II. PROJECT DESCRIPTION

A. Project Location and Description

The focus of this Environmental Impact Statement (EIS) is a ±30-acre tract of land located in the northwest portion of the Town of Mt. Pleasant, Westchester County, New York. The property contains five separate tax lots Section 98.11, Block 2 Lots 37, 38, 39, 42 and a portion of Lot 40 (the Subject Site or Project Site). Refer also to Exhibit II-1, Site Location. The Subject Site is bordered by Washburn Road to the south, Carleton Avenue to the north, Todd Road to the west and the Taconic State Parkway to the east.

Land uses in the immediate vicinity of the site are single family residential in nature. Along Ingham Road to the south is the Todd School. Further to the west following the Pleasantville Road corridor is the Briarcliff Manor commercial district, approximately two-thirds of a mile away from the site.

There are 12 different zoning districts located within a ½-mile radius of the project site. A majority of these districts are residential in nature. The ½-mile radius reaches into three different municipalities, Briarcliff Manor, Mount Pleasant, and the Town of Ossining. These districts are listed in Table II-1, Zoning Districts within a ½-mile Radius of the Project Site, below.

Table II-1

Zoning Districts within a ½-Mile Radius of the Project Site

Municipality	Zone	Zone Name	Zone Type	Zone Description	Maximum Stories	Maximum Building Coverage	Minimum Lot Size	Maximum Height	Acres
Briarcliff Manor	R20B	Single-Family Residence	Residential	Over 2 to 8.9 DU's	2.5	29%	20,000	30	165.7
Briarcliff Manor	R30M	Multifamily Residence	Residential	Over 2 to 8.9 DU's	2.5	33%	5,000	35	18.9
Briarcliff Manor	R12B	Single-Family Residence	Residential	Over 2 to 8.9 DU's	2.5	33%	12,000	26	37.1
Briarcliff Manor	B1	Retail Business	Commercial	Business, Office, Commercial	2	25%	4,000	30	27.9
Briarcliff Manor	R10B	Single-Family Residence	Residential	Over 2 to 8.9 DU's	2.5	33%	10,000	26	29.6
Briarcliff Manor	RT4B	Single-Family Residence	Residential	Over 2 to 8.9 DU's	2.5	20%	10,890	35	26.8
Briarcliff Manor	B2	General Business, including LI	Commercial	Man., Ind., Warehouse, Stor., Pub.	2	25%	4,000	30	25.6
Briarcliff Manor	EC	Eldercare Community Residence	Residential	17 to 49.9 DU's	N/A	60%	217,800	N/A	6.5
Mount Pleasant	OB-1	General Office Building	Commercial	Campus Office, Research, Ind. Park	3	20%	1,089,000	65	34.3
Mount Pleasant	M-2	Light Industry	Commercial	Man., Ind., Warehouse, Stor., Pub.	2	50%	N/A	40	5.6
Mount Pleasant	R-40	One-Family Residential	Residential	1 to 2 DU's	3	10%	40,000	35	463.9
Ossining	R-30	One-Family Residence	Residential	1 to 2 DU's	2.5	20%	30,000	35	10.1

Source: Westchester County GIS

The Subject Site consists of an existing single-family estate home with accessory structures and an expanse of manicured landscape complete with on-site irrigation system. Access to this parcel is from an existing driveway off of Todd Lane.

The Project Site's topography has elevations ranging from approximately 250 feet to 380 feet. Pursuant to the Town of Mt. Pleasant Steep Slopes Ordinance, it has been established that approximately 2.9 acres or 9.7% of the site supports excessively steep slopes (35%), 4.77 acres or 15.9% of the site supports very steep slopes (25% - 35%) and 9.01 acres or 30.0% of the site supports steep slopes (15% - 25%). The balance of the site, 13.33 acres or 44.4%, is comprised of slopes from 0% to less than 15%.

The project site is zoned R-40 which permits one-family residences on lots with a minimum of 40,000 square feet.

As part of the Proposed Action, the Applicant is proposing to modify the conventional subdivision to cluster the development as allowed under Sections 218-95 and 227-9 of the Mt. Pleasant Zoning Ordinance. As noted in Section 278.2(b) of New York State Law, the cluster subdivision provisions shall be used to enable and encourage flexibility of design and development of land in such a manner as to preserve the natural and scenic qualities of open lands. The permitted number of building lots shall in no case exceed the number which that could be permitted, in the planning board's judgment, if the land were subdivided into lots conforming to the minimum lot size and density requirements of the underlying zoning district (R-40) and conforming to all other applicable requirements.

Exhibit II-2 depicts an as of right conventional subdivision layout with a total of sixteen conforming lots under the dimensional requirements outlined in Section 218 of the Mt. Pleasant code. Figure II-3 presents the preferred proposed cluster subdivision layout.

Regional access to this portion of the Town of Mt. Pleasant is available from the Taconic State Parkway located within ¼ mile from the Project Site. Access to Routes 9A and 100 are located west of the Project Site from Pleasantville Road and Carleton Avenue, respectively.

B. Proposed Action

1. Description of the Design Concept

The design concept behind the proposed project is to create an intimate setting for a small empty nester community combined with standard sized lots utilizing clustering provisions to create common open space. The empty nester component is recognition on behalf of the Applicant that there is a segment of the market within the Mt. Pleasant area that would like to have the option to move from larger single-family homes to smaller residences that have a homeowners association available to take care of maintenance and upkeep. It should be noted that these units are not to be age restricted, but rather that these units are to be marketed towards this specific demographic. The design of the proposed empty nester units would feature master bedrooms on the first floor which is a specific design and marketing feature attractive to senior homebuyers. Lot sizes for the proposed residential community are anticipated to range from 10,411 s.f. for the empty nester unit to 57,153 s.f. for a single-family home. See Exhibit II-3, Conservation Plan.

The proposed cluster layout preserves approximately 8.6 acres, or 28.6 percent, of the Subject Site as common open space. The Applicant has proposed that an existing paved path system be modified and updated for use by project residents as a passive recreation component.

The Applicant has not yet advanced concept architectural drawings of proposed homes for the Proposed Action. It is contemplated that the project sales price of the units could range from $1.4 million to $1.8 million. However, it is noted that the ultimate sales price will depend on such variables as the state of the economy, price of building materials and other market considerations. Although specific house plans have not been prepared, it is anticipated by the Applicant, that square footage of the attached and detached townhome (empty nester) units would average approximately 3,200 square feet and have three bedrooms, including the first floor master bedroom discussed above. The detached single-family homes are anticipated to average 4,000 square feet in size and have four bedrooms or three bedrooms and a den.

The Project Site would be accessed from Washburn Road and Carleton Avenue. The entrance on Washburn Avenue will be electronically gated, with residents and emergency services having access from that entrance. Access roads are proposed to be 24 feet in width with a typical roadbed composition as noted below. On-site roadways would be private roads maintained by the homeowners association (HOA) to be established as part of the Proposed Action. The specifics of the roadways are as follows:

Conservation Layout: Road A, total length = 1,033 ft, width = 24 ft, grades transition from 1.5% → 10.0% → 1.5%
Road B, total length = 990 ft, width = 24 ft, grades transition from -1.5% → -10.0% → -1.5% → -14.0% →3.0%
Road C, total length = 371 ft, width = 24 ft, grades transition from -1.39% → 4.38% → 1.5%

Conventional Layout: Road A, total length = 1,066 ft, width = 30 ft, grades transition from 10.83% → 1.5%
Road B, total length = 994 ft, width = 30 ft, grades transition from -1.5% → -4.0% → -3.0%

Road Bed Composition:
1 ½" Asphalt Top Course
2 ½" Base Course
6" Subbase Course Crushed Stone over Suitable Fill where necessary

Town Standards:

Minimum Right-of-Way Width	50 ft (R-10 & R-40)	
Minimum Pavement Width	24 ft (R-10 & R-40)	
Maximum Grade – Local Street	10%[1] (R-10 & R-40)	

[1] Grades up to 14% may be allowed at the discretion of the Planning Board for short, straight runs. [Town Code § A227-24(H)]

Maximum Grade – Turnaround	3%	
Maximum Grade – Intersection	1.5%	
Turnaround Diameter – ROW	100 ft (R-40)	110 ft (R-10)
Turnaround Diameter – Pavement Width	85 ft (R-40)	90 ft (R-10)

As noted in Section III.H of this DEIS, it is anticipated, based on the proposed unit design, that the Proposed Action would generate approximately 51 residents. Of this figure approximately 22 would be residents of the empty nester community and 9 would likely be public school age children. This estimate is based on multipliers obtained from the *Residential Demographic Multipliers (for New York, New Jersey and Connecticut)* report, published by Rutgers University, Center for Urban Policy Research. The intent of the Proposed Action is to provide housing for persons 55 years of age and older, therefore these estimates are considered a worst-case scenario.

The project site is proposed to be served by municipal water and sewer service located in proximity to the Project Site. Several mitigation measures will be taken to reduce the impact of stormwater on the development and on the surrounding landscape. These include grass swales, and infiltration trenches. See Section III.E Surface Water and Stormwater Management for more detailed descriptions of the mitigation techniques that will be employed in this development.

There will be no street lighting or any other type of lighting provided on or by this development. The internal road system will consist of three roads. Road A will traverse north-south across the site, providing the entrance on Washburn Avenue. It will form a "T"-intersection with Road B, which will provide the entrance to the site on Carleton Avenue. Road B will terminate in a cul-de-sac. Road C will be a cul-de-sac that forms a "T"-intersection with Road B, east of Road A. See Exhibit II-3, Conservation Plan for a more detailed layout of the proposed internal road system.

Project Purpose and Need

The Proposed Action will, in part, provide a housing option in the Town of Mt. Pleasant that recognizes that there is a segment of the population (empty nesters) that would like to have additional opportunities to move from larger single-family homes to smaller residences on smaller parcels in the area rather than other out-of-town locations. Demographic trends indicate that there is an increase in baby boom couples that are approximately retirement age. The Applicant notes that there are many households age 55 and over living in single-family residences that now seek low-maintenance, amenity-enhanced living alternatives. Demographic trends also indicate that a portion of those households 55+ choose to remain in the communities that they have lived and raised families, rather than moving farther away from relatives, personal networks and other support groups.

Benefits of the Proposed Action to the Town

In the Applicant's opinion the Proposed Action benefits the larger community by providing a more specialized housing product geared towards that segment of the population that is 55 plus (55+) years. This empty nester component has often spent many years in the community establishing ties and relationships and would like to have

the opportunity to continue to remain but without the added burden of property maintenance and up keep.

With respect to the economic considerations, the Proposed Action is anticipated to generate approximately $535,000 in tax revenue to all taxing jurisdictions. The Proposed Action contemplates the use of an HOA to maintain the roads, which would be private and provide for solid waste pick up, snow removal, tree maintenance, private security, looping of the water supply, gravity-feed sewer, and potential emergency access. In addition, secondary impacts include the discretionary spending anticipated from project residents.

Construction Schedule and Project Phasing

The proposed construction sequence is as follows (time frames are approximate):

Phase I – Site Preparation – Estimated Duration 1 month

During this initial phase, the Applicant will establish a construction staging and storage area, commence the installation of erosion and sediment control (E&S) measures, survey and stakeout the roadways, and establish and physically delineate the limit of disturbance lines. Initial access will be from Washburn Road using the existing internal paved travelways to the staging area, which will be located on proposed lots 15, 16, and 6. Only materials and equipment necessary for the installation of the E&S measures, and initial clearing and road grading operations will be brought on-site at this time. E&S measures included in the Phase are silt fencing, temporary swales, and temporary sediment basin.

It is estimated that 6 to 8 construction workers (laborers and equipment operators) will access the site daily from Washburn Road. Construction vehicles will be brought in and kept on-site to the maximum extent possible to minimize construction traffic on the adjacent roads. Material deliveries will be limited to those necessary for the installation of E&S measures. A construction trailer will be located on-site in the vicinity of the staging area as an office. The intent is to minimize traffic on Washburn Road while the connection to Carleton Avenue is constructed and, thereafter, to limit the use of Washburn Road for construction-related traffic.

Phase II – Road Construction and Utility Installation – Estimated Duration 3 to 6 months

This phase will be broken out into three sub-phases or areas of construction. The overall work included in Phase II will be to establish the internal road system. The sub-phases will consist of 1) Road B construction from the intersection with Road A to Carleton Avenue, 2) Road B construction from the intersection with Road A to the cul-de-sac and all of Road C, and 3) construction of Road A.

In each sub-phase the initial work will be to clear and grub the areas necessary for road construction. Once the clearing has been completed, additional E&S measures required as a result of that work will be installed including a stabilized construction entrance from Carleton Avenue. This will be followed by rough grading and the installation of underground utilities (water, sanitary sewer, drainage, electric, telephone, gas, and cable). Roadway construction of curbs, subbase and asphalt paving up to the binder course will

be completed for each sub-phase. Upon substantial completion of the road construction, the temporary sediment basin (Phase I) will be developed into the final detention pond and final water quality measures installed. Permanent vegetative cover will be established on areas that will not require further work and temporary measures on all other areas.

During this phase it is estimated that 15 to 20 workers will access the site. Initial access will be from Washburn Road, however once the connection is made to Carleton Avenue and a stabilized construction entrance installed, all access to the site for delivery of materials and daily workers will be from that entrance. Access from Washburn Road will be restricted to activities that take place within that portion of the road (e.g. utility connections).

Phase III – Offsite Utility Connections – Estimated Duration 3 months
Phase III work will consist mainly of the construction of the sanitary sewer connection to the Westchester County trunk main. Water main connections in Washburn Road and Carleton Avenue may also occur during this Phase if they are not made at the time the water mains are installed in the proposed subdivision roads. The sewer main construction for the preferred connection under the Taconic State Parkway to a manhole situated on the east side will involve jacking a pipe sleeve under the parkway. Operations will include construction of jacking pits on either end of the sleeve's alignment and then performing the jacking operation. Once the sleeve is installed the sewer pipe will be constructed from the county trunk sewer manhole east of the Taconic State Parkway westward to the sleeve and under the parkway and then west on Washburn Road to the new manhole at the project entrance.

Approximately 8 to 10 workers will be involved in the off-site construction operations. Materials for the work on Washburn Road will be delivered to the construction staging area within the project limits via the entrance from Carleton Avenue. As materials are needed for utility construction on Washburn Road they will be brought from the staging area through the Washburn Road site entrance. Movement of equipment and materials on Washburn Road west of the project entrance will be kept to a minimum.

Phase IV – House Construction
The final phase of the project will be the construction of the proposed residential units. The duration of the work will depend upon the demand for the new units. The Applicant anticipates that the development of the lots will be completed in three sub-phases with the initial sub-phase being the construction of the eight conservation lot units (Lots 9 though 16) at one time. The Applicant estimates that this initial phase will take approximately 12 to 18 months to complete.

The second sub-phase will be construction of homes on lots 6 through 8. Approximately 6 to 9 months is anticipated for the construction of an individual unit, which may take place concurrently depending upon market demand. The final sub-phase will be the construction of homes on lots 1 through 5. The Applicant does not have any specific time frame for the development of these lots.

At the start of this phase of the work, the temporary staging area established for the road and infrastructure construction will be eliminated on lots 15 and 16. Some storage may still occur on lot 6, while lots 9 through 16 are developed. In general, staging and material storage will be contained within the lot that is being developed. Individual E&S measures for the house construction will be installed prior to the start of the work. Upon the completion of the building foundations, temporary measures such as silt fencing, temporary seeding, and erosion control blankets or mulch will be installed to stabilize disturbed areas. Once the buildings are substantially complete permanent measures and landscaping shall be installed.

Approximately 5 to 10 workers will be on-site for the construction of the residences. Access to the project will be limited to Carleton Avenue.

C. Project Background and Site History

As set forth more fully in Section III.L of this DEIS, available documentation indicates that the main house on the Subject Site was constructed sometime around the turn of the 19th Century. The majority of the Subject Site was historically used as farmland associated with the former Washburn Farm. Later, several accessory buildings were constructed including the garage, pool and pool house and utility barn. A prior owner installed a tennis court and an irrigation retention pond as well as a landscape irrigation system to assist in the maintenance of the Subject Site. There are no proposed improvements planned for the Saunders' property.

Review and Approvals

Table II-2 lists the Involved and Interested Agencies for the Proposed Action and the corresponding approvals, reviews or permits required for the Project. Involved agencies under SEQRA are those agencies that have permit approval over some aspect of the Action.

Table II-2
Approval/Reviews Required

Agency	Approval/Review
Mt. Pleasant Planning Board	Subdivision Approval/Steep Slopes permit
Village of Briarcliff Manor	Extension of Water Service
Westchester County Planning Board	Advisory role under GML 239m
Westchester County Dept. of Health	Water and Sewer connections
NYDEC	SPDES Permit, Freshwater Wetlands Permit for Sewer Main Construction
NYSOPRHP	Historic and archaeological resources review

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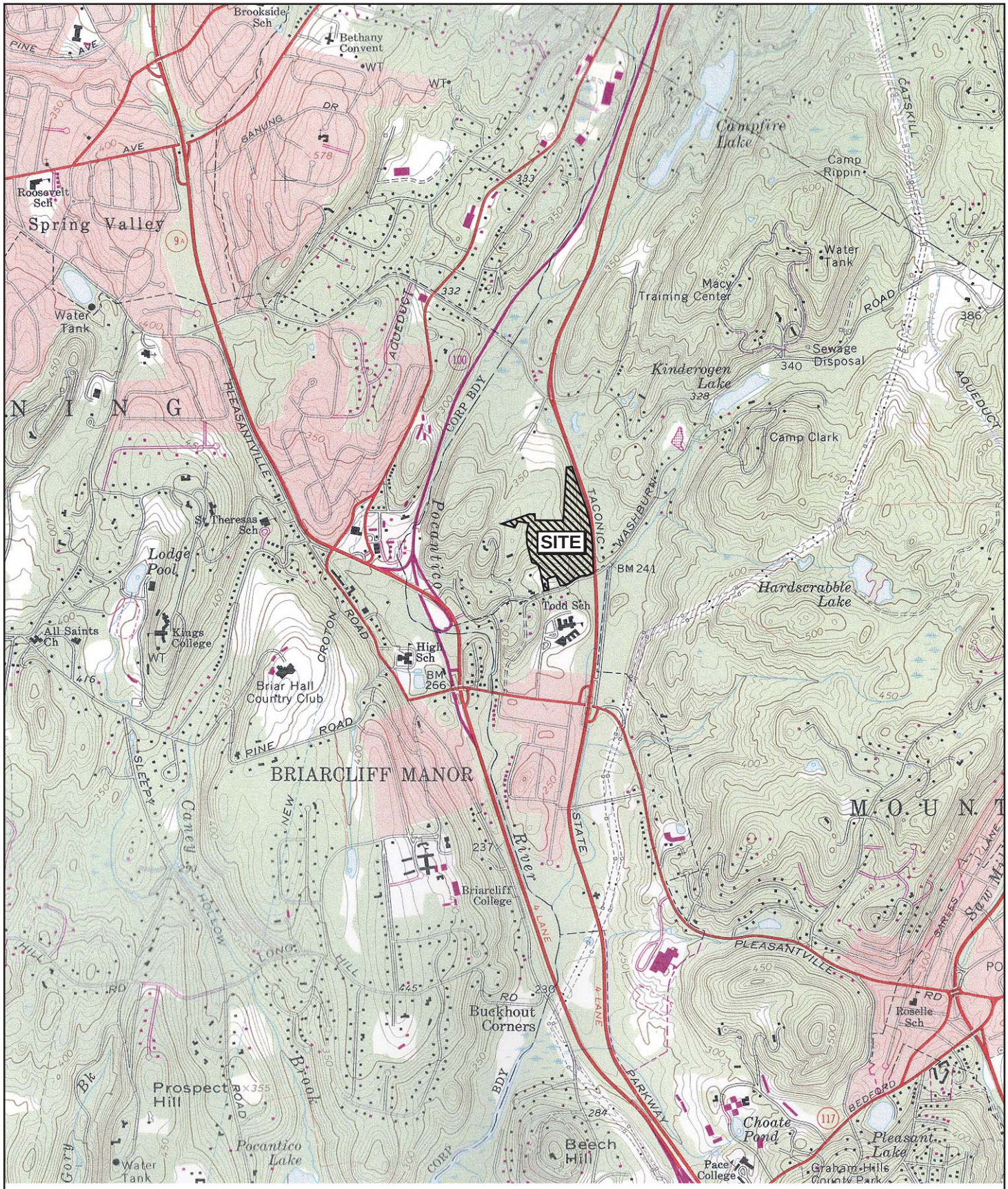

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Exhibit II-1

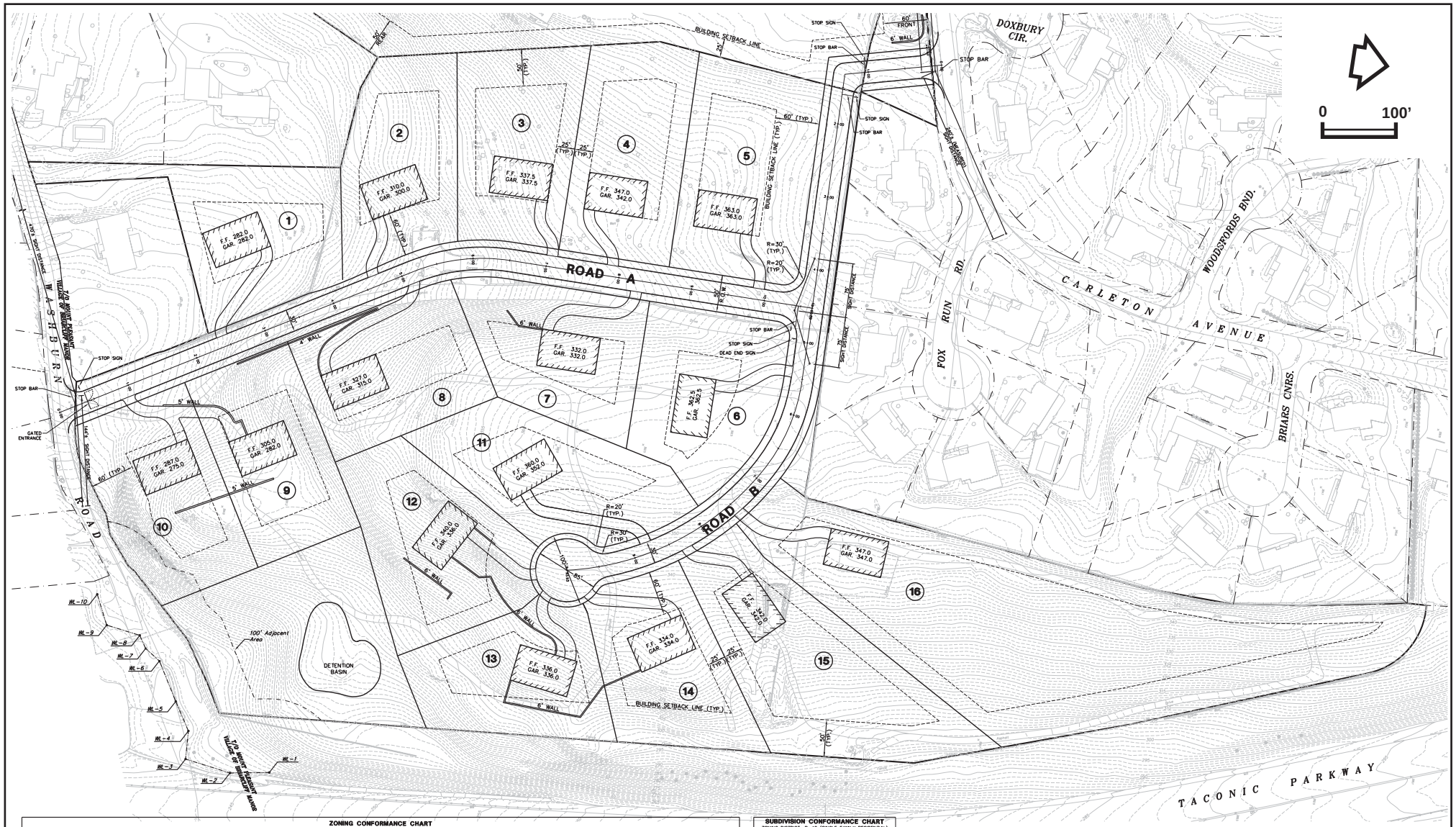
SITE LOCATION

TACONIC TRACT

Town of Mount Pleasant, New York

BASE MAP SOURCE: USGS - Ossining, NY Quadrangle

Saccardi & Schiff, Inc. - Planning and Development Consultants



ZONING CONFORMANCE CHART
ZONING DISTRICT: R-40 (SINGLE FAMILY RESIDENTIAL)

CATEGORY	REQUIRED	PROVIDED															
		LOT 1	LOT 2	LOT 3	LOT 4	LOT 5	LOT 6	LOT 7	LOT 8	LOT 9	LOT 10	LOT 11	LOT 12	LOT 13	LOT 14	LOT 15	LOT 16	LOT 17*
MINIMUM LOT AREA	40,000 SQ.FT.	45,750	40,395	42,145	43,700	50,000	42,065	40,650	41,640	40,500	44,155	45,140	47,170	40,295	40,050	62,535	149,370	330,368
MINIMUM LOT WIDTH (AT FRONT YARD SETBACK)	100 FT.	211	165	148	150	175	196	242	237	150	170	235	145	125	150	108	107	320
MEAN LOT WIDTH	150 FT.	220	158	159	150	175	193	216	237	150	166	157	219	238	164	166	212	335
MINIMUM LOT DEPTH	175 FT.	193	270	260	295	285	215	175	175	270	270	175	220	180	240	375	600	700+
MAXIMUM BUILDING HEIGHT	2 1/2 STORIES OR/ 35 FT.	35 FT.	35 FT.	35 FT.	35 FT.	35 FT.	35 FT.	35 FT.	35 FT.	35 FT.	35 FT.	35 FT.	35 FT.	35 FT.	35 FT.	35 FT.	35 FT.	2 1/2 Stories
MINIMUM FRONT YARD (PRINCIPAL STRUCTURE)	60 FT.	79	67	63	60	60	62	60	60	97	73	70	87	65	80	152	97	663
MINIMUM SIDE YARD (PRINCIPAL STRUCTURE)	25 FT.	26.4	30.8	25	25	25	43.4	57.9	32.1	25	25	26.4	27.1	28.7	31.6	28.9	29	415
MINIMUM REAR YARD (PRINCIPAL STRUCTURE)	50 FT.	62	143	142	172	173	56	59	66	122	147	81	109	56	87	65	>280	417
MAXIMUM BUILDING COVERAGE (PERCENT OF LOT AREA)	10%	8.7	9.9	9.5	9.2	8.0	9.5	9.8	9.6	9.9	9.1	8.9	8.5	9.9	10.0	6.4	2.7	1.7
MINIMUM FLOOR AREA	1,200 SQ.FT.	4,000 SQ.FT.	4,000 SQ.FT.	4,000 SQ.FT.	4,000 SQ.FT.	4,000 SQ.FT.	4,000 SQ.FT.	4,000 SQ.FT.	4,000 SQ.FT.	4,000 SQ.FT.	4,000 SQ.FT.	4,000 SQ.FT.	4,000 SQ.FT.	4,000 SQ.FT.	4,000 SQ.FT.	4,000 SQ.FT.	4,000 SQ.FT.	3,311 SQ.FT.
OPEN SPACE	1,200 SQ.FT.	39,816 SQ.FT.	35,308 SQ.FT.	37,085 SQ.FT.	38,565 SQ.FT.	44,959 SQ.FT.	36,563 SQ.FT.	34,541 SQ.FT.	35,003 SQ.FT.	35,195 SQ.FT.	38,227 SQ.FT.	38,475 SQ.FT.	41,654 SQ.FT.	34,829 SQ.FT.	34,198 SQ.FT.	57,250 SQ.FT.	143,507 SQ.FT.	284,630 SQ.FT.

SUBDIVISION CONFORMANCE CHART
ZONING DISTRICT: R-40 (SINGLE FAMILY RESIDENTIAL)
(SUBDIVISION REGULATIONS §A227-24)

CATEGORY	REQUIRED	PROVIDED
MINIMUM R.O.W. WIDTH LOCAL STREET (FT.)	50	50
MINIMUM PAVEMENT WIDTH LOCAL STREET (FT.)	24	30
MAXIMUM GRADE LOCAL STREET (%)	10[1]	10.83
MINIMUM GRADE (%)	1	1.50
TURNAROUND DIAMETER R.O.W. (FT.)	100	100
PAVEMENT MINIMUM (FT.)	85	85
MAXIMUM LENGTH OF CUL-DE-SAC PERMANENT DEAD END STREET 6 x MIN. LOT WIDTH 6 x 150 FT. = 900 FT.	900	541
MINIMUM CENTERLINE RADIUS OF CURVE-LOCAL STREET (FT.)	250	250
MINIMUM RADIUS AT INTERSECTION R.O.W. (FT.)	20	20
PAVEMENT (FT.)	30	30
MINIMUM TANGENT LENGTH LOCAL STREET (FT.)	100	131
SIGHT DISTANCE AT INTERSECT. (FT.)	75	75 (MIN.)

[1] GRADES UP TO FOURTEEN PERCENT (14%) MAY BE ALLOWED AT THE DISCRETION OF THE PLANNING BOARD FOR SHORT, STRAIGHT RUNS.

NOTE:
MAXIMUM HEIGHT OF WALLS SHOWN ON PLAN IS 6 FT.

* EXISTING WATERHOUSE LOT

DATE: September 30, 2009
SOURCE: WSP Sells

Exhibit II-2

CONVENTIONAL PLAN

TACONIC TRACT

Town of Mount Pleasant, New York

Saccardi & Schiff, Inc. - Planning and Development Consultants

0
100'
ROAD A
ROAD B
ROAD C
WASHBURN ROAD
OPEN SPACE
OPEN SPACE
OPEN SPACE
DETENTION BASIN
100' Adjacent Area
BUILDING SETBACK LINE (TYP.)
CARLETON AVENUE
FOX RUN RD.
WOODSFORDS BND.
BRIARS CNRS.
TACONIC PARKWAY
F.F. 283.0 GAR. 275.0
F.F. 308.5 GAR. 305.5
F.F. 330.0 GAR. 330.0
F.F. 344.0 GAR. 344.0
F.F. 365.0 GAR. 355.0
F.F. 357.0 GAR. 357.0
F.F. 347.0 GAR. 347.0
F.F. 326.0 GAR. 321.0
F.F. 352.0 GAR. 352.0
F.F. 354.0 GAR. 354.0
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