

**VILLAGE OF SLOATSBURG COMPREHENSIVE PLAN,
CENTRAL BUSINESS DISTRICT STUDY, AND ZONING
DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT
(DGEIS)**

VILLAGE OF SLOATSBURG, ROCKLAND COUNTY, NEW YORK

Lead Agency and Contact Person:
VILLAGE OF SLOATSBURG BOARD OF TRUSTEES
Sloatsburg Village Hall
96 Orange Turnpike
Sloatsburg, New York 10974
Contact: Honorable Carl Wright, Mayor
(845) 753-2727

SEPTEMBER 6, 2006

Lead Agency Acceptance Date: September 6, 2006

Date of Public Hearing: October 10, 2006

Deadline for Receipt of Comments: October 20, 2006 until 4 P.M.

**VILLAGE OF SLOATSBURG COMPREHENSIVE PLAN,
CENTRAL BUSINESS DISTRICT STUDY, AND ZONING
DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT
(DGEIS)**

Proposed Action: Adoption of a Comprehensive Plan, Central Business District Study,
and Zoning Local Law Amendments

for the
VILLAGE OF SLOATSBURG, ROCKLAND COUNTY, NEW YORK

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SEPTEMBER 6, 2006

1.0 EXECUTIVE SUMMARY

The Village of Sloatsburg has undertaken a comprehensive planning and rezoning process. A Comprehensive Plan Committee was formed in 1999 to prepare the draft Comprehensive Plan. The previous comprehensive plan is over 20 years old, and its land use policies are outdated. In addition, the planning policies need to be updated to reflect current Village resident preferences related to how the Village desires to grow. The draft Comprehensive Plan was recently updated in 2006, and the Village Board of Trustees is considering adoption of the Comprehensive Plan. In addition, comprehensive zoning amendments have been prepared and submitted to the Village Board for their consideration - these zoning amendments are needed to bring the existing zoning local law into conformity with the draft Comprehensive Plan. Lastly, this DGEIS also considers the impacts associated with the adoption of a Central Business District Study which has been prepared as a separate report but is an element of the Comprehensive Plan.

As regulated by Section 7-722 of the New York State Village Law, a "village comprehensive plan" may be designed to also serve, or be accompanied by, a generic environmental impact statement pursuant to the New York State Environmental Quality Review Act. This draft generic environmental impact statement (DGEIS) incorporates the Comprehensive Plan, including graphics and charts, by reference.

In accordance with New York State Village Law, the Sloatsburg Village Board of Trustees is responsible for adopting the draft Comprehensive Plan, the Central Business District Study, and the Zoning Local Law amendments. The Sloatsburg Village Board has assumed the role of Lead Agency. The Lead Agency is primarily responsible for ensuring that the environmental impacts associated with the proposed action are considered. The Village Board of Trustees assumed the role of lead agency on March 14, 2006, and adopted a Positive Declaration on the same date. This DGEIS reaffirms the Village Board's status as Lead Agency for these actions.

As per the regulations implementing the State Environmental Quality Review Act (SEQRA), the Lead Agency has determined that the proposed actions are Type I actions, which are more likely to require preparation of a draft environmental impact statement:

- *"the adoption of a municipality's land use plan..."; and*
- *"the adoption of allowable uses within any zoning district, affecting 25 or more acres of the district".*

As the actions are deemed to be Type I actions, the Village Board issued a Positive Declaration, and has required that a draft generic environmental impact statement (DGEIS) be prepared. Section 617.10 of the regulations implementing SEQRA allows a Lead Agency to prepare a "generic" environmental impact statement (GEIS). GEISs are broader and more general than site or project specific EISs. They allow a Lead Agency to evaluate the environmental impacts associated with *"an entire program or plan having wide application or restricting the range of future alternative policies and projects, including new or significant changes to existing land use plans, development plans, zoning regulations..."*

This DGEIS is intended to identify existing conditions, anticipate potential significant impacts from implementation of the action and propose mitigation measures, if necessary, to reduce or eliminate impacts.

1.1 Brief Description of the Proposed Action

1.1.1 Location

The Village of Sloatsburg is an incorporated village within the Town of Ramapo, Rockland County, New York. This 2.5 square mile community is located in the northwestern corner of Ramapo. Sloatsburg is bounded by the Palisades Interstate Park System to the northeast, undeveloped areas of the Town of Ramapo to the east and south, and the Town of Tuxedo in Orange County to the north and west. Figure 1 of the draft Comprehensive Plan illustrates the regional location of the Village of Sloatsburg.

1.1.2 Proposed Actions

The draft Comprehensive Plan was prepared by a Comprehensive Plan Committee, a “special board” appointed by the Village Board as intended by Village Law §7-722.4. The CPC held over 20 meetings, all of which have been open to the public. Two public workshops were held, both in the winter 2002, and a public hearing was held in early summer 2002. The draft Plan document was forwarded to the Village Planning Board who commented on the Plan document at its February 19, 2002, regular meeting. The CPC, by resolution dated November 6, 2002, agreed to forward the document to the Village Board for their consideration, review, and adoption. In December 2002, the Village Board also forwarded the draft Plan document to the Rockland County Department of Planning as required by §239-m of the General Municipal Law.

In 2003 and 2004, the Central Business District Study was prepared as a separate element of the Comprehensive Plan. In 2005, the Village Board commenced review of proposed amendments to the Village's Zoning Local Law.

Draft 2006 Comprehensive Plan

A Comprehensive Plan Committee was formed in 1999 to prepare the draft Comprehensive Plan. The previous comprehensive plan is over 20 years old, and its land use policies are outdated. In addition, the planning policies need to be updated to reflect current Village resident preferences related to how the Village desires to grow. The draft Comprehensive Plan was recently updated in 2006, and the Village Board of Trustees is considering adoption of the Comprehensive Plan. In addition, comprehensive zoning amendments have been prepared and submitted to the Village Board for their consideration - these zoning amendments are needed to bring the existing zoning local law into conformity with the draft Comprehensive Plan.

The draft Comprehensive Plan is based on a review of various baseline data related to the Village's population and housing trends, natural resources, community facilities, land use, transportation, utilities, historic and scenic resources. The draft Plan also addresses the issues and opportunities raised by the Village's population that were identified in a 2000 public opinion survey.

The elements of the Comprehensive Plan are as follows:

- CONCEPTUAL LAND USE PLAN
- ECONOMIC DEVELOPMENT
- NATURAL RESOURCES

- INFRASTRUCTURE
- TRANSPORTATION
- COMMUNITY FACILITIES AND SERVICES
- HISTORIC/AESTHETIC RESOURCES

The Land Use Plan identifies the land use policies that will guide growth, development, and conservation in the Village, including locations of existing and future open space, residential uses and density, mixed-use development, including development within the Village's downtown area, as well as areas intended for nonresidential development. Future land use patterns will be influenced by: expansion of the Rockland County Sewer District to incorporate the Village; the re-design and revitalization of the Orange Turnpike (Route 17) village business district as outlined in a Central Business District Study prepared by Burgis Associates, Inc.; avoidance of sensitive natural resources; rehabilitation and protection of Sloatsburg's historic buildings and structures; and, preservation and enhancement of the Village's visual environment.

Background - Central Business District Study

As an outgrowth of the comprehensive planning process, the Village Board of Trustees retained Burgis Associates, Inc., to prepare a Central Business District Study intended to expand upon the draft Comprehensive Plan's objectives to promote and revitalize the Village's central business district. The Study is to be used by the Village's various agencies as a guide for decision making related to future land use within what are the proposed VC-1 and VC-2 zoning districts. In addition, the zoning local law now gives authority to the Planning Board to perform architectural review of development applications, including any project's proposed within the Central Business District Study area (i.e., the VC-1 and VC-2 districts). This DGEIS is intended to address potential impacts associated with the adoption of the Central Business District Study, which is an element of the Comprehensive Plan.

Background - Zoning

Tim Miller Associates, Inc., was retained by the Village Board of Trustees to update the Village's existing zoning local law so that it would conform to the draft Comprehensive Plan to be adopted by the Village Board of Trustees. Burgis Associates, Inc., has been involved in the preparation of the zoning local law that relates to the central business district. The zoning local law has been updated as follows (this list is a summary of changes - the reader is referred to the zoning local law for all updates and revisions):

- incorporates new zoning districts, including an Open Space and Recreation District, and a R-80 district that limits residential development to a density of one dwelling unit/2 acres;
- updates the zoning local law to create new VC-1 and VC-2 zoning districts to encourage revitalization of the central business district in a manner which is consistent with the existing Village's character;
- creates two mixed use zones, MU-1 and MU-2, to encourage mixed use development along the Route 17 corridor;
- gives the Planning Board architectural review authority to ensure that development applications are reviewed with the express intent of enhancing the aesthetic quality of the community;
- eliminates the IP zone from areas that were inappropriately zoned for industrial uses.

- updates the types of uses allowed in the various zoning districts in accordance with the Comprehensive Plan recommendations;
- sets forth a series of new, environmental regulations intended to protect the Village's environs, including: update of wetlands law, introduction of steep slope regulations, revised cluster subdivision regulations, reference to Ramapo River sole source aquifer, reference and regulations applicable to Highlands biodiversity;
- introduces new stormwater management regulations;
- updates development application processes to be consistent with current New York State Village Law regulations;
- updates sign regulations;
- revises other sections of the Code.

1.2 List of Involved/Interested Agencies and Permits/Approvals

The Village of Sloatsburg Board of Trustees is the involved agency for the proposed action, i.e., the adoption of the Comprehensive Plan, Central Business District Study, and Zoning Local Law amendments. These actions require the following reviews and approvals:

Involved Agencies/Approvals

- Sloatsburg Village Board of Trustees – Adoption of Comprehensive Plan, Central Business District Study, and Zoning Local Law Amendments (including zoning map)
- Rockland County Planning Department – GML Review of the above mentioned documents

Interested Agencies

Notice of the completion of the DGEIS and/or a copy of the DGEIS will be sent to the following agencies:

Sloatsburg Planning Board
Sloatsburg Zoning Board of Appeals
Town of Ramapo Town Board
Town of Tuxedo Town Board
New York State DEC, Region 3
New York State DOT, Region 8
Palisades Interstate Park Commission
Federal Emergency Management Agency
Rockland County Drainage Agency
Rockland County Department of Highways
Sloatsburg Fire Department
Sloatsburg Ambulance Corps
Ramapo Central School District

1.3 Potential Impacts and Proposed Mitigation Measures

The baseline conditions analyses prepared as part of the first phase of the comprehensive planning process have been used to describe the "existing conditions" in the DGEIS. Based on an evaluation of the policy and regulatory implications of adopting the Comprehensive Plan, Central Business District Study and the zoning amendments on these the existing conditions, various impacts are identified. This section of the Executive Summary addresses the potential

impacts described in the DGEIS, and any mitigation measures that are required to limit these impacts. It is noted that most of the policies and regulations outlined herein and the relevant documents are intended to improve the Village's character, including its environment and socioeconomic conditions. Thus, many of the "impacts" associated with the adoption of the proposed actions would result in beneficial impacts to the Village of Sloatsburg as outlined in the DGEIS. Nothing herein is intended to limit any board or agency from conducting a site-specific SEQRA review of any application or activity associated with future development and/or proposed capital improvements.

1.3.1 Geology, Topography and Soils

Geology

The Comprehensive Plan and zoning local law incorporate the following:

- a recommendation to adopt blasting regulations.
- amendments to allow the Planning Board to limit the amount of disturbance to bedrock where it would result in significant bedrock disturbance.
- require "terrain adaptive" housing in areas constrained by bedrock.
- reduced residential density on the east side of the Thruway, thus reducing potential impacts to areas constrained by bedrock.

The policies of the Comprehensive Plan and the zoning local law amendments would decrease impacts to geology from disturbances that might otherwise occur under existing zoning.

Topography

The zoning local law amendments include new provisions (Section 54-55) which would regulate any disturbances proposed in areas with slopes in excess of 25 percent including authorizing the Planning Board to reduce the number of building lots where it determines the reduction provides the best mitigation of avoiding extremely steep slopes. Specific design standards are proposed to limit soil erosion to the maximum extent. As a result of these regulations, the zoning local law would result in fewer impacts to topography than under the existing zoning local law.

Soils

Soils can be undermined and can erode as a result of improper or lack of stabilization and control during and after construction activities. A new Section 54-58 of the zoning law would regulate land development activities and ensure proper stormwater management. The draft Plan acknowledges the limited ability of Sloatsburg's soils to support individual subsurface sewage disposal systems and recommends installation of a regional sanitary sewer collection system, but only to the extent necessary to support the growth possible under the proposed land use plan - the Village is now part of the Rockland County Sewer District.

As a result of these policies and regulations, it is not anticipated that there would be any significant impacts resulting from the adoption of the Comprehensive Plan (including Central Business District Study) or zoning local law amendments.

1.3.2 Water Resources

In order to protect the Ramapo River Valley aquifer, the Comprehensive Plan made the following recommendations:

- The Village should consider designating the Ramapo River and/or the aquifer a critical environmental area (CEA).
- The zoning local law limits land uses involving substances or chemicals that could potentially impact the aquifer.
- The zoning local law includes new regulations to address stormwater runoff, and requires appropriate water quality control measures be implemented within new developments. The purpose is to ensure that water quality within the Ramapo River aquifer basin is protected from the unregulated discharge of untreated stormwater runoff.

Some vacant property in the Village is proposed to be rezoned to allow one dwelling unit per 80,000 square feet. Less development would result in less impervious surfaces than under existing zoning and will afford storm water more opportunities to infiltrate soils to allow aquifer recharge. Also, by encouraging cluster development, the amount of potential impervious road pavement would also likely be reduced resulting in an increase in recharge area.

Recommendations for installation of a public sanitary sewer system have been made to eliminate failing subsurface disposal systems that may impact groundwater quality.

Surface Water

The following policies and recommendations have been proposed:

- The Village will work cooperatively with the County and New York State to acquire land or easements along both sides of the river.
- The Village wetland law establishes a 100-foot buffer area along watercourses where buildings, grading or filling will be regulated. The buffer would be in addition to state regulations applicable to the Ramapo Recreational River.
- The Ramapo River should designate the river and/or the aquifer a critical environmental area (CEA).
- Since preparation of the draft Plan, a separate local law has been adopted to protect local freshwater wetlands and watercourses. The local law is now incorporated into the Village's zoning regulations.
- Streams that are classified "D" are also regulated by a minimum 25-foot buffer area adjacent to "D" streams and intermittent streams.

An area of concern that has been expressed is that the vacant land that is known as the former Oakbrook Shopping Center site is proposed to be developed for use as an extension of the existing Village Center. The site is also intended to accommodate up to a maximum of 30 dwelling units for active adult senior citizens. The property is located within the 100-year flood plain. Future development of this site will depend on the extent to which any uses can be safeguarded from flooding and stormwater management can be addressed. Site-specific proposals will need to document how it can be designed to conform to applicable local and federal flood plain regulations. No development can occur here unless it can be designed in a

manner that protects the health safety and welfare of future tenants and residents of the site and downstream property owners.

In comparison to development that could proceed under existing the existing zoning law, implementation of the Comprehensive Plan and zoning local law amendments provide further protection to the quality of surface water in the Ramapo River Watershed. Added protection will positively affect the quality of surface water in and downstream of the Village.

The Oakbrook Shopping Center site is a privately-owned property, and is part of the VC-2 district which proposes that the village central business district be extended to this property. Any future development at this site will be required to mitigate potential impacts associated with development within the 100-year flood plain. If impacts cannot be mitigated, development cannot proceed.

No other mitigation measures are proposed.

1.3.3 Air Resources

The Village of Sloatsburg Comprehensive Plan and zoning local law amendments do not propose any land use policies or propose a significant increase in development that would impair air quality regionally.

The Comprehensive Plan recommends adoption of local blasting regulations, and the zoning local law would result in the adoption of soil erosion control measures. These policies and regulations would likely reduce the amount of fugitive dust, or particulate matter, generated by land development activities. The Plan recommends expansion of the Village's public transit parking facilities. Increased use of public transit would result in fewer vehicular trips thereby decreasing potential impacts to air quality from motor vehicles.

The zoning would reduce land use density in outlying areas of the Village. This will focus future development near existing centers and encourage pedestrian use, thereby potentially reducing the distance or time of vehicular trips, which would also reduce potential impacts to air quality.

The IP zoning district, that allows light industrial uses, would be regulated by a series of performance standards which would limit potential point source pollutants. Lastly, any new point sources would be regulated by the NYSDEC if any potential emission potentially exceeds acceptable air quality standards..

The Comprehensive Plan, including Central Business District Study, and proposed zoning local law amendments are not anticipated to have a significant impact on air quality. No mitigation is proposed.

1.3.4 Terrestrial and Aquatic Resources

The Comprehensive Plan (including Central Business District) and zoning local law propose various land use policies and regulations that would serve to limit impacts to vegetation and wildlife:

- Upon the recommendation of the draft 2002 Comprehensive Plan, the Village enacted a local law to protect freshwater wetlands located in the Village. The zoning local law amendments incorporate the freshwater wetland law.
- Cluster development regulations have been revised to expand use of the provisions to more properties in the Village. Clustering would allow larger areas of unfragmented habitat to be preserved.
- The Planning Board may require an applicant to cluster a development.
- The zoning local law amendments include a provision to require that any land development application involving ten (10) acres or more prepare a wildlife survey.
- The Planning Board would be authorized to require an applicant to conduct a wildlife survey on a smaller property in conjunction with the environmental review of an application.
- The Comprehensive Plan and zoning local law amendments continue use of the environmental constraints provisions contained in the zoning law in order to reduce residential or nonresidential density where the environmental constraints effectively limit the development suitability of properties in the Village.
- The zoning local law amendments include stormwater management regulations to protect the water quality of receiving waterbodies which would limit impacts to aquatic habitats.
- The draft Plan and zoning local law amendments would reduce residential density on parcels located in close proximity to state parkland. This, in conjunction with the use of cluster provisions, would preserve unfragmented habitat.

These recommendations, if implemented, will reduce potential impacts to vegetation and wildlife in comparison to development that could proceed under the existing zoning local law. No significant impacts are anticipated. No mitigation is proposed.

1.3.5 Wetlands

Since the initial 2002 draft Plan was prepared and upon its recommendations, a local law was adopted that allows the Village to regulate disturbances to any wetlands regardless of size. The local law also regulates activities that may occur adjacent to watercourses. The wetlands and watercourse local law has been incorporated into the proposed zoning local law. In addition, the amendments would regulate stormwater runoff and management stormwater flow to protect water quality.

Implementation of the Plan and zoning regulations will limit potential impacts to wetlands in comparison to development that could proceed under current zoning regulations. Thus, the proposed actions are anticipated to have a positive impact on the environment. No mitigation is proposed.

1.3.6 Transportation

The draft Plan makes numerous recommendations for improvements to the Village's pedestrian circulation system. The Plan also calls for a pedestrian and bike trail network that would permit residents that do not drive to walk or bike within the Village while avoiding Route 17 traffic to the greatest extent possible. These improvements to the pedestrian network would benefit senior citizens, children and those who are otherwise unable or who wish not to utilize motor vehicles.

Route 17 recommendations focus on reducing traveling speeds and the number of commuter trips made through the Village to make it more pedestrian friendly. The principal recommendation is to eliminate one lane of the road thereby having two travel lanes and a center turning

lane on conjunction with the construction of Interchange 15B. Other recommendations are set forth in the Comprehensive Plan and Transportation section of this DGEIS.

Most of the recommendations are intended to "calm" traffic on Route 17 and some rely on the introduction of an Interchange 15B north of Sloatsburg. Increased use of the NYS Thruway via Interchange 15B and public transit from traffic calming will likely have a positive affect on traffic congestion, levels of service and the number of accidents along Route 17.

The Comprehensive Plan also recommends a number of existing roads be connected within the Village. The interconnection of the Village road network will allow intravillage trips to avoid Route 17. Any new substantial development in the Village would necessitate preparation of a site-specific traffic study. The specific impacts of a project on the Village's road network would be evaluated at the time site-specific SEQRA review is conducted. At the time a site-specific traffic study is prepared, the study must take into account traffic levels anticipated from other area developments, including Tuxedo Reserve, located north of the Village, as part of any analysis.

The Plan recommends expansion of existing commuter parking facilities. Also, the Plan recommends installation of bus pull-off lanes on Route 17 northbound and southbound. A train/bus depot should be established with ticketing agents or machines and a waiting area. Increased public transit usage should result in positive impacts to the local and regional roadway network.

As the recommendations of the Plan and zoning law are not anticipated to have any adverse impacts from a policy perspective, no mitigation is proposed. Site-specific traffic studies will be undertaken at the time a specific project is proposed.

1.3.7 Community Services

The Comprehensive Plan recommends that the Village acquire vacant land located adjacent to and west of the library and constructing additional parking.

The Comprehensive Plan and zoning law would not significantly affect the potential population of the Village in comparison to the existing zoning. Therefore the need for additional emergency services, including police protection, would not change dramatically compared with the level of development that could occur with the existing zoning. Given the Village's intent to preserve several large tracts on the east side of the Thruway as open space, the demand for services may decrease slightly if open space continues to be acquired. At this time, the Village anticipates continuing its use of the Ramapo Police Department's services. The Sloatsburg Fire Department will continue use of the existing facility to serve the Village, and the Ambulance Corps would continue to use its space located on Washington Street. Specific impacts and mitigations to services would be determined at the time a site-specific project is advanced.

The Comprehensive Plan recommends the construction of a trail system to link residential neighborhoods where street connections are not practical. Trails would be a safe alternative for children or others without access to a vehicle to move about safely in the community. The Comprehensive Plan also supports the construction of a Ramapo River Trail.

No mitigation is proposed.

1.3.8 Utilities

The draft Plan recommends that higher density development be focused around existing developed areas. This will reduce the need to extend utilities to service remote locations. Large vacant parcels on the east side of the New York State Thruway are recommended to be acquired as open space - this would reduce overall water demand generated from development. Implementation of the land use recommendations and regulations would not significantly change the overall buildout of the Village's population. Acquiring riverfront parcels, clustering development, and protecting presently unprotected Class D streams would buffer development from receiving waters and assist in maintaining recharge to the Ramapo River aquifer.

Sewer service is being provided to the Village for purposes of improving drinking water quality, through the elimination of poorly operating septic systems, and to encourage economic development of the downtown consistent with the recommendations of the Central Business District Study. Specific impacts associated with the installation of central sewers are evaluated in the *Western Ramapo Wastewater Facilities Study Draft Environmental Impact Statement* dated June 1997. More recently, the Village of Sloatsburg reviewed the *Draft Environmental Impact Statement for Western Ramapo Wastewater Treatment Plant and Modifications to the Sanitary Sewer Rockland County Sewer District No. 1*.

The proposals contained in the Comprehensive Plan will result in little change to the Village's overall population, and thus would have little effect on gas, electric, telephone, cable and cellular telephone service in comparison with the population that could be expected under existing land use regulations. No mitigation is proposed.

1.3.9 Demography

The draft Plan and zoning local law recommends the introduction of low-density single-family residential dwellings to protect environmentally sensitive lands. However, the zoning local law would allow a ten percent (10%) density bonus to encourage the construction of moderate income senior citizen dwellings. In addition, the zoning local law amendments and Central Business District Study recommend that up to 30 dwelling units be constructed in the VC-2 district for active adult senior citizens. In addition, the MU-1 and MU-2 zoning districts would allow one-family, two-family and multifamily residences (not to exceed 4 units per building) at a gross density of one dwelling per 10,000 square feet a residential density that is comparable to much of the Village's existing residential neighborhoods.

The draft Plan, Central Business District Study, and zoning local law amendments will not significantly increase or decrease the number of future dwellings when compared with the existing zoning. The proposed zoning amendments would also eliminate a density bonus zoning provision which would have allowed approximately 6 dwelling units per acre (up to 1,400 dwelling units if applied to major vacant parcels), a density not supportable based on the Village's existing environment, transportation systems or infrastructure.

The draft Plan, Central Business District Study, and zoning local law amendments will not have a significant impact on the environment. No mitigation is proposed.

1.3.10 Cultural/Visual Resources

Historic Resources

The draft Plan recommends that the Village adopt a local historic preservation law. The law would create a historic preservation commission to administer the law or alternatively, allow the Planning Board to serve in this capacity.

The Plan recommends formation of a voluntary recognition program for the Village's historic structures. Lastly, the Plan recommends that future Village streets be named after historic persons or places or significant environmental features. The Village Historian and/or a local preservation group would be responsible for compiling a list of names to be used.

The zoning amendments propose a special use permit that would allow certain activities to occur in districts where they may not otherwise be allowed, but would result in the protection of a historic building. Any special use permit review would require that the adaptive reuse does not cause an impact, e.g., noise, traffic, to adjoining residences.

Visual Resources

The draft Plan recommends improving and maintaining aesthetic resources within the Village, especially along Route 17. It also recommends protecting ridgelines.

The Central Business District Study which would be adopted as an element of the Comprehensive Plan sets forth recommended design guidelines for the VC-1 and VC-2 district, as well as other properties along the Route 17 corridor.

Other recommendations of the draft Plan include: establishing a façade rehabilitation program; enforcing a property maintenance law; hire summertime employees to clean up properties where residents are elderly, disabled, ill, or financially challenged; conduct "windshield surveys" through neighborhoods on a rotating basis, to identify violations and seek cooperative corrections or active enforcement if cooperation is not achieved.

The proposed zoning amendments would give the Planning Board the authority to act as an Architectural Review Board. Specific design standards have been established for the VC-1 and VC-2 districts, which encompass Sloatsburg's central business district. The amendments also include tree preservation regulations which allow only the selective cutting of trees unless otherwise authorized by a tree removal permit. Lastly, the proposed zoning local law requires that any action requiring site plan, special use or subdivision plan approval or a variance, which is proposed on a lot with frontage on a scenic road, shall require ARB review, and sets forth the activities which are to be encouraged (protection of tree rows) or discouraged (altering the road alignment of a scenic road).

Both the draft Plan and zoning local law require that all utilities be underground in any new development. As the draft Comprehensive Plan, Central Business District Study and zoning amendments are intended to improve the aesthetic character of the community, adoption of the policies and regulations would result in a beneficial impact to the Village. No mitigation is proposed.

1.4 Alternatives

This DGEIS considers two alternatives: the No Action alternative, and the adoption of a Comprehensive Plan with different goals and objectives.

Under the No Action Alternative, land use and development would continue to be influenced by the recommendations of the existing Comprehensive Plan and existing zoning local law. The existing zoning does not reflect the built environment of Sloatsburg, and no longer serves the goals of the previous 1982 Master Plan. The present Plan and zoning do not reflect the preferences of the Village's residents as expressed in a 2000 public opinion survey. Without adoption and implementation of the updated Comprehensive Plan, many of the public needs and purposes identified in Chapter I of this DGEIS will remain unserved and the public benefits will not be realized.

The vision, goals and objectives, and strategies contained in the Comprehensive Plan represent public preferences as expressed by residents, business owners, land owners and other interested parties who were afforded significant opportunity for input through Comprehensive Plan Committee representatives, numerous Committee workshop meetings open to the public, and a public opinion survey made available to the Village public. Adoption of a different Comprehensive Plan with other goals and objectives would be contrary to the public's expressed preferences.

2.0 DESCRIPTION OF THE PROPOSED ACTION

2.1 Introduction and Project History

2.1.1 Background - Comprehensive Plan

The Village of Sloatsburg has undertaken a comprehensive planning and rezoning process. A Comprehensive Plan Committee was formed in 1999 to prepare the draft Comprehensive Plan. The previous comprehensive plan is over 20 years old, and its land use policies are outdated. In addition, the planning policies need to be updated to reflect current Village resident preferences related to how the Village desires to grow. The draft Comprehensive Plan was recently updated in 2006, and the Village Board of Trustees is considering adoption of the Comprehensive Plan. In addition, comprehensive zoning amendments have been prepared and submitted to the Village Board for their consideration - these zoning amendments are needed to bring the existing zoning local law into conformity with the draft Comprehensive Plan.

The draft Comprehensive Plan is based on a review of various baseline data related to the Village's population and housing trends, natural resources, community facilities, land use, transportation, utilities, historic and scenic resources. The draft Plan also addresses the issues and opportunities raised by the Village's population that were identified in a 2000 public opinion survey.

The elements of the Comprehensive Plan are as follows:

- CONCEPTUAL LAND USE PLAN
- ECONOMIC DEVELOPMENT
- NATURAL RESOURCES
- INFRASTRUCTURE
- TRANSPORTATION
- COMMUNITY FACILITIES AND SERVICES
- HISTORIC/AESTHETIC RESOURCES

The Land Use Plan identifies the land use policies that will guide growth, development, and conservation in the Village, including locations of existing and future open space, residential uses and density, mixed-use development, including development within the Village's downtown area, as well as areas intended for nonresidential development. Future land use patterns will be influenced by: expansion of the Rockland County Sewer District to include the Village; the re-design and revitalization of the Orange Turnpike (Route 17) village business district as outlined in a Central Business District Study prepared by Burgis Associates, Inc.; avoidance of sensitive natural resources; rehabilitation and protection of Sloatsburg's historic buildings and structures; and, preservation and enhancement of the Village's visual environment.

The CPC prepared several drafts of the Plan document, presented it to the public, and revised the document based on public comment. The CPC, by resolution, recommended the document to the Village Board of Trustees for their review and consideration. The Plan analyzed in this DGEIS represents an update of the draft 2002 Plan.

2.1.2 Background - Central Business District Study

As an outgrowth of the comprehensive planning process, the Village Board of Trustees retained Burgis Associates, Inc., to prepare a Central Business District Study intended to expand upon the draft Comprehensive Plan's objectives to promote and revitalize the Village's central business district. The Study is to be used by the Village's various agencies as a guide for decision making related to future development activities within what are the proposed VC-1 and VC-2 zoning districts. In addition, the zoning local law now gives authority to the Planning Board to perform architectural review of development applications, including any projects proposed within the Central Business District Study area (i.e., the VC-1 and VC-2 districts). The Study is intended to guide the design of the Route 17 corridor outside the central business district as well. This DGEIS is intended to address potential impacts associated with the adoption of the Central Business District Study, which is an element of the Comprehensive Plan.

2.1.3 Background - Zoning

Tim Miller Associates, Inc., was retained by the Village Board of Trustees to update the Village's existing zoning local law so that it would conform to the draft Comprehensive Plan to be adopted by the Village Board of Trustees. Burgis Associates, Inc., has been involved in the preparation of the zoning which relates to the central business district. The zoning local law has been updated as follows (this list is a summary of changes - the reader is referred to the zoning local law for all updates and revisions):

- incorporates new zoning districts, including an Open Space and Recreation District, and a R-80 district that limits residential development to a density of one dwelling unit/80,000 square feet;
- updates the zoning local law to create new VC-1 and VC-2 zoning districts to encourage revitalization of the central business district in a manner which is consistent with the existing Village's character;
- creates two mixed use zones, MU-1 and MU-2, to encourage mixed use development along the Route 17 corridor;
- gives the Planning Board architectural review authority to ensure that development applications are reviewed with the express intent of enhancing the aesthetic quality of the community;
- eliminates the IP zone from areas that were inappropriately zoned for industrial uses;
- updates the types of uses allowed in the various zoning districts in accordance with the Comprehensive Plan recommendations;
- sets forth a series of new, environmental regulations intended to protect the Village's environs, including: update of wetlands law, introduction of steep slope regulations, revised cluster subdivision regulations, reference to Ramapo River sole source aquifer, reference and regulations applicable to Highlands biodiversity;
- introduces new stormwater management regulations;
- updates development application processes to be consistent with current New York State Village Law regulations;
- updates sign regulations; and
- revises other sections of the zoning law.

2.1.4 SEQRA

In accordance with New York State Village Law, the Sloatsburg Village Board of Trustees is responsible for adopting the draft Comprehensive Plan, the Central Business District Study, and the Zoning Local Law amendments. The Sloatsburg Village Board has assumed the role of Lead Agency. The Lead Agency is primarily responsible for ensuring that the environmental impacts associated with the proposed action are considered.

As per the regulations implementing the State Environmental Quality Review Act (SEQRA), the Lead Agency determined that the proposed actions are Type I actions, which are likely to require preparation of a draft environmental impact statement:

- *"the adoption of a municipality's land use plan..."; and*
- *"the adoption of allowable uses within any zoning district, affecting 25 or more acres of the district".*

As the actions were deemed to be Type I actions, the Village Board has issued a Positive Declaration, and has required that a draft generic environmental impact statement (DGEIS) be prepared. Section 617.10 of the regulations implementing SEQRA allows a Lead Agency to prepare a "generic" environmental impact statement (GEIS). GEISs are broader and more general than site-specific EISs. They allow a Lead Agency to evaluate the environmental impacts associated with *"an entire program or plan having wide application or restricting the range of future alternative policies and projects, including new or significant changes to existing land use plans, development plans, zoning regulations..."*

This DGEIS is intended to identify existing conditions, anticipate potential impacts from implementation of the action and propose mitigation measures, if necessary, to reduce or eliminate impacts.

2.1.5 Summary History of Actions

The draft Plan was prepared by a Comprehensive Plan Committee, a "special board" appointed by the Village Board as intended by Village Law §7-722.4. The CPC held over 20 meetings, all of which have been open to the public. Two public workshops were held, both in the winter 2002, and a public hearing was held in early summer 2002. The draft Plan document was forwarded to the Village Planning Board who commented on the Plan document at its February 19, 2002, regular meeting. The CPC, by resolution dated November 6, 2002, agreed to forward the document to the Village Board for their consideration, review, and adoption. In December 2002, the Village Board also forwarded the draft Plan document to the Rockland County Department of Planning as required by §239-m of the General Municipal Law.

In 2003 and 2004, the draft Central Business District Study was prepared as a separate element of the Comprehensive Plan.

In 2005, the Village Board commenced review of proposed amendments to the Village's Zoning Local Law.

This DGEIS analyzed the impacts associated with the adoption of the draft Comprehensive Plan, the Central Business District Study, and the draft Zoning Local Law.

In terms of SEQRA, the Village Board assumed the role of lead agency on March 14, 2006, and adopted a Positive Declaration on the same date. This DGEIS reaffirms the Village Board's status as Lead Agency for these actions.

2.2 Reviews and Approvals

Adoption of the Comprehensive Plan, Central Business District Study, and Zoning Local Law amendments requires the following reviews and approvals:

- Sloatsburg Village Board of Trustees – Adoption of Comprehensive Plan, Central Business District Study, and Zoning Local Law Amendments (including zoning map)
- Rockland County Planning Department – GML Review of the above mentioned documents

2.3 Purpose, Needs and Benefits

The purpose, needs and benefits of the proposed actions can be summarized generally by the goals, objectives and land use policies outlined in the draft Comprehensive Plan.

2.3.1 Purpose Of the Comprehensive Plan

There are numerous purposes for preparing a comprehensive plan as outlined in §7-722 of the New York State Village Law:

"A comprehensive plan provides a readily identifiable plan, available to the public, for the regulation of land use to protect the public health, safety and general welfare of a Village's citizens. The comprehensive plan provides an inventory of resources and conditions within a community and plans development in accordance with such. A comprehensive plan takes into consideration the consensus of citizens in an open, responsible and flexible planning process. The comprehensive plan promotes the health, safety and general welfare of the Village and considers the needs of the people of the region of which the Village is a part. The comprehensive plan fosters cooperation among governmental agencies planning and implementing capital improvement projects and municipalities that may be directly affected thereby."

The draft Comprehensive Plan and the Central Business District Study serve the purposes set forth above. The Zoning Local Law amendments are intended to effectuate these purposes. The specific local objectives that are accomplished are outlined below.

2.3.2 Vision of the Comprehensive Plan

The Comprehensive Plan expresses a vision of the Village's future. The Vision Statement describes the community's philosophy regarding its preferred pattern of growth, development and conservation over the next 10-20 years:

The Village of Sloatsburg is a small, closely knit, rural woodland community nestled in the foothills of the Highlands that has managed to retain its traditional village character despite the significant population and developmental growth in the region. Many residents have lived in Sloatsburg for generations. This, and Sloatsburg's small geographic size and condensed

land use pattern, lend the Village its “small town” character, which is further enhanced by the community spirit engendered by the numerous village activities and programs available to its citizens. The Village benefits from its proximity to major transportation routes, the forested backdrop and recreational opportunities of Sterling Forest and Harriman State Parks, its quality school district, and its perceived isolation from the metropolitan region. Sloatsburg desires to protect its existing rural woodland character, while upgrading and enhancing areas that detract from it, specifically, the Route 17 corridor. Growth should occur at a rate and level the Village can absorb without disrupting Sloatsburg’s traditional village character.

2.3.3 Goals and Objectives

The proposed actions are based on a set of goals and objectives that will enable the Village of Sloatsburg to achieve its desired land use pattern and unique sense of community described in its Vision. The goals are value statements that represent the end result if the objectives are followed and implemented. These goals are consistent with many of those expressed in the 1982 Plan, however, the objectives to achieve these goals have been revised and updated. The objectives are more specific than the goals and provide a more specific strategy to achieve the goals.

LAND USE: *Guide population growth and development in Sloatsburg in a manner that maintains the Village’s rural woodland character and village pattern of development and acknowledges the diverse housing and commercial needs of the community.*

- Establish areas of the Village intended for large lot, single family detached residential development.
- Preserve environmentally sensitive areas as “open space”.

ECONOMIC

DEVELOPMENT: *Broaden the Village’s tax base and employment opportunities by encouraging the orderly expansion and introduction of nonresidential land uses in a manner consistent with the Village’s small-scale character and in appropriate locations based on the nature and potential impacts associated with nonresidential uses.*

- Strengthen the local economy by enhancing the viability of Sloatsburg’s central business district.
- Allow limited expansion of nonresidential uses along the Route 17 corridor subject to design guidelines that encourage reuse of existing buildings.

NATURAL

RESOURCES: *Protect the Village’s sensitive environmental features and preserve portions of the Village in its “open” natural state.*

- Protect the Ramapo River aquifer by creating a continuous open space system along its length.
- Avoid blasting activities by limiting or prohibiting development in areas with shallow depth to bedrock.
- Protect the wetland and forest ecosystems.
- Protect ridge lines from development.

- Situate development in a pattern that protects meaningful expanses of undisturbed ecological habitat.
- Restrict development on steep slopes.
- Avoid disturbances to watercourses and wetlands, and establish adequate buffers between them and adjoining development.

TRANSPORTATION: *Provide a safe, adequate, and efficient roadway network that will serve the various types and intensities of traffic generated by the proposed pattern of land use within the Village.*

- Redesign Route 17 to reassert its role as Sloatsburg's "Main Street".
- Calm traffic on Route 17.
- Improve mass transit facilities to be safe and efficient.

UTILITIES: *Provide essential infrastructure in existing areas of higher density, village-scale, small-lot development.*

- Promote central sewer service to eliminate potential water quality impacts associated with individual septic systems.
- Promote central sewer service to allow economic development of the central business district (Village Center) in a manner consistent with its existing small lot village character.

COMMUNITY

FACILITIES: *Continue to provide and expand, when necessary, existing community facilities that serve the Village community.*

- Expand parking to serve the Village library.
- Expand the passive, linear park along the Ramapo River.

HISTORIC

RESOURCES: *Preserve the Village's cultural and historic resources that reinforce its unique identity and sense of place.*

- Protect and revitalize existing historic structures that provide the Village with its sense of place.
- Provide incentives for the adaptive reuse of significant buildings by permitting a wider range of uses to occur in historic structures.
- Develop a voluntary recognition program for the Village's historic resources.
- Develop a uniform sign program for identifying historic resources in the community.

AESTHETIC

RESOURCES: *Protect the visual quality of Sloatsburg's natural environment and enhance the aesthetic and architectural quality of the buildings, roads, and structures that constitute the Village's "built" environment.*

- Maintain an attractive appearance in the Village, particularly along Route 17, since this road corridor is the primary image that visitors have of Sloatsburg.
- Provide the Planning Board the authority to perform design review for properties within the central business district and located along Route 17.

- Adopt design guidelines for the central business district in order to maintain the small scale and vernacular (or “common”) architectural character of the Village.
- Protect scenic roads.
- Protect scenic ridge lines.
- Retain the forested canopy of the Village’s hillsides to protect its woodland character.

2.4 Public Need for the Comprehensive Plan and Zoning

The identification of several challenges confronting Sloatsburg demonstrates a public need for a Comprehensive Plan that addresses them. These challenges include:

Population: - *Population growth that results from the current level of development allowed by existing zoning could negatively impact the small town feel of Sloatsburg.*

Housing: - *Some property owners have deferred maintenance.*
- *Significant housing growth will change the socioeconomic character of the current population.*

Land Use: - *Any new development in the Village has historically been controversial.*
- *There is too much uncertainty with regard to the type and amount of development that could occur.*
- *Taxes are high and there has been no discernible increase in nonresidential rates to balance the costs associated with residential uses.*

Economic

Development: - *Local personal service and retail uses have dwindled.*
- *Commercial space in the central business district is vacant.*
- *The Village’s administrative and regulatory structure is not business friendly.*
- *Visitors to the park system have not been “captured” by the local economy.*

Environmental

Resources: - *Poor soils and shallow depth to bedrock are inadequate for septic systems and inadequately treated effluent could impact water quality.*
- *Properties along Nakoma Brook and Ramapo River are subject to flooding.*
- *Current regulations do not adequately protect environmentally sensitive features.*

Historic

Resources: - *Historic properties are not protected from alteration/demolition.*

Aesthetic

Resources: - *The poor visual quality of Route 17 detracts from the Village’s image.*
- *Deferred property maintenance contributes to poor visual quality.*
- *There is a need to beautify the Route 17 corridor.*

Transportation:

- *The lack of alternative routes out of the Village in the event of an emergency is a concern.*
- *Unacceptable levels of traffic travel at excessive speeds on the local roadways, particularly Route 17.*
- *Traffic growth negatively impacts the Village’s environment on Route 17, and to a lesser degree, the New York State Thruway and Sterling Mine Road.*
- *A comprehensive system of bikeways and pedestrian walkways does not exist. Some sidewalks are hazardous since they are not adequately separated from the roadway. Pedestrian safety is not adequate.*

- Utilities:**
- *Route 17 has a detrimental effect on noise levels for residential properties adjoining the corridor.*
 - *Septic systems are failing and contributing to pollution of the Village's waterways.*
 - *The lack of municipal sewers requires large lot development that is not necessarily consistent with the village settlement pattern.*
- Community Services:**
- *The Village's recreational resources should be more accessible and open to local residents.*
 - *There is inadequate parking at the library.*

2.5 Benefits of the Comprehensive Plan and Zoning

Adoption of the Comprehensive Plan, Central Business District Study, and Zoning Local Law amendments will require that all private and public interests conduct activities in a manner that is consistent with the Village's Vision of its growth, development, and conservation. Specific benefits that may evolve from the adoption of the aforementioned documents include:

- Preserve environmentally sensitive lands as open space.
- Relieve the existing residential tax burden by introducing nonresidential uses.
- Introduce new businesses providing services to local residents, thereby producing employment and decreasing motor vehicle trips to out-of-area services.
- Protect water quality of the federally-designated Ramapo River Aquifer.
- Protect the New York State designated Ramapo Recreational River.
- Reduce potential air quality and noise impacts associated with blasting.
- Protect fragile and important wetland, forest, and riverine ecosystems.
- Protect the aesthetics of ridgelines.
- Eliminate soil erosion and aesthetic impacts associated with the development of steep slopes.
- Provide sanitary sewer service which will aid in eliminating pollutants that may potentially enter the aquifer and groundwater system - this will also enable cluster development that would preserve open space.
- Provide increased parking in order to encourage use of library services
- Allow passive recreational opportunities only adjacent to sensitive environmental features such as the Ramapo River.
- Protect and recognize the historic resources of the Village.
- Improve aesthetically the appearance of the Village.
- Reduce traffic speeds and volumes through the Village, and promote a safe environment for pedestrians.

2.6 Project Location

The Village of Sloatsburg is an incorporated village within the Town of Ramapo, Rockland County, New York. This 2.5 square mile community is located in the northwestern corner of

Ramapo. Sloatsburg is bounded by the Palisades Interstate Park System to the northeast, undeveloped areas of the Town of Ramapo to the east and south, and the Town of Tuxedo in Orange County to the north and west. Figure 1 of the draft Comprehensive Plan illustrates the regional location of the Village of Sloatsburg.

2.7 Land Use Plan

The most fundamental element of the Comprehensive Plan is land use, and proposed changes to the land use pattern in the community.

2.7.1 Existing Land Use

The Village encompasses approximately 2.6 square miles, much of which is forested, mountainous terrain, giving the Village its rural and rugged character. Most recently, additional vacant land was acquired to the west side of Johnstontown Road to expand the County's parkland system. Approximately 56 percent of Sloatsburg (930 acres) is vacant land, parkland, or open space. Table 2-1 categorizes land uses by acreage within Sloatsburg.

Table 2-1 Existing Land Use		
General Land Use Category	Number of Acres	Percent of Total
Vacant Land	638	38%
Single Family Dwellings	355	21%
Parks, Recreation, and Open Space	292	18%
Transportation and Utilities	280	17%
Neighborhood Commercial	24	1%
Light Industry/Heavy Commercial	31	2%
Two- and Three- Family Residential	25	1%
Community Services/Government	24	1%
Multi-Family Residential/Mobile Home Parks	21	1%
Religious Organizations	3	0%
TOTAL	1693	100
*Acreage figures are approximate. Source: Rockland County Department of Planning mapping.		

Rockland County Planning Department geographic information system (GIS) mapping provided a source for existing land use within the Village of Sloatsburg. In addition, a windshield survey confirmed certain uses and verified uses where GIS and assessment databases were incomplete. Various types of existing land use are described below based on the 2001 land use survey prepared for the Comprehensive Plan. Existing Land Use is shown in Figure 2 of the draft Plan.

Single-Family Residential

Single-family detached dwellings on individual lots comprised about 355 acres in Sloatsburg, or 21 percent of the total land area of the Village. Along Johnstontown Road and Eagle Valley Road, single-family dwellings are located on larger parcels than in other areas of the Village. Along Route 17, single-family dwellings are interspersed among two-family multi-family residences as well as miscellaneous commercial uses. Single-family dwellings in the "Flats" (the neighborhood in southern Sloatsburg on the west side of Route 17) are situated on small lots, typically 5,000 to 15,000 square feet. These areas are almost entirely developed and there is limited potential for new residential development. It is expected that with the introduction of sewer service, some residences may be "popped up", i.e., enlarged to take advantage of the additional land no longer necessary for a septic system. Regardless, major changes in land use would not occur as the proposed zoning continues this land use pattern.

The "Pines", a neighborhood east of the NYS Thruway and south of Seven Lakes Drive, is comprised mainly of single-family dwellings on 6,500 to 12,000 square foot lots with a few larger lots located in the neighborhood. Approximately 85-90 vacant lots remain undeveloped and are now non-conforming and do not meet minimum lot area requirements. In some instances, roads have not been developed and are "paper streets". The presence of bedrock and steep slopes limits development in this area, although development applications have been proposed from time to time.

Two- and Three-Family Residential

There are approximately 63 2- and 3-family dwellings. Approximately 25 acres, or 1% of the village land area, is dedicated to this use. These uses are commonly found along Route 17.

Multi-Family Residential/Mobile Home Parks

Based on the 2001 land use survey, there were 31 multifamily dwellings (more than three-family), four apartments, and one small mobile home park located in Sloatsburg. The Village's mobile home park is a small collection (4 units) of manufactured homes on a residential lot located on Johnstontown Road. The multi-family dwellings and apartments are scattered throughout the Village, and are converted homes or other structures. They are located along Route 17 and in the more densely developed residential areas.

Neighborhood Commercial

Land uses in this category include retail and service-oriented businesses, shopping centers, free standing stores, gasoline and automobile service stations, funeral homes, banks, markets, restaurants, and bars. These uses are predominantly located along the Route 17 corridor. Approximately 24 acres or 1% of Sloatsburg's land area is dedicated to commercial uses.

Transportation and Utilities

The New York State Thruway, New York State Route 17, and rail right-of-way bisect the Village of Sloatsburg in a north-south direction. The New York State Thruway occupies approximately 92 acres within the Village, and the Port Jervis Line occupies approximately

15 acres. Transportation corridors, local roads and utilities account for about 280 acres of the Village's land area.

Light Industry/ Heavy Commercial

Heavy commercial and light industrial uses account for approximately 31 acres or approximately 2% of Sloatsburg's land area. In 2001, Harja Metal Fabricating Company, Emfo Contractors and Natural Energy were located on Route 17 north of the existing stone yard. Heavy commercial and light industrial uses along Sterling Mine Road included landscaping contractors, electrical companies, solid waste and sanitation operators, and HVAC and other equipment sales and repair.

Community Services/Government

Community facilities include Village Hall, the library, the Sloatsburg Fire Department, the Sloatsburg Ambulance Corps, the Senior Center, the DPW Garage, and the Sloatsburg Elementary School (Ramapo Central School District). The Municipal Building was renovated in 1999. Community service and government uses account for 24 acres or approximately 1% of Sloatsburg's land area.

Religious Uses

There are two places of worship in Sloatsburg; Saint Joan of Arc Church and a United Methodist Church. Religious organizations account for 3 acres and less than 1% of land area within the Village.

Parks, Recreation, and Open Space

State, county, town, and village parkland comprise approximately 292 acres of the Village's land area. Most parkland in Sloatsburg is associated with the Ramapo River and the Palisades Interstate Park system. In 2001, one parcel was classified as private forested land and located west of Route 17.

The largest Village-owned recreation area is the "Community Fields," located between the New York State Thruway and Route 17 which is developed with sports fields and a playground. A community wide pool is located in the "Flats" along Sterling Avenue. In the "Pines," there is a playground and private beach at Mirror Lake, and an open field located off of Maple Avenue.

Most of the county owned parkland is located along the floodplain of the Ramapo River. County parks include Eleanor Burlingham Memorial Park and Dater Mountain Park. Eleanor Burlingham Park is located along the Ramapo and is used for passive recreation such as canoeing, bird watching, hiking, and fishing. Access is provided from Seven Lakes Drive and Waldron Terrace. A portion of Dater Mountain Park is located in northern Sloatsburg, which offers hiking and passive recreation. Parkland in the vicinity of Dater Mountain Park was recently expanded by approximately 100 acres. In terms of state parkland, Harriman State Park, located in the eastern portion of the Village, is used for a variety of outdoor recreational activities.

Vacant Land

Vacant land in the Village totals approximately 638 acres. Several large vacant parcels are located on the west side of Route 17, north of Eagle Valley Road, and on the east side of the Thruway, south of the Pines. The remainder of vacant land consists of various-sized lots located throughout the Village.

2.7.2 Proposed Land Use Plan

The Land Use Plan, to be implemented by the zoning is shown in Figure 3 of the Comprehensive Plan. The zoning map, which is intended to effectuate the general Land Use Plan, is attached at the end of the DGEIS.

Open Space and Recreation

A number of parcels along the Ramapo River that could currently be developed as one dwelling per 40,000 square feet (R-40 zoning district) are recommended for the Open Space and Recreation land use (one dwelling per two acres). Currently most of these riverside parcels are located within the Federal Emergency Management Administration's (FEMA's) 100-year floodplain and are severely constrained for development.

Also proposed for Open Space and Recreation is a small area of I-P (Industrial Park) zoned land at the south end of the Village corresponding to the existing Village-owned recreational fields. The Comprehensive Plan proposes that the Open Space and Recreation land use permit active recreational facilities. This change in permitted land use will not have any impacts since the Village already uses it for recreation purposes.

The Land Use Plan recommends acquisition of lands along the Ramapo River by the Village, County or State in order to protect the River from development runoff and to maintain flood levels downstream. Elimination of potential development through purchase will also serve to maintain recharge to the aquifer by not introducing additional impervious surfaces.

Open Space and Recreation/Open Space Residential

The most significant change in terms of density involve the Open Space and Recreation, and Open Space and Residential land use areas of the draft Plan - these areas would be zoned OSR or R-80 which would allow one dwelling per 80,000 square feet of lot area. This zoning would apply to property that is presently zoned R-40 (one dwelling unit per 40,000 square feet). The decrease in density along with provisions allowing the Planning Board to require clustering is expected to result in a decrease in potential area of impervious surfaces, thereby resulting in an increase in aquifer recharge beyond what was expected under existing zoning. Additionally, the decrease in density along with revisions to the cluster provisions will likely result in less disturbance to ecological habitat. The draft Plan recommends that these lands be purchased by the Palisades Interstate Park Commission or other governmental agency or open space organization for use as open space. Since the initial preparation of the draft Plan, two properties have been acquired, located to the north of Johnstontown Road and consisting of approximately 100 acres (additional property extends into the unincorporated area of Ramapo).

The zoning would limit cluster lots to 10,000 square feet that would allow single-family detached dwellings to ensure that the cluster development reflects the single-family character of the Village.

Also allowed would be parkland, country inns/bed and breakfasts and dude ranches to support a low-impact tourist type use for economic development purposes.

Uses allowed in existing R-40 zoning districts that are not proposed for the Open Space Residential land use area are places of worship, schools, and governmental administration and services. Because of the importance of these types of uses to community identity, the Comprehensive Plan proposes these uses locate more centrally in the Village Center (VC-1 zoning district).

It is noted that there are several small lots along the Ramapo River within the 100-year floodplain at the end of Lincoln Street. The intent is for the Village or other governmental agency to purchase these properties as open space, given their location in the flood plain, and undersized nonconforming status (lots are presently zoned R-40).

Rural Residential

The Rural Residential area encompasses areas that would be zoned R-40 or R-15, where there is a small enclave of existing homes where the overall land is intended to be developed at the R-40 density. The draft Plan limits the size of cluster lots to 10,000 square feet to ensure that the residential cluster development reflects the current character of developed areas of the Village.

Similar to the Open Space areas identified previously, the R-40 zone would allow parkland, country inn/bed and breakfast and horse farm/dude ranches. These nonresidential uses acknowledge the suitability of large undeveloped and forested areas to support low-impact tourist-related uses.

Uses permitted in the existing R-40 and R-15 zoning districts that are not proposed as part of the revised local law are places of worship and schools. Because of the importance of these types of uses to community identity, the Comprehensive Plan proposes these uses locate more centrally in the Village.

It is noted that there are pre-existing, nonconforming lots located in the upper elevations of the Village "above" the Pines neighborhood. It is the Village's intent to encourage the consolidation of these small nonconforming lots in order to reduce the residential density in these areas that are environmentally constrained by slopes and shallow depth to bedrock.

Suburban Residential

The draft Plan's Suburban Residential land use area would be zoned either R-10 or R-15. These areas are already developed or subdivided at densities of less than 20,000 square feet per unit.

The Suburban Residential land use proposes passive parkland, country inn/bed and breakfast and horse farm/dude ranches in addition to single-family detached dwellings.

These uses were selected to encourage economic development by providing tourist destinations within the Village with a minimum of potential environmental impacts.

Village Residential

Areas identified in the draft Plan as Village Residential would be zoned R-10 (minimum 10,000 square foot lot; these areas are presently zoned R-15 (minimum 15,000 square foot lot) or R-10 (minimum 10,000 square foot lot). The rezoning addresses areas that are already developed, and is intended to reduce the number of lots that are nonconforming as to the bulk requirements. Based on the 2001 land use survey, fewer than 10% of the existing lots in this area are vacant. Implementing this land use with a 10,000 square foot minimum lot area would not result in additional density beyond the existing zoning.

A few developed areas of the Village currently zoned R-40 (one dwelling unit per 40,000 square feet) are proposed for Village Residential and would be zoned R-10. These areas correspond to already subdivided lots along Council Crest, Laurel, Torne and Hillside Roads. These lots have already been subdivided at densities well below 40,000 square feet; most have lot sizes between 6,000 and 10,000 square feet. Many of these lots are constrained by steep slopes and bedrock outcrop.

Nonresidential uses proposed for this land use area include places of worship and public elementary schools, municipal playgrounds, community facilities and services (such as ambulance services), day care centers and funeral parlors. This reflects nonresidential uses already in existence within this land use area.

Limited Commercial/Residential Corridor

A portion of Route 17 north of Seven Lakes Drive and a limited area near the corner of Colonial Avenue and Route 17 is shown as Limited Commercial/Residential in the draft Plan. For purposes of zoning, the area to the north Seven Lakes Drive would be rezoned to MU-2, and the area around Colonial Avenue would be made a part of the VC-1 district.

Most of the area north of Seven Lakes Drive is zoned R-15 presently. The existing zoning of this area does not correspond with existing land uses. Many of the larger structures in this area, west of Route 17, are currently being used for two-family and multifamily residences. Some of the parcels are also being use for nonresidential and mixed residential/nonresidential uses. The draft Plan recommends one-family, two-family and multi-family (subject to design standards) residential uses at a density of one dwelling per approximately 10,000-15,000 square feet; the MU-2 district would allow residential uses at a density of one-dwelling unit per 10,000 square feet. The introduction of multifamily residential use regulations is expected to improve the appearance and site design of existing multifamily residences through design standards.

The Comprehensive Plan recommended the limited expansion of commercial uses within the Route 17 corridor to expand the Village's nonresidential ratable base. Thus, also proposed for the MU-2 district are medical, business, and professional offices; antique and book shops; art, music and performing studios; arts and crafts studios including retail; bed and breakfast/country inns; places of worship; public schools; municipal parks; child day care centers; and funeral parlors.

The area near the intersection of Colonial Avenue and Route 17 currently is occupied by: an auto repair shop, a contracting office, three residential uses and a vacant tract overlooking the Village's recreational fields. This area would allow a mix of residential and nonresidential uses and would be absorbed into the VC-1 zoning district.

Neighborhood Retail/Commercial

The Neighborhood Retail/Commercial land use is proposed for the existing B-2 district in the vicinity of Park Avenue - a new MU-1 zoning district would encompass this area. Several existing parcels have 50 percent of their lot area (the portion abutting Route 17) zoned B-2. The proposed MU-1 would place these lots wholly within one zone. The rear portions of these lots were zoned R-40.

Rezoning these R-40 lots to MU-1 is not likely to have a significant impact as almost all of the land currently zoned R-40 is severely constrained by steep slopes, which are subtracted from the minimum lot area for zoning purposes.

The MU-1 zoning district would allow one-family detached, two-family detached and multifamily residences at a density of one-dwelling per 10,000 square feet. Multifamily dwellings are limited to four dwellings per building by special use permit. Stand alone restaurants (drive-through not permitted), delis, drinking establishments, garden nurseries, antique shops, book shops, farm market/stands, municipal parks, day care centers, pre-existing automotive sales and repair and minor wholesale business would be allowed.

Unlike the existing B-2 district, this zone would allow residential uses, eliminating the nonconforming use status of existing residences. Nonresidential uses selected for this area are more limited than those permitted in the Village Center in order to avoid competition and weakening of the market demand in the Village Center.

Village Center

The Village Center land use is proposed for Sloatsburg's downtown, which is currently zoned a combination of B-1, B-3, IP and R-40 zoning districts. Existing land uses include a strip commercial use (which comprises the Village's primary retail building), a gasoline filling station, a bank, a hardware store, restaurant, insurance agency, barbershop, and take-out food establishments. This area is "anchored" by government and community service uses. The area contains a number of residential dwellings, some of which have been converted to offices.

The Comprehensive Plan recommends expansion of shopping, employment and housing opportunities within the Village Center.

The following land uses are recommended for the Village Center planning area: retail uses, personal service uses, including hair and nail salons, barber shops, dry cleaners, laundromat, repair shops (non-automotive); banks; business, medical and professional offices; standard restaurants, drinking places, ice cream stands, take out food establishments, delis, sidewalk cafes; bed and breakfasts; art galleries, museums, and craft studios; community services and facilities, including library, senior center, governmental offices, fire protection services, schools; places of worship. Within the area to be zoned VC-1, one-family and two-family dwellings in existence at the time the zoning is updated would be allowed to continue. Mixed use residential/commercial development, where

residential use is on the upper floor of the structure and commercial uses are located on the ground floor (VC-1 only) would be allowed. The size of commercial spaces will be limited to preclude "big-box" retail development within the Village Center. Existing automotive repair uses and gasoline filling stations will be allowed to continue but no expansion or additional repair uses are envisioned.

The "Oakbrook Shopping Center" site would be zoned VC-2. It is an approximately 11-acre parcel in the downtown that is located in the 100-year flood plain. Currently, it is zoned B-3, Regional Shopping. The existing zoning does not permit any use by right, but allows "designed shopping centers" as a special use subject to Planning Board approval. The Comprehensive Plan includes this parcel in the Village Center planning area and proposes that it be developed for a new mixed-use development. Instead of developing the site for conventional strip retail development, the Plan recommends that retail uses be allowed on the ground floor, and offices be encouraged on the 2nd floor. A small grocery store could anchor the Village Center. The development would be situated on a "Village Common" and village streets with on-street parking would be extended into the property, rather than developing large parking lots. Through the "Village Common" concept, the Village would allow expansion of commercial uses within the Village Center, but its design would be more consistent with the existing pattern of buildings. Also the Village would encourage new housing opportunities to be limited to no more than 30 dwellings for active adult and senior citizens in the vicinity of Mill Street. New residential uses would enliven the Village Center. The Central Business District Study establishes design standards for the VC-1 and VC-2 districts. The draft Plan envisions a downtown with a character reminiscent of a small traditional New York State Village. The total amount of commercial space cannot exceed 80,000 square feet.

Development within the VC-1 and VC-2 districts may be constrained by the 100-year flood plain, and any development would be required to adhere to applicable flood regulations.

Light Industrial/Office Park

Light Industrial/Office Park is contemplated for the existing I-P district on Sterling Mine Road - the IP zoning would be continued here. The back end of an existing I-P zoned vacant parcel that fronts on Eagle Valley Road and Sterling Mine Road, is proposed to be zoned R-40 because it is heavily constrained by wetlands, floodplain, and County stream buffer.

Land uses in the IP zone would include: light manufacturing, assembly, processing, packaging; distribution facility; wholesale retail business; warehousing and storage; professional and business offices; contractor storage yards; garden nurseries.

Office/Limited Commercial

Four lots on the east side of Route 17 north of Seven Lakes Drive are being proposed for use as Office/Limited Commercial - they would be zoned "O". Existing uses include a masonry supply that is currently zoned I-P, two wholesale businesses currently zoned R-15 and a multifamily use currently zoned R-15. The uses contemplated for this planning area include wholesale business, provided inventory and business commercial vehicles are located in a completely enclosed building; professional and business offices; garden nurseries; landscape contractor yards; and masonry supply. All existing uses would continue to be permitted except for multifamily use.

2.7.3 Change in Development Potential

The approximate development potential was examined for the remaining large vacant parcels within the Village to determine the potential development build-out of the land use recommendations contained in the Comprehensive Plan compared to what may occur under present zoning. Seven privately-owned vacant parcels in the Village which are subject to development pressure were examined.

Environmentally constrained areas were subtracted out to determine development potential as required under the existing and proposed zoning. In addition, 25% of the remaining lot area of each parcel was deducted to account for layout inefficiencies and areas that would be dedicated for roadways. The results of the analysis for the eight largest parcels are shown in Table 2-2.

Table 2-2 Change in Development Potential for Various Vacant Parcels							
Name	Existing Zoning	Proposed Zoning	Total Acres	Buildable Acres	Existing Dev. Pot.	Proposed Dev. Pot.	Change in Dev. Pot
Hidden Valley	R-40	R-40	103.5	52.4	57	57	0
Tuxedo Park Associates	R-40	R-40	41.8	25.9	28	28	0
Eagle Valley Corp	R-40/R-15	R-40	93.4	47.8	80	52	-28
Shelter Rock	R-40	R-40	50.2	29.6	32	32	0
Highland Homes/ Whispering Valley	R-40	R-40	57.9	27.5	30	90*	-60
Mario Garces	R-40	R-80	53.7	28.6	31	15	-16
Ramapo Land Co	R-40	R-80	89.3	56.5	61	30	-31
TOTAL	R-40		489.8	268.3	319	304	-15

Dev. Pot. = Development Potential
* = court ordered stipulation applies.

We note that the VC-2 district would allow up to 30 new senior citizen dwellings, thus, the change in development potential could be reduced to 45 dwellings. It is noted that since the Comprehensive Plan was prepared, the parcels known as Stony Brook/Benedetto Farms has been purchased as open space, eliminating development potential on the north side of Johnstontown Road. In addition, the Highland Homes court-ordered settlement would allow this parcel to be developed with up to 90 single-family detached dwelling units - it is estimated that the property, under R-40 zoning, would allow approximately 30 dwelling units.

A parcel with a lot size of one acre or less, given the proposed changes in zoning, would not significantly affect the development potential in the Village and therefore was not quantified compared with the development potential under the existing zoning. It is noted that the proposed zoning local law continues the policy of requiring that undersized lots held in common ownership be merged.

When considering the Village's major vacant parcels, the implementation of the land use recommendations of the Comprehensive Plan results in a decrease in development potential of approximately 75 dwelling units. However, with Highland Homes, the change in development potential would be 15 fewer dwelling units. With the potential future

introduction of up to 30 senior dwelling units in the VC-2 zone, the development potential could increase by 15 units. Villagewide, the development potential changes under the existing versus the proposed zoning is not considered "significant".

As projects are proposed and advanced, each development would be subject to a site-specific SEQRA review to address any potential impacts associated with the development of individual properties.

It is also noted that adoption of the zoning local law amendments would result in the elimination of the existing Incentive of Bonus Zoning Law, Local Laws 13 of 1992 and 7 of 1993, which permitted bonus densities of one dwelling per 7,500 square feet, or 5.8 dwelling units per acre, to construct senior or affordable housing. If applied to the major vacant parcels listed above, this could have resulted in approximately 1,400 dwelling units, significantly more than would be allowed under the proposed zoning.

3.0 ENVIRONMENTAL SETTING, POTENTIAL IMPACTS AND MITIGATION

3.1 Geology, Topography and Soils

3.1.1 Existing Conditions

Geology

Sloatsburg is located within the Hudson Highlands, a part of the New England Upland physiographic province. Metamorphic rock is the dominant bedrock; the Village of Sloatsburg is underlain by quartz plagioclase gneiss with associated minerals and interlayered amphibolite, hornblende gneiss. Gneiss is coarse-grained, imperfectly layered metamorphic rock characterized by alternating dark and light bands that differ in mineral content. Gneiss results from the metamorphism of many igneous or sedimentary rocks and is the most common types of rock found in Precambrian regions. Precambrian time is the oldest and largest division of geologic time, which includes the first two eons of geologic time, the archean and the proterozoic. This period began with the formation of the earth and concluded with the appearance of primitive forms of life. The Village's moderate relief is a reflection of the erosion resistant Precambrian gneisses that underlay the region.

Topography

Within Sloatsburg, topography ranges from flat valleys to steeply sloping hillsides. Elevations range from under 340 feet above msl (mean sea level) along the Ramapo River to 780 feet above msl near the Village's boundary with the unincorporated Town of Ramapo in the vicinity of the state parklands.

Soils

The Soil Conservation Service (SCS) of the United States Department of Agriculture has categorized soils according to their properties and ability to support certain activities and land uses. Mapping units (soils with similar characteristics), are categorized based on an area's suitability for various activities, such as woodland management, recreation, wildlife habitat, and development.

West of the Ramapo River, Paxton-Chatfield-Rock Outcrop soils predominate. This soil mapping unit is characterized by gently sloping to steep landforms that are excessively to well-drained. Typically, the soils are moderate to very deep and overlay schist gneiss or granite. Areas of rock outcrop can be observed at higher elevations.

Soils along either side of the Ramapo River and Stony Brook are Riverhead-Hinckley-Carlisle. This soil mapping unit is characterized by two general landforms. The first landform is nearly level to moderately sloping and is excessively to well-drained soils, forming outwash plains and terraces. The second is nearly level and is very poorly drained composing bogs and depressions. Both landforms contain very deep soils.

Soils east of the Ramapo River are composed of the Chatfield-Charlton-Hollis-Rock Outcrop unit. This soil mapping unit is characterized by gently sloping to steep landforms that are excessively to well drained. The depth of the soil varies from very deep to shallow over the

underlying schist, gneiss, and granite bedrock. Areas of rock outcrop can be observed at higher elevations.

The Soil Survey for Rockland County categorizes soils according to their ability to support site development. Limitations to development are categorized from slight to moderate to severe. Restrictions may include slopes, ponding, and flooding. Most of the developed areas of Sloatsburg overlay areas with only slight limitations for dwellings. Post Road and Eagle Valley Road have moderate limitations due to moderate slopes, wetness and depth to bedrock. Most of the Pine Grove neighborhood has extreme limitations to site development due to steep slopes.

The Soil Survey also categorizes soils according to their ability to support septic facilities. Limitations may include steep slopes, slow percolation, poor filtering qualities, ponding, flooding and shallow depth to rock. All areas of Sloatsburg have soils that possess at least moderate limitations to septic systems. Areas with severe septic limitations include areas along water courses (Ramapo River, Stony Brook, and Nakoma Brook). These areas are the primary recharge areas to groundwater in Sloatsburg. Use of individual septic facilities near watercourses and soils with poor filtering capability may allow effluent to pass untreated into the groundwater aquifer.

It is noted that public sewers are to be expanded to the the Village within the next several years.

3.1.2 Potential Impacts

Geology

The Comprehensive Plan and zoning local law amendments incorporate the following:

- The Plan recommends the adoption of a local law regulating blasting activities. Any person proposing to conduct blasting activities should secure a permit from the Village.
- The zoning has been amended to allow the Planning Board to limit the amount of disturbance to bedrock where it would result in significant bedrock disturbance and increase the potential for blasting.
- The Planning Board has been given the authority to require “terrain adaptive” housing in areas constrained by bedrock.
- Overall, the draft Plan reduced residential density on the east side of the Thruway, thus reducing potential impacts to areas constrained by bedrock.

The policies of the Comprehensive Plan and the zoning local law amendments would decrease impacts to geology from disturbances that might otherwise occur under existing zoning.

Topography

The Comprehensive Plan and the zoning local law amendments are more restrictive in determining the range of slopes at which development is no longer permitted. Currently, the environmental constraints provision does not permit construction on slopes in excess of forty percent (40%).

The zoning local law amendments include new provisions (Section 54-55) which would regulate any disturbances proposed in areas with slopes in excess of 25 percent including authorizing the Planning Board to reduce the number of building lots where it determines the reduction provides the best mitigation of avoiding extremely steep slopes.

The Village Engineer is also given review authority where retaining walls are proposed to impact steep slopes. Specific design standards are implemented to ensure that soil erosion is avoided to the maximum extent. As a result of these regulations, the zoning local law would result in fewer impacts to topography than under the existing zoning local law.

Soils

Soils can be undermined and can erode as a result of improper or lack of stabilization and control during and after construction activities. This occurs especially after rain events, where rainfall can erode wet soils. To address potential soil erosion, a new Section 54-58 has been added to the zoning local law to regulate land development activities and ensure proper stormwater management. The draft Plan further recommended a “zero net increase in stormwater runoff” which is now set forth in the proposed zoning. The draft Plan acknowledged the limited ability of Sloatsburg’s soils to support individual subsurface sewage disposal systems and recommended installation of a regional sanitary sewer collection system, but only to the extent necessary to support the growth possible under the proposed land use plan - the Village is now part of the Rockland County Sewer District.

As a result of these policies and regulations, it is not anticipated that there would be any significant impacts resulting from the adoption of the Comprehensive Plan (including Central Business District Study) or zoning local law amendments.

3.1.3 Mitigation Measures

Mitigation measures are not proposed.

3.2 Water Resources

3.2.1 Existing Conditions

Groundwater

The primary groundwater resource in the Village is the Ramapo Valley Aquifer, a valley-fill aquifer composed of unconsolidated sand and gravel with some silt and clay. This aquifer is part of the Ramapo River Basin Aquifer System, which underlies the entire Village. The Ramapo River Basin Aquifer System was designated a sole-source aquifer by the United States Environmental Protection Agency (USEPA). Figure 5 of the Comprehensive Plan depicts the location of the aquifer.

The Safe Drinking Water Act (SDWA), Public Law 93-523, of December 16, 1974 contains a provision in Section 1424(e), which states that:

“If the Administrator [of the USEPA] determines, on his own initiative or upon petition, that an area has an aquifer which is the sole or principal drinking water source for the area and which, if contaminated, would create significant hazard to public health, he shall publish notice of that determination in the Federal Register. After the publication of any such notice, no commitment for Federal financial assistance (through a grant, contract, loan guarantee, or otherwise) may be entered into for any project which the Administrator determines may contaminate such aquifer through a recharge zone so as to create a significant hazard to public health, but a commitment for Federal financial assistance may, if authorized under another provision of law, be entered into to plan or design the project to assure that it will not so contaminate the aquifer.”

All the lands of the Village of Sloatsburg drain into the Ramapo River Basin Aquifer System. Stormwater flow from upland drainage areas recharges the aquifer. The Ramapo River Basin Aquifer has been determined to be hydraulically connected to the Ramapo River. Thus, groundwater is directly affected by surface water. Pumping of the groundwater could result in a lowering of the river's water elevation. This direct connection indicates that the water quality of the river could also directly affect the water quality of the groundwater on which the Village depends.

Surface Water

The Village of Sloatsburg is located within the Ramapo River watershed. All the lands of the Village of Sloatsburg drain into the Ramapo River. The Ramapo River flows into New Jersey where it joins the Passaic River, where it ultimately discharges to the Atlantic Ocean at Newark Bay.

Water Quality

Streams within Sloatsburg provide a variety of benefits including: flood storage and retention, water supply, habitat for fish and wildlife, and recreation and open space. Streams and rivers also add aesthetic quality to a community and can thereby enhance property values.

The New York State Department of Environmental Conservation (NYSDEC) has classified most of the streams in New York State according to their specified “best use”. This designation is based upon such factors as stream flow, water quality and bordering lands. Past, present and possible future uses of each lake, stream or pond, or portion thereof are also considered. The designation means that water quality standards must be protected in order to maintain the best use classification, so that surrounding land uses must be planned accordingly.

The NYSDEC stream classifications and best uses are shown below. Each class includes all uses for lower classes as well, so that a Class A stream is considered suitable for drinking, swimming and fishing. In addition, a designation of (t) following any letter indicates that the stream is suitable for trout habitat, while (ts) would indicate suitability for trout spawning.

Surface Waters

<u>Class</u>	<u>Best Water Use</u>
AA and A	Drinking and All Other Uses
B	Swimming
C	Fish Propagation
D	Fishing

Figure 6 of the Comprehensive Plan depicts the stream classifications for watercourses located in Sloatsburg. The Ramapo River has been designated as a class A watercourse that supports trout habitat. Nakoma Brook and Stony Brook (west of the NYS Thruway overpass) are class B streams. The Ramapo River tributary which feeds the Ramapo River in the vicinity of Park Avenue is a class C stream, and Stony Brook (east of the NYS Thruway) is designated a C class stream that supports trout habitat.

The most important element of stream protection is to preserve the natural character and vegetation of the stream to decrease runoff velocities, reduce erosion, and protect water quality. Any activity that disturbs the bed or banks of a stream classified “C(t)” or better requires a permit from the NYSDEC. The NYSDEC generally regulates activities within 50 feet of the stream. NYSDEC does not regulate or protect streams that are designated “D”.

Ramapo Recreational River

The New York State Department of Environmental Conservation, in accordance with Article 15, Title 27 of the Environmental Conservation Law, designated the Ramapo River as a “recreational” river. The act declares that it is the policy of the state to preserve in a natural and free-flowing condition, selected rivers that, with their immediate environs, possess outstanding natural, scenic, historic, ecological, and recreational values for the benefit and enjoyment of present and future generations. Designation of the Ramapo as a Recreational River will prohibit any alteration to the natural flow of the river via damming, filling, etc., except for the purpose of managing fisheries. It also limits the uses that may be built introduced within the Recreational River Corridor Boundary as shown on Figure 6 of the Comprehensive Plan.

Uses permitted by NYSDEC within the corridor are all agricultural uses, forest management pursuant to forest management standards duly promulgated by regulations, public recreation, and some types of residential expansions, public roads, bridges, and utilities. NYSDEC requires permit approval for water diversions, impoundments, or withdrawals, water-dependent uses that will alter the natural flow of the river, residences, docks, boathouses, fences stream improvements for fishery management, some public roads, trails,

and bridges, private wells, private septic facilities, signs and some public utilities. Uses prohibited by NYSDEC are waste treatment, storage, or disposal; forest management roads within 150 feet of the river; private dwellings within 150 feet of the river or in the 100-year flood plain; and modification of the waterway by impoundment, diversion, rip-rap, bulkheads, etc.

Floodplain

The National Flood Insurance Program allows property owners to purchase subsidized, federally backed flood insurance within communities that participate in the program. In return for this insurance protection, participating communities implement floodplain management procedures to reduce flood risks to new development. Through this mechanism, the Federal Emergency Management Agency (FEMA) and participating communities are able to reduce future flood losses.

FEMA prepares a Flood Insurance Rate Map (FIRM) for each municipality, which illustrates the Special Flood Hazard Areas, i.e., areas subject to inundation by a flood having a one percent or greater probability of being equaled or exceeded during any given year. FEMA refers to this flood as the 100-year flood or base flood, and the area of inundation as the 100-year floodplain.

According to FEMA, floodplain management techniques should include regulation within the 100-year floodplain of all development, including commercial or residential buildings, roadways, infrastructure and excavation. Development in areas adjacent to floodplains should be designed to prevent any increase in stormwater discharge, and preserve existing drainage systems. Existing structures within the floodplain should be elevated, anchored, moved or otherwise flood-proofed.

Sloatsburg currently has legislation that regulates actions in floodplains. The Village's Federal Flood Hazard Area Regulations were enacted in order to prevent death, damage, and expense from areas that periodically are inundated with water. The law has three specific purposes.

- To restrict or prohibit uses which are dangerous during floods, or that will increase the severity of the flood.
- Require that uses vulnerable to floods are given protection measures at their construction.
- Protect individuals from buying lands unsuitable for intended development because of their risk of flooding.

Areas of Sloatsburg located within the bounds of FEMA's 100-year floodplain are shown in Figure 4 of the Comprehensive Plan - FEMA maps may be viewed at FEMA's map service center website at: <http://www.msc.fema.gov>.

3.2.2 Potential Impacts

Groundwater

In order to protect the aquifer, the Comprehensive Plan made the following recommendations:

- The Village should designate the Ramapo River and aquifer as critical environmental areas (CEA) as defined by the regulations implementing the New York State Environmental Quality Review Act. Actions within areas that are designated CEAs must be reviewed to determine their potential impact on the CEAs qualities and characteristics.
- In establishing a list of land uses that are appropriate in the community, the Village should limit land uses involving substances or chemicals that could potentially impact the aquifer. The zoning local law amendments have taken into consideration land use which could impact the flood plain. For example, dry cleaning establishments may only use non-toxic processes and are regulated by special use permit.
- The site plan and subdivision regulations should be amended to require the installation of water quality devices to reduce pollutant loading to the river and aquifer.

The zoning local law amendments include a new section which regulates stormwater runoff, and requires appropriate water quality control measures be implemented within new developments. The purpose is to ensure that water quality within the Ramapo River aquifer basin is protected from the unregulated discharge of untreated stormwater runoff.

The draft Plan recommends lower densities in bedrock controlled uplands. In some areas, vacant property in the Village is proposed to be rezoned to one dwelling unit per 80,000 square feet, a lower density than presently permitted. Less development would result in less impervious surfaces and would allow treated stormwater more time to recharge bedrock fractures or soils which feed the aquifer. By allowing cluster development, the amount of potential impervious surfaces would also likely be reduced, potentially increasing recharge beyond that which is achievable under the existing zoning.

The Comprehensive Plan has recommended additional protection of streams and the Ramapo River. These recommendations will provide better protection of groundwater since groundwater is recharged by the Village's surface water system.

Recommendations for installation of a public sanitary sewer system have been made to eliminate failing subsurface disposal systems that may impact groundwater quality.

Surface Water

As stated previously, the Ramapo River Basin Aquifer System (sole source) is hydraulically linked to the Ramapo River. Measures that will improve the quality of groundwater are likely to improve the quality of the River's surface waters. Additionally, the Comprehensive Plan has made the following recommendations that are likely to positively impact the quality of surface water:

- The Village should work cooperatively with the County and New York State to acquire land or easements along both sides of the river.

- Where property is not acquired, the Village should establish a 100-foot buffer along each side of the riverbank within which buildings, grading or filling will be limited. The buffer would be in addition to that area regulated as part of the Ramapo Recreational River.
- The Village should consider designating the Ramapo River and/or the aquifer a critical environmental area (CEA) as defined by the regulations implementing the New York State Environmental Quality Review Act. Actions within affecting areas that are designated CEAs are scrutinized more closely to determine their potential impact on the CEAs qualities and characteristics.
- The zoning local law's "purposes" section should be amended to specifically require that property owners avoid disturbances to wetlands and streams. Since preparation of the draft Plan, a separate local law has been adopted to protect local freshwater wetlands and watercourses. The local law is now incorporated into the Village's zoning regulations.
- Adopt a freshwater wetland and stream protection local law that protects all freshwater wetlands and streams in the Village. See above.
- Establish a permitting program for activities that occur within the wetland, stream or an associated buffer area. See above.
- Protect streams that may be classified "D" and establish a minimum 25-foot buffer area adjacent to "D" streams and intermittent streams. See above.

An area of concern that has been expressed from time to time is that the vacant land that is known as the former Oakbrook Shopping Center site is proposed to be developed for use as an extension of the existing Village Center. The site is also intended to accommodate up to a maximum of 30 dwelling units for active adult senior citizens. This area is located within the 100-year flood plain. Future development of this site will depend on the extent to which any uses can be safeguarded from flooding and stormwater management can be addressed. Site-specific proposals will need to document how it can be designed to conform to applicable local and federal flood plain regulations. No development can occur here unless it can be designed in a manner that protects the health safety and welfare of future tenants and residents of the site and downstream property owners.

In comparison to development that could proceed under existing the existing zoning law, implementation of the Comprehensive Plan and zoning local law amendments provide further protection to the quality of surface water in the Ramapo River Watershed. Added protection will positively affect the quality of surface water around and downstream of the Village.

3.2.3 Mitigation Measures

The Oakbrook Shopping Center site is a privately-owned property, and is part of the VC-2 district which proposes that the village central business district be extended to this property. Any future development at this site will be required to mitigate potential impacts associated with development within the 100-year flood plain. In addition, an environmental audit would be required to disclose past usage of the property and ensure that the site, if necessary, can be remediated for safe occupancy. If impacts cannot be mitigated, development cannot proceed.

No other mitigation measures are proposed.

3.3 Air Resources

3.3.1 Existing Conditions

Air quality is a relative measure of the amount of noxious substances that occur in the air and that are caused by natural and human processes. Certain airborne gases and particles can cause or contribute to the deterioration and /or destruction of biological life as well as damage to property and other physical components of the environment. Air contaminants or pollutants can be defined as solid particles, liquefied particles, and vapor or gases, which are discharged into, or form in, the outdoor atmosphere. Air quality in any particular location is influenced by contaminants discharged into the atmosphere and by regional and local climatic and weather conditions. Atmospheric conditions such as sunlight, rainfall and humidity, air turbulence, temperature differences, and wind speed and direction can disperse, intensify or chemically change or alter the compositions of air contaminants.

Air Quality Standards and Compliance

The U.S. Environmental Protection Agency (EPA) and the New York State Department of Environmental Conservation (NYSDEC) have promulgated Ambient Air Quality Standards (AAQS) intended to protect the public health and welfare. These standards are designed to protect the most vulnerable segment of the population such as children, the elderly and the infirm, which are more susceptible to respiratory infections and other air quality-related health problems. Locations or source-receptors that would be considered are schools, hospitals and convalescent homes as well as other related facilities.

Several air contaminants have been identified by the U.S. Environmental Protection Agency (EPA) as being of concern nationwide. These pollutants include carbon monoxide (CO), nitrogen dioxide (NO₂), ozone (O₃) (also termed photochemical oxidants), particulate matter, sulfur dioxide (SO₂), and lead (Pb). The sources of these contaminants, their effect on human health and the nation's welfare, and their final disposition in the atmosphere vary considerably. Particulate standards include only those particles with nominal diameters less than 10 microns which are inhalable.

National Ambient Air Quality Standards (NAAQS) are mandated by the Federal Clean Air Act (1990). Standards promulgated by the EPA include primary and secondary standards. Primary Standards are levels of air quality necessary, with a margin of safety, to protect the public health. Secondary Standards are levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant, such as an adverse effect on vegetation. For all contaminants except sulfur dioxide and suspended particulates, the primary and secondary standards are identical.

Table 3.3-1 lists typical sources of air pollutants.

Table 3.3-1 Principal Sources of Air Pollutants	
Pollutant	Principal Sources
Carbon Monoxide (CO)	Motor Vehicles (90%) Other Combustion Sources (10%)
Oxidants (primarily Ozone)	Produced by the Action of Sunlight on HC and NO _x Compounds in the Atmosphere
Nitrogen Oxides (NO _x)	Stationary Source Combustion (50%) Mobile Sources (50%)
Hydrocarbons (HC)	Motor Vehicles (60%) Industrial Process and Evaporative Losses from Storage Facilities (40%)
Particulates (part)	Many Sources (Stationary and Mobile) Including Crushing and Grinding Operations and Natural Resources
Sulfur Dioxide (SO ₂)	Electric Power Generation (40%) Space Heating (30%) Other Combustion of Fuels in Industrial Processes (30%)
Sources: DGEIS for IBM - Proposed Re-zoning, IBM Properties, Town of Fishkill, October 3, 1983, prepared by Ronald A. Freeman Associates, P.C. Consulting Engineers NYSDEC Region 3, NYS Air Quality Report, Ambient Air Monitoring System Annual Report 1992-DAR-93-1 Note: The percentage figures represent approximate contributions for the sources identified in middle-latitude areas. For more specific information, refer to the annual reports of the Council on Environmental Quality.	

Pollutant sources are generally characterized as mobile or non-point sources (transportation-related) or stationary sources (e.g., a smokestack). In general, the primary pollutants related to vehicles are carbon monoxide (CO), nitrogen oxides (NO_x), and hydrocarbons. Ozone results from the breakdown of NO_x compounds in the atmosphere by sunlight. Total suspended particulates are the result of both mobile sources, as well as industrial sources and operations. Stationary sources, primarily manufacturing or utility operations, result in the addition of sulfur dioxides (SO₂), nitrogen oxides (NO_x), hydrocarbons and particulates to the atmosphere.

Existing Air Quality

New York State is divided into nine Air Quality Control Regions (AQCR), in order to evaluate air quality by geographic regions. The NYSDEC has a network of ambient air monitoring stations located throughout the State in each of the AQCR's in order to evaluate the attainment status of each region with respect to the SIP.

Sloatsburg is located in Region 3, Hudson Valley Air Quality Control Region. The pollutants monitored within Region 3 include:

- ◆ sulfur dioxide (SO₂);
- ◆ ozone (O₃);
- ◆ total suspended particulates (PM_{2.5});
- ◆ inhalable particulates (PM₁₀); and,
- ◆ lead.

There are presently no air quality monitoring stations within Rockland County. Based upon 2004 data, all pollutants, except for ozone, are at acceptable levels within the region.

Ozone levels exceeding the air quality standards are found throughout the northeastern United States, and non-attainment of the standard is a regional problem that can only be resolved through coordinated regional air pollution control programs. New York and surrounding states have developed coordinated regulatory programs to bring the region into compliance.

Rockland County is in a severe non-attainment area for ozone which is no longer subject to the one-hour standard for ozone as of June 15, 2005. It is within a moderate non-attainment area for the 8-hour standard for ozone. As required under the Clean Air Act, the State drafted a SIP to achieve compliance with the ozone NAAQS by November 15, 2007. The draft SIP, prepared by the NYS DEC Air Resources Division, is currently undergoing review by the US EPA for approval. The draft SIP cites strategies for reducing ozone levels including limits on gasoline volatility, lower gasoline sulfur levels, diesel fuel reformation, annual inspections for heavy-duty diesel vehicles, nitrogen oxide controls, and other measures.

Existing Air Pollutant Sources

Vehicle Generated Air Quality Impacts – Existing Conditions

The primary pollutants associated with vehicular exhaust emissions are nitrogen dioxide (NO), hydrocarbons (HC), and carbon monoxide (CO). Since short-term exposure to elevated CO concentrations can have acute health impacts, state and federal standards have been developed for ambient CO concentrations to protect the health and welfare of the general public with an adequate margin of safety. There are no currently enforced short-term health standards for NO and HC. The primary concern with these pollutants is their role in the photochemical reactions that lead to the formation of secondary pollutants known as ozone (O₃) and “smog”, which are known lung and eye irritants. Ozone and smog formation is a slow process that occurs outside the primary impact area of the project, thus these pollutants are only reviewed on a regional (mesoscale) basis for “regionally significant” projects.

Land in the Village supports a mixture of residential, commercial, and industrial uses. Existing sources of air pollution in the vicinity include vehicle and engine exhaust, and emissions from commercial, and residential heating and hot water systems.

3.3.2 Potential Impacts

The Village of Sloatsburg Comprehensive Plan and zoning local law amendments do not propose any land use policies or propose a significant increase in development that would impair air quality regionally.

The Comprehensive Plan recommends adoption of local blasting regulations, and the zoning local law would result in the adoption of soil erosion control measures. These policies and regulations would likely reduce the amount of fugitive dust, or particulate matter, generated by land development activities.

The Comprehensive Plan recommends expansion of the Village's public transit parking facilities. Increased transit usage is expected as a result of the opening of the Secaucus Transfer Station. Increased use of public transit would result in fewer vehicular trips thereby decreasing potential impacts to air quality from automobile use.

The zoning amendments reduce land use density in outlying areas of the Village. This would focus future development near existing centers and encourage pedestrian use, thereby potentially reducing the distance or time of vehicular trips, which would also reduce potential impacts to air quality in comparison to the existing zoning and land use regulations.

The IP zoning district that allows light industrial uses would be regulated by a series of performance standards which would limit potential point source pollutants. Lastly, any new point sources would be regulated by the NYSDEC if any potential emission potentially exceeds acceptable air quality standards..

Thus, the Comprehensive Plan, including Central Business District Study, and proposed zoning local law amendments are not anticipated to have a significant impact on air quality.

3.3.3 Mitigation Measures

No mitigation is proposed.

3.4 Ecology

3.4.1 Existing Conditions

Vegetation

Much of the undeveloped portions of the Village are located in upland forest. This upland forest is believed to be typical in composition to the upland forest habitat present in Western Ramapo. The DEIS for the Extension of the Boundaries for Rockland County Sewer District No. 1 lists the type of vegetation likely to be present in upland forests and other habitats in Rockland County. Existing vegetation may include but are not limited to:

- Red Maple
- Sugar Maple
- Yellow Birch
- Black Birch
- White Ash
- White Oak
- Red Oak
- Chestnut Oak
- Poplar
- Shagbark Hickory
- Wood Sedge
- American Beech
- Eastern Hemlock
- Sassafras
- Dogwood
- Viburnum
- Witch Hazel
- Ironwood
- Blueberries
- Spicebush
- Sarsaparilla
- Mayapple
- Virginia Creeper
- Canada Mayflower
- Christmas Fern
- Wood Fern
- Partridgeberry
- Wild Cucumber
- Basswood
- American Chestnut
- New York Fern

Vegetation associated with freshwater wetlands may include but is not limited to:

- Soft Rush
- Ironweed
- Cattail
- Woolgrass
- Arrow leaved tearthumb
- Fox Sedge
- Turtlehead
- Bullrush
- Common Reed
- Purple Loosestrife
- Marsh Bedstraw
- Skunk Cabbage
- Smooth Alder
- Speckled Alder
- Arrowwood
- Elderberry
- Buttonbush
- Highbush Blueberry
- Spicebush
- Sweet Pepperbush
- Swamp Sweetbells
- Tussock Sedge
- Rice Cutgrass
- False Nettle
- Clearweed
- Red Maple
- Birch
- Basswood
- Red Elm
- Black Gum
- Green Ash
- Swamp White Oak
- Pin Oak
- Winterberry

Successional forest habitat found in the Village may include but is not limited to:

- Tulip
- Poplar
- Birch
- Ash
- Witchhazel
- Sassafras
- Red Maple
- Hemlock
- Oak
- Beech
- White Pine
- Black Gum
- Maple Leaf Viburnum

Wildlife

Sloatsburg is located within the New York – New Jersey Highlands Region. The Highlands are composed of a series of ridges and valleys that are part of the Appalachian Mountains that stretch from the Delaware River to western Connecticut. The region has been studied in numerous reports, including most recently a Technical Report prepared in 2003 which accompanies the 2002 Highlands Regional Study Update. According to the Study, the Highlands region harbors over 200 species of plants and almost 50 species of vertebrate animals that are listed on Federal or State inventories for species that are endangered, threatened, or of concern.

The Study identifies portions of Sloatsburg west of the Ramapo River as being habitat for species of fauna identified at the state level as endangered. Portions of Sloatsburg east of the Ramapo River are indicated as containing habitat for fauna identified as threatened or endangered by the federal government.

Highlands Conservation Act

In November 2004 (subsequent to the completion of the initial 2002 draft Plan), President Bush signed the Highlands Conservation Act. The Act is intended to assist Connecticut, New Jersey, New York and Pennsylvania in conserving priority land and natural resources in the Highlands region. The purposes of the Act are to:

- Recognize the importance of the water, forest, agricultural, wildlife, recreational, and cultural resources of the Highlands region, and the national significance of the Highlands region to the United States.
- To authorize the Secretary of the Interior to work in partnership with the Secretary of Agriculture to provide financial assistance to the Highlands States to preserve and protect high priority conservation land in the Highlands region.
- To continue the ongoing Forest Service programs in the Highlands region to assist the Highlands States, local units of government, and private forest and farm landowners in the conservation of land and natural resources in the Highlands region.

As mentioned previously, Sloatsburg is located in the Highlands region. The New York- New Jersey Regional Study: 2002 Update, published in December 2002, includes a Conservation Values Assessment. The GIS-based Conservation Values Assessment model weighs the conservation value of the following general resources:

- Maintaining an adequate supply of high quality water;
- Conserving productive forest lands;
- Conserving areas of high biodiversity and habitat value;
- Conserving productive agricultural land; and
- Providing adequate recreational opportunities for natural, historic and cultural resource-based uses.

Individual resources within each of the five general resource areas were assigned a value ranging from 0 to 5 (highest value). Figure 2-25 of that Study illustrates a composite of conservation values for the NY/NJ Highland Region. The Grant F. Walton Center for Remote Sensing and Spatial Analysis (CRSSA) at Rutgers University maintains a geographic

information systems (GIS) database which maps the conservation values on a municipal level.¹

Vacant and open space property in the eastern portion of the Village have extensive areas of "highest" resource value, as does the former Highland Homes site. Areas to the west of Route 17 and Post Road generally have "higher" resource value with inclusions of "low", "moderate", and "highest" resource values. The Ramapo River is shown as having "moderate" to "higher" resource value. During SEQRA review of any proposed project, the conservation value of land within the Village should be considered when determining the appropriate design and layout of a development, and whether the development should be clustered, in the case of residential subdivisions.

The DEIS for the Extension of Boundaries of the Rockland County Sewer District No.1 indicated that a field survey performed in 1980 detailed a known Timber Rattlesnake denning site less than a mile north of Sloatsburg at Dater's Mountain. The Timber Rattlesnake is a federally listed endangered species whose range extends up to 2.5 miles from its den. Thus, a large area of Sloatsburg east of the Ramapo River is within this den's range.

The Sewer Extension DEIS also detailed a sighting of an Osprey, a threatened species of bird, during field observations in western Ramapo. Other species of special concern that may be present in the vicinity of the Village include the Golden Eagle, Bald Eagle, Cricket Frog, Blanding's Turtle, Red-Shouldered Hawk, Eastern Woodrat, Spotted Salamander, Cooper's Hawk, Common Nighthawk, and Eastern Bluebird. Wood turtles and spotted salamanders have been located in the adjoining Town of Tuxedo.

Species observed in western Ramapo during field surveys for the Sewer Extension DEIS that may be present in Sloatsburg include:

- Reptiles
 - Snapping turtle
 - Stinkpot
 - Painted turtle
 - Spotted turtle
 - Northern copperhead
 - Wood turtle
 - Northern black racer
 - Northern ringneck snake
 - Black rat snake
 - Eastern milk snake
 - Northern water snake
 - Eastern garter snake
 - Eastern ribbon snake
- Amphibians
 - Red-spotted newt
 - Northern two-lined salamander
 - Red-backed salamander
 - Fowler's toad
 - Northern cricket frog
 - Spring peeper
 - Gray treefrog
 - American toad
 - Bull frog
 - Green frog
 - Pickerel frog
 - Wood frog
- Birds
 - Great blue heron
 - Green-backed heron
 - Canada goose
 - Mallard
 - Sharp-shinned hawk
 - Ruffed grouse
 - American woodcock
 - Solitary sandpiper
 - Northern flicker
 - Pileated woodpecker
 - Hairy woodpecker
 - Downy woodpecker

¹ got to <http://dbcrrsa2.rutgers.edu/website/highlands/viewer.htm>.

Ecology

September 6, 2006

- Wood duck
- Turkey Vulture
- Red-tailed hawk
- Northern rough-winged swallow
- Barn swallow
- Blue jay
- American crow
- Black-capped chickadee
- Tufted titmouse
- Common yellowthroat
- American redstart
- Red-winged blackbird
- Northern oriole
- Rusty blackbird
- Common grackle
- American goldfinch
- Rufous-sided towhee
- Spotted sandpiper
- Rock dove
- Mourning dove
- Chimney swift
- Belted kingfisher
- White-breasted nuthatch
- Northern mockingbird
- Gray catbird
- American robin
- Wood thrush
- Veery
- Brown-headed cowbird
- Scarlet tanager
- Northern cardinal
- Rose-breasted grosbeak
- Indigo bunting
- Eastern kingbird
- Great crested flycatcher
- Eastern Phoebe
- Acadian flycatcher
- Least flycatcher
- Eastern wood-pewee
- Red-eyed vireo
- Warbling vireo
- Black-and-white warbler
- Worm-eating warbler
- Golden-winged warbler
- Yellow warbler
- Prairie warbler
- Ovenbird
- Louisiana waterthrush
- Chipping sparrow

- Mammals
 - Opossum
 - Masked shrew
 - Northern shrew
 - Smoky shrew
 - Short-tall shrew
 - Least shrew
 - Hairytail mole
 - Eastern mole
 - Muskrat
 - Southern bog lemming
 - House mouse
 - Norway rat
 - Meadow jumping mouse
 - Woodland jumping mouse
 - Starnose mole
 - Little brown myotis
 - Keen's myotis
 - Small-footed bat
 - Silver-haired bat
 - Pipistrelle bat
 - Big brown bat
 - Red bat
 - Hoary bat
 - Eastern cottontail
 - Eastern chipmunk
 - Porcupine
 - Red fox
 - Gray fox
 - Raccoon
 - Black Bear
 - Otter
 - Whitetail deer
- Woodchuck
 - Eastern gray squirrel
 - Red squirrel
 - Southern flying squirrel
 - Northern flying squirrel
 - Beaver
 - White-footed mouse
 - Eastern woodrat
 - Boreal redback vole
 - Meadow vole
 - Pine vole
 - Striped skunk
 - Short-tail weasel
 - Long-tail weasel
 - Mink
 - Bobcat
- Fish
 - Rock bass
 - Smallmouth bass
 - Largemouth bass
 - Pumpkinseed sunfish
 - Bluegill sunfish
 - Golden shiner
 - Blacknose dace
 - Banded killifish
 - Chain pickerel

3.4.2 Potential Impacts

The Comprehensive Plan and zoning local law propose various land use policies and regulations intended to limit impacts to vegetation and wildlife. These include:

- Enactment of a local law to protect freshwater wetlands. The zoning local law amendments incorporate the freshwater wetland law.
- Cluster development regulations have been revised to eliminate provisions requiring minimum lot sizes and presence of environmental constraints to allow clustering. Clustering would allow larger areas of unfragmented habitat to be preserved.
- The Planning Board has been provided the authority to require an applicant to cluster a development where it determines that a conventional development would be detrimental to the Village's natural resources.
- The zoning local law amendments include a provision to require that any land development application involving ten (10) acres or more prepare a wildlife survey which examines the development's impact on wildlife resources.
- The Planning Board would be authorized to require an applicant to conduct a wildlife survey on a smaller property in conjunction with the environmental review of an application.
- The Comprehensive Plan and zoning local law amendments continue use of the environmental constraints provisions contained in the zoning law in order to reduce residential or nonresidential density where the environmental constraints effectively limit the development suitability of properties in the Village.

- The zoning local law amendments include stormwater management regulations to protect the quality of receiving streams and waterbodies which would limit impacts to aquatic habitats.
- The draft Plan and zoning local law amendments would reduce residential density on parcels located in close proximity to state parkland. The reduction in density and required clustering would allow a larger area of unfragmented habitat to be preserved.

These recommendations will help to reduce potential impacts to vegetation and wildlife in comparison to development that could proceed under the existing zoning local law. No significant impacts are anticipated from the adoption of the Comprehensive Plan, Central Business District Study, or zoning local law amendments.

3.4.3 Mitigation Measures

No mitigation is proposed.

3.5 Wetlands

3.5.1 Existing Conditions

Wetlands and watercourses serve numerous functions, including but not limited to:

- pollutant removal from surface waters by trapping sediment, removing nutrients and detoxifying chemicals;
- ground water recharge, including aquifers, and surface waters, thereby maintaining stream flows needed by plants and animals to survive;
- flood control by storing and then slowly releasing storm water runoff;
- shoreline stabilization by preventing erosion caused by stream flow;
- provision of aquatic habitat, including species on New York or federal lists of special concern, threatened, rare and endangered species;
- open space and visual relief from intense development in developing areas;
- recreational opportunities, including fishing, hunting, nature study, hiking and wildlife watching; and
- outdoor laboratories and living classrooms for the study and application of biological, natural and physical sciences.

The United States Army Corps of Engineers (ACOE) has federal jurisdiction over activities that occur within or impact wetlands. The Corps' official definition of a wetland is:

Those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

The United States Fish and Wildlife Service (FWS) is responsible for preparing the National Wetlands Inventory (NWI) maps which establish potential locations for wetlands - these are shown on Figure 4 of the Comprehensive Plan. There may be other wetlands present in the Village which can only be determined through site-specific surveys. The FWS defines wetlands as:

Lands transitional between terrestrial and aquatic systems where the water table is usually at or near the surface or the land is covered by shallow water . . . Wetlands must have one or more of the following three attributes: (1) at least periodically, the land supports predominantly hydrophytes [plants that live in aquatic habitats], (2) the substrate is predominantly undrained hydric soil, and (3) the substrate is nonsoil and is saturated with water or covered by shallow water at some time during the growing season of each year.

In New York State, the NYSDEC regulates wetlands 12.4 acres or larger. The NYSDEC has prepared maps indicating the approximate location of wetland boundaries. These boundaries are approximate and are verified through field delineation. The NYS DEC defines wetlands as:

Wetland means those areas of the state that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support the growth of hydrophytic vegetation. They include the lands and water of the state that support a preponderance of hydrophytic vegetation and also support other wetlands indicators [hydrophytic vegetation, hydric soils, and wetland hydrology].

State wetlands are classified I, II, III and IV depending on the prevalence of one or more of 43 wetland characteristics. While all wetlands have value, Class I and II wetlands are generally considered more valuable than Class III and IV wetlands. Two NYSDEC-regulated wetlands are located within the Village (Figure 4 of the Comprehensive Plan). Delaney Swamp is designated SL-1, a Class III state-regulated wetland. The Nakoma Brook riparian area is designated SL-7, and is a Class II wetland.

Disturbances to wetlands that are less than 1/10th of an acre require a Nationwide General Permit from the ACOE and their regulatory authority does not extend to isolated wetlands. NYSDEC does not regulate wetlands under 12.4 acres. Given these jurisdictional limitations, not all wetlands are regulated or protected by these two agencies.

3.5.2 Potential Impacts

Since the initial 2002 draft Plan was prepared, and consistent with the recommendation of that draft Plan, a local law was adopted enabling the Village to regulate disturbances to any wetlands regardless of size. The local law also regulates activities that may occur adjacent to watercourses. The wetlands and watercourse local law has been integrated into the proposed zoning local law amendments.

In addition, the zoning local law amendments would regulate stormwater runoff and management stormwater flow in a manner that protects the water quality of receiving water bodies.

Implementation of the Plan recommendations and zoning regulations will limit potential impacts to wetlands in comparison to development that could proceed under current zoning regulations. Thus, the proposed actions are not anticipated to have a significant impact on the environment.

3.5.3 Mitigation Measures

No mitigation is proposed.

3.6 Transportation

3.6.1 Existing Conditions

Road Network

Road Jurisdiction

The existing road system consists of local, county, state, and federal jurisdictional roads. Road jurisdictions are shown on Figure 7 of the Comprehensive Plan, and Figure 8 shows the functional classifications.

The most heavily traveled road in Sloatsburg is Interstate Route I-87 known locally as the Thomas E. Dewey Thruway or the New York State Thruway. The road is maintained by the New York State Thruway Authority. There is no interchange access to the highway in the Village of Sloatsburg, except for emergency access via the Sloatsburg Service Area. The nearest interchange access is located approximately 1.5 miles southeast of the Village's southerly boundary, The Thruway limits intramunicipal travel within the Village; only Seven Lakes Drive provides access to the easterly portion of the Village.

The primary road providing arterial access in the Village of Sloatsburg is New York State Route 17. The majority of the Village's non-residential uses front on Route 17. Route 17 is a state road which is maintained by the Village's highway department within the community.

Seven Lakes Drive provides access to eastern portions of Sloatsburg and to Harriman State Park. Seven Lakes Drive connects Sloatsburg to the Town of Haverstraw, Town of Stony Point and other communities to the east via the Palisades Interstate Parkway.

Sterling Mine Road (County Road 72) is maintained by the Rockland County Highway Department. The road commences at its interchange with Route 17 along the Sloatsburg/Ramapo border and its route follows generally the southwesterly border of the Village into the Town of Tuxedo. Sterling Mine Road provides access to the remaining non-residential uses not located within the Route 17 corridor.

All other roads in the Village of Sloatsburg are maintained by the Village, except for private roads, which are maintained by their private owners. The jurisdiction of roads within the Village can be viewed in Figure 7 of the Comprehensive Plan.

Short segments of Johnstontown Road and Eagle Valley Road that are located in unincorporated Ramapo are maintained by the Rockland County Highway Department.

Design Classifications

Roads may be identified by their functional classifications. The functional classification of a road ranges from a local road that accesses a few small residential properties to a primary arterial which may travel the entire width of the nation. Both roads provide an important function in the movement of persons or goods.

According to the New York State Department of Transportation, roads in Sloatsburg are considered "urban" due to their location within the New York Metropolitan Area. Urban roads are further classified by the New York State Department of Transportation as Principal Arterials, Other Principal Arterials, Minor Arterials, Collectors, and Local Roads. The

functional classifications of all roads in Sloatsburg are detailed in Figure 8 of the Comprehensive Plan.

- **“Principal Arterials”** are characterized by corridor movement with trip length and density suitable for substantial statewide or interstate travel. Access to the interstate system is limited to approximately 10-mile intervals, though exceptions are made in the urban sections of these highways.

Sloatsburg contains one Urban Principal Arterial, the NYS Thruway. Access to the Thruway is from Interchange 15A. Access to the NYS Thruway is also available approximately 11 miles north of the Village at Interchange 16 in Harriman.

- **“Other Principal Arterials”** are typically highways which provide rapid corridor movement to interstate and regional destinations, but also provide access to adjoining land uses, although service to adjoining land uses are intended to be secondary to traffic through movements. Generally, access is not as limited as with Principal Arterials.

Seven Lakes Drive and Sterling Mine Road have been designated "other principal arterials". As mentioned previously, Seven Lakes Drive provides regional access to Stony Point, Highlands, the Palisades Interstate Parkway, and U.S. Route 6.

Sterling Mine Road's primary function is to provide access to other arterials and collectors, including County Route 84 in the Towns of Tuxedo and Warwick and communities in New Jersey. In New Jersey, County Route 72 is named “Sloatsburg Road” and provides access to Greenwood Lake, Ringwood, New Milford, and Wanaque. During inclement weather, it is a primary route for New Jersey commuters when Route 208 is closed.

- **“Minor Arterials”** This type of roadway provides more access to adjoining land uses, and has a higher frequency of access points and intersections with collectors and the local street system. Within Sloatsburg, Route 17 has been classified as a "Minor Arterial".
- **“Collectors”** serve primarily as a roads that connect the local street system with the arterial system. Generally, there are no access limits. Access to individual properties along a collector road is frequent. Eagle Valley Road and Johnstontown Road are classified as collector roads. Eagle Valley Road collects traffic from Sterling Mine Road and from Route 17, distributes the traffic to a few local streets, and to abutting land uses. Johnstontown Road also is classified as a collector although it doesn't connect to local streets. Its function is to provide adjacent land uses, including a trailhead in Harriman State Park, with access to Seven Lakes Drive.
- The primary purpose of “Local Roads” is to provide access to abutting land uses. The remaining roads in Sloatsburg are deemed Local Roads.

Areas of Congestion

The Highway Capacity Manual (Institute of Transportation Engineers) documents the methodology used for modeling levels of service (LOS). Level of service is a measure of the operational quality of an intersection; level of service A is the highest, most efficient level, and level of service F is the lowest level. The operational quality of an intersection is based on the average amount of time a vehicle is delayed.

From a policy standpoint, the New York State Department of Transportation (NYS DOT) generally seeks a minimum level of service D (delay of 55 seconds or less for a signalized intersection). The NYS DOT Highway Design Manual notes, "In some cases, it may be necessary to accept Level of service E or F on individual lane groups due to unreasonable costs or impacts associated with improving the level of service."

The following descriptions characterize each Level of Service grade in qualitative terms for arterials such as the NYS Thruway, Route 17, Seven Lakes Drive, and Sterling Mine Road:

- LOS A - Average travel speed of about 90 percent of free flow speed. Stopped delay at signalized intersections is minimal.
- LOS B - Average travel speeds drop due to intersection delay and inter-vehicular conflicts, but remain at 70 percent of free flow speed. Delay is not unreasonable.
- LOS C - Stable operations. Longer queues at signals result in average travel speeds of about 50 percent of free flow speeds. Motorists will experience appreciable tension.
- LOS D - Approaching unstable flow. Average travel speeds down to 40 percent of free flow speed. Delays at intersections may become extensive.
- LOS E - Average travel speeds 33 percent of free flow speed. Unstable flow. Continuous backup on approaches to intersections.
- LOS F - Average travel speed between 25 and 33 percent of free flow speed. Vehicular backups, and high approach delays at signalized intersections.

A more recent traffic analysis that provides operational characteristics for intersections in the Village of Sloatsburg is contained within the Tuxedo Reserve Final Environmental Impact Statement (FEIS) prepared in 2003. That DEIS analyzed existing levels of service for a number of intersections/interchanges, including:

- County Road 72/Route 17 - Overall LOS A through D depending upon the approach. During the PM peak hour, the northbound off-ramp from Route 17 onto County Road 72 operated at a LOS D.
- Eagle Valley Road/Route 17 - Overall LOS C (AM peak hour) to LOS D (PM peak hour)
- Seven Lakes Drive/Route 17 - Overall LOS B (PM peak hour) to LOS C (AM peak hour)
- Washington Avenue/Route 17 - Overall LOS A (AM peak hour) to LOS C (PM peak hour)

Peak hours are based on the time of day that typically has the highest capacity requirements and is the most critical for operations. The AM peak hour corresponds with the weekday morning peak commuter traffic period. The PM peak hour corresponds with the weekday evening peak commuter traffic period.

Accident Locations

During preparation of the draft Comprehensive Plan, the Police Department of the Town of Ramapo supplied information on reported accidents in the Village of Sloatsburg between January of 1995 and December of 2000. During this period, 638 accidents occurred within the Village of Sloatsburg. On average, there were approximately 106 accidents annually. A total of 1,175 vehicles were involved in these accidents with an average of 1.8 vehicles per accident. In this period, 213 persons were injured; there were four fatalities.

- The majority of traffic accidents occur on Route 17, also known as Orange Turnpike. Seventy-five percent of all accidents within the time period studies occurred along Route

17, including two fatalities. Accidents occur along the full length of the road, and are not concentrated at any one intersection or location. Accidents that occur north of Seven Lakes Drive probably result in many instances from the substandard lane widths.

- **Route 17 and Seven Lakes Drive-** This intersection experiences 47 accidents between 1995-2000. The intersection is at the top of an incline in both directions. There are sharp turns both north and south of the intersection and visibility is limited. Approach speeds are posted as 35 miles per hour on Route 17 and 25 miles per hour on Seven Lakes Drive. Drivers have been observed traveling well in excess of this speed, especially along Route 17 and Town and County Police are often seen along both Route 17 approaches monitoring speeds. There is only one dedicated turning lane; for right turn movements from Route 17 north onto Seven Lakes Drive. Drivers on Route 17 have been frequently observed running the red traffic signal. Frequently, drivers on Seven Lakes Drive turning onto Route 17 have been observed to pause when their signal turns green, allowing extra time for caution against drivers disobeying the Route 17 signal. To mitigate this, DOT has recently installed a strobe that flashes on red for the Route 17 approaches.
- **Route 17 and Eagle Valley Road-** Approximately 36 accidents occurred between 1995-2000. Three of the four approaches at this intersection are signalized - the approach from the Village's recreational fields is not signalized.
- **Sterling Mine Road-** Approximately 46 accidents occurred along Sterling Mine Road between 1995-2000. The road has two lanes and a posted speed limit of 30 mph in a small residential area and 40 mph for the remainder. One fatality occurred at the intersection of Arcadia Court and Sterling Mine Road. Speeding is common on this county road.
- **Seven Lakes Drive-** Approximately 29 accidents have occurred along this road, with one fatality at the road's intersection with Washington Avenue. Seven Lakes Drive is 25 miles per hour in the Village, and 40 miles per hour east of Stony Brook. Several streets that intersect with Seven Lakes Drive maintain poor sight distances. The Thruway bridge blocks views west from Washington Avenue.
- **Strip Mall and Route 17-** This intersection experienced 25 accidents between 1995-2000. This strip mall maintains two driveways, one-way in and one-way out, onto Route 17. During the PM peak hour, traffic queues behind vehicles traveling northbound and making a left-turn into the mall. Internally, traffic may queue behind vehicles that attempt to make a left turn from the mall to travel northbound on Route 17, especially during the peak hours. Vehicles on Route 17 are frequently exceeding the 35 MPH posted speed limit.
- **Route 17 and Liberty Rock Road-** Between 1995-2000, this intersection experienced 23 accidents. Sight distance from Liberty Rock Road looking north is limited by a curve in Route 17. Making a left turn onto Route 17 from Liberty Rock Road is difficult. Vehicles traveling on Route 17 frequently exceed the posted speed limit.
- **Route 17 and Sterling Mine Road-** Between 1995-2000, there were 22 accidents at this intersection. There were no specific patterns for the number of accidents at this location.

According to the Ramapo Police Department, there were 90 accidents in 2003, 93 accidents in 2004, and 129 accidents in 2005. Of these totals, 22 involved injuries in 2003, 11 in 2004, and 30 involved injuries in 2005. The average, 104 accidents, is comparable to the 5-year period analyzed as part of the comprehensive planning process.

NYS Thruway Interchange 15B

The questionnaire that was circulated to all residents as part of a public survey of issues and opportunities confronting Sloatsburg concluded as follows:

- 76 percent of the respondents concluded that the Village has a traffic problem.
- 90 percent of the respondents identified Route 17 and/or its intersections as the primary traffic problem confronting the Village
- *89 percent of the respondents support the construction of Interchange 15B*

In conjunction with the creation of an Interchange 15B, the Comprehensive Plan Committee supported the reconfiguration of Route 17 into a three lane road (two travel lanes and a center/median turning lane, or comparable design) as a traffic calming and community improvement solution. The Comprehensive Plan Committee is aware of lane reductions made elsewhere in New York State (i.e., Saratoga and Albany) that have served to “calm” traffic. According to data published in Road Diets - Fixing the Big Roads (Burden and Lagerway, 1999), road segments carrying 30,000 ADT can still safely and efficiently operate with two lanes of traffic. According to 24-hour counts conducted by Wilbur Smith Associates, Route 17 south of Seven Lakes Drive carried approximately 24,000 ADT in 1999, indicating that Route 17 may still be reconfigured to two travel lanes. As a model, the Village would like the Route 17 corridor to be comparable to the segment of Route 9 south of the Tappan Zee Bridge, where lanes are variable, pedestrian crosswalks are present, sidewalks and curbing are maintained, on-street parking is provided, and traffic operates at reduced speeds.

The New York State Thruway Authority has studied the feasibility of constructing an interchange at Routes 17 and 17A north of the Village of Tuxedo Park and just south of the hamlet of Southfields in the Town of Tuxedo. The interchange would be designated 15B.

This proposal would reduce through traffic traveling along Route 17 in Sloatsburg. The majority of traffic traveling along Route 17 in the Village is generated by commuters residing north and northwest of Sloatsburg. The commutershed for Route 17 includes motorists from Tuxedo, Greenwood Lake, Warwick, and Monroe. Motorists travel along Routes 17A, 17M onto Route 17 to merge onto the NYS Thruway at Interchange 15A south of the Village. In the traffic study prepared for the former Highland Homes DEIS, 1,500 vehicles had been counted traveling southbound into Sloatsburg during the AM weekday peak hour. Of this total, less than one percent of the trips made turning movements onto local Village roads analyzed as part of that study.

Implementation of Interchange 15B would divert traffic from Route 17 onto the NYS Thruway at a location north of the Village. This would relieve existing traffic volumes. Most recently, in 2005, the potential introduction of casinos in Sullivan County, NY, has renewed interest in constructing Interchange 15B as it may mitigate potential traffic congestion at the Harriman interchange (Interchange 16).

Public Transportation

Sloatsburg’s existing commuter lot is located on Mill Street near the Metro North Train Station. In 2000, the Village issued approximately 100 permits. There is a substantial waiting list for permits for the Sloatsburg lots. The Village of Sloatsburg leases its current parking lot from the hardware store and the lot can accommodate an estimated 75 vehicles. Commuter

bus service to New York City is provided by Shortline. Currently, Shortline provides 22 trips to NYC daily leaving from Sloatsburg. Bus service to Manhattan offers intermediate stops along its route in many New Jersey communities such as Ramsey, Allendale, Ridgewood, and Paramus. A number of express buses are also available during commuter hours, which have a limited number of intermediate stops. All bus service from Sloatsburg terminates at the Port Authority Bus Terminal in midtown Manhattan. Shortline offers 20 return trips from New York City to Sloatsburg.

The Transport of Rockland offers local bus service to many points in Rockland County. TOR 93 serves the Village of Sloatsburg and stops and starts at Washington Avenue and Seven Lakes Drive. Destinations along TOR 93 include, Hillburn, downtown Suffern, Suffern High School, Rockland Community College, Viola Road and Rte 306, Eckerson Road and Rte 45, Spring Valley Marketplace, Nanuet (Middletown Rd. and Smith St.), and the Nanuet Mall. Thirteen trips are made daily to and from Sloatsburg.

Sloatsburg is bisected by a railroad right-of-way that travels in a north-south alignment that parallels Route 17 to the east. Within Sloatsburg, three roads cross the railroad right-of-way. Municipal Plaza and Washington Avenue both cross the tracks at grade and both intersections are signalized with descending barricades. Seven Lakes Drive crosses the railroad tracks via an overpass. The land and tracks are owned by Norfolk Southern which leases use of the lines to New Jersey Transit, a cooperative member of the Metropolitan Transit Authority (MTA). There are presently no freight stops within the Village and the tracks are used for commuter trains at this time.

The MTA provides commuter rail service from the Village of Sloatsburg to New York City on the Metro-North Railroad. The Sloatsburg Station is a stop on the Port Jervis Line which provides service to communities between New York City and Port Jervis, New York. In New Jersey, the Port Jervis Line shares track with New Jersey Transit's Main Line and Bergen Lines. Service is available to New York's Penn Station via the Secaucus Transfer Station throughout the day. The transfer station connects New Jersey Transit's rail lines New York Penn Station. The transfer station allows riders of the Port Jervis Line access to New York Penn Station, instead of transferring via the PATH.

3.6.2 Potential Impacts

Road Network

The draft Plan makes numerous recommendations for improvements to the Village's pedestrian circulation system. Specifically, the plan calls for buffering of sidewalks from Route 17, installation of sidewalks on Route 17 north of Seven Lakes Drive, and use of alternate textures and colors to demarcate pedestrian crossing over Route 17. The Plan also calls for a pedestrian and bike trail network that would permit residents that do not drive to walk or bike within the Village while avoiding Route 17 traffic to the greatest extent possible. The Plan recommends construction of a Ramapo River Trail. While one purpose of the trail would be for recreation, it would also allow pedestrians and cyclists to travel to the recreational fields, and downtown with less reliance on Route 17. Implementation resulting in improvements to the pedestrian realm are likely to benefit senior citizens, children and those who are otherwise unable or who wish not to utilize motor vehicles. Improving the pedestrian transportation system will also help to relieve congestion and lower levels of service along Route 17 by encouraging persons to walk or bike within the Village.

Recommendations associated with Route 17 concentrate on reducing traveling speeds and the number of commuter trips made through the Village to make it more pedestrian friendly. The principal recommendation is to eliminate one lane of the road thereby having two travel lanes and a center turning lane on conjunction with the construction of Interchange 15B. Other specific recommendations include – **these represent a menu of options which need to be reviewed and analyzed for their ability to meet the village's objectives:**

- Re-design the road entrances into the Village to alert travelers that they are entering a main street area and should operate at reduced speeds.
- Calm traffic along the entire stretch of Route 17 through Sloatsburg and give priority to improving the central business district.
- Provide safe pedestrian crossings along Route 17, particularly within the central business district.
- Signalize key intersections and provide adequate turning lanes to allow safe vehicular turning movements, particularly where the intersections serve major community facilities or neighborhoods.
- Provide “buffer” between buildings and sidewalks along Route 17 and vehicles.
- Provide adequate drainage facilities along Route 17 to alleviate flooding and ponding.
- Reconstruct sidewalks to allow safe pedestrian movement between residential neighborhoods and the Village's central business district.
- Encourage distribution of existing commuter traffic onto alternative routes to reduce vehicular trips on Route 17.
- Continue to try and limit truck traffic on Route 17 to local deliveries and require trucks traveling regionally to use the New York State Thruway as the main truck route in this region.
- Re-investigate the potential creation of a Route 17 bypass as was envisioned in the Village of Sloatsburg 1958 Master Plan. That plan proposed that a bypass be constructed which would loop around the Village along its boundary through the Tuxedo Park Associates, Hidden Valley, and Eagle Valley properties.

The recommendations are intended to "calm" traffic on Route 17 and some rely on the introduction of an Interchange 15B north of Sloatsburg. Increased use of the NYS Thruway via Interchange 15B and public transit from traffic calming will likely have a positive affect on traffic congestion, levels of service and the number of accidents along Route 17.

The Comprehensive Plan also recommends a number of existing roads be connected within the Village. The interconnection of the Village road network will allow intravillage trips to avoid Route 17.

A specific traffic study should accompany any substantial development application. At the time a site-specific traffic study is prepared, the study must take into account traffic levels anticipated from other area developments, including Tuxedo Reserve, located north of the Village, as part of any analysis.

Public Transit

The Comprehensive Plan makes a number of recommendations that may encourage transit ridership, both within Sloatsburg and regionally. These recommendations primarily focus around expansion of transit facilities within the Village, and increasing private vehicular commuting times on Route 17 through Sloatsburg.

The Plan recommends expansion of existing commuter parking facilities. It also recommends installation of bus pull-off lanes on Route 17 northbound and southbound to increase safety and limit traffic back-ups. It also recommends use of a site within the Village Center as a train/bus depot with ticketing agents or machines and a waiting area. Currently only shelter exist for public transit users. These shelters are not climate controlled and are periodically subject to vandalism. The MTA has stated that it would increase capacity to support new ridership from completion of Secaucus Transfer Station.

Increased public transit usage would result in positive impacts to the roadway network by decreasing reliance on automotive use.

3.6.3 Mitigation Measures

As the recommendations of the Plan and Central Business District, as well as the zoning local law amendments, are not anticipated to have any adverse impacts, no mitigation is proposed. Site-specific traffic studies will be undertaken at the time a specific project is proposed.

3.7 Community Services

3.7.1 Existing Conditions

The location of the Village's community services are shown in Figure 10 of the Comprehensive Plan.

3.7.1.1 Sloatsburg Public Library

The Sloatsburg Public Library is located at the intersection of Liberty Rock Road and Route 17 and has a floor area of approximately 4,700 square feet. The general standard for libraries is 0.7 to 1.0 square feet of floor area for each resident. The Sloatsburg Public Library is well within that standard at 1.55 square feet per resident. In 2002, the Library contained approximately 27,800 books (9 books per person), which exceeded the American Library Association (ALA) standard of 3 books per person. The Sloatsburg Library has one full-time Director, two full-time "power" professionals, four part-time staff plus two part-time students. The Library is open Monday through Saturday, and four hours on Sunday to increase accessibility. Approximately 2,000 residents have library cards. There are currently eight (8) parking spaces on Library property and an additional eighteen (18) spaces in the Senior Citizen's Center lot across the street. Sloatsburg residents may also use the new Suffern Library and the Tuxedo Free Library. In addition, since the Sloatsburg Library belongs to the Ramapo-Catskill Library System (RCLS), residents may access interlibrary loans through this system.

Property taxes fund the majority of the Library's budget. The Village of Sloatsburg rents to the library free occupancy of its building. The Library budget includes funds for additional books, which in the Year 2003 is \$30,000 to purchase approximately 2,000 new books. The Library discards almost the same number of older books because the building has reached its maximum storage capacity.

In 2002 the Library received a total of 26,416 visits, an increase of 6% from the previous year. Circulation totaled 47,312, which was up 3% from 2001. The library offered programs attended by 1,297 adults and 2,320 children in the year 2002.

Parking is only a problem when the Senior Citizen's lot across from the Library is full. In an effort to alleviate this problem the Library has acquired a vacant parcel to the west of the building.

3.7.1.2 Police Protection

The Village of Sloatsburg does not have its own police force but receives combined police protection from the Town of Ramapo, as well as the Rockland County Sheriff's Office, the New York State Police, and the New York State Park Police – Palisades Region.

The Police Department of the Town of Ramapo

The Town of Ramapo Police Department provides police protection services to approximately 115,000 residents townwide. The Department is headquartered in Suffern, at 237 Route 59, approximately 7 miles from the Village. Response time within the Village adequate, as the police department maintains active patrol of the Village. The Department consists of 120 sworn police officers and 258 civilian employees and has a service ratio of

approximately 1 officer per 1,000 residents, not including the Villages of Suffern and Spring Valley. The Department is divided into three units:

- The Patrol Division has four patrol squads which provide coverage to patrol sectors 24 hours per day, 7 days a week. Each squad consists of a Lieutenant, 3 Sergeants and a number of police officers. Each patrol car is equipped with a mobile computer and life saving equipment.
- The Special Services Division consists of 25 police officers assigned to technical police duties. This division is responsible for conducting the investigation of major criminal offenses and outreach programs. Special Services investigated four hundred offenses and affected 296 arrests in 2004.
- The Headquarters Division provides police officers, civilian police dispatchers and office assistants who provide support services such as communications and record keeping. The communications center handles approximately 50,000 calls for service each year including police, emergency and general services calls.¹

The Ramapo Police Department responded to 1,731 incidents in the Village of Sloatsburg in 2005; in the first six months of 2006, the police responded to 830 incidents.² The majority of the land uses within the Town are residential and calls from individual residences make up more than 80 percent of all calls. There are currently no plans for increases to manpower or equipment.

The Rockland County Sheriff's Department assists the Ramapo police force when requested. Route 17 in Sloatsburg is part of the patrol area for the New York State Police Department. The NYS Police will respond to any calls received from Sloatsburg and will also respond to assist the Ramapo Town Police. Most calls are related to automotive accidents. In the vicinity of Sloatsburg, the Palisades Interstate Park Police patrol Seven Lakes Drive and Harriman State Park.

3.7.1.3 Fire Protection

The Village of Sloatsburg is served by a volunteer fire company, which also serves the unincorporated portions of Town of Ramapo. In addition, there is a mutual aid system with other fire companies in Rockland County to ensure adequate emergency coverage is available.

The Sloatsburg Fire Department is located on Route 17 in Sloatsburg and has 50 active members with a total membership of 95 personnel. The average response time to a fire call in Sloatsburg is three (3) to five (5) minutes. During preparation of the Comprehensive Plan, the Fire Department had adequate staff coverage and equipment throughout the day. Major equipment items include:

- 1 Mack/EVF Rescue Vehicle, 1987
- 1 KME 1,750 gallon per minute triple combination pumper, 2004
- 1 Pierce 1,500 gallon per minute quadruple combination pumper, 1992
- 1 Pierce 400 gallon per minute 4 wheel drive mini-pumper, 1977

¹ Town of Ramapo Police Department web site, <http://www.ramapo.org/townhall/departments/police>.

² Communication with Officer Barba, Town of Ramapo Police Dept., September 2006.

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In 2005, the fire department handled 145 calls. A description of the various calls is available at the fire department's website, <http://www.sloatsburgfire.org>. Calls include but are not limited to brush fires, vehicle accidents, spills, pump outs during flood conditions, and mutual aid responses in the Village of Hillburn.

3.7.1.4 Sloatsburg Ambulance Corps

The Sloatsburg Volunteer Community Ambulance Corps is located at 62 Washington Avenue and Second Street. The Corps serves both Sloatsburg and a segment of the Palisades Interstate Park, as well as portions of the Sloatsburg, Hillburn, Tuxedo, and the western unincorporated portion of the Town of Ramapo. At the time the Comprehensive Plan was prepared, the Corps consisted of one paid emergency medical technician (EMT), one paid driver, and approximately 35 volunteers and responded to approximately 400 calls per year. Response time is seven (7) to eight (8) minutes. The majority of the calls (85%) are received during the day and are responded to by the two-person crew consisting of an EMT (New York State Certified) and the ambulance driver that work during the day from 6AM to 6PM. The Corps has two (2) fully stocked ambulances; one purchased in 1997 and the other in 2000, each with a defibrillator. Patients are transported to Good Samaritan Hospital in Suffern. Emergency services are coordinated through the Rockland County Office of Emergency Services.

According to Ms. Rita Gannon of the Ambulance Corps, there were no shortage of volunteers or equipment. However, the Corps is at maximum capacity. Only with the addition of another full time EMT staff member could they handle any significant increase in the number of calls per year.

3.7.1.5 Sloatsburg Elementary School

Built in 1942, the Sloatsburg Elementary School is a two-story structure with little additional space for physical expansion due to its proximity to residences and the Thruway. The school grounds cover approximately nine acres and include basketball courts, tennis courts, a baseball diamond, a soccer field, an indoor gymnasium, and playground area. At the time the comprehensive plan was prepared, there were 14 classrooms in the building all computer capable.

The average class size at Sloatsburg Elementary School was 18 students. Currently, two classrooms are used for special education classes. Table 3.7-1 shows enrollment trends at the Sloatsburg Elementary School.

Table 3.7-2 estimates the school's capacity based on various sources. The Ramapo Central School District (RCSD) provided the state and local functional capacities, while the RCSD teacher's contract yields a range of capacity figures. Additionally, the Village of Sloatsburg Citizen's Advisory Committee on Schools (CAC) provides figures obtained from a BOCES study on the capacity of the Sloatsburg Elementary School. The maximum capacity under the teacher's contract is substantially higher than the other two sources. According to the figures listed in Tables 3.7-1 and 3.7-2, the Sloatsburg Elementary School presently has excess capacity.

Table 3.7-1 Total Pupil Enrollment Trends at Sloatsburg Elementary School		
Year	Enrollment	Percent Change
1995-1996	325	
1996-1997	327	+ 0.6%
1997-1998	325	- 0.6%
1998-1999	329	+ 1.2%
1999-2000	349	+ 6.0%
2000-2001	335	- 4.0%
2001-2002	310	- 7.5%
2002-2003	265	- 14.5%
2003-2004	292	+11.0%
2004-2005	294	0.01%

Source: Ramapo Central School District, 2006.

Table 3.7-2 Sloatsburg Elementary School Capacity	
Source	Capacity (Number of Student)
NYS	410
Local	392
CAC*	432
Teachers' Contract	400-485

*CAC = Sloatsburg Citizen's Advisory Committee on Schools.
Source: Ramapo Central School District, DGEIS for PRD District, 2002.

In September of 2002, all sixth grade classes in the District were moved to the expanded Suffern Middle School. This accounts for a decrease in enrollment during the 2002 – 2003 school year, making additional classroom space available.

3.7.1.6 Village Municipal Services

Most municipal services are located in the Village Hall. The Fire Department is located on the first floor, while the following offices and rooms are located on the second floor:

- Village Clerk and staff offices,
- Building Inspector's office,
- Justice Court and Justice Court Clerk's office,
- Mayor's office,
- Office of the Village Attorney,

- Village Board/Justice Court meeting room,
- 2 conference rooms,
- Reception area,
- Records Management office,
- Utility room for computer server, and
- Lounge area.

The Village Highway Department maintains a garage facility on Sterling Mine Road.

3.7.1.7 Recreation Facilities

The Village maintains various recreational facilities including a swimming pool, playgrounds, and playing fields. Village recreational facilities are available to residents and guests of residents.

The primary Village are the Community Fields located on the east side of Route 17 south of the central business district. The approximately 17-acre facility includes a little league baseball diamond, a softball/baseball field, two soccer fields, a fitness trail, a basketball court, a roller blade rink, two tennis courts, and playground area. Groups from other municipalities, e.g., Tuxedo Youth Soccer, may use the facility. The Village also operates an outdoor swimming pool complex, including a main pool, wading pool, and bath house used by approximately 700 members and guests who pay an annual fee for the use of this facility. A basketball court, picnic and activity shelter, junior apparatus area, and toddler play area adjacent to the pool complex are available for use. In addition to the Community Fields and swimming complex, the following active recreational opportunities are also available:

- The Ramapo River and Stony Brook - fishing and hiking;
- Pine Grove Lakes (available to homeowners of that Association) - swimming, ice skating, picnicking, a basketball court, and boating;
- Lincoln Street Lake - informal picnicking;
- The Sloatsburg Elementary School - gymnasium, basketball and tennis courts, a baseball/softball field, multi-use field, and soccer practice field; and
- Various community and social rooms are available at other local and religious institutions.

The Village of Sloatsburg is also served by the Town of Ramapo's recreational facilities. The Ramapo Department of Parks and Recreation offers a year-round program open to Sloatsburg residents that includes youth and adult activities, special cultural and athletic events, summer playground programs, and senior citizen clubs. Ramapo maintains two public swimming pools, a golf course, ice skating rink, and tennis courts. The nearest facilities are the Clark Recreation Center which is 6.5 miles to the southeast, and Spook Rock Pool and Golf Course which is 7.2 miles to the east (Village of Montebello). These facilities are relatively distant and may not be as frequently used as local facilities.

There are two county parks in Sloatsburg: Dater Mountain Nature Park and Eleanor Burlingham Memorial Park. Dater Mountain Park is a mix of mountainous and lowland areas crossed by several streams used for hiking, birding, and nature and geologic study. Access and parking is available at the end of Johnstontown Road in Sloatsburg. Burlingham Memorial Park, dedicated in 1992, is located along the banks of the Ramapo River and

Community Services

September 6, 2006

Stony Brook. The park's wooded floodplain is home to many forms of wildlife and provides bird watching and hiking opportunities, while the River is used for fishing, kayaking, and canoeing. Access to Burlingham Memorial Park is from Waldron Terrace where there is parking available at the end of the road.

The Palisades Interstate Park system covers approximately 30,000 acres adjoining Sloatsburg. The park offers extensive hiking trails, fishing, boating, and camping. The southern entrance to Harriman State Park is from Seven Lakes Drive at the eastern border of Sloatsburg, and provides parking for approximately 20-30 cars at the Reeves Meadow trailhead.

Taken together, the Village, Town, County, and State facilities provide approximately 179.9 acres (11.2 percent) of recreational opportunities for the residents of Sloatsburg (an additional 100 acres of land were recently acquired that adjoin Dater Mountain). The National Recreation and Park Association (NRPA) has developed a set of standards for parks, recreation, and open space to help communities plan adequately for recreational needs. The standards set forth in Table 3.7-3 takes into account park function, design, use resource characteristics, and preferred location.

Table 3.7-3 Standards and Classification System For Local Parks & Recreation					
Component	Use	Service Area	Desirable Size	Acres per 1,000 Population	Desirable Site Characteristics
Mini-Park	Used to address limited, isolated or unique recreational needs.	Less than ¼ mile radius	1 acre or less	0.25 to 0.5 acres	Within neighborhoods and in close proximity to apartments, townhouses, or senior housing.
Neighborhood Park	Serves as the recreational and social focus of the neighborhood. Focus is on informal active and passive recreation.	¼ to ½-mile radius	5 to 10 acres	1.0 to 2.0 acres	Easily accessible to neighborhood population and centered within safe walking and biking distance.
Community Park	Serves broader purpose than neighborhood park. Focus is on meeting community-based needs, while preserving open space.	½ to 3 mile radius; serves several neighborhoods	30 to 50 acres	5.0 to 8.0 acres	Physical characteristics (i.e. soils, topography) appropriate for both active and passive recreation. Should be easily accessible to neighborhoods served.
Large Urban Park	Used to supplement community parks. Focus is on meeting community based recreational needs, as well as preserving open space.	Determined by the quality and suitability of the site	Usually a minimum of 50 acres, with 75+ being optimal.	Variable	May include natural features, such as waterbodies and areas suited for intense development.
Natural Resource Areas	Lands set aside for preservation of significant natural resources, remnant landscapes, open space,	Resource availability and opportunity	Variable	Variable	Wetlands, lowlands, shorelines, lakes, ponds, and lands with steep slopes and natural vegetation.

Source: National Recreation and Park Association's Recreation, Park, and Open Space Standards and Guidelines, 1990.

Based on a review of these standards, the Village's recreation falls within the standards for parkland acreage. During site specific project reviews, it will be important for the reviewing boards to determine whether additional parkland is necessary, based on any proposed development's proximity to parks within the community.

3.7.2 Potential Impacts

The 2002 draft of the Comprehensive Plan recommended that the Village acquire vacant land located adjacent to and west of the library and constructing additional parking - this has since been accomplished. The parking lot will result in a better parking supply for the library, and will reduce traffic queuing and potential accidents from persons backing onto Liberty Rock Road from the existing parking alongside of the building.

The proposals contained in the Comprehensive Plan will not result in any substantial change in the overall potential population compared to what would occur under existing zoning. The Comprehensive Plan, Central Business District Study and zoning local law all focus future development near existing development - this would reduce response time to emergency calls. Traffic calming measures on Route 17 would be expected to decrease traffic speeding infractions thereby potentially decreasing the number of police responses.

At this time, the elementary school has adequate capacity to absorb additional school age children generated by various projects. However, assuming a student multiplier of 0.9 students per dwelling (Source: Urban Land Institute Development Impact Assessment Handbook, 1994), it may be expected that an additional 130, 4-bedroom dwellings would bring the school to near capacity. The need for additional space will need to be monitored as development proposed in the Village advances.

As Village Hall was expanded within the last 10 years, it is not anticipated that additional growth would require an expansion of the Village's governmental facilities.

In terms of recreation, the Comprehensive Plan recommends construction of a trail system to link residential neighborhoods where street connections are not practical. Trails would be a safe alternative for children or others without access to a vehicle to move about safely in the community. The Comprehensive Plan identifies several privately-owned parcels along the Ramapo River which should be acquired for open space or passive parkland uses. This will add to the recreational facilities available to residents.

The Comprehensive Plan states the Village's preference for the area designated as Open Space Residential to be used for additional parkland. Since preparation of the 2002 Plan, parkland has been acquired in the vicinity of Johnstontown Road consistent with the recommendations of the Plan. This will provide additional recreational opportunities to residents of the Village.

3.7.3 Mitigation Measures

No mitigation is proposed.

3.8 Utilities

3.8.1 Existing Conditions

Water Distribution

The Village of Sloatsburg is served by United Water New York (UWNY), a utility company that supplies water to all of Rockland County, and much of Bergen County. UWNY is owned by Suez, Lyonnaise, Des, Eaux based in France.

Currently, water is supplied from the Ramapo Valley Well Field. This well field is located in the Village of Hillburn and the unincorporated Town of Ramapo south of Sloatsburg. The water is transmitted to the Village via a regulator on Route 59 south of the Village. There are two storage tanks located in the Village.

The larger of the two tanks is located west of Route 17, south of Post Road and north of Liberty Rock Road. This tank has a 500,000-gallon capacity and serves the larger of Sloatsburg's two pressure systems. The tank has an overflow elevation (maximum designed height of water in storage tank) of 595 feet. It is 30 feet tall and 38 feet in diameter.

The second tank is located at the end of Council Crest Road. This smaller tank has a capacity of 150,000 gallons and supplies the second of Sloatsburg's two pressure systems. The tank is 30 feet tall and has a 30-foot diameter. Its overflow elevation is 740 feet. A booster pump is located at the corner of Laurel Road and Aspen Road in order to feed the second storage tank.

UWNY has indicated that there are no known problems with capacity, supply, or quality of the water system and there are no improvements planned at this time. The company has indicated, however, that future development may warrant an additional storage tank, if the future development is of sufficient quantity and/or at sufficient elevation to stress the capacity of the existing system. The needs of future development will be addressed on an application specific basis.

Sanitary Waste Disposal

Sloatsburg is currently served by subsurface sanitary disposal systems, except for several homes on Lincoln Street that are served by a package sewage treatment plant. The plant only services the Lincoln Street development of approximately 24 homes and has a total capacity of 40,000 gallons per day. The average daily flow of the plant was 21,000 gallons per day in 2001. Operation of the plant was taken over by Rockland County Sewer District #1 in and the agency has indicated that there are a number of operational problems with it.

The Rockland County Legislature approved extension of the Rockland County Sewer District #1 into western Ramapo. Expansion will include service to the Villages of Sloatsburg and Hillburn as well as portions of unincorporated Ramapo. The takeover of the Lincoln Park package treatment, by the RCSD #1, was implemented as part of the expansion. The Rockland County Sewer District #1 plans to close the package treatment plant when connection to a proposed wastewater treatment plant is made available.

The first phase of the proposed plan calls for the installation of pump stations, force and gravity mains, possible chemical injections systems to prevent odors during low flow periods,

and installation of interceptor lines. Initial sewer hook-ups would occur in the "Flats" neighborhood in Sloatsburg.

The original plan for the extension of the district was to treat effluent at the existing Rockland County Sewer District #1 (RCSD #1) treatment plant in Orangeburg. However, public comments on the Sewer District Extension DEIS raised concerns regarding impacts to the Ramapo River Basin's regulated flow rates from out-of-basin transfers (Ramapo River Basin to Hudson River Basin). In response, the Board of Commissioners of RCSD #1 stipulated that the approval of the district extension was conditioned on the treatment and discharge of the effluent into the Ramapo River Basin. The RCSD #1 prepared a DEIS for the construction of a new treatment plant in Hillburn that would discharge to the Ramapo River.

Implementation of the project will require capital expenditures and the need to purchase easements and land within the Village. While the specific location of the easements is not known, the plan is to limit infrastructure to existing disturbed roadbeds wherever possible.

Electric, Gas, Telephone, Cable, Cellular Telephone

Orange and Rockland Utilities, Inc. of Pearl River, New York currently supplies the Village of Sloatsburg with electricity and gas service. On January 11, 2001, Orange and Rockland Utilities, Inc. (ORU) stated that the Sloatsburg station was recently upgraded and current circuits are lightly loaded. Current peak loads are 5.4 MVA while the existing transformer bank has a rating of 30 MVA. The ORU stated that it would be happy to work with the Village to provide sufficient electric delivery for any future development and growth.

Gas service is also provided to all existing residential uses in the Village. Orange and Rockland has indicated that there are no supply or capacity problems at this time.

Verizon, formerly Bell Atlantic, owns and maintains local phone facilities within the Village of Sloatsburg. Due to deregulation of local phone service, a resident of Sloatsburg can contract with another company for their local phone service, but Verizon would still maintain their facilities. Verizon maintains a local office near the corner of Route 17 and Eagle Valley Road for facilitation of its local services.

American Telephone and Telegraph Company (AT&T) owns and maintains a transcontinental cable within the Village. The cable runs in an east-west direction and AT&T holds easements along its route. AT&T owns a single parcel on the west side of Route 17 just south of Sarkis Auto Repair, under which the cable runs. Verification of the cable location from AT&T should be sought before disturbing soils in its vicinity.

Cable service in Sloatsburg is provided by Cablevision headquartered at 235 W. Nyack Road in West Nyack, New York. Cablevision provides its OptimumTV cable service to residents on a monthly fee basis. Also available to residents is Optimum Online, a high-speed cable Internet service.

There is currently one cellular telephone facility within the Village. This cellular telephone tower is located just south of Pine Grove Lake on a parcel owned by the Village of Sloatsburg. The tower owner leases the land from the Village providing supplemental income. The tower monopole and associated facilities are owned by Verizon Wireless, formerly Bell Atlantic Mobile. In 1999, a special permit was granted to replace the 110-foot pole with a 150-foot monopole in order to accommodate antennas for all major cellular

carriers, including Bell Atlantic, Nextel, Omnipoint, Sprint, and AT&T. The existing tower provides coverage for the entire Village.

3.8.2 Potential Impacts

The Comprehensive Plan recommends that higher density development be focused around existing developed areas. The Plan and zoning propose that low density residential uses be allowed in more remote locations of the Village, and preferably, that several of the large vacant parcels on the east side of the New York State Thruway be acquired as open space - this would reduce overall water demand generated from development. Implementation of the land use recommendations and regulations would not significantly change the overall buildout of the Village's population.

The Comprehensive Plan recommends acquiring riverfront parcels, clustering development, protecting presently unprotected Class D streams, to buffer development from receiving waters which may recharge the Ramapo River aquifer.

Consistent with the draft Plan, sewer service is being provided to the Village for purposes of improving drinking water quality through the elimination of poorly operating septic systems, and to encourage economic development of the downtown consistent with the recommendations of the Central Business District Study. Specific impacts associated with the installation of central sewers is evaluated in the *Western Ramapo Wastewater Facilities Study Draft Environmental Impact Statement* dated June 1997. More recently, the Village of Sloatsburg reviewed the *Draft Environmental Impact Statement for Western Ramapo Wastewater Treatment Plant and Modifications to the Sanitary Sewer Rockland County Sewer District No. 1*.

The proposals contained in the Comprehensive Plan will result in little change to the Village's overall population, and thus would have little effect on gas, electric, telephone, cable and cellular telephone service in comparison with the population that could be expected under existing land use regulations.

3.8.3 Mitigation Measures

No mitigation is proposed.

3.9 Demography

3.9.1 Existing Conditions

Population

According to census data, Sloatsburg had a population of 3,117 persons in 2000, a 2.7 percent increase over the previous decade. By comparison, Ramapo's population grew by 16 percent and Rockland County by eight percent (8%). According to recent U.S. Census data, the Village's population was estimated to be 3,118 persons in 2004.

Table 3.9-1 Village, Town and County Population						
	2000 Population	1990 Population	Percent Increase	Median Age	Household Size	Family Size
Village of Sloatsburg	3,117	3,035	2.7%	37.0	2.91	3.27
Town of Ramapo	108,905	93,861	16.0%	31.6	3.37	3.82
Rockland County	286,753	265,475	8.0%	36.2	3.01	3.47

Source: U.S. Census Bureau, 2000.

Sloatsburg's population has aged over the previous decade. The median age of a Sloatsburg resident increased from 33.3 years in 1990 to 37 years of age in 2000. The number of persons 35 years of age and older grew significantly, with the largest percent increase occurring in persons 65 years of age and older. While the resident population increased, there was minimal change in total number of schoolage children in the Village. The Village's average household and family sizes in Sloatsburg were 2.91 and 3.27 persons, respectively. This represented a slight decline from 1990 levels of 3.04 persons per household and 3.37 persons per family.

The housing stock in the Village has remained relatively stable, as only 36 dwelling units were added during the 1990s, representing a 3.5 percent increase. Townwide, Ramapo's housing stock grew by approximately nine percent (9%).

Housing

U.S Census 2000 statistics indicate that the median household income for Sloatsburg (\$70,721) is higher than the median household income for Rockland County (\$67,691). However, the per capita income is slightly lower i.e, \$28,082 in Rockland County versus \$27,180 in Sloatsburg.

Approximately 22% of households rent their homes compared to the approximately 26% that rent their homes countywide. The median year that dwellings were built in Sloatsburg, 1952, is older than for Rockland County which was 1967.

The difference in the age of housing stock is greater for rental dwellings - 1947 for Sloatsburg and 1967 for Rockland County. The median rent asked was lower in Sloatsburg

(\$638) compared to Rockland County (\$869). This may reflect the older housing stock in which Village rentals are located.

The median value for owner-occupied housing units in Sloatsburg (\$181,300) is lower than the median for Rockland County (\$242,500).

A comparison of median housing values and rents indicates that in 1990, Sloatsburg's housing was more affordable than housing in Rockland County.

3.9.2 Potential Impacts

The draft Plan and zoning local law recommends the introduction of low-density residential uses in some areas of the Village to protect environmentally sensitive areas. However, the zoning local law amendments balances the creation of lower-density residential areas by allowing a ten percent (10%) density bonus to encourage the construction of moderate income senior citizen dwellings. In addition, the zoning local law amendments and Central Business District Study recommend that up to 30 dwelling units be constructed in the VC-2 district for active adult senior citizens. In addition, the MU-1 and MU-2 zoning districts would allow one-family, two-family and multifamily residences (not to exceed 4 units per building) at a gross density of one dwelling per 10,000 square feet a residential density that is comparable to much of the Village's existing residential neighborhoods.. The draft Plan and zoning local law amendments recognize the existing residential character of the Route 17 corridor and the VC-1 area by allowing residential uses to continue - in contrast, the existing B-2 and IP zoning districts which include extensive areas in residential use did not allow the continuation of residential uses along the corridor.

The draft Plan, Central Business District Study, and zoning local law amendments will not significantly increase or decrease the number of future dwellings when compared with the existing zoning. The proposed zoning amendments would also eliminate a density bonus zoning provision which would have allowed approximately 6 dwelling units per acre (up to 1,400 dwelling units if applied to major vacant parcels), a density not supportable based on the Village's existing environment, transportation systems or infrastructure.

Adoption of the draft Plan, Central Business District Study, and zoning local law amendments will not have a significant impact on the Village's existing demography.

3.9.3 Mitigation Measures

No mitigation is proposed.

3.10 Cultural and Visual Resources

3.10.1 Existing Conditions

Historic Resources

The Leni-Lenape Indians were the earliest inhabitants of present day Sloatsburg¹. Composed of three tribes, the Minsi, the Unilacto, and the Unami, their territory extended from the Catskills to the Potomac River. They sold much of their land to the Dutch and English, and in 1738 the Minsi tribe sold land to Wyant Van Gelder that would later become Sloatsburg. The area extended from the present Sterling Mine Road to the railroad bridge on Seven Lakes Drive, and from the mountains on the west to the western bank of Stony Brook. Van Gelder gave his property to Isaac Van Duesen, who later gave it to his son-in-law, Steven Sloat.

Stephen Sloat and his wife Marritje had four children, John, Isaac, Elizabeth, and Maria. From 1792 to 1878, they operated various businesses, including a tannery, farm, public house, and textile mill. During the revolution, the old Sloat Stone House and Inn was used as command posts for General Washington's troops. Stephen Sloat was commissioned as Captain in charge of the militia stationed at the Sloat House and Inn. His son, John Sloat, joined the Cornwall Militia as a private. In 1781, Private John Sloat was on leave visiting his parents when he was accidentally shot by a sentry stationed at the Sloat home. He was the first to be buried at Sloatsburg cemetery.

Isaac Van Duesen and Stephen Sloat have been credited for clearing a former path used by Native Americans that became known as the Ramapo Pass and which played a role in the Revolutionary War. Also, during the Revolution, it is said that signals were sent from Liberty Rock (Highland Homes site) to Mt. Torne. This was done to monitor the movement of British troops in New York Bay.

Following the American Revolution, industry in and around Sloatsburg in the 1800s consisted of iron mines, forges, textile mills, manufacturing factories, and lumber sawmills. Abraham Dater came to Sloatsburg and built a dam and a series of iron forges. Its location was on the banks of the Ramapo River near the present intersection of Washington Avenue and Route 17, known locally as "Dater's Crossing." As factory workers moved to the area and built houses in proximity to the forges, the community became known first as "Dater's Works" and then by the late 1800s as "Pleasant Valley." Construction of the Erie Railroad in the 1830s, which extended from Piermont to Goshen, was a major factor in the growth and expansion of the village. Annexed by the Village of Sloatsburg in the early 1900s, Pleasant Valley is still referred to as "Upper Sloatsburg" by older residents. The Village of Sloatsburg incorporated on October 7, 1929. Table 3.10-1, which is included in the Comprehensive Plan as Table 2, identifies locally important historic features and properties in Sloatsburg.

¹ History provided by Mr. Gene Kuykendall, former Village historian.

Table 3.10-1 Locally Historic Resources		
Historical Site	Current Condition	Parcel Number
A&P Market	Midland Tackle	38.52-1-5
Allen/Whritenour Pond	Existing	38.50-1-15
Allen's Dam	Demolished	30.77-2-7
Ward's Hoe Handle Factory	Demolished	30.77-2-7
Allen's Store & Post Office	Demolished	38.52-1-14
Andy Sovak Market	Burned	38.44-1-4
Ashmore Waldron Home	Residence	38.44-1-16
Babinski's Market	Residence	38.51-1-24
Bennett's Confectionary Store	Residence	38.44-1-18
Benton Waldron Barn	Burned	38.44-1-12
Benton Waldron's House	Residence	38.44-1-17
Blagden House	Restored residence	38.42-1-24
Blanche Rose Store	Antique Shop	29.84-1-1
Brown Estate/Cappamore Farm	Demolished by NYS Thruway	38.44-2-9
Brown's Gate	National Register Site	38.44-2-2
Campfire Girls Park	Super Seven Gas Station	38.43-1-16
Collishaw Store/Cheap Store	Demolished by DOT Rte 17	38.28-1-1
Dater's Crossing	Replaced with modern bridge	29.76-2-21
Dater's Dam & Forges	Some signs of foundation only	29.68-2-24
Dater's Meadow, Pond & Ice House	Pond & Ice House foundation	29.67-1-1
Dater's Store	Demolished	29.76-1-3
Daughter's of America Clubhouse	Residence	29.84-1-9
Donnelly Hotel/Famous Door Tavern	Residence	29.68-1-18
Dora Waldron House	Wright Sport Shop	(38.52-1-16)
Dr Gillette's House	Residence	38.27-1-4
Dr. Benedetto's House	Residence	30.70-1-1
Dumas Confectionary	Residence	29.76-1-7
Field Estate - Caretakers Cottage	Restored residence	38.41-1-4
Field Estate - Carriage House	Restored residence	38.42-1-1
Field Estate - Dayworkers' House	Restored residence	38.42-1-19.2
Field Estate - Fieldstone Farm	Restored residence	38.34-1-13
Springhouse Indian Rock Shelter	Well preserved	38.34-1-13
Field Estate - Malcolm Field Home	Restored residence	38.42-1-25
Field Estate - Stable	Restored residence	38.42-1-2
Field Estate Servant's House	Restored residence	38.42-1-4
First Library	Demolished	38.44-1-5
Fitz Randolph Stone House	Residence	38.59-1-33

Table 3.10-1 (Cont.) Cultural Resources		
Garty's Garage	Auto Classic	29.60-1-2
Glenwood Hotel	Restored - South Street Grill	38.44-1-8.1
Boland Store & D'Avanzo Barber Shop	Demolished	38.44-1-8.1
Goodyear Boarding House & Store	Apartment Building	38.52-1-7
Grist Mill House	Restored	38.60-1-4
Hiram Knapp House	Residence	29.84-1-13
Ike Bower Grocery Store	Residence	29.84-2-10
Jacob Sloat Mansion-Harmony Hall	Being Restored	38.51-1-4
Kelly's Candy Store	Demolished	38.36-1-6
Knapp's Dam & Shoddy Mill	Demolished/Modular Stone Co.	29.84-2-13
Lafayette Market	Contractor's office	38.44-1-20
Liberty Rock	Candidate for National Register	38.35-1-9
Mather Meat Market	Demolished	38.44-1-1
Methodist Church Chapel (1834)	Restored	38.36-1-1
Miele's Deli/Restaurant	Sterling Station restaurant	39.21-1-32
Waldron Home	D'Avanzo Insurance Agency	38.44-1-3
Monaido Shoe Shop	Demolished	38.43-1-13
Motorcycle Mike	Antique Shop	29.76-1-4
Old Elementary School	Burned	38.36-2-4
Orange Turnpike Toll Gate	Removed	38.51-1-27
Peepertown	Preserved area of homes	38.27-1-10
Persichetti House	Persichetti House	38.44-1-7
Pete Marie Garage	Residence	29.84-2-9
Pucillo Drug Store	Restaurant Supply Store	38.44-1-21
Robertson Garage & Auto Agency	M&G Antique Autos	(29.52-1-2)
Rozum Hotel & Tavern	Badly deteriorated	29.60-1-13
RR Siding/Feed, Coal & Lumber Yard	Only foundations remain	38.36-2-21.1
Russell Bros Garage & Gas Station	Empty building	29.84-2-11
Slabtown	Evidence of quarrying operations	29.60-1-10
Sloat House & Tavern	National Register Site	38.59-1-34
Sloat's Dam	National Register Site	39.29-1-1
Sloat's Mill	Bldg burned & foundation razed	38.52-1-10
Sloatsburg Cemetery	National Register Site	38.51-1-30
Sloatsburg Garage-Taylor & Moffa	Sloatsburg Auto Body	38.51-1-26
St Joan of Arc RC Church	Preserved	38.51-1-3
St. Francis Episcopal Church	Preserved/Sloatsburg Library	38.43-1-17
Stewart Greenhouse	Demolished	29.60-1-1

Cultural and Visual Resources

September 6, 2006

Sunnyside Restaurant	Sunnyside Restaurant	29.52-1-3
Taylor's Hotel & Inn	Replaced with Post Office	38.51-1-9
Telephone Switchboard Office	Residence	38.44-1-15.2
Texaco Gas Station	Beauty Salon/Barber Shop	38.51-1-8
Tobin's Alley	Village parking lot	38.44-1-8.2
Sloatsburg Laundry (late 1800's)	Demolished	38.44-1-8.2
Tune Waldron Pond	Village swimming pool	38.59-2-1
Tune Waldron Stone House	Residence	(38.44-1-15.1)
Union Hall/Henry Club	Sloatsburg Hardware	38.44-1-10
Van Waldron's General Store	Apartment Building	38.44-1-2
Volkmar Barber Shop	Residence	38.44-1-19
Waldron Blacksmith Shop	Village Hall	38.44-1-6
Waldron Bros Tydol Service Station	Demolished	30.77-1-7
Warren Waldron Funeral Parlor	St Joan of Arc Rectory	38.51-1-2
Source: Gene Kuykendall, former Village Historian, 2001.		

Figure 11 of the Comprehensive Plan shows the location of these resources.

Visual Resources

The Comprehensive Plan identifies scenic resources that shape the community character of the Village (Figure 12 of the Comprehensive Plan). These resources include:

- The Sloatsburg Pool
- The Sloat House on the corner of Sterling Rd and Rte 17
- St. Joan of Arc Church, the streams across from Church, and the St. Joan Rectory
- Eagle Valley Rd and the old houses on Eagle Valley Rd
- Rte 17 from Dunkin Donuts to the rock outcrop by Seven Lakes Drive
- The Library, old houses, and businesses along Rte 17
- The public beach and lake on Greenway St in Pine Grove
- The meadow "green" by Maple Street in Pine Grove and the old houses around it
- Gateway to Harriman on Seven Lakes Drive, "Welcome to Sloatsburg" sign on Johnstontown Rd
- Johnstontown Rd
- The view of Stony Brook from Johnstontown Rd
- The stone wall at Sard and Allen Streets
- The view of the Ramapo River from overpass on Washington Ave.
- Sculpture at overpass (Dater's Crossing) on Washington Ave.
- Southern end of Rte 17; the stream by the Community Field; businesses and old houses
- The stone house on Seven Lakes Drive by the deli
- The patch of pines on Greenway St in Pine Grove
- Views of the mountains from Aspen Street
- Views of the mountains from Hickory Street
- The Lake on Sunset Street in Pine Grove

- The old houses and stone garage on Northern Part of Route 17
- The view from Route 17 and Seven Lakes Drive of the railroad tracks and mountains
- Stony Brook and the Ramapo River Sloatsburg Elementary School and rock outcropping behind it
- The wooded mountainside as viewed from Second Street

In addition, the draft Plan lists scenic roads located in the Village, which include but are not limited to:

- Eagle Valley Road
- Gateway to Harriman along Seven Lakes Drive
- Johnstontown Road, particularly the views of Stony Brook
- Sard and Allen Street stone walls
- Greenway Street and the patch of pines adjoining it
- Sunset Street and views of Pine Grove Lake
- Route 17, between Dunkin Donuts and the bedrock outcrop at Seven Lakes Drive – existing older structures on this segment
- Hanging canopy along Route 17 north of Park Avenue

3.10.2 Potential Impacts

Historic Resources

The draft Plan recommends that the Village adopt a local historic preservation law. The law would create a historic preservation commission to administer the law or alternatively, allow the Planning Board to serve in this capacity.

The draft Plan also recommends incentives for the adaptive reuse of the Village's historic resources by permitting a wider range of uses to occur in historic structures than might otherwise be permitted in the zoning district in which the property is located. To effectuate this policy, the zoning local law proposes to establish a special use permit that would allow certain activities to occur in districts where they may not otherwise be allowed, but would result in the protection of a historic building. Any special use permit review would require that the adaptive reuse does not cause an impact, e.g., noise, traffic, to adjoining residences.

The Comprehensive Plan recommends the development of a voluntary recognition program for the Village's historic structures. The Plan suggests a plaque program be instituted to instill pride in historic structure ownership. Other suggestions include self-guided tours and booklets detailing the history of structures.

The draft Plan also recommends that future Village streets be named after historic persons or places or significant environmental features. The Village Historian and/or a local preservation group would be responsible for developing the list.

Visual Resources

The draft Plan recommends improving and maintaining aesthetic resources within the Village, especially along Route 17. It also recommends protecting ridgelines.

The Village, in order to provide design guidance for uses within the Central Business District, commissioned the preparation of a Central Business District Study which is the subject of this DGEIS. The Study sets forth recommended design guidelines for the VC-1 and VC-2 district, as well as other properties along the Route 17 corridor.

Other recommendation of the draft Plan include: the Village consider seeking or providing loan assistance or other assistance for façade rehabilitation of deteriorated structures; enforcing a property maintenance law outlining minimum expectations for property maintenance; issuing letters or handouts outlining the importance of property maintenance and expectations of the Village. The Plan recommends that information should target property maintenance from the standpoint of civic pride and property values, and stress voluntary clean-up. The Plan also recommends a Village-sponsored award program where “most improved” properties receive a plaque, cash awards, or gift certificates to home improvement stores or local restaurants. Another option in the Plan is to hire temporary labor (e.g., summer volunteers) which would be used to clean up properties where residents are elderly, disabled, ill, or financially challenged. The Plan also recommends that Village staff conduct “windshield surveys” through neighborhoods on a rotating basis, to identify violations and seek cooperative corrections or active enforcement if cooperation is not achieved.

Consistent with the draft Plan, the zoning local law would give the Planning Board the authority to act as an Architectural Review Board. Specific design standards have been established for the VC-1 and VC-2 districts, which encompass Sloatsburg's central business district.

It is an objective of the Comprehensive Plan to protect the Village's woodland environment by limiting clearcutting and grading. The zoning local law includes tree preservation regulations which allow only the selective cutting of trees unless work is carried out in accordance with a tree removal permit. In addition, the proposed zoning local law amendments specifically require that the Planning Board make a finding as part of its site plan review authority that a project would not result in the clearcutting of trees. Another finding of the site plan review process that the Planning Board must make is that the development shall avoid ridgelines, and that the Board can establish conditions to limit views of structures.

The Village has scenic roads that have positive aesthetic qualities including concentrations of historic structures, scenic views or unique details such as stone fences or mature tree rows. In order to preserve the scenic features of the Village's roads, the proposed zoning local law requires that any action requiring site plan, special use or subdivision plan approval or a variance, which is proposed on a lot with frontage on a scenic road, shall require ARB review, and sets forth the activities which are to be encouraged (protection of tree rows) or discouraged (altering the road alignment of a scenic road). Preservation of specific details that lend a road its character, e.g., mature tree rows and stone walls, is also recommended. Appropriate minimum setbacks are to be provided to maintain a scenic vista. The zoning local requires that improvements to roads avoid “day-lighting,” i.e., development that requires tree removal of mature trees adjacent to road rights-of-way and existing tree canopies should be retained to the extent practicable.

The draft Plan and zoning local law require that all utilities be underground in any new development.

3.10.3 Mitigation Measures

Implementation of the Comprehensive Plan, Central Business District Study and proposed zoning local law amendments are anticipated to have a positive and beneficial impact on the Village's historic and scenic resources. No mitigation is proposed.

**4.0 ADVERSE ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE
PROJECT IS IMPLEMENTED**

No adverse environmental impacts have been identified that may result from implementation of the draft Comprehensive Plan, Central Business District Study or zoning local law amendments.

5.0 Alternatives

5.1 No Action Alternative

Under the No Action Alternative, land use and development would continue to be influenced by the recommendations of the existing Comprehensive Plan and existing zoning local law. The existing zoning does not reflect the built environment of Sloatsburg, and no longer serves the goals of the previous 1982 Master Plan. The present Plan and zoning do not reflect the preferences of the Village's residents as expressed in a 2000 public opinion survey.

Without adoption and implementation of the updated Comprehensive Plan, many of the public needs and purposes identified in Chapter I of this DGEIS will remain unserved and the public benefits will not be realized.

5.2 Adoption of a Comprehensive Plan With Different Goals and Objectives

The vision, goals and objectives, and strategies contained in the Comprehensive Plan represent public preferences as expressed by residents, business owners, land owners and other interested parties who were afforded significant opportunities for input through Comprehensive Plan Committee representatives, numerous Committee workshop meetings open to the public, and a public opinion survey made available to the Village public. Adoption of a different Comprehensive Plan with other goals and objectives would be contrary to the public's expressed preferences.

6.0 Irreversible and Irretrievable Commitment of Resources

As discussed previously in this DGEIS, the Comprehensive Plan recommends that certain lands be purchased or otherwise restricted to open space, including certain parcels along the Ramapo River and land areas shown in the Open Space Residential and Open Space and Recreation land use categories. If these parcels were purchased, and restricted from future development, (land that is purchased and dedicated as parkland requires an act of the State Legislature to allow use for other purposes), they would only be used for open space and recreational purposes. This would result in a positive impact to the environment.

Future development that is in accord with the draft Comprehensive Plan, Central Business District Study and zoning local law amendments could commit land to residential and nonresidential uses. Once committed to these uses, this land would be unavailable for the foreseeable future.

Any development can result in the loss of forested habitat. However, the draft Plan and zoning local law amendments are intended to limit these potential impacts to the maximum extent.

The finite resources that are typically irretrievably committed by land development include the building materials and energy required for construction, operation and maintenance of the development once completed. Construction involves the commitment of a variety of materials, including but not limited to: fill, concrete, asphalt, steel, lumber, paint products, and other building materials. The operation of construction equipment results in consumption of fossil fuels and other energy resources.

When completed, new residences and nonresidential space consume fossil fuels and electricity to meet heating, cooling, lighting and other energy needs.

Development also requires a commitment of person hours of labor, which can be viewed as beneficial to the community, the local economy, and the construction industry. It is anticipated that a portion of the construction-related employees at any construction site would come from the Village of Sloatsburg and the Town of Ramapo. Many construction workers are likely to come from areas throughout Rockland County and nearby counties. Construction employees would have a positive impact on existing local businesses providing such services as food convenience shopping, gasoline, etc.

Other manpower commitments, which are incidental and required only in an emergency, include the services of police personnel, fire departments, and/or ambulance corps.

7.0 Growth Inducing Aspects

Implementation of the land use policies of the draft Plan, Central Business District Study and zoning local law amendments would result in no significant increase or decrease in the Village's residential and nonresidential "build-out" compared with existing regulations. The proposed land use regulations would eliminate the potential significant growth that could result from application of certain affordable and senior housing density bonus provisions in the existing zoning local law. When applied to the major vacant parcels, the density bonus provisions would introduce up to 1,400 additional dwellings. Elimination of this bonus provision eliminates the growth-inducing aspects of significant residential growth.

Sloatsburg is served by public water, and will soon be served by public sewer. The draft Plan and zoning local law amendments establish maximum densities of development based on a variety of factors, including environmental constraints; these densities will remain the same even after sewer service is available. It can be expected that homeowners may increase the size of their existing residences as public sewer service is made available, since lot area dedicated to on-site septic systems is no longer necessary for that purpose - any expansions would be in accordance with the applicable district's bulk requirements. Some areas of the Village, e.g., the Oakbrook site, that have not developed to date may finally be developed as a result of the availability of public sewer, since the provision of individual on-site sewer systems incurs a cost that may be limiting development presently.

In the long-term, any new resident population will introduce some consumer demand for retail and service establishments located along the Route 17 corridor. Approximately 30 percent of household income is spent on retail goods and services. A substantial portion of these expenditures are made at supermarkets, local convenience stores, apparel stores, restaurants and service businesses such as gas stations and hair salons. According to the latest Census of Retail Trade (1997), the following categories of retail businesses would be expected to benefit in proportion to the amount of sales generated by each category:

Table 7-1	
New York State: Percent Sales by Retail Category	
Category	Percent
Motor Vehicles	20.9
Furniture/Home Furnishings	3.1
Electronic and appliance stores	3
Building Materials	7.8
Food and beverage	18.3
Health and personal care	7.4
Gasoline service stations	5.7
Clothing	9.5
Sporting goods and hobbies	3.4
General merchandise (warehouse clubs, department stores)	11.4
Miscellaneous (florist, office supplies)	3.9
Non-store retailers (electronic shopping, fuel distributors)	5.5
Source: U.S. Census Bureau, 1997 Economic Census: Retail Trade New York.	

To the extent these uses are allowed by the proposed zoning and there is sufficient market demand, the above listed establishments may be expected to benefit or be introduced as a result of household expenditures made by future Sloatsburg residents.

8.0 Effects on the Use and Conservation of Energy Resources

The draft Plan, Central Business District Study and zoning local law amendments recommends policies that would result in increased conservation of energy resources. Many of the transportation recommendations are intended to foster an increase in public transit usage which would require less consumption of fossil fuel. Transportation recommendations also propose bike and pedestrian connections and paths in order to reduce reliance on automobiles, and consequently fossil fuels. The Plan supports the construction of Interchange 15B of the NYS Thruway. This would divert existing traffic onto the Thruway where higher operating vehicular speeds would likely to result in decreased trip times and attendance consumption of fuel.

Residential and commercial building designs submitted for construction permits on or after the effective date of July 3, 2002 must comply with the Energy Conservation Construction Code of New York State ("Energy Code"). The Energy Code addresses the design of energy-efficient building envelopes and the installation of energy-efficient mechanical, lighting and power systems through requirements emphasizing performance.

For residential uses, requirements apply to heating and cooling systems, the hot water system, electrical system, material and equipment specifications and sealing the building envelope. For nonresidential uses, the NYS Energy Code requires that:

- insulation R-values and glazing and door U-factors be certified by the National Fenestration Rating Council (NFRC) or by using default values found in tables published in the Code.
- vapor retarders be installed in nonvented framed ceiling, wall, and floor areas.
- insulation levels for walls, roofs, and below-grade walls and glazing areas, and U-factors for windows and skylights meet or exceed minimum efficiency levels.
- air leakage be limited through the building envelope.

The NYS Energy Code also requires that water and air cooling and heating mechanical systems and equipment comply with code, and compliance is dependent on the type of mechanicals proposed. In terms of lighting standards, the NYS Energy Code requires:

- manual or automatic controls or switches that allow occupants to dim lights and turn them on or off when appropriate. The Code identifies control, switching, and wiring requirements that apply to all buildings.
- total connected loads for indoor lighting systems that do not exceed power allowances for a building. The Code demonstrates how to comply with interior-lighting power limits.
- energy-efficient exterior lighting. The Code specifies criteria for complying with exterior-lighting requirements.

Adherence to the NYS Energy Code will result in energy savings.