July 12, 2018

TO:    Involversed/Interested Agencies
       Schenectady County Economic Development and Planning
       Schenectady County Department of Health
       Schenectady County Department of Public Works
       New York State Department of Environmental Conservation – Region #4
       New York State Department of Transportation – Region #1
       New York State Thruway Authority
       New York State Office of Parks, Recreation, and Historic Preservation
       United States Department of Army, Corps of Engineers
       City of Schenectady
       Rotterdam Planning Commission

FROM:  Town of Rotterdam Town Board

Re:  SEQR Notice of Issuance of Findings Statement | Lecce Development Group, LLC (Contract
     Vendeer) for the review of the creation of a new zone in the Town
     of Rotterdam to be known as the Senior Living District and for the Senior
     Living Development proposed for the District to be known as the Whispering
     Pines Retirement Community – East Side of Helderberg Avenue adjacent
     to southern boundary of the NYS Thruway, Town of Rotterdam, Schenectady
     County, New York.,
     Town of Rotterdam, Schenectady County, New York

To Whom It May Concern:

On July 11, 2018, the Town of Rotterdam Planning Commission adopted a Findings Statement for the
proposed Senior Living District and for the Senior Living Development proposed for the District to be
known as the Whispering Pines Retirement Community.

Enclosed is a copy of the Findings Statement issued by the Town of Rotterdam Town Board.

If you have any questions regarding this matter, I can be reached at (518) 355-7575 Ext. 338 or
pmcenzo@rotterdamny.org.

Sincerely,

Peter Comenzo
Senior Planner

Enclosures
STATE ENVIRONMENTAL QUALITY REVIEW ACT
FINDINGS STATEMENT

Village at Whispering Pines Senior Living District
Lead Agency: Town of Rotterdam Town Board
Date: July 11, 2018

Pursuant to the State Environmental Quality Review Act ("SEQRA"), Article 8 of the Environmental Conservation Law and 6 NYCRR Part 617, the Town of Rotterdam Town Board (the "Town Board") as the SEQRA Lead Agency makes the following findings.

1.0 INTRODUCTION

Name of Action: Village at Whispering Pines Senior Living District

Description of Action: The Project is planned as a retirement community with blend of housing arrangements, activities and services available that "expand opportunities for housing arrangements to meet the increasing needs of elderly and disabled in a maintenance free community and allows residents the possibility to age in place through a variety of housing choices". To advance the Project, and because the Town’s zoning does not define this unique and diverse approach of providing housing to those 55 years of age and older in a common setting with single-family homes, apartments, an assisted living facility and a memory care facility, it is proposed to rezone the project area as a Senior Living District (SLD) with project specific housing options. This is also consistent with the Town’s Comprehensive Plan as set forth below.

Project Location: 2200 Helderberg Avenue, Rotterdam, NY 12302 ("Project Site").

Date Final Environmental Impact Statement Accepted: June 20, 2018

2.0 DESCRIPTION OF THE PROPOSED ACTION

2.1 Project Description

The proposed action includes the construction of 125 single-family homes (58 townhomes and 67 detached cottages), 119 independent living units in the form of apartments, and two separate facilities containing 108 memory care units and 144 assisted living units. The proposed action includes reconfiguring the existing 18-hole executive golf course into a 9-hole executive golf course that includes a new 2,500 s.f. clubhouse and 1,300 s.f. maintenance building. A total of 496 residential units are proposed and will be developed in up to four (4) phases over an estimated four (4) year period, depending upon market demand.

The proposed action will include two full access roadways off of Helderberg Avenue, internal roadways, parking lots, walking and multi-use paths, and a fire access road. The building heights will be limited to three (3) stories with the taller buildings setback approximately 470-feet from the Helderberg Avenue right-of-way. Utility improvements will include the extension of potable water, sanitary sewer, electric, natural gas and telephone into the Project Site. Stormwater will be managed on-site in accordance with
applicable local and state regulations. The Project will affect approximately 60.7 acres of the 96.6-acre parcel with physical ground disturbances.

The potential environmental impacts of the proposed Project were reviewed in the Draft Environmental Impact Statement and in the Final Environmental Impact Statement with the Town of Rotterdam Town Board serving as the lead agency under the State Environmental Quality Review Act (SEQRA).

Agencies with jurisdiction over various elements of the project include but are not limited to the following:

- Town of Rotterdam Planning Commission - subdivision and site plan applications for the Project.
- Rotterdam Town Board - Approval of the new zoning district known as the Senior Living District.
- Approval of sewer district extension or out of district sewer contract.
- City of Schenectady - Approval of sewer capacity and sewer connection
- Schenectady County Department of Environmental Health - Plan approval for water system improvements
- The NYS Department of Environmental Conservation - SPDES General Permit for stormwater and plan approval of sewer system improvements.
- Schenectady Department of Engineering and Public Works - Helderberg Avenue curb cuts
- New York State Thruway Authority - Highway work permit for utility work. Use and occupancy permit for utility installation (sewer) within I-90 ROW.
- New York State Department of Transportation – Highway Work Permit for utility work. Use and occupancy permit for utility installation (sewer) within Carman Road ROW.

2.2 **Purpose and Need**

The Project Sponsor has proposed to construct the Project as a senior living community targeted to serve those 55 years in age and older. The diversity of housing being proposed is intended to allow residents to "age in place" and for residents of the Town of Rotterdam and surrounding areas who choose to live there, to do so near friends and family.

The Town of Rotterdam’s 2001 Comprehensive Plan notes that the Town’s aging population will continue to increase, and that the Town needs to expand its opportunities for housing arrangements to meet the increasing needs of the elderly and disabled. This is supported by U.S. Census data for the years 2000 and 2010, and population projections assembled by the Capital District Regional Planning Commission (CDRPC) for the years 2020 and 2030. The 2000 Census data for Rotterdam indicates the 55 and older age cohort represented approximately 29% of the Town’s population. The 2010 Census shows that this same age cohort represents 31% of the Town’s population. From 2000 to 2010, while the Town’s population increased by 2.75%, the 55 and older population increased by 10.5%. For 2020, CDRPC estimates the Town population will increase by 2.6% from 2010, with the 55 and older age cohort increasing by almost 16% from 2010. The 55 and older age cohort would represent just over 35% of the Town’s population. For 2030, CDRPC estimates the Town’s population will continue to increase by an additional 2.2% from 2020, with the 55 and older age also increasing at a stabilized rate of 2.8%. This cohort does continue to represent 35% of the Town’s population for 2030. From 2010 to 2030, CDRPC estimates that the Town’s population will increase by 4.9%, where the 55 and older age cohort will increase by 19%.
The Project offers the development pattern being encouraged in the Town's Comprehensive Plan for the population of seniors which is underserved with such housing in the Town. The applicant has indicated that during construction, the project is expected to generate upwards of 100 construction jobs. During operation, the number of employees at the facility at any given time will vary based on shifts. Permanent employment is preliminary. Approximately 206 full-time equivalent positions are anticipated as a result of the Project. The site will use local vendors for a range of services such as pest control, laundry service, food suppliers, etc.

**Tax Revenue**

The applicant has indicated that tax revenue will increase due to the proposed change in use of the property, including the fact that one parcel which is currently subject to agriculture exemptions will no longer qualify for such exemptions. An initial annual estimate (applying 2017 rates) for the expected combined town, county and school real property tax receipts for the project, upon full build-out and excluding the golf course and open space areas would be $1,193,000. Since the Project restricts school age children from permanent residency, the local school district has the potential of receiving $638,400 in real property tax revenue (using 2017 rates) without adding to the school age population.

**Continued Operation of Recreational Resource**

The Whispering Pines Golf Course, an 18-hole executive course open to the public, has been in operation since the 1960s under the same family ownership. During the public hearing the owners have expressed the desire to cease operations and sell the course and plan to do so if the Project does not occur. The owners have indicated their commitment to continue operation of the golf course should the Project proceed. Therefore, the Project would ensure continued operation of the golf course as a recreational opportunity for the public, which would include a reconfigured 9-hole executive course, new clubhouse and maintenance facility.

**Access to Public Sewer**

The Project will be extending public sewer to serve the project. Two options have been evaluated, both of which will provide sewer capacity for existing parcels located directly along the sewer main routes to connect. Since the sewer infrastructure being installed will be done entirely at the Project Sponsor's expense, those who choose to connect would not be required to pay additional debt retirement costs associated with the construction of the new sewer infrastructure. A positive growth potential of underutilized commercial parcels is likely to arise as the Applicant intends and the Town agrees that the best option available for sewer service for the project is Option 1 which extends sewer from Hamburg Street, under I-90 ROW and onto Helderberg Avenue. Currently there are failing septic systems that service commercial properties, south of the intersection with Curry Road. With access to public sewers, these commercial properties could be redeveloped or improved in accordance with the Town's zoning laws.

**Potential Property Values Impact**

The impact of the Project on nearby property values is a concern raised by community members. To understand the potential impact of the Project on home values, an evaluation was conducted of similar senior living projects in the greater Schenectady region. Of those senior living communities surveyed, the
most similar to the Project (and closest in proximity) is the Glen Eddy Senior Living Community (the "Glen Eddy") in the Town of Niskayuna. The Glen Eddy consists of 84 one or two-bedroom apartments, 16 two-bedroom cottages, and 42 one or two bedroom assisted living units. It is located off Clute Crest Drive and Consul Drive, in the Town of Niskayuna, Schenectady County, New York. The Glen Eddy was constructed in 2002 on 35-acres of land in an established suburban residential neighborhood. Based on an analysis of sales and resales of homes in the neighborhood, it appears that senior living communities do not have an adverse effect on property values.

2.3 Project History

In accordance with the SEQRA Regulations, the following elements of the SEQRA process were undertaken:

- On March 2, 2017, the Project Sponsor initially applied to the Town of Rotterdam Town Board for a change of zone. The application was accompanied by Part 1 of the Full Environmental Assessment Form (FEAF) and additional supporting studies.

- On March 8, 2017, the Town Board declared its intent to be lead agency and referred the application to the Town Planning Board. The Rotterdam Town Board also circulated its intent to be Lead Agency to all involved agencies on March 9, 2017. No involved agencies objected to the Town Board being lead agency during the thirty day period established by the SEQRA regulations.

- On April 28, 2017, the Town Planning Board issued a positive recommendation for the Town Board’s consideration.

- The Town’s consultant requested additional information as part of the review of the application on March 10, 2017, April 19, 2017 and May 12, 2017.

- The Project Sponsor provided additional information in support of the application and in response to the Town’s consultant requests on April 27, 2017, May 1, 2017, May 12, 2017 and May 22, 2017.

- On May 24, 2017 and June 14, 2017, the Town Board held a public hearing on the application.

- On June 14, 2017 the Project Sponsor withdrew the application after the Town Board indicated it was unwilling to approve the rezoning.

- On January 12, 2018 the Applicant submitted a revised request for rezoning, a revised proposed Senior Living District local law and a revised site plan for the Town’s review along with a preliminary Draft Environmental Impact Statement (DEIS).

- On February 12, 2018 the Project Sponsor submitted a draft scoping document to the Rotterdam Town Board.
On February 14, 2018 the Town Board, as Lead Agency, adopted a positive declaration and determined to require public scoping of the contents of the DEIS. The draft scope was made available on the Town of Rotterdam website and written public comments were received by the Town of Rotterdam on the draft scope through March 14, 2018.

On March 28, 2018 the final scoping document was adopted by the Lead Agency.

On April 11, 2018 the Project Sponsor submitted to the Lead Agency a revised DEIS for Town review that followed the approved final scoping document.

After review and comment from the Town Board, Town staff and the Town Designated Engineer a revised DEIS was submitted to the Town addressing all comments which was accepted by the Town Board as complete and sufficient for public review on April 25, 2018.

Duly noticed public hearings were held by the lead agency simultaneously on May 11, 2018, allowing for public comment on the DEIS as well as on the proposed Senior Living District local law and request for rezoning the property. The written public comment period remained open until May 25, 2018, with comments, including any late received comments, being accepted and transmitted to the Applicant to be addressed in the FEIS.

The preliminary FEIS was prepared and submitted to the Town for review. The preliminary FEIS was revised to address comments by the Town Staff, Town Designated Engineer and Town Board.

On June 20, 2018 the Town Board accepted the Final Environmental Impact Statement ("FEIS") as complete and providing a full and comprehensive evaluation of the project and addressing all comments received by the Town on the DEIS. A Notice of Completion of the FEIS was duly published in the Environmental Notice Bulletin. Copies of the FEIS were also distributed to involved/interested agencies. The DEIS, FEIS and all project related documents such as the site plans are available on the Town’s website.

3.0 FINDINGS CONCERNING RELEVANT ENVIRONMENTAL IMPACTS

3.1 Topographic, Geology and Soils

A. The existing conditions are set forth in the DEIS pages 24 to 26.

Potential Impacts

B. Construction of the Project is not anticipated to result in significant impacts to soils or geology.

C. Excavated soils will be stored, reclaimed or disposed of according to all State regulations and the Project SWPPP.

D. It is extremely unlikely that impacts to bedrock will occur due to the deep soils.
E. Blasting and pile driving will not be utilized during construction of the Project.

F. Construction vibration impacts to surrounding structures are not anticipated because the distance between the Project Site and the nearest structures.

G. Construction of the proposed Project will result in a loss of pervious surfaces but will be minimized by green infrastructure (e.g. porous pavement in parking lots).

H. Localized soil disturbance could potentially occur.

**Mitigation**

I. The following mitigation measures related to geology and topography shall be implemented:

- Construction traffic entering and exiting the Project Site will occur from Helderberg Avenue.
- Earthmoving and ground-impacting operations will be phased, where feasible, so as not to occur in the same time period.
- Construction phase activities will be conducted in compliance with Town of Rotterdam Noise Ordinance (Town Code Chapter 188) and occur between 6:00 a.m. and 9:00 p.m.
- No blasting or pile driving will be utilized.

J. The following mitigation measures shall be implemented to minimize adverse impacts to soils:

- Construction of the Project shall comply with applicable soil and erosion control requirements (NYS Standards and Specification for Erosion and Sediment Control).

- Implementation of the following temporary erosion and sediment control measures:
  - Prior to the start of construction activities, a stabilized construction entrance will be installed at vehicle traffic entrance and exit points.
  - Dust control measures will be implemented as needed, such as water trucks.
  - Materials such as topsoil and stone will be temporarily stockpiled on the Project Site during construction.
  - Stockpiles will be located away from storm drainage and water bodies and will be protected from erosion.
  - A silt fence will be constructed along the areas of ground disturbance, as identified on Project plans. The silt fence will be inspected daily and after significant storm events and will be maintained as needed.
  - Temporary seeding will occur on areas that are cleared or graded where work has stopped (temporarily or permanently) stabilizing the soil with temporary vegetative cover.
  - Silt fences and temporary sediment traps will be used to intercept runoff to reduce the amount of sediment leaving the site.

- Permanent mitigation measures to be implemented at the conclusion of Project:
  - Areas that will be vegetated will be seeded, mulched, and maintained as outlined in the Project plans after completion of the major construction activity.
o Soil restoration will be completed where soils have been disturbed and will be
vegetated to restore healthy soil.

o Soil restoration will follow practices outlined in the New York State Standards and
Specifications for Erosion and Sediment Control and in the New York State

o Erosion control blankets will be installed to provide erosion protection and to assist
with rapid establishment of vegetation.

o Stone check dams will be installed in vegetated dry swales to provide soil stabilization
and decrease stormwater runoff rates.

The Town Board finds that the proposed Project will not significantly impact “topography, geology and
soils” and that any potential impacts will be minimized and mitigated as set forth above.

3.2 Water Resources

A. The existing conditions are set forth in the DEIS pages 28 to 31.

Potential Impacts

B. This Project will not have direct impacts to surface waters.

C. Federal wetlands will be temporarily and minimally disturbed for wetland crossings associated
with roadway and utility installations. These disturbances are estimated to be no more than
1,000 s.f. (0.02 acres) and will be located along the roadway alignment to the single-family home
development, at the two culvert crossings.

D. The US Army Corps of Engineers has an established nationwide permit program for minimal
impacts of this type associated with construction. No wetlands creation is required by that
program.

E. Wetlands will continue to serve the same function as they currently provide including habitat,
drainage and buffer.

F. Indirect impacts may result from sedimentation and erosion caused by construction activities
(e.g., soil disturbance) and increase in runoff from decreased pervious surfaces.

G. Sanitary sewage will be directed to a municipal sewage system with two options evaluated. The
Option selected is Option 1 which will direct sewage to the Town of Rotterdam's Hamburg
Street Sewer District and ultimately the City of Schenectady's sewer system and wastewater
treatment plant.

H. Public comments indicated concerns that the Project could potentially raise groundwater
levels, adversely impacting existing septic systems in the vicinity of the Project. This will not
occur, because a majority of the stormwater management systems that are designed to
include infiltration are located at significant distances from or at lower elevations than
adjacent homes that utilize on-site septic systems.
I. The Project will be connected to the existing municipal water system in the Project vicinity.

J. The Project will result in the addition of impervious surfaces, which increases surface runoff potentially impacting the capacity of stormwater conveyance systems. The stormwater management design for the Project will conform to the New York State Stormwater Management Design Manual and therefore mitigate potential stormwater quantity and quality impacts.

K. Adverse impacts to stormwater flows are not anticipated.

Mitigation

L. The Project shall be constructed in accordance with applicable regulations, guidelines, and policies for erosion and sediment control requirements, including the SPDES general permit for stormwater discharges from construction activity, and the approved Project specific SWPPP.

M. The Project shall incorporate the following post-construction stormwater controls designed in accordance with requirements of SPDES general permit and the NYS Stormwater Management Design Manual, including:

- The SWPPP will include runoff reduction measures (green infrastructure) that will provide infiltration, groundwater recharge, and/or evaporation/evapotranspiration of 100 percent of the post-development water quality volumes to replicate pre-development hydrology by maintaining pre-construction infiltration, peak runoff flow, discharge volume, as well as minimizing concentrated flow by using runoff control techniques to provide treatment in a distributed manner before runoff reaches the collection system.

- Water quality control measures will be designed and implemented to improve water quality sizing to capture and treat 90 percent of the average annual stormwater runoff. Runoff reduction (green infrastructure) and water quality control measures such as rain gardens, porous pavement, and/or vegetative swales will be determined during final site design and will be provided in the final SWPPP.

- During operation, stormwater runoff will be directed to one of the stormwater management areas to be designed and constructed on-site (see description of Post-Construction Control Measures below).

N. The Project shall include both temporary and permanent erosion and sediment control measures in accordance with the New York State Standards and Specifications for Erosion and Sediment Control as well as the applicable stormwater protocols for the Town of Rotterdam.

O. Temporary erosion and sediment control measures shall include:

- Stabilized Construction Entrance
- Dust Control
- Temporary Soil Stockpile
- Silt Fencing
- Temporary Seeding
- Temporary Sediment Trap

P. Permanent erosion and sediment control measures shall include:

- Establishment of Permanent Vegetation
- Soil Restoration
- Erosion Control Blanket
- Stone Check Dams

Q. The Project Sponsor shall mitigate potential spills during construction, by implementing the following practices will be implemented:

- No solid or liquid waste materials, including building materials, will be discharged from the Project Site with stormwater.
- Solid waste will be collected, placed in containers, and disposed of periodically. Potentially polluting substances will be handled properly to prevent discharges.
- Temporary sanitary facilities will be provided during construction activities and will comply with state and local sanitary or septic system regulations.
- Water used during construction will originate from a public water supply.

R. General housekeeping practices to be implemented during construction including stockpiling materials, equipment cleaning and maintenance, avoiding the use of detergents for large-scale washing, spill prevention and response, requirements for concrete truck wash areas, and appropriate materials storage and specified in the construction documents.

S. Post construction mitigation measures shall include the following:

- Vegetated Swale - Vegetated swales convey stormwater through natural drainage paths instead of built storm sewers or open channels. These swales help decrease stormwater runoff and convey runoff to infiltration systems.
- Tree Planting/Preservation - Tree plantings reduce runoff, promote evapotranspiration, increase nutrient uptake, provide shading, encourage wildlife habitat, and provide stabilization. Locations for tree plantings have been designed for both runoff reduction and landscaping purposes.
- Infiltration Basins – Infiltration basins collect stormwater runoff until it can infiltrate into the soil. These basins filter runoff water and reduce runoff.
- Porous paving – Porous paving is designed to infiltrate rainfall through the pavement, thereby reducing stormwater runoff and providing pollutant uptake in underlying soils. Porous pavement is planned in parking lots proposed.

T. The single-family home section of the Project shall generally follow a conservation development approach known as “open space residential design” (OSRD).

The Town Board finds that the proposed Project will not significantly impact “Water Resources”. Potential impacts will be minimized and mitigated as set forth above.
3.3 **Climate and Air**

A. The existing conditions are set forth in the DEIS pages 37.

**Potential Impacts**

B. Temporary impacts to air quality may result from operation of construction equipment/vehicles.

C. Site clearing, grading, and waste generation will generate dust emissions.

D. Potential impacts to air quality resulting from construction activities are provided below:
   - Airborne fugitive dust generated by construction vehicles and equipment;
   - Emissions generated from construction vehicles and equipment;
   - Emissions generated from construction-related traffic, such as construction workers driving to and from the construction site;
   - Emissions resulting from the manufacturing and transportation of construction materials;
   - Indirect emissions generated from the transportation, treatment, and disposal of construction related waste.

E. The increased dust and emissions resulting from Project construction may occur over a four year period, however, the bulk of the grading will take place when the golf course is reconstructed and the roadways and utilities are installed during the first two full-construction seasons and in any case the emissions will be strictly controlled and will not be of a magnitude or duration that will significantly impact local air quality.

F. The following potential impacts to air quality resulting from operation of the Project include:
   - Vehicle emissions generated from residents, employees, and visitors;
   - Emissions associated with the manufacture and transport of operational materials;
   - Emissions associated with the transportation, treatment and disposal of operation-related waste;
   - Emissions associated with energy generated to support day-to-day operations.

G. Air emissions associated with the operation of the Project are expected to include planned heating, ventilation and cooling (HVAC) systems.

H. The project will not generate sufficient air emissions that would require the filling of facility permit (State or Title V).

**Proposed Mitigation**

I. Measures to ensure air quality during construction shall include (at minimum):
   - Soil/sediment/erosion controls will be implemented, including regularly scheduled inspections by a qualified monitor.
• The construction site shall include a vehicle wash-down station.
• Stock piles shall be covered, mulched or seeded.

A dust control program shall be implemented as necessary to control fugitive dust during construction. Control measures will include the application of mulch, water, stone, or approved chemical agent on public roads, access roads, exposed soils, or stockpiled soils when dry and windy conditions exist. High-traffic areas will be covered with gravel and exposed soils and roadways will be wetted as needed during extended dry periods to minimize dust generation. Typically, only plain water will be used for dust suppression; chemical dust suppressants will be used only in situations where plain-water dust suppression is not effective. Control systems for wind erosion will include methods to reduce wind speed on exposed soils and by forming a new, less erodible surface. The following methods may be used to reduce wind speed at the soil surface: covering the pile with wind-impervious fabric or similar material; changing the pile orientation and shape; or erecting a windscreen. The following methods of forming a new, less erodible surface may include: establishing vegetation as the roots bind the soil together, and the leaves and stems reduce wind speed at the soil surface; spraying water to compact and weight the soil particles; or applying chemical dust suppressant or soil binder to form a crust or bind the top soil particles together.

The Town Board finds that the proposed Project will not significantly impact "air and climate". Potential impacts will be minimized and mitigated as set forth above.

3.4 Biological, Terrestrial and Aquatic Ecology

A. The existing conditions are set forth in the DEIS pages 39 to 40.

Potential Impacts

B. Project construction will result in minor and temporary impacts to biological resources on-site.

C. Project construction will result in the conversion of mowed lawn and woodland to impervious surface from construction of the buildings, parking lot, roadways and sidewalks.

D. The 96.6-acre parcel which currently includes limited impervious surface will see an increase by approximately 19.6 acres of impervious surface upon completion of construction.

E. The wildlife species that utilize the Project Site may be temporarily displaced during construction.

F. No impacts associated with habitat fragmentation, interference with migrating, wintering, foraging, breeding wildlife, or introduction of invasive species are anticipated.

G. The Project Site is not within 150 feet of a known occupied Northern Long Eared Bat (NLEB) maternity roost tree and is not within 0.25 mile of a known hibernaculum. Therefore, incidental take of NLEB is not anticipated.
H. Some of the common species which currently occupy the Project Site may be displaced, but 
significant forested areas will remain, allowing these species to reoccupy with the Project 
boundaries.

I. Karner Blue Butterfly habitat is not present on the Project Site and would not be displaced.

J. The Project Site does include habitat suitable for the NLEB which is limited to the forested wetland 
complex containing standing dead timber that possesses exfoliated bark and crevices.

K. The Project avoids the forested wetlands areas, so this potential habitat will be left intact.

L. Operation of the Project will not result in significant impacts on vegetation, wildlife and the habitat 
of threatened or rare species.

Proposed Mitigation

M. Limitations on tree cutting are proposed to protect NLEB that may be roosting in trees in the 
vicinity of NLEB hibernacula and documented summer occurrences (e.g., located within 5 miles of a known hibernation site or 1.5 miles of a documented summer occurrence).

N. The Project Sponsor shall implement the following strategies to mitigate potential impacts to the 
NLEB summer habitat:

- All tree cutting of trees more than three (3) inches in diameter breast height (dbh) will be 
  conducted between October 1st and March 31st when the bats are located in their 
  hibernacula and not present on the site.
- Installation of construction fence (including orange construction fence or silt fence) around 
  the perimeter of the proposed clearing to eliminate incidental additional clearing.
- Construction activities will not be performed after sunset.

The Town Board finds that the proposed Project will not significantly impact “Biological, Terrestrial and 
Aquatic Ecology.” Potential impacts will be minimized and mitigated as set forth above.

3.5 Aesthetic / Visual Resources

A. The existing conditions are set forth in the DEIS page 42.

Potential Impacts

B. Temporary visual impacts during construction will include the addition of construction material 
and equipment to the Project Site and local roads. This may include cranes, earthmoving 
equipment, vehicular traffic, signage, earth stockpile areas and construction trailers. These 
elements can cause minor temporary visual impacts.

C. The Project’s single-family detached homes and single-family townhomes are consistent with the 
character of the surrounding neighborhoods.
D. The assisted living and independent living facilities will be visible, but are located closer to Interstate 90 (at a further distance from Helderberg Avenue) and will be designed to screen the height of the buildings from Helderberg Avenue.

E. The proposed action will likely be visible from Interstate 90, but would not be out of context with other development located along I-90 both northwest and southeast of this project. The golf course is adjacent to Interstate 90 providing a visual buffer between motorists on Interstate 90 and the residential part of the project.

F. The project may be visible during leaf off seasons from locations along Helderberg Avenue and Cypriana Terrace.

G. The project would be visible after installation but would be largely buffered from view after 10 years as a result of the additional landscaping and tree plantings. During the fall season, limited viewing of the project may be possible.

H. The project would be visible after installation. After the 10-year time period, the project would be slightly less visible due to additional evergreen tree plantings.

I. The roof peak of the Independent Living Facility/Senior Complex may be visible, but is screened to the greatest extent possible by the addition of an earthen berm and trees.

J. The Assisted Living Pod #1 and the roof peaks of Pod #2 and #3 may be visible, but also are screened to the greatest extent possible by the addition of an earthen berm and trees.

K. The roof peak of the Independent Living facility/Senior Complex may be visible from Cypriana Terrace, but the natural vegetation and trees will reduce the visual impacts.

L. The Town Homes will not be visible from Cypriana Terrace due to an elevation difference.

Mitigation

M. The following Project modifications mitigate visual impacts:

- Shifting of the senior apartments, assisted living and memory care facilities closer to Interstate 90 to reduce visual impact from Helderberg Avenue and Cypriana Terrace;
- This allows for the implementation of landscape and earthen berms to provide increased visual and auditory buffering.
- Building height has been reduced from a maximum of 4 stories (depending on the structure) to maximum of 3 stories to also mitigate the visual impact.
- The Buildings shall be designed to be similar or better quality than the buildings as shown on the renderings and simulations submitted by the Applicant.
- Architectural techniques and natural color schemes will be utilized to provide additional visual incorporation into the natural landscape.

The Town Board finds that the proposed project will not significantly impact "Aesthetic/Visual Resources". Potential impacts will be minimized and mitigated as set forth above.
3.6 **Historic, Cultural and Archeological Resources**

A. The existing conditions are set forth in the DEIS pages 44.

B. The Applicant's archeologist submitted the appropriate studies to the NYSOPHP which determined in writing that the Project will not have an impact on archeological or historic features. Therefore, the proposed Project will not result in impacts to archaeological or historic resources and no mitigation relative to cultural resources is necessary.

The Town Board finds that there are no impacts on Historic, Cultural and Archeological Resources from the proposed Project.

3.7 **Open Space and Recreation**

A. The existing conditions are set forth in the DEIS page 47.

**Potential Impacts**

B. The existing golf course will be removed and a new 9 hole golf course constructed prohibiting access during construction.

C. No loss to public recreational lands will occur.

D. During Project operation, informal recreation activities will be improved.

E. Development of the proposed Project will reduce green space at the Project Site.

F. The Project will provide 60.2 acres of greenspace (preservation of 22.0 acres of existing forest), provide accessible pedestrian pathways and provide landscaped areas around and leading to the buildings, the proposed facility and therefore have a positive impact.

G. The Project will not result in the permanent loss of designated public open space

**Mitigation**

H. Overall impacts to recreation will be positive, no mitigation measures are proposed.

The Town Board finds that any negative impacts to Open Space and Recreation will be fully minimized and mitigated given the design of the proposed Project.

3.8 **Traffic and Transportation**

A. A detailed traffic evaluation was completed by VHB, dated April 7, 2017, with updates dated May 24, 2017 and January 3, 2018, and included in the DEIS to evaluate the potential traffic impacts associated with the Project on the surrounding roadway network consistent with the Final Scoping
document that was coordinated with the Town of Rotterdam and their engineering consultant. The traffic evaluation is described at DEIS page 48.

B. The existing conditions are set forth in the DEIS pages 49 to 51.

Potential Impacts

C. Construction of the Project will have a minor, short-term impact on traffic.

D. Construction and associated delivery traffic will consist of large vehicles, some of which may be over-sized and require traffic controls to facilitate their entry and exit into the Project Site.

E. Delivery routes for construction materials and traffic may come in any direction, as the Project Site is located within a dense roadway network.

F. Local traffic along these routes may experience minor delays due to slow moving vehicles and increased traffic volume during construction activities.

G. The Project will increase traffic at the Project Site.

H. VHB concluded that the Project is expected to generate 95 new vehicle trips during the AM peak hour and 130 new vehicle trips during the PM peak hour.

I. When distributed onto the adjacent roadway network, the site generated trips will result in less than 100 trips at any single intersection approach, which is less than the NYSDOT and ITE threshold for determining the need for detailed off-site intersection analysis.

J. Based on a review of the existing travel patterns and population centers in the area VHB estimated that 55% of the site trips will travel to and from the north and 45% of the site trips will travel to and from the south.

K. With the exception of the sight distance looking right at the North Site Driveway, the stopping sight distances and intersection sight distances meet the AASHTO guidelines for a 45-mph operating speed.

L. The project is expected to have minimal impacts on traffic operations at the study area intersections with increases in the overall intersection average vehicle delay of one to four seconds. The following changes to level of service are between the 2022 No-Build and Build conditions are noted:

- Level of service at the Helderberg Ave/Curry Rd intersection during the morning peak hour will drop from LOS E to LOS F on the southbound intersection approach with a three to five second increase in the average vehicle delay.

During the evening peak hour, the Helderberg Avenue/Curry Road overall intersection will drop from a LOS C to LOS D with an approximate 6 second increase in the average vehicle delay.
The site is expected to increase traffic at this intersection by approximately 3% during both peak periods. Traffic at an intersection will typically fluctuate approximately 10% on a daily basis; therefore, the 3% increase is within the typical daily fluctuation and will have minimal impact on intersection operations. Review of the volume to capacity ratio (v/c) shows that the v/c ratio is less than one for all movements indicating that the intersection has sufficient capacity during the 2022 Build condition to accommodate the anticipated traffic.

- Level of service at the Carman Rd/East-West Lydus St intersection will drop on individual approaches during the evening peak period but will maintain overall LOS B operations with an increase in the average vehicle delay of three seconds. Review of the v/c ratio shows that the v/c ratio is less than one for all intersection movements indicating that the intersection has sufficient capacity during the 2022 Build condition to accommodate the anticipated traffic.

M. NYSDOT has issued a letter agreeing that the Project development will not have a significant impact on the adjacent State highway system.

N. The traffic evaluation demonstrated that the North and South Site Driveway approaches to Helderberg Avenue will operate with acceptable levels of service with single lanes exiting the site and unsignalized operation.

O. The analysis also shows that the Ghent Road/Helderberg Avenue intersection will operate at acceptable levels of service with short vehicle delays after development of the site.

P. The two-proposed full access site driveways will reduce the number of curb cuts on this section of Helderberg Avenue.

Q. Spacing of approximately 150 feet is provided between the proposed northern site driveway and Ghents Road to provide adequate intersection spacing and good sight lines.

R. The driveway is also located offset from a residential home to minimize any headlight impacts a resident could be exposed to if the site access is directly across the street from a house.

S. The Project Sponsor will provide pedestrian sidewalks along the project frontage at Helderberg Avenue that connect into the Project Site.

T. There will be large trucks traveling on Helderberg Avenue for food deliveries to the site approximately three times per week, typically occurring in the morning between 6:00 and 9:00 a.m. Other deliveries to the site will be via box trucks or vans (dairy trucks, UPS, FedEx, service vehicles) consistent to vehicles that are already traveling on the roadway network servicing the existing residents along Helderberg Avenue and within the adjacent neighborhoods.

U. NYSDOT issued a letter dated June 14, 2017 stating: “We agree with the conclusion of the reports that the proposed development will not have a significant impact on the adjacent State highway system.”
V. Schenectady County Department of Engineering and Public Works issued dated June 14, 2017 concurring with the site access driveway locations and vegetation clearing.

**Mitigation**

W. Roadside vegetation is to be cleared on the Project Site and within the roadway right-of-way to improve sight distance at the north site driveway in accordance with AASHTO guidelines.

X. The level of service at the Helderberg Ave / Curry Rd intersection during the morning peak hour will drop from LOS E to LOS F on the southbound intersection approach with a three to five second increase in the average vehicle delay. A shifting in the traffic signal timing parameters of approximately 5 seconds will eliminate this drop in level of service. The Project Sponsor shall specifically coordinate with the NYSDOT regarding this proposed timing modification.

Y. The Carman Rd/East-West Lydius St intersection is part of a Highway Safety Improvement Program project currently underway by NYSDOT. This NYSDOT proposed project will include installation of a new two-way turning lanes new sidewalks and various pedestrian accommodations on Carman Road. Project limits are from the Jessamine Lane intersection to 500 feet beyond the intersection with the Old Carman Road. Construction is expected to begin in the Winter 2019/2020.

Z. The Applicant has proposed to install sidewalks with the road ROW along the frontage of the Project. The feasibility of adding sidewalks as addressed above will be further evaluated during the Planning Board review of the proposed site plan for the Project and the Project Sponsor will cooperate with the Town on sidewalk development.

The Town Board finds that the proposed project will not significantly impact "Traffic and Transportation," and that any potential impacts will be minimized and mitigated as set forth above.

3.9 Noise

A. The existing conditions are set forth in the DEIS page 57.

**Potential Impacts**

B. Construction activities will result in temporary noise generation at the Project Site.

C. These impacts are expected to be minimal, localized, and short-term in duration.

D. Noise from construction equipment is typically intermittent and associated with short-term phases of the construction (e.g., initial foundation work). No Blasting of rock will occur.

E. Construction noise will likely be audible at nearby residences, but primarily during lulls in traffic and is unlikely to significantly exceed noise associated with existing vehicular traffic in the vicinity of the Project Site.
F. Based on the characteristics of existing noise level, significant adverse impacts from noise impacts are not anticipated.

G. Sources of noise during the operational phase of the Project may include increased vehicular and pedestrian activity in and around the Project Site and parking facilities, noise associated with building mechanical and/or ventilation systems, and a marginal increase in traffic-related noises.

H. Additional ambient and intermittent noise could be produced by pedestrians traveling to and from the buildings, although this noise is not likely to impact residents in nearby areas.

I. Noise levels associated with the increased traffic associated with the Project are expected to be minimal.

J. Hours of operation will vary but will be similar to any residential development. The golf course is anticipated to follow hours of operation typical for a golf course which will likely be sun up to sundown, spring through fall.

K. Operation of the Project is not expected to generate significant noise that could potentially impact the adjacent community.

L. The proposed buildings will be primarily residential with the exception of the golf course club house and golf course maintenance building, both existing uses that will be relocated.

M. Given the location of the food service areas the Project is not expected to produce offensive odors that would be noticeable by nearby residents.

Mitigation

N. Best management practices shall be used to mitigate noise during construction as set forth below. In particular construction phase activities will be conducted in compliance with Town of Rotterdam Noise Ordinance (Town Code Chapter 188) and occur between 6:00am and 9:00 pm.

O. In designing building ventilation systems and selecting mechanical equipment, the following noise control considerations shall generally be included:

- Equipment will be selected that features no tonal or excessive low frequency noise emissions;
- Intakes, exhausts, and rooftop systems will be located away from noise-sensitive receptors, where practical;
- Intake silencers, acoustic plenums, and acoustical louvers will be installed as necessary to reduce noise levels; and
- Vibration isolation mountings will be incorporated into mechanical systems.

P. Mitigation options that shall be implemented related to operation-related noise include:

- Plantings;
- Compliance with Town of Rotterdam code requirements;
• Maintenance of dumpsters in enclosures away from residential areas and contracting with private haulers who seek to minimize the noise associated with solid waste and recyclables removal.
• Landscaping and berms for noise abatement; and
• Use of noise attenuation devices and/or building materials.

The Town Board finds that the proposed project will not significantly impact “Noise” and that the potential impacts will be minimized and mitigated as set forth above.

3.10 Public Health and Safety

A. The existing conditions are set forth in the DEIS page 59.

Potential Impacts

B. While under construction, the Project Site may pose typical safety concerns for construction personnel, and a small increase in demand for police, fire, or medical services.

C. Construction projects in the Town of Rotterdam are common and therefore the potential service needs of construction activities are well understood by the existing emergency responders.

D. Municipal emergency services are well trained and capable of responding to issues should they arise during the construction phase of this project.

E. Construction of the proposed Project will not have a significant adverse impact on public health.

F. Operation of the proposed Project is expected to necessitate a marginal increase in emergency services demand, as it represents growth in population. However, this growth will not pose unusual challenges or place demands on local service providers that are different from other senior residential projects.

G. The health care model currently planned for the assisted living and memory care will allow residents to get primary care from on-site medical professionals who conduct “house calls” to residents’ apartments. The program also gives the staff access to after-hours consultation with medical professionals. This provides the opportunity for staff to get advice and support from on-site medical professionals before making a decision to send a resident to the hospital.

H. No direct impacts to the safety of the community are anticipated, although emergencies may arise on occasion, independent of facility operations.

I. No impacts to either the health or safety of the general public are anticipated.

Mitigation

J. Construction personnel will comply with applicable Occupational Safety and Health Administration (OSHA) regulations and contractor safety programs.
K. Public safety impacts during construction will be mitigated with appropriate fencing, lighting, and maintenance.

L. Contractor access will be restricted to designated site entrances and exits to minimize safety risks to passing vehicular and pedestrian traffic.

M. Fire protection systems will be incorporated into the design of the facility, including automatic sprinklers, standpipes, and fire pumps, if necessary. Coordination with the Town of Rotterdam Fire District No. 2 will be completed to ensure compliance with applicable codes and connections.

N. In addition to the two full access entrances off of Helderberg Avenue, the Project site plan shall provide an additional emergency access only roadway at the terminus of Keator Drive.

The Town Board finds that the proposed Project will not significantly impact "Public Health and Safety" and that any potential impacts will be minimized and mitigated as set forth above.

3.11 Land Use and Zoning

A. The existing conditions are set forth in the DEIS pages 60 to 63.

Potential Impacts

B. The action involves a request for a zone change from Agriculture to a Senior Living District.

C. The action includes single-family detached homes and single-family townhomes, which are consistent with the surrounding single-family land uses.

D. The proposed senior complex, assisted living and memory care apartments are supported by the Town’s Comprehensive Plan vision for senior housing.

E. The proposed action will not result in any adverse impacts related to active agricultural lands or agricultural districts.

F. The proposed senior housing, assisted living, memory care and executive golf course uses proposed with the Project are anticipated to be less disruptive and have less of an impact and be more compatible with the surrounding neighborhood than some of the permitted uses and uses allowed with special use permit in the current Agricultural Zone, e.g. places of worship, agricultural operations, public and private schools, parks and play grounds, wind energy facilities, kennels, etc.

G. Pre-construction and construction activities are anticipated to have potential temporary impacts on land use in the area immediately surrounding the Project Site. These activities may include, but are not limited to:

- Temporary development of staging areas for construction equipment, and
- Temporary construction-related closures and detours for pedestrians.
Mitigation

H. The project introduces a mix of housing types intended to meet a need for seniors in the community and to support the Town’s Comprehensive Plan and therefore no mitigation from a proposed use standpoint is proposed.

I. Modifications have been made from the original proposed project and should be implemented, including:

- Providing an improved transition between the proposed uses and the nearby single-family residential uses.
- Shifting of the senior apartments and the assisted living and memory care residential facilities closer to Interstate 90 to reduce visual impact from Helderberg Avenue and Cypriana Terrace.
- Increasing the distance to adjacent properties to implement landscape and earthen berms to provide increased visual and auditory buffering.
- Building height for the Assisted Living, Senior Apartments and Memory Care has also been reduced from a maximum of 4 stories to maximum of 3 stories to mitigate visual impacts and provide a visual transition (i.e. buffer) between the proposed project and the adjacent uses.

J. Regarding the new zoning district and subdivision, the purpose of the residual lands to remain in the Agricultural District is to provide a buffer to nearby residences. Development or use of this buffer area is not authorized as part of this action.

K. The Senior Living District will be an Open Development Area (ODA) in accordance with New York Town Law § 280-a allowing for building permits to be granted for structures that do not have frontage on a Town, County or State roadway so long as such structures are shown on an approved site plan for a Senior Living Development. The Senior Living District contemplates that there will be numerous structures that comprise the shared senior facilities on common parcels of land. Lots may be created for the senior facility, townhome, golf course, and cottages as part of subdivision approval.

L. Homeowners association declarations, as well as cross-easements for access and utilities will be utilized as part of the project action.

The Town Board finds that the proposed Project will not significantly impact “Land Use”. Any potential impacts have been minimized and mitigated as set forth above. The proposed new Senior Living District is consistent with the Town’s Comprehensive Plan and will provide residential opportunities that are not available now in the Town to the growing population of Town seniors.

3.12 Growth and Character of the Community

A. The existing conditions are set forth in the DEIS page 65.
Potential Impacts

B. The population of the Town of Rotterdam as of the 2010 census was 29,094. The project, at full capacity, is anticipated to have a permanent population of approximately 740\(^1\) with is far less than a 5% increase (i.e. 1,404 persons) in the Town’s population. Approximately 206 full-time equivalent positions are anticipated as a result of the Project. The Project Sponsor believes that many of the residents and employees will be current residents of the Town of Rotterdam.

C. Pre-construction and construction activities are anticipated to have temporary and localized impacts on community character in the area immediately surrounding the Project Site. These activities may include, but are not limited to:

- The installation of Project Site/construction logistics including fencing/wind screening, signage, alternate transportation routing, and development of staging areas;
- The installation of soil and erosion and sedimentation controls;
- Utility relocation and installation, including water supply and wastewater collection lines, electric, data, telecommunications, and gas;
- Site excavation;
- Construction-related closures and detours for pedestrians;
- Loading and unloading of materials and equipment; and
- Building construction.

Mitigation

D. Potential impacts on community character will be mitigated via measures taken to address aesthetic/visual, transportation, air quality, and noise-related impacts, as summarized below.

- Dust control procedures will be implemented to minimize the amount of dust generated by construction activities, in a manner consistent with the Standards and Specifications for Dust Control as outlined in the *New York State Standards and Specifications for Erosion and Sediment Controls*. In accordance with these procedures (NYSDEC, 2016a), the extent of exposed/disturbed areas on the site at one time will be minimized and restored/stabilized as soon as possible.
- To avoid, minimize, and mitigate impacts from construction related siltation and sedimentation, an approved sediment and erosion control plan and SWPPP will be finalized and approved prior to construction, in accordance with the SPDES General Permit.
- Construction activities such as site excavation will be conducted largely during normal working hours.
- Traffic controls will be installed and maintained to redirect vehicles and pedestrians as necessary. These controls include, but are not limited to, signage, detours, and flagging personnel.
- The proposed buffer between the Project and the single-family neighbors across the street has been increased and is in addition to the existing wetland buffer.

E. The applicant shall prepare a phasing plan to minimize impacts related to the installation of

\(^1\) Calculation assumes 2 persons per unit x 244 units (125 single family homes plus 119 independent living units) = 488 units plus 252 units (144 assisted living units and 108 memory care units)
utilities including roadways for approval during site plan review.

F. The design of the Project, the location of the structures and the mix of the residential units and the architectural compatibility of the proposed structures will also serve to mitigate impacts on community character.

G. Regarding the new zoning district and subdivision, the purpose of the residual lands to remain in the Agricultural District is to provide a buffer to nearby residences. Development or use of this buffer area is not authorized as part of this action. The Project is also consistent with the Town’s Comprehensive Plan in that it provides housing designed to meet the needs of a growing portion of the Town’s population—its senior citizens. There is a lack of such housing in the Town which its senior residents need.

The Town Board finds that the proposed Project will not significantly impact the “Growth and Character of the Community” but that any potential impacts have been minimized and mitigated as set forth above.

3.13 Community Facilities and Services

Existing Conditions

The Existing conditions are set forth in the DEIS pages 66-67 and in Appendix E.

Potential Impacts

A. Construction of the Project will cause an increase in solid waste generation associated with construction activities. In order to prevent the potential discharge of pollutants to the environment, solid waste, including disposable materials incidental to construction activities, must be collected and placed in containers. The containers shall be emptied periodically by a licensed trash disposal service and hauled away from the site.

B. No solid or liquid waste materials, including building materials, shall be discharged from the Project Site with stormwater.

C. Construction activities related to the proposed facility will not cause substantial increases in demand on the potable water supply or discharge significant quantities of wastewater to the sanitary sewer system. Water used for construction will originate from a public water supply or private water trucks.

D. Operation of the Project will cause an increase in solid waste generation. The majority of solid waste will be typical of a residential development. Materials suitable for recycling will be separated from the waste stream and transported off-site for recycling by a licensed hauler.

E. Solid waste will be placed in containers and transported to the City of Albany Rapp Road Landfill, the Town of Colonie Landfill, or any other duly licensed landfill, depending upon the private hauler contracted for collection and disposal services. Regular waste pick-ups will be scheduled to minimize waste accumulations. No significant adverse impacts relating to solid waste management are anticipated.
F. An analysis of the existing water distribution system and the resulting operational state associated with the Project being serviced by the municipal water system was prepared by M.J. Engineering and included in the DEIS.

G. Anticipated water demands were developed for the Project. The average day water demands and peak hourly water demands were determined to be 88,772 GPD and 228 GPM, respectively. When including anticipated irrigation needs, the average daily demands increase by 2,190 GPD. The peak hour demands were derived from the peaking factor of 3.7, which correlates to a population served by the proposed on-site water distribution system (per Ten State Standards).

H. In order to assess the existing municipal water system’s current operational state, a dynamic water model was developed. Hydrant flow test performed on the Town’s water system on the hydrants adjacent to the Project Site located on Helderberg Avenue on March 17th, 2017. These flow test recorded static and residual pressures, along with associated hydrant flow rates in order to calibrate the water model. Further, the Town’s Public Works Department was contacted in regard to operation of the Helderberg Avenue water tank, located adjacent to the Project Site.

I. To evaluate the water system with regards to fire protection, fire flow demands were developed using AWWA Distribution System Requirements for Fire Protection M31 Manual of Water Supply Practices (M31) and the Insurance Services Office (ISO) Guide for Determination of Needed Fire Flow. All proposed residential buildings are planned to be equipped with automatic sprinkler systems.

J. From the system analysis completed it was determined that water system pressure at the Project Site will have variation based on the water tank levels. Two model scenarios were created utilizing the normal water level of 76-feet and the high demand water level of 58-feet along with applying the average day and peak hourly flows of the Project.

K. The minimum on-site pressure that will be experienced within the Project water distribution system range from 36 PSI (high demand periods) and 56 PSI (normal operation). Pressure varies with the tank’s water elevation and the proposed site topography.

L. The Town’s available source capacity is 10 MGD, with an observed peak demand of approximately 8.6 MGD (pursuant to 2015 Water Quality Report). The expected peak day demand of the project is 0.3 MGD (236 GPM). When accounting for the project’s peak demands, there is a reserve source and treatment capacity of 1.1 MGD with the Town’s system.

M. The total in-district storage available for District No. 5 is 5.2 MG. The average daily demand for the Town in 2015 was approximately 4.07 MG. The average day demand of the project is 88,772 Gallons. When accounting for a 2 hour fire event at 3,000 GPM, the fire flow demand would be 120,000 Gallons. The project would require 193,400 Gallons of in-district storage. When accounting for the project’s storage requirements of 193,400 Gallons, there is a reserve in-district storage capacity of 0.93 MG.

N. The construction of the Project does not require the relocation of existing Town water mains. No impacts to the existing water distribution system are anticipated as a result of the Project. In addition, no impacts to wells will occur, since the area is served with municipal water.
O. With no municipal sewer system immediately adjacent to the Project Site, but in the general vicinity both east and west of the Project Site, two options were evaluated that extended sewers either to the Hamburg Street Sewer District (Option 1) or the Helderberg Meadow sewer system (Option 2). The analysis of the municipal sewer system connections are described in a report prepared by M.J. Engineering located in the DEIS. The Town Board had decided that Option 1 will be followed for provision of sewer services to the Project.

P. Anticipated sewage loading rates were developed for the Project utilizing typical per-unit hydraulic sewage loading rate were determined based upon Table B-3 of the NYSDEC Wastewater Design Standards (2014), taking into account a 20% water use reduction as permitted under Environmental Conservation Law (ECL) §15-0314. The average day sewage flows and peak hourly sewage flows were determined to be 88,772 GPD and 228 GPM, respectively. The peak hour sewage flows were derived from the peaking factor of 3.7, which correlates to a population served by the proposed on-site water distribution system (per Ten State Standards).

Q. Since the Hamburg Street Sewer District is operated by the Town of Rotterdam, the Project Sponsor has also submitted a similar request for service to the Town of Rotterdam in May of 2017. The New York State Thruway Authority has been contacted regarding the crossing of Interstate 90 with the proposed sanitary forcemain. The Thruway Authority has indicated that this crossing is feasible.

R. The capacity of this district is limited by its pump station discharge rate of 200 GPM and discharging forcemain, which has a maximum design capacity of 500 GPM. In order to handle additional sewage flows from the Project, the existing pump station would need to be upgraded which includes increasing the pump discharge rate from 200 GPM to 428 GPM via pump change and adjustment in level floats within the existing wet well.

S. Upon completion of the proposed improvements and taking into consideration of the expected peak hour sewage from both the Hamburg Street Sewer District Users of 136 GPM and Project of 228 GPM, 364 GPM of sewage capacity will have been committed. This would provide 64 GPM of reserve capacity. This equates to approximately 443 uncommitted EDUs for future connections.

Mitigation

T. Temporary sanitary facilities will be provided by the construction contractor throughout the construction phase. They must be utilized by construction personnel and will be serviced by a licensed commercial contractor. These facilities must comply with state and local sanitary regulations.

U. The Project will have two points of connections to the municipal water system at Helderberg Avenue.

V. Water mains and ancillary components will be installed throughout the Project to meet potable water and fire protection needs. Water mains will be 8-inch and 10-inch diameter pipe and will generally follow the alignment of Project roadways.

W. The proposed water system maintains a minimum operating pressure of 20 PSI under all flow conditions and a normal working pressure of not less than 35 PSI as required in Section 8.1.1 of Ten
State Standards. Section 8.1.1 of Ten State Standards recommends that the normal working pressure within the distribution systems shall be 60 to 80 PSI. The proposed distribution system will have normal working pressures of 44 to 64 PSI. This normal operating range resembles the operating range of the adjacent Town distribution system.

X. When simulating fire flow conditions throughout the model at the tank’s typical low water elevation, the distribution system will be capable of providing no less than 500 GPM at 20 PSI at all sprinklered single family homes and at all hydrants.

Y. The distribution system will also be capable of providing no less than 1,000 GPM at 20 PSI at all sprinklered buildings up to and including four stories in height. As such, the system meets the requirements of Insurance Services Office (ISO) Guide for Determination of Needed Fire Flow.

Z. All proposed occupied buildings, including the single-family homes will be provided with automatic sprinkler systems. Sprinkler systems would apply to occupied buildings and exclude accessory structures and "U" occupancies, such as the golf course maintenance garage, pump station building or other smaller sheds, etc.

AA. There are other uses including the pool, each of which will require cross connection control devices in accordance with the New York State Dept. of Health (NYSDOH) and Schenectady County Environmental Health Unit (SCEHU) rules and regulations. Prior to applying for building permits for any structure, a Cross Connection Control Report and DOH Form-347 shall be submitted to NYSDOH/SCEHU for review and approval.

BB. Due to the available water main pressure at the ground level of the proposed buildings, excluding the single-family homes, it is expected that fire pumps may be necessary. For the multi-story buildings, domestic booster pumps may also be required. These systems would be designed as part of the building system construction documents prepared following the completion of the environmental review, following the rules and regulations of the authorities having jurisdiction.

CC. On-site water infrastructure improvements summary:

- Installation of water mains of varying size
- Installation system components, (i.e. valves and hydrants)
- Installation of service laterals to uses/buildings
- All on-site infrastructure improvements to be installed and paid for by the applicant

DD. The on-site sanitary sewer system will be comprised of gravity sewers and two pump stations. One pump station will be located near the senior living apartments and will collect sewage from the independent living units, assisted living units, memory care units, golf course and a portion of the single-family homes.

EE. A second pump station, located at the southeastern corner of the Project Site would collect sewage from the remaining portions of the single-family homes as well as discharges from the first pump station mentioned. From this point, sewage would either be pumped to the Hamburg Street Sewer District.
FF. All sewage to be pumped, across Interstate 90 to the Hamburg Street Sewer District at a terminus manhole located at the intersection of Curry Road and Hamburg Street. All sewage from this existing district is then pumped into the City of Schenectady's sewer system near the municipal boundary between the City and Town.

GG. The City of Schenectady is under an Order of Consent (R4-2012-1218-117) with the NYSDEC. The Order of Consent set forth various requirements of the City of Schenectady relating to their sewer system, which includes providing a 4 to 1 offset between inflow and infiltration (I/I) and new sewage flows. In the simplest terms, this means that for every gallon of new sewage entering the City's sewer system, 4 gallons of inflow and infiltration shall be removed. The City has established an I/I credit bank for prior improvements completed on their sewer system that has eliminated I/I, which allows them to sell credits.

HH. The Project Sponsor has submitted a request for sewer service to the City of Schenectady in March of 2017 to purchase the required sewer credits.

II. On-site sanitary sewer infrastructure improvements summary:
   - Installation of two sanitary pump stations servicing specific areas of the development.
   - Installation of sanitary force mains
   - Installation of gravity sanitary sewers and manholes
   - Installation of service laterals to uses/buildings
   - All on-site infrastructure improvements to be installed and paid for by the applicant

JJ. Off-site sanitary sewer infrastructure improvements summary:
   - Installation of sanitary force main from project site to gravity sewer system located along Hamburg Street.
   - Increase pumping capacity of Town owned pump station by completing following improvements:
     - Changing pumps at pump station to increase capacity from 200 GPM to 428 GPM
     - Anticipate emergency generator upgrades to handle greater horse power of new pumps.
     - Adjustment in wet well float settings to adjust pump cycle times.
   - Maintaining a reserve system capacity of 64 GPM in the Town's sewer system, which is what exists under the Town's current design. Will provide reserve capacity for 443 equivalent dwelling units to connect without needing to make further system upgrades.
   - All off-site infrastructure improvements to be installed and paid for by the applicant

KK. Mitigation measures for the increased demands on community facilities and services including solid waste management, water supply, and wastewater disposal include the following:
   - Construction debris will be recycled to the maximum extent feasible;
   - Construction waste will be handled in accordance with best management practices, including placing waste in containers, and transporting it off-site for disposal by a
licensed contractor;
- Solid waste generated during operation of the Project will be stored in enclosed, lidded units prior to transportation and management off-site;
- The Project design will incorporate measures to reduce potable water usage, such as low-flow fixtures and rainwater storage for potential irrigation use;
- Improvements to the municipal sanitary sewer connections will be completed in cooperation with service providers, and entirely at the Project Sponsor's expense.
- The Town Board has determined that option 1, construction and connection to the Hamburg Street Sewer District is preferable. The Town Board also notes that the Applicant has received a letter dated June 26, 2018 from Paul LaFond of the City of Schenectady confirming that the City wastewater treatment plant has the capacity to treat the 88,772 GPD of sanitary sewage to be generated by the Project.

The Town Board finds that the proposed Project will not cause any substantial or significant adverse impacts to "Community Services" and that any potential impacts have been minimized or mitigated as set forth above.

4.0 UNAVOIDABLE ADVERSE IMPACTS

The proposed Project will result in long-term benefits, including addressing an identified need to expand opportunities for housing arrangements to meet the increasing needs of the elderly and disabled and encourage development patterns that promote housing diversity, appropriate non-residential diversity, and conserve natural resources.

Despite the positive effects anticipated as a result of the Project, its construction and operation will necessarily result in certain unavoidable impacts to the environment. Many of these environmental impacts will be temporary, and will result from construction activities (e.g., noise, dust, traffic). However, long-term unavoidable impacts associated with operation and maintenance of the Project will include:

- Localized and intermittent increased traffic on local roadways;
- Loss of existing terrestrial and forested habitats;
- A reduction in undeveloped open space;
- Increased demand on municipal water and sanitary sewer systems;
- Consumption of petroleum hydrocarbon fuels; and
- The subsequent release of air pollutants and GHGs.

These impacts relate to an increase in density of residences, workers and visitors to the Project site as a result of the construction of the facility. Although these environmental impacts are not anticipated to be significant, they will be further minimized through the use of various general and site-specific avoidance and mitigation measures discussed above.

The Town Board finds that with the implementation of these mitigation measures, the Project is expected to result in positive, long-term overall impacts that will offset the adverse effects that cannot otherwise be avoided.

5.0 ALTERNATIVES

SEQRA (6 NYCRR Part 617) requires that an EIS evaluate reasonable project alternatives. In determining the scope of alternatives to be considered, the emphasis is on what is "reasonable". As described in
§617.9 (b)(5)(v), an EIS must contain a description and evaluation of the range of reasonable alternatives to the action that are feasible, considering the objectives and capabilities of Project Sponsor. Off-site alternatives are limited to those properties owned or controlled by the Project Sponsor. The Project Sponsor does not own or control any other properties in the Town of Rotterdam.

SEQRA requires analysis of the no action alternative, and otherwise prescribes the range of other alternatives that may be evaluated as appropriate to a given action. The no action alternative analysis should evaluate both the adverse and beneficial changes to the Project Site that are likely to occur in the reasonably foreseeable future, in the absence of the proposed action.

The discussion that follows presents a range of "reasonable" alternatives as appropriate with regard to the nature of the Project, which include alternative project siting (location), alternative project design (layout/scale/extent), and no action. These alternatives to the proposed action are evaluated in this DEIS in furtherance of a comparative assessment of each alternative explored.

5.1 No Action

A no-build alternative would leave the Project Site in its current state. The no-build alternative would not serve the objectives of the Project Sponsor. Further, the no-build alternative is not a likely long-term alternative as the privately-owned parcel has more value following development. The no-build alternative would have the following effects on identified impacts and mitigations:

- A no-build alternate would result in the existing golf course ceasing operation and would allow the continued operation of the topsoil processing on the Brown parcel.
- A no-build alternative would eliminate all impacts to soils and topography. No additional impervious surfaces would be introduced. No wooded lands would be disturbed, and wildlife habitats would remain in their current state.
- A no-build alternative would result in no change to the level of service of area intersections.
- A no-build alternative would result in no change to existing emergency services. Existing real property tax revenues would remain the same. Additional net tax revenue would not be received by the Town, County of school district. Net costs to the school district would not be experienced, and a net reduction in expenses to all jurisdictions would not be achieved.
- A no-build alternative is expected to result in the permanent closure of the golf course, a loss of an existing recreational resource.
- A no-build alternative would not meet the goals of the Town of Rotterdam Comprehensive Plan as it relates to making provisions for senior housing in the future.

5.2 Alternate Site Layout

The original project design and application included more residential units, taller buildings, placed closer to the Helderberg right-of-way and additional ancillary commercial and retail uses. Through an iterative design process as a result of receiving feedback from the Town and public, the Project scale was modified. Under alternate Project layout plan in the DEIS, it would have the following effects on identified impacts and mitigation:

- Greater impervious surface area and greater potential erosion impacts would result.
• A larger decrease in visual and auditory buffers.
• More vehicle trips as a result of increased residential units, inclusion of commercial uses and allowing the general public to utilize the senior facilities.
• Greater water demands and sewage generation. In the case of sewer generation, this additional flow diminishes the amount of reserve capacity that would be available to other potential uses located along the installed sewer infrastructure.

5.3 Alternate Site Use

Alternate site uses were assessed based upon allowed uses in the existing A-1 Zoning District as well as comparative lot sizes of adjacent neighborhoods.

Residential Subdivision Using A-1 District Lot Sizes

The Project Site is located in the A-1 zoning district, The A-1 zoning district allows residential development, with a minimum lot size of 1-acre. Under an "as of right" plan, 60 lots could be developed. The 'as of right' plan lot yield would not be financially feasible due to land costs, and the sanitary sewer and water utility costs. Additionally, this alternative would likely extend Keator Drive as a means of permanent access to the site, which would potentially impact the Keator Drive neighbors.

Residential Subdivision Using Similar Lot Sizes of Adjacent Neighborhoods

A residential subdivision plan utilizing lot sizes of 0.5 acres, consistent with the adjacent neighborhoods located along Keator Drive and Cypriana Terrace was assessed. Under this plan, a total of 102 lots could be developed. Many of the impacts associated with the 1-acre plan would exist, with some of the impacts becoming greater in magnitude.

• The existing golf course would be eliminated representing a permanent loss of open space and recreational uses.
• The peak hour vehicle trips for the project at full build out will be approximately 104 (Weekday PM Peak Hour generation rate of 1.02 per dwelling unit) which includes 64% entering and 36% exiting. This is comparative impact to the preferred plan, which would have 130 PM peak hour trips.
• There would be an introduction of school aged children from residing in the Project.
• Roadways constructed would be offered to the Town. The Town would be responsible for long term operation and maintenance of the road surface and dedicated right-of-way.
• Residential lots would be developed along the entire Helderberg Avenue frontage as compared to the preferred alternate, which sets substantial development back approximately 470-feet from Helderberg Avenue.
• The area of disturbance is expected to be comparative to the preferred alternative.
• Loss of woods and forested area would occur for individual lot development, estimated to be 16.4 acres.
• Approximately 0.37 acres of permanent impacts to waters of the U.S. would occur.
• No visual and auditory buffers will be provided to adjacent residential lots.
• Additional infrastructure would be conveyed to the Town, including the road beds and drainage systems.
• There would be a decrease in tax benefits to all tax jurisdictions.
• Extension of the Keator Drive right-of-way as a means of permanent access to the site (i.e.
The Town Board finds that the proposed Project with the minimization and mitigation measures set forth above, is the most appropriate Alternative in light of the need for senior housing in the Town and in light of the Town Comprehensive Plan. The Project has minimized and mitigated environmental impacts to the greatest extent practicable and the nature and economic benefits of the Project outweigh any remaining environmental impacts.

6.0 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Construction and operation of the proposed Project will require the irreversible and irretreivable commitment of certain human, material, environmental, and financial resources. This includes the effort of various local, state and federal agencies during the planning and review of the Project. The expenditure of funds and human resources will continue to be required throughout the permitting and construction phases of the Project (e.g., for environmental reviews and permitting, and construction inspections).

The Project also represents a commitment of land. Specifically, the land to be developed for the Project and associated parking and access structures will not be available for alternative purposes after the Project is built. Although the Project could conceivably be demolished and removed, and the land reclaimed for alternative uses at some future date, the commitment of this land to the Project is from a practical perspective an irreversible and irretreivable commitment of resources.

Various types of manufacturing and construction materials and building supplies will be committed to the Project. The use of these materials, such as gravel, concrete, steel, brick, glass, lumber, mechanical equipment, plumbing fixtures, light fixtures, hardware, etc., will represent a long-term commitment of these resources, which will not be available for other projects. Although some of these materials (e.g., steel, glass) could be recovered and recycled were the Project to be demolished, the use of these materials from a practical perspective represents an irreversible and irretreivable commitment of resources.

Energy resources also will be irretrievably committed to the Project, during both the construction and operation of the Project. Fuel, lubricants, and electricity will be required during site preparation and construction activities, as well as operation of various types of construction equipment and vehicles, and for the transportation of workers and materials to the Project Site. Additionally, electricity and natural gas will be required to provide energy during the operation of the building. Consumption of these energy resources represents an irreversible and irretreivable commitment of resources.

7.0 GROWTH INDUCED ASPECTS

7.1 Population

When completed, the Project Site is proposed to contain 496 living units. This is estimated to increase the Town of Rotterdam’s population by well under 5% (i.e. less than 1404 persons) of the 2010 Town of Rotterdam census population. Additionally, there is a reasonable expectation that a percentage of the

---

2 Calculation assumes 2 persons per unit x 244 units (125 single family homes plus 119 independent living units) = 488 units plus 252 units (144 assisted living units and 108 memory care units)
residents and/or employees will be Town of Rotterdam residents. As such, while there may be a population base associated with the project, some may be considered part of the existing population of the Town, just relocated within its geographic boundaries.

7.2 **Utility Expansion**

The Project will require the extension of public sewers. Two options have been evaluated as part of this DEIS. Both would result in sewers potentially being made available to parcels within the Town of Rotterdam currently utilizing on-site septic systems. The existing parcels that will have the ability to connect to the sewers are built-out with few undeveloped or underdeveloped parcels. Therefore, a substantial amount of additional growth is not expected as a result.

The Town Board has chosen Option 1, connection to the Hamburg Road Sewer District. A positive growth, or redevelopment potential of underutilized commercial parcels could arise as a result of the implementation of the Hamburg Road Sewer District sewer route being advanced. This option would extend public sewers along Carman Road, an area where the Town of Rotterdam has indicated there are falling septic systems that service commercial properties, south of the intersection with Curry Road. The properties along this section of Carman Road are zoned commercial and residential (one, two and multi-family). There are limited vacant or undeveloped parcels along this stretch of Carman Road. The parcels zoned multi-family residential already are developed sites and therefore may not be able to increase in density. However, the commercial properties may be underutilized due to septic system failures or limitations. With access to public sewers, these commercial properties could be redeveloped or improved in accordance with the Town’s zoning laws.

7.3 **Future Development Potential**

The Project Site will be developed in accordance with Local Laws established for the Project. Lands remaining undeveloped within the Project Site will be restricted from future development as required by the Local Law establishing the Project.

The lands surrounding the Project Site are residential as is the proposed Project, therefore the Project does not represent a precedent setting action which would spur additional large-scale development in this area. Additionally, the majority of the area surrounding the proposed Project Site is largely built-out with single-family homes and therefore the future development potential is limited. It is not anticipated that the Project will directly induce significant growth either in the vicinity of the Project Site or elsewhere in the Town of Rotterdam that would not have otherwise occurred.

8.0 **EFFECTS ON THE USE AND CONSERVATION OF ENERGY RESOURCES**

Energy consumption will occur during the construction and operation of the Project. During the construction phase, energy will be used to power equipment and various construction vehicles. Once construction is complete, the Project would require energy for heating, air condition and electricity.
8.1 **Energy Source**

The proposed primary energy source for the project is electricity, fuel and natural gas. Electricity and gas will be provided to the Project Site by National Grid. National Grid issued a “Will Serve” letter for the Project on February 2, 2018. A copy of the National Grid Will Serve letter is included in the DEIS.

Alternatives for heating individual dwelling units include passive or active solar design. At the present time, none of these alternatives are planned. The Project Sponsor is not proposing any LEED-qualified energy efficient measures. The Project Sponsor intends to meet the New York State Standards for energy efficiency. The Project Sponsor will provide individual home purchasers with the option to purchase alternative high-efficiency or environmentally-friendly products at their request.

8.2 **Energy Conservation Measures**

The Project will meet or exceed the standards for the New York State Energy Conservation Code which requires the use of energy efficient products in all new and renovated construction.
9.0 CERTIFICATION

Certification to Approve/Fund/Undertake:

Having considered the draft and final Environmental Impact Statement and having considered the preceding written facts and conclusions relied on to meet the requirements of 6 NYCRR Part 617.11, this Statement of Findings certifies that:

1. The requirements of 6 NYCRR Part 617 have been met; and

2. Consistent with social, economic and other essential considerations from among the reasonable alternatives available, the action is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable, and that adverse environmental impacts will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigation measures that were identified as practicable.

Town of Rotterdam Town Board
Name of Agency

Signature of Responsible Official
Steven A. Tommasone

Address of Agency: Town of Rotterdam Town Board
John F. Kirvin Government Center
1100 Sunrise Boulevard
Rotterdam, New York 12306

Cc: Town of Rotterdam Planning Board
City of Schenectady
Schenectady County Dept. of Public Works
Schenectady County Dept. of Environmental Health
Schenectady County Planning Dept.
New York State Dept. of Environmental Conservation
New York State Dept. of Transportation
New York State Office of Parks, Recreation and Historic Preservation
New York State Thruway Authority
United States Army Corp of Engineers