levine, 1414 Round Pointe Drive. Two questions, so to speak. First of all, people coming into this new development, how do you get there? What's the roads you travel on to get to that part of this new development?

MAYOR KOHUT: Main Street.

MR. LEVINE: Main Street, okay. Part B, based on the way traffic is now, what plan is part of the development to widen the roads, increase roads, add roads, do whatever you can? Because traveling around here, particularly during the end of school time and rush hour, is very tough. The roads are just not big. Aside from condition, I'm talking about size and availability. So what part of the project is involving new roads and bigger roads?

MAYOR KOHUT: Okay. I don't know if you want to comment.

MR. PORTER: I don't know that we're technically supposed to answer questions. I think we're supposed to just --

MR. SINSABAUGH: So.

Proceedings

MR. PORTER: Not that I'm not here to answer questions.

MR. SINSABAUGH: Certainly. So typically, part of the process for a public hearing would be that the entire public would ask their questions. Questions would be gathered. And if you're to do a normal public hearing on a project, the applicant would gather up those questions, possibly respond on the spot.

But in this instance, since it is a larger project, since there are going to be a multitude of questions, and we are receiving written comment for the next ten days, we would just follow the process in that we would respond within our FEIS. We'll summarize all those comments that we have received. Every comment will be responded to. And we do have the record. But this is how the process would go, just so that we can obtain all the comments and respond to all collectively.

MAYOR KOHUT: So you're going to get an official response, Larry.

Proceedings

MR. PORTER: Off the record, I'm here after the meeting. Right, so.

MR. LEVINE: Off the record what?

MR. PORTER: I'm here after the meeting.

MR. LEVINE: Oh.

MR. PORTER: So.

MAYOR KOHUT: Any other questions?

MR. MEDWIN: Steve Medwin, 4405 Southernly Pointe Drive. I've reviewed most of the DEIS. I think it looks great. I'm very excited about the project.

I guess my only qualification besides being a resident is I walk from Harbors through Haverstraw and back every morning all year round. And I've walked the Chair Factory site, I've walked Emeline Park, and I'm very excited about extending the places to walk. It looks like it's walking friendly. You don't need more roads to do this.

So I just want to express my support for the project. Hope it goes forward. Thanks.

MAYOR KOHUT: Thanks. Anybody else?

MS. CACCURO: Hi. I'm Andrea Caccuro

Proceedings

and I live at 34 First Street. And I have been speaking to Ryan and his team since we've been doing the comprehensive plan. And the one thing I can say is that they've been really engaged with the community. They wanted to know what the community said during our meetings for the comprehensive plan. They put it in their plan and they continue to be engaged with the community. So I'm in support of this project. Thank you.

MAYOR KOHUT: Thank you, Andrea.

MS. RIJO: Yes, my name is Dinorah Rijo, 25 Broad Street, Haverstraw, New York. And I'm here because I am in support of it. I think it would enhance the whole community. So I feel that we need it. Okay.

MAYOR KOHUT: Thank you.

MS. MECHANIC: Hi. I'm Marcy Mechanic. I live at 4125 Southernly Pointe Drive here in Haverstraw. And I've been at a number of the meetings that you had. And I believe that your vision is great. I think that you've cared a lot about what we all thought about the location and what we could do

Proceedings

there, and I think it would be a great asset. And I'm in support of the project. Thank you.

MAYOR KOHUT: Thank you. Anybody else? Questions, comments, or concerns? Mr. Post, the meeting would be nothing without you.

MR. POST: Thank you. Thank you. Mel Post, 1422 Round Pointe Drive. Assuming everything goes well and everything is accepted, when would you think the possibility of breaking ground and starting the project would come about?

MR. PORTER: I can't answer now, but I will.

MR. POST: Okay. Well, I have a very good reason for asking that question. I want to know if I'll be here.

MAYOR KOHUT: I thought you wanted to know when you were going to put your house up for sale.

MR. POST: No, no. I'm not putting my house up for sale. The other question I have is a question, maybe it's a little redundant, that I've had for a very long time, and

Proceedings

that's how this will work with respect to the downtown area of the village. I've always been, or had the feeling that the village goes as the downtown area goes. And I'm hoping that that will be upgraded, and we will have the kind of a village that people will be happy to go from store to store, shopping, and that that area will go forward as well as the project. And I am in favor of the project.

MAYOR KOHUT: So just to be a little more succinct, your question is how will the project impact the downtown business district for the better.

MR. POST: Well, if, in fact, they're tied in and linked.

MAYOR KOHUT: Okay. Just so they know how to answer the question. That's why.

MR. POST: Yes. Thank you.

MAYOR KOHUT: Anybody else? Come on, Magda.

MS. TRUCHAN: All right. Hello. Hola. Magdalena Truchan, 1213 Round Pointe Drive. I'm very excited about this project, in

Proceedings

particular the boutique hotel that's coming because many people don't realize this, that we desperately need more hotels in the county. I did know this, but I spoke to Lucy Redzeposki from Rockland Tourism, and they get booked very quickly.

So knowing that people will come into our downtown and shop and eat and live here is very exciting. But I think the most exciting part for me is there such a lack of affordable housing throughout the nation. And one of the things that people complain about in North Rockland, how they either have to leave, or they can't afford to stay here and, like, half their salary is going to towards rent, that now we will have more affordable units.

And the 43 percent number is very generous. I've never even seen that. It's, especially in the city, it's always 20 percent and under, if I'm not mistaken. So 40 percent, 43 percent is great, so. This is very exciting.

MAYOR KOHUT: Thank you. Anybody else?

Proceedings

Questions, comments, snide remarks? Come on, guys, we brought you out here for a reason. What will the document look like with only six or seven questions?

MR. McMILLAN: Okay. I'll see how snide I can be. Duncan McMillan, 3 Edge Water Lane. My question is this. What's the likelihood of getting a decent grocery store in the village?

MAYOR KOHUT: It's a good question that the experts will have to answer. It's something we all hope for.

MR. McMILLAN: I would think so, yes.

MS. GOODMAN: Hi. I'm Pat Goodman, and I'm a four and a half year resident at The Harbors here in Haverstraw. I'm very excited about this project, looking forward to being involved with affordable housing, and I think is the idea of a multiuse community on a waterfront, I think is commendable. It's mindful. It's thoughtful. And I'm very happy to be a part of this project.

MAYOR KOHUT: Thank you. Anybody else?

Proceedings

If not, Brian, what are next steps. Or Bill, or?

MR. SINSABAUGH: So as I mentioned, we'll compile the comments we have received, as well as written comments that may come in next, until February 12th. We'll work together, respond to those comments in what is an FEIS.

With regard to tonight, if there are no further public comments, the Board, if it's so inclined, can close the public hearing. What will happen is that will begin the written comment period. So that will extend to 12th. It does comply with SEQRA. So we're okay on that. And it would just -- at that point, you would be directing that the FEIS be prepared so we can prepare the responses.

MR. BRADY: That's true.

MAYOR KOHUT: Okay. So we can -- I can entertain a motion to close the public hearing, leaving the public comment period open until February 12th.

TRUSTEE CARLEVARO: I'll make that

Proceedings

motion.

TRUSTEE BUENO: I'll second.

TRUSTEE SANTANA: I'll second.

MAYOR KOHUT: Gil makes the motion. Joel seconded. All those in favor?

(Response of aye was given.)

MAYOR KOHUT: Opposed? So carried.

So there will be -- obviously, there's a lot more meetings on this whole topic. The final environmental impact statement will come sometime after the 12th of February. And then there's a hearing, there's a presentation of that, right?

MR. BRADY: Yeah. It needs to be prepared within 60 days, I think, from January 8th or whatever. And, yeah. And then there will be another --

MAYOR KOHUT: Is that another public hearing or a presentation?

MR. SINSABAUGH: So the FEIS would have to be within 60 days of when you deemed the DEIS complete.

MAYOR KOHUT: Okay.

MR. SINSABAUGH: So that is the

Proceedings

January 8th period that was mentioned by William.

MAYOR KOHUT: Okay.

MR. SINSABAUGH: So with regard to that, you would have the FEIS. You have your responses. You would also be moving towards acceptance of that FEIS. At that point, you would have what are called findings, and you would be going through specific items within SEQRA. There's five specific questions that you do have in your findings prior to accepting the FEIS and making a decision on the matter.

MAYOR KOHUT: Okay. All right. So that process goes on. The rest of the process is still rolling along. Meaning that the developer has a lot more things to do going forward, where there will be a lot more opportunity for public comment. And your questions that have been asked will be answered in the FEIS. As Ryan said, he's willing to stay behind to answer some questions this evening.

But stay tuned, because when we talk

Proceedings

about what one of you gentlemen said, when are you going to start seeing something happen, one the first things that has to happen is stabilizing the shoreline around there. And that's going to happen before any sort of piece of wood goes up, or piece of steel goes up because you have to protect the property first. And that's, you know, it's a ways away but it's not that far away, the way time flies. And things are moving. And the, hopefully the excitement builds for everybody moving forward.

So with that, I guess we take a motion to adjourn. We have no other, nothing else that we have to do, Brian, right?

MR. SINSABAUGH: So you would close the public hearing.

MAYOR KOHUT: Well, we did that. Right?

MR. SINSABAUGH: You did? Okay. So, yes. At this point, you may adjourn.

MAYOR KOHUT: Okay. So a motion to adjourn?

TRUSTEE CARLEVARO: I'll make a motion to adjourn.

Proceedings

MAYOR KOHUT: Gil, Ralph. All those in favor?

(Response of aye was given.)

MAYOR KOHUT: Opposed? So carried. Thank you all for coming out. We appreciate it very much.

(Time noted: 7:44 p.m.)

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Proceedings

THE FOREGOING IS CERTIFIED to be a true and correct transcription of the original stenographic minutes to the best of my ability.



Jennifer L. Johnson