

DRAFT ENVIRONMENTAL IMPACT STATEMENT

*Prepared pursuant to State Environmental Quality Review Act Regulations
(6 NYCRR Part 617)*

OLIVE HILL at MANHASSET

*A Senior Community
Community Drive
[Section 2, Block 347, Lots 16 & 17]
Town of North Hempstead*

Prepared for:

**G&G Acquisitions, LLC
50 Jericho Quadrangle, Suite 200
Jericho, NY 11753**

Submitted to:

**Town Board of the
Town of North Hempstead
220 Plandome Road
Manhasset, NY 11030**

**September 30, 2014
Revised October 26, 2014**

Prepared by:



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Project Sponsor:	G&G Acquisitions 50 Jericho Quadrangle, Suite 200 Jericho, NY 11753
SEQRA Classification:	Type I Action
Lead Agency:	Town Board of the Town of North Hempstead 220 Plandome Road Manhasset, NY 11030
Lead Agency Website Address:	http://northhempstead.com
Scoping Public Hearing Date:	TBD
Date of Acceptance of DSEIS by Lead Agency:	TBD
Date of Public Hearing:	TBD
Final Date by which Comments on the DSEIS Must be Submitted:	To be determined by Lead Agency at close of Public Hearing but no earlier than ten (10) days thereafter

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Involved Agencies:

Town of North Hempstead Board of Zoning & Appeals

Nassau County Department of Public Works

Nassau County Department of Health

NYS Department of Environmental Conservation

NYS Department of Transportation

Interested Agencies:

Manhasset-Lakeville Fire Department

Lake Success Police Department

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Town of North Hempstead, NY

Lead Agency: **Town Board of the Town of North Hempstead**
220 Plandome Road
Manhasset, NY 11030

Lead Agency
Consultants: **TBD**

DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT
Prepared pursuant to State Environmental Quality Review Act Regulations
(6 NYCRR Part 617)

OLIVE HILL at MANHASSET
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[Section 2, Block 347, Lots 16 & 17]
Town of North Hempstead

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1.0 EXECUTIVE SUMMARY

This Draft Environmental Impact Statement has been prepared in accordance with New York State Environmental Quality Review Act (SEQR) requirements and its implementing regulations at 6 NYCRR Part 617 and pursuant to a Positive Declaration issued by the Town Board of the Town of North Hempstead. The proposed redevelopment is the subject of Site Plan approval application and area variance approval that is under review by the Town of North Hempstead Town Board.

The following is a list of issues, which were identified as being potentially impacted as a result of the proposed action. The Final Scope had been prepared in accordance with 6 NYCRR Part 617.8 and set forth that the following matters be explored and analyzed:

- Land Use, Zoning and Public Policy
- Community Facilities and Resources
- Socioeconomic Conditions
- Visual Quality and Community Character
- Geology, Soils and Topography
- Hazardous Materials
- Traffic and Transportation
- Air Quality
- Noise
- Natural Resources
- Cultural Resources
- Surface and Ground Water
- Utilities, Solid Waste and Energy
- Construction

1.1 Description of the Project Site

G&G Acquisitions, LLC is the sponsor of the proposed change of zone application to permit the construction of an age-restricted (Senior) affordable residential development on a 3.19-acre parcel within a proposed Senior Residence (R-S) District located on the west side of Community Drive, south of High Street, in the hamlet of Manhasset, Town of North Hempstead, Nassau County, New York (Nassau County Tax Map parcels: Section 2, Block 347, Lots 16 and 17)(herein referred to as the “Site”).

The Town of North Hempstead is currently proposing to adopt a zoning text amendment of Article X1: Senior Residence District. Specifically, Subsection 70-95.5.A of the Town of North Hempstead Code is proposed to allow for a reduction of the required 5 acre plot minimum to a 2 acre plot minimum for a senior residence development to occupy. As such, the proposed action requested herein, complies with this new requirement.

The Olive Hill at Manhasset development is proposed as a senior independent-living facility and will be comprised of 72 affordable and market rate residential units, including, 48 one-bedroom units and 24 two-bedroom units. All of the 72 residential units are proposed to be occupied for

age-restricted seniors (55 years and older) and will conform to the Town of North Hempstead Town Code (§70-95.1.C).

Parking, consisting of a total of 97 parking spaces (including 6 handicap parking spaces) will be provided within a ground level, open garage and an outdoor parking lot (situated adjacent to the southern and central portions of the Olive Hill at Manhasset residential building).

A new 24-foot wide, bidirectional single lane access driveway from a proposed access point on Community Drive (on the eastern portion of the Site), will provide ingress and egress to both parking areas and the entrance to the residential building.

Retaining walls will be placed along the main access drive as well as along the central-north, west and south sides of the property. Evergreen screening will be installed along the proposed retaining walls. In addition, there will be a 23-foot wide landscaped buffer zone along the north side of the property that will provide a natural screen for the proposed development and the existing single-family residential homes that front High Street. An emergency access point with a 20-foot wide crash gate will be installed on High Street to provide access to an emergency fire lane situated along the west side of the building.

Pedestrian friendly walkways within the parking areas, landscaped and open areas will also be included in the proposed action. Approximately 0.26-acres of landscaping will remain in its natural state within the eastern portion of the site. Approximately 1.48-acres of new landscaping will be installed. Of the 1.48-acres of landscaping, approximately 0.17-acres will be dedicated as passive open space for the residents.

The Olive Hill at Manhasset development will be connected to the existing sewer main located on High Street, provided and serviced by the Great Neck Water Pollution Control Plant. Water service will be connected to the water main provided and serviced by the Manhasset Lakeville Water District. Stormwater will be managed through an-on site drywell collection system.

1.2 Proposed Project Purpose and Need

The principal objective of the Project, as discussed above, is to convert a 3.19-acre parcel of vacant and underutilized land to provide a 72-unit age restricted (senior) residential development pursuant to the proposed R-S District as set forth in the Town of North Hempstead Code. The senior residential units will be made affordable through the Applicant utilizing Federal and State tax credit financing.

In addition, G&G Acquisitions, LLC filed a NYSDEC BCP Application for the subject property, identified as “Mount Olive Former LILCO Site”, ID#C1301822 and was accepted into the BCP in October 2014. Under NYSDEC oversight, the Site will be full investigated, a remedial plan developed and implemented.

The overall effort of the proposed project will realize the potential of a long-dormant and undervalued property in a distinct physical setting to promote affordable senior housing while meeting the marketplace demands for increased living space and affordable housing needs

addressed by the Town of North Hempstead's R-S District and the housing goals and policies identified in the 1998 Nassau County Comprehensive Plan.

1.3 Format of the DEIS

Pursuant to the requirements of NYCRR 617.9(b), the DEIS is comprised of multiple sections in addition to this Executive Summary. Section 2.0 describes the Proposed Project and its site in detail. Sections 3.0 through 17.0 address existing environmental conditions and the potential impacts of the proposed project. Section 18.0 provides a summary of the cumulative impacts including the unavoidable adverse impacts that would result from implementation of the Proposed Project; growth-inducing aspects of the Proposed Project; and commitments of resources necessary to construct and operate the Proposed Project. Section 19.0 identifies the proposed mitigation measures for the various natural and community resources relevant to the Proposed Project. Section 20.0 evaluates alternatives to be considered. A list of references and multiple appendices follow the text of the DEIS.

1.4 Potential Environmental Impacts

LAND USE, ZONING, AND PUBLIC POLICY

Land Use

The proposed development activity would result in the conversion of a vacant, natural vegetated tract of land. Construction of the proposed 72 unit senior housing development with associated parking area and walkways will result in the physical alteration i.e., clearing and grading, of the 3.19±-acre site.

Approximately 2.93±-acres of overgrown trees, grass, shrubs and the dilapidated asphalt paved surface area will be removed.

The proposed senior housing development comprises a three-story, L-shaped building (60,450-square feet in gross floor area). The proposed senior housing development will take full advantage of the special characteristics of the sloping property by strategically siting the structures and landscaping.

Adequate parking on-site will be available for residents, workers and visitors. The Town Code requires the dimension of a parking stall size to be 10-feet wide by 20- feet long while the proposed parking stall dimensions are designed as nine-feet by 18-feet long. Therefore, as part of the proposed action, an area variance for the proposed parking stall size of nine-feet by 18-feet long is required.

Retaining walls will be placed along the main access drive as well as along the central-north, west and south sides of the property. Due to the sloping topography of the Site, the height of the retaining walls varies, with a maximum height of nine-feet above grade level (agl). The Town of North Hempstead code requires a retaining wall to have a maximum height of five-feet. As part

of the proposed action described herein, a height variance for a 9-foot maximum retaining wall height will be required.

There will be a 23-foot wide landscaped buffer zone along the north side of the property that will provide a natural screen for the proposed development and the existing single-family residential homes that front High Street.

New ornamental landscaping will be installed along the perimeter of the building and evergreen screening will be installed adjacent to the retaining walls. In addition, a landscaped passive recreation area (7,500± square feet) that will include a seated area is designated adjacent to the residential building in the northwest portion of the Site. Additional plantings of shade trees and evergreens will be planted strategically along the access drive and parking lot as a screen to minimize the visual impacts of the proposed project.

Zoning

The proposed action consists of a change of zone of the subject property from the R-C district to the R-S District to allow for the construction of senior housing development.

As indicated in the above Land Use section, the following list provides the specific variances being requested, as part of proposed action.

- Minimum parking stall size of 9 feet by 18 feet
- Retaining wall height (above 5 feet)

Public Policy

The Site, located near transportation, shopping and various community facilities, is a prime location to facilitate the goals of the 1998 Comprehensive Plan. Additionally, the 1998 Comprehensive Plan identifies the need to support clean-up efforts of contaminated sites and encourage developers to plan for brownfield redevelopment.

COMMUNITY FACILITIES AND SERVICES

Fire and Police Protection

Although increased traffic and population associated with the proposed project may increase the number of calls and length of response times from the Nassau County Police Department 6th Precinct, it is not anticipated that the department will have objections to the project. Similarly, the Manhasset-Lakeville Fire Department may experience an increase in the number of calls, but it is not anticipated that the department will have objections to the project.

Medical

North Shore University Hospital is likely to experience a small increase in the number of calls and visits due to the increase in population. No adverse impacts are expected to be associated with the proposed project.

Utilities

National Grid, PSEG Long Island, Manhasset-Lakeville Water District and Great Neck Water Pollution Control District presently serve the project Site. No adverse impacts are expected to be associated with the proposed project.

Mass Transit

Presently, there are approximately 11 mass transit stops within a ½ mile radius of the Site. Mass transit is provided by Nassau Inter-County Express Bus, also referred to as the “NICE” Bus. This is the local bus system serving Nassau County, parts of western Suffolk County and eastern portions of Queens. The Long Island Railroad (LIRR) Manhasset station is located approximately 1 mile northeast of the Site. The LIRR Great Neck station is located approximately 1.1 miles northwest of the Site. It is not anticipated that there will be any adverse impact to the local mass transit. Due to ample on-site parking, it is not likely that residents will use mass transit on a regular basis.

Recreation and Parks

Recreation facilities are likely to experience a minor increase in participation and the number of visitations. As such, this is not expected to be an adverse impact.

Educational Facilities

The proposed project will not impact local schools. A senior independent living facility is designated for senior citizens at the age of 55 and over and their spouses only. No school-aged children are permitted to live in any of the units. Manhasset School District includes public schools for students from kindergarten through 12th grade. Great Neck Community School is a non-profit nursery school for children in the pre-kindergarten age group up to four years old.

Conclusion

Although the proposed project may potentially increase the demand on existing community services, the Town of North Hempstead’s community services have the resources to accommodate the proposed development without exceeding their capacity.

SOCIOECONOMIC CONDITIONS

The conversion of the former Mount Olive LILCO site to a senior residential complex will serve as a benefit to the community. Senior residential units will be made affordable by utilizing New York State and Federal tax credit financing. The Project will also include market rate units, the exact number of which will be contingent on available financing options. The Applicant has expressed its intention of utilizing a fair and reasonable Payment-in-lieu-of-Taxes (PILOT) with the source of same to be determined subsequent to Site Plan Approval. The PILOT will provide revenue to the appropriate governmental entities for municipal services, such as, for example, police and fire protection. The proposed PILOT payments described herein are to be negotiated by the Applicant with the Town of North Hempstead. The purpose for providing PILOT payments to the Town will contribute significantly more revenue than expenses incurred for municipal services utilized by the project since the interior of the facility and associated appurtenances will be maintained by the Site owner.

The redevelopment of a previously vacant Site results in beneficial economic impacts and often an overall benefit to the community. The Proposed Project would increase local and State income and sales tax revenue for the Town of North Hempstead. Moreover, the 1998 Comprehensive Plan aims to encourage development activities that will provide jobs, increase the tax base and ensure a stable land use pattern.

The results of the screening indicate that the Site is located within an environmental justice area. Since the Site is currently vacant with no associated use or population, the change in land use would not have a direct impact on minority populations as it does not directly displace persons or remove a public use. It is possible that the Proposed Project would include a population that is defined as a PEJA, but it will not adversely affect this population. Further, the potential employment opportunities, tax generation and housing benefits would only assist in developing and improving the community.

VISUAL QUALITY AND COMMUNITY CHARACTER

The potential for visual impacts to result from the Proposed Project would be minimal. Existing wooded areas would be preserved to the extent practicable to minimize the impact on existing views of the Site. There will be an approximate 23-foot wide buffer between the residential homes located adjacent to the Proposed Project to the north. The buffer will be composed of evergreen trees (with a maximum height of 60 feet) and shrubs to act as a noise and light barrier to the existing residents. Outdoor lighting will be located in the parking lot and outside of the proposed building. The height of light fixtures will not exceed 20 feet above grade, in accordance with the Town of North Hempstead Zoning Code, Chapter 70, and dark sky compliant. There will be no light spillage onto adjacent properties. Appropriate structural and vegetative designs will be incorporated to mitigate any visual impacts.

In addition, properties in the surrounding area are developed with similar residential apartment complexes at comparable heights.

The Site, located near transportation, shopping and various community facilities, is a prime location to facilitate the goals of the 1998 Comprehensive Plan. Additionally, the 1998 Comprehensive Plan identifies the need to support clean-up efforts of contaminated sites and encourage developers to plan for brownfield redevelopment. The Site's acceptance into the Brownfield Cleanup Program and subsequent development plans comply with the goals and visions of Nassau County.

GEOLOGY, TOPOGRAPHY & SOILS

The proposed cuts for the Proposed Project will not encounter bedrock since the estimated depth to bedrock is greater than 300 feet bgs. Therefore, bedrock blasting is not anticipated to be required. No effect on the underlying geology of the area is anticipated to result from implementation of the Proposed Project.

Of the total 3.19 acres of the Project Site, approximately 2.93 acres would be disturbed by earthwork. Approximately 12,692 cubic yards of soil will be removed for construction activities. Disturbances will include the construction of the building, new access road, surface parking and subsurface parking. A considerable amount of cut will be required for construction of the Proposed Project, primarily for the excavation of subsurface parking space. As reported in the PS&S Phase I Environmental Site Assessment (ESA) report dated June 1, 2013 in Appendix I, there are semi-volatile organic compounds (SVOCs) in the top 5 feet of soil. As such, excavated material that may be contaminated will be required to be separately disposed of off-site in accordance with all applicable regulations. Certified clean fill will be used for filling on-site. As cutting and filling occur on the Site, surficial soils will be exposed to potential erosion. As a result, the following erosion control practices consistent with the New York State Standards and Specifications for Erosion and Sediment Control (NYSDEC, 2005) will be implemented during construction of the Proposed Project:

- Keep disturbed areas to a minimum and provide temporary seeding and mulching if operations cease for more than 7 days;
- Keep topsoil stockpiles less than 35 feet high and keep the side slopes of these stockpiles at or less than a 2:1 gradient;
- Construct a crushed stone tracking pad at the points of egress and ingress for construction vehicles of each phase; and
- Place stone riprap at the outlets of storm sewer pipe networks.

HAZARDOUS MATERIALS

Based on the above previous site investigation, on-site contamination at the existing concentrations would not allow for the construction of structures for residential use without remedial oversight. In July 2014, G&G Acquisitions, LLC filed a NYSDEC BCP Application for the subject property, identified as "Mount Olive Former LILCO Site", ID#C1301822 and was accepted into the BCP in October 2014. Under NYSDEC oversight, the Site will be full investigated, a remedial plan designed. Community outreach and communication under the BCP has commenced and will continue throughout the BCP process. The cleanup action will be

protective of both the on and off-site community and the environment and will be implemented with both NYSDEC and New York State Health Department oversight. When the cleanup activities are complete, a Final Engineering Report (FER) will be issued which certifies that cleanup requirements have been achieved. When NYSDEC is satisfied that cleanup requirements have been achieved, NYSDEC will issue a Certificate of Completion (“COC”). The COC will state that cleanup goals have been achieved.

Site management is the last phase of the BCP that begins when the COC is issued. Site management may be necessary under NYSDEC oversight, if contamination will remain in place. Site management incorporates any institutional and engineering controls required to ensure that the remedy implemented for the Site remains protective of public health and the environment. All significant activities would be detailed in a Site Management Plan. Site management would continue until NYSDEC determines that it is no longer needed. At this time, it is not known if institutional or engineering controls will be required for the Site.

TRAFFIC AND TRANSPORTATION

A traffic engineering analysis was prepared by Mulryan Engineering, P.C. (Mulryan) at the following intersections:

- Community Drive East at Manhasset-Lakeville Fire Department;
- Community Drive at Community Drive East/Site Access; and
- Community Drive at North Shore Community Hospital (main access).

Intersection study locations were determined by the Lead Agency, the Town of North Hempstead Department of Planning & Environmental Protection.

It is anticipated that Community Drive will be used as the site access during the construction phase. There is ample room on-site to accommodate parking for construction workers, equipment and material storage. Standard temporary work zone traffic control measures are sufficient to mitigate the potential, short-term construction impacts to traffic, and will conform with the Federal Manual of Traffic on Uniform Traffic Control Devices.

Work along Community Drive will be coordinated with the Nassau County Department of Public Works and under a County Highway Work Permit.

Based on the traffic engineering analysis, no significant impact to the level of service is determined at the three study intersections. Generally, LOS A through C and mid-LOS D or better is not considered significant. For the Build Condition, all intersections were determined to have an LOS of D or better for the AM peak, PM peak and Saturday peak hours, and are generally consistent with the existing LOS of the No Build condition. There will be no significant impact to the LOS on the surrounding roadway network.

AIR QUALITY

Two of the three studied intersections are projected to operate at an overall intersection LOS of C or better in both the No-Build and Build conditions, and therefore do not require further screening.

Based on review of the Traffic Engineering Analysis, traffic impacts resulting from the Proposed Project are not expected to result in significant impacts to air quality in the surrounding area.

NOISE

A majority of the noise-related impacts from the Proposed Project are anticipated to be due to construction. The construction activity may use jackhammers, hoe rams, line drills, delivery trucks, concrete cutters, bulldozers, graders, asphalt pavers, rollers/compactors etc., however these are all temporary sources of noise and localized at the site of activity. No blasting is anticipated for the Proposed Project. All construction work will comply with the Town of North Hempstead Noise Code by not conducting any construction work during weekends, holidays or between the hours of 6:00 PM and 7:30 AM on weekdays. Noise-reducing equipment will be utilized to the extent practicable to reduce impacts to sensitive receptors. The United States Department of Transportation Federal Highway Administration (USDOT FHA), Construction Noise Handbook, identifies actual noise measurements within 50 feet of typical construction equipment. Based on a review, the noise level range is expected to be within 73 to 96 A-weighted decibels (dBA) at a distance of 50 feet. An A-weighted decibel is an expression of the loudness of sounds as perceived by the human ear.

Construction activities for the Proposed Project will comply with the Town of North Hempstead Noise Code.

Upon completion of construction, the most likely source of noise from the proposed development would be project-generated traffic. On-site parking will allow for 97 spaces. This would increase the traffic flow in the surrounding area, but is not expected to result in significant noise levels compared to the existing conditions. The traffic study estimated that the traffic volumes at the study intersections would increase by a growth factor of 0.25 percent compounded yearly. The traffic study indicates that peak parking demand for residential properties will occur at night when the majority of residents are home, so it is anticipated that there will be increased noise levels during that time. Additionally, based on the Institute of Transportation Engineers (ITE) and Census data the proposed project will provide sufficient parking to accommodate the anticipated demand.

Traffic noise for the Future Build condition is not expected to result in increases in noise levels in the area. Signal timing modifications may be warranted to help ease the traffic flow and minimize the potential for accidents, and will mitigate traffic noise volumes. Additionally; trees will be planted throughout the Project Site which will act as noise barriers for surrounding properties.

NATURAL RESOURCES

Vegetation

Approximately 1.45 acres will be impervious surfaces utilized for the Site building, parking and other impervious site structures. Approximately 1.48 acres will be pervious surface areas including new landscaping, grass pavers, and additional trees to be planted upon construction completion. Vegetation in non-construction areas will be protected to the extent reasonable during the construction of the Proposed Project. Approximately 0.26 acres of existing trees within the eastern portion will not be cut or removed so as to hide or cover the Site building from view along Community Drive. This would not impacting existing views of the Site from Community Drive. This woodland area will be preserved and undisturbed during and after construction. Any vegetation that is disturbed or removed during the project will be replanted and/or replaced during the landscaping phase of construction. During construction, there will be a temporary but insignificant impact to the on-site vegetation. Additional plants and trees will be added to the proposed project area which will aid in acting as natural light and noise barriers to adjoining properties. An approximate 23-foot wide buffer will be in place between the existing residential buildings and the proposed project.

Wildlife

Upon completion of the proposed project, 0.26 acres of wooded area will remain in its natural state which will therefore preserve the habitat of these woodland areas. In addition, approximately 1.48 acres of new landscaping will be installed to provide habitat in the vicinity for species adapted to the local developed ecosystems and buffer for the neighboring properties. Currently, the Site is not utilized as a significant habitat for wildlife. Wildlife that currently inhabits the Site is likely to migrate to nearby open park space, such as Whitney Pond Park, Manhasset Valley County Park and Thomaston Park and may return to the newly landscaped areas as well as preserved portions of the Site when construction is complete. Construction is not anticipated to have an adverse effect on local wildlife populations. Based on the site walk performed for the April 2013 Phase I ESA, there was evidence of miscellaneous litter debris scattered dumped throughout the Site, some of which included containers of petroleum products. The Proposed Project will prevent uncontrolled waste disposal onto the Site, therefore creating a healthier environmental for trees, plants and animals to provide a new habitat. Any affected wildlife would consist of common urban species that are abundant in residential and similarly developed areas of North Hempstead.

Threatened and Endangered Species

No impacts are anticipated because there are no threatened or endangered species within two miles of the Site.

CULTURAL RESOURCES

Based on review of the NYSHPO database, no properties on or adjacent to the subject property as well as within a ¼-mile radius are listed on the aforementioned registry. Therefore, no further

archeological investigation is warranted, as the database provided on the OPRHP website indicated that the subject property is not located within a potentially archaeologically-sensitive area.

SURFACE AND GROUNDWATER RESOURCES

Surface Water

No existing surface waters or streams are located on or immediately adjacent to the Site. The closest body of water is Whitney Lake, located approximately 0.15 mile northeast of the Site boundary. Whitney Lake is a 7.1 acre waterbody within the 24-acre Town of North Hempstead Whitney Pond Park, located east of Community Drive and is bordered to the north by Northern Boulevard.

No adverse impacts are anticipated to surface water or wetlands. No existing surface water or streams are located on the Site. However, due to the Site's location within a NYSDEC CheckZone, additional mitigation may be necessary to delineate the extent of the CheckZone. The presence of a wetland on-site is unlikely; however it is possible that the eastern portion of the Site is within the NYSDEC regulated area adjacent to the wetland. Stormwater runoff is not anticipated to flow off-site to the wetland, since it will be contained on-site and will not be permitted to flow to adjacent properties.

Groundwater

The proposed Project will cause an increase in pervious surfaces in the area, however the installation of the stormwater collection system will ensure that all precipitation stays on-site and is recharged through the system into the ground. The proposed recharge system is completely contained within the Site, and runoff will not enter the municipal stormwater system.

STORMWATER

The drainage structures will require some periodic maintenance, particularly the stormwater catch basins. Minimal impacts due to stormwater management are anticipated.

UTILITIES, SOLID WASTE AND ENERGY

Water Supply

The proposed Project is estimated to utilize approximately 14,400 gallons of water per day. This value is based on the Nassau County Department of Public Works minimum design flow rates of a two bedroom unit (300 gpd) and a one bedroom unit (150 gpd).

The development proposes to utilize water saving and low-flow fixtures. Where applicable, plumbing fixtures will be provided with flow control devices. Water closets will be designed for reduced water usage, and public lavatory basins will utilize self-closing faucets to limit the total quantity of water usage per operation.

Sewage

The proposed development will generate a similar amount of wastewater as compared to the amount of fresh water supply needed. As estimated above, the required water supply demand of approximately 14,400 gallons of water needed was calculated.

New sanitary sewer connections are proposed for the project in accordance with the Districts requirements and Nassau County Health Department requirements. The District recently underwent a substantial upgrade and currently serves the surrounding community, therefore, it is expected that the Great Neck Water Pollution Control District will have the capacity to treat the increased sewage flow generated by the project.

Solid Waste

Solid waste will be placed into dumpsters located in the southeast section of the Site. Using the National Solid Wastes Management Association's estimate of 4 pounds of solid waste per bedroom per day, it is estimated that the 24 two-bedroom units will generate a total of 192 lbs. of solid waste per day; and that the 48 one-bedroom units will generate a total of 192 lbs. of solid waste per day; totaling 384 lbs. of solid waste per day. Pickups will be conducted twice a week by a private carting company. Waste will be transferred to a transfer and ultimately will be disposed of at a landfill or incinerated. Separate containers will be provided for recyclables. Pickups for recyclables will be conducted once a week by a private carting company. Materials will be brought to a recycling facility. The total amount of solid waste generated at the Site is typical of similar projects.

Energy

The Olive Hill at Manhasset Development will employ energy conservation measures. All roof and wall surfaces will be insulated to achieve adequate R-values, meeting or exceeding requirements of the New York State Energy Code. HVAC equipment controls will be designed with economy-cycle capability. Site lighting, including parking areas, will be controlled by timers and/or photocells.

The design also affords the opportunity of placing ventilation equipment (HVAC) on the flat roofs, rather than on the ground. This has at least two significant advantages:

1. Energy efficiency is improved because supply and return air circulation ducts are shorter. Ductwork from above the residences connects directly into the underside of the rooftop HVAC unit, rather than being routed down the perimeter wall and out to a ground-level unit.
2. HVAC units on the roof are less visible and less audible, and allow ground area to be better utilized for landscaping amenities and emergency/service access. The building and MEP systems will be designed in conformance with the current New York State Energy Code, and latest applicable ASHRAE requirements.

Accordingly, the proposed project would not have a significant impact on utilities and energy usage or their availability.

CONSTRUCTION IMPACTS

Soil Erosion, Sediment Control and Wetlands Protection

An erosion and sediment control plan would be prepared as part of a Storm Water Pollution Prevention Plan (SWPPP) required by the NYSDEC State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity (GP-0-10-001).

Erosion and sediment control measures would be installed prior to beginning other land disturbances and would not be removed until the disturbed land areas are stabilized. Such practices include seeding or mulching for surface stabilization, silt fences, haybale dikes, and water quality swales. Maintenance would be performed as necessary to ensure continued stabilization.

Traffic

Project construction may cause some temporary, short-term increased local truck traffic due to the delivery and removal of construction materials and equipment from the project Site. It's anticipated that most construction equipment and deliveries would be from the existing curb cut off Community Drive. On-site staging areas would be used during construction for loading and unloading of materials to avoid off-site impacts.

Hazardous Materials

Prior to commencement of construction activities, appropriate environmental investigation and testing (if and as necessary) will be undertaken as approved by NYSDEC. If a remedial action is required, such action will be overseen by NYSDEC. If during construction, staining, odors, or other evidence of environmental impacts are noted by field personnel, appropriate measures will be taken to avoid a hazard to human health or the environment. These measures may include appropriate testing and/or remediation or monitoring to assure that the construction workers, the public, abutting uses and the environment are not adversely affected by the construction activities. Any federal, State, and local agencies that are required to be notified of such activities will be timely notified. With these measures, no significant adverse impacts would be expected to occur during construction.

Air Quality

Possible significant adverse impacts on local air quality during construction of the Proposed Project from fugitive dust (particulate) emissions from vehicles traveling on unpaved surfaces; mobile source emissions, including hydrocarbons, nitrogen oxide, and carbon monoxide emissions from construction worker and delivery vehicles; and construction equipment operation would be avoided. The number of worker and truck trips would be below levels that would cause concern for mobile source air emissions. Standard techniques, such as wetting of soil piles and

vehicular speed restriction when traveling over exposed soils, would minimize the potential for fugitive dust. The impacts on air quality would not be significant.

Noise and Vibration

The use of construction equipment coupled with the movement of delivery vehicles traveling to and from the Site would cause a temporary increase in noise and vibration in the project Site area. Noise and vibration levels at a given location would depend on the type of equipment used and number of construction vehicles entering/exiting the Site on a daily basis, as well as the distance from the construction site. The level of impact of these noise sources depends on the noise characteristics of the equipment and activities involved, the construction schedule, and the location of potentially sensitive noise receptors. In general, like most construction projects, construction of the Proposed Project would result in increased noise and vibration that could be considered intrusive only for a short distance, typically 50 feet off-site. It is expected that these impacts, which would be temporary, would vary widely, depending on the phase of construction and the specific task being undertaken.

As per Subsection 38-3 of the Town of North Hempstead Noise Code, noise disturbances are prohibited from construction activities, i.e.. “the erection, including excavation, demolition, alteration or repair, of any building, and the operating or permitting the operation of any tools or equipment used in such work” between the hours of 6:00 PM and the previous day to 7:30 AM on weekdays. Construction activities are restricted on weekends and legal holidays with the exception for cases of emergencies that are of concern for public safety. Overall, noise and vibration impacts are not anticipated to be significant and would not be permanent.

1.5 Mitigation Measures

The proposed action incorporates numerous mitigation measures, which will minimize the impact on the existing property and the surrounding environment. These measures include:

LAND USE, ZONING AND PUBLIC POLICY

The project has been designed to incorporate extensive mitigation measures to reduce the potential for impact to nearby residential land uses. These mitigation measures include the following:

- Siting of the residential structure within the western portion of the Site to lessen the earth work required for development;
- Maintaining existing trees and existing topographic buffer along the southwestern portion of the property;
- Construction activities and earth movement are proposed in one phase and in an orderly progression, to reduce dust and to minimize dust and off-site disturbance;
- The project has been designed to reduce off-site disturbance from light and noise during both construction and operation;
- Traffic improvements, particularly the proposed road markings and the modified traffic signal will improve traffic flow, reducing congest on local roadways;

- Landscape plans will provide attractive green space within the perimeter and ancillary parking areas; and
- Project architectural style is designed to improve existing neighborhood character.

Prior to construction, existing wooded areas would be preserved to the extent practicable. Temporary fencing would be installed around the critical root area(s) to prevent equipment from damaging such tree areas designated for preservation.

COMMUNITY FACILITIES AND RESOURCES

The proposed building will contain a sprinkler system to help minimize property damage in the event of a fire and to minimize potential impacts to the Manhasset-Lakeville Fire Department. An emergency access point and emergency lane has been designed to allow emergency vehicles access the property with direct access to the residential building.

During construction, security will be provided after work hours. At the time of operation of the Olive Hill at Manhasset development, a video security system will be installed as well as the building doors will be secured with locks and proximity key fobs to minimize potential impacts to the local police precinct. As no impact to the community facilities and services of the area is anticipated to result from implementation of the Proposed Project, no mitigation is required.

SOCIOECONOMIC CONDITIONS

No significant adverse impacts related to socioeconomic conditions shall occur as a result of the proposed action. Therefore, no mitigation measures are proposed.

VISUAL QUALITY AND COMMUNITY CHARACTER

No significant adverse impacts on community character are expected to occur as a result of the proposed project. The following measures will be implemented to mitigate potential visual impacts:

1. The senior residential building will be located at the western portion of the Site. The view of the property from Community Drive will be improved by clearing old fallen trees as well as the installation of new landscaping at the main entrance and along the access drive.
2. Retaining walls, a 23-foot natural vegetated buffer along the north property line as well as strategically placed new plantings of evergreens and deciduous landscaping on-site will provide a screen from view of existing residences to the proposed building.
3. The height of light fixtures will not exceed 20 feet above grade, in accordance with the Town of North Hempstead Zoning Code, Chapter 70, and dark sky compliant.

GEOLOGY, SOILS AND TOPOGRAPHY

Geology

The building construction can be supported on conventional spread footings. Pile supports will not be used. Proposed retaining walls will provide immediate stabilization of slopes that would otherwise be subject to potential erosion. NYSDEC Technical and Operational Guideline series (TOGS) requirements for erosion control would be met or exceeded in the Erosion and Sediment Control Plan implemented for the proposed Olive Hill at Manhasset site to control erosion of any exposed geologic features. Because of the deeper geology of the Site will not be significantly impacted by the construction and operation of the Olive Hill at Manhasset site and the deeper geology does not provide a significant impediment to development of the Site, no additional mitigated measures are proposed.

Soils

Existing soils have no construction limitations or constraints and will support the new stormwater drainage. Proposed stormwater drainage will be collected in precast concrete structures. The soils will serve to filter the stormwater effluent.

The following erosion control practices consistent with the *New York State Standards and Specifications for Erosion and Sediment Control* (NYSDEC, 2005) will be implemented during construction of the Proposed Project:

- Keep disturbed areas to a minimum and provide temporary seeding and mulching if operations cease for more than 7 days;
- Keep topsoil stockpiles less than 35 feet high and keep the side slopes of these stockpiles at or less than a 2:1 gradient;
- Construct a crushed stone tracking pad at the points of egress and ingress for construction vehicles of each phase; and
- Place stone riprap at the outlets of storm sewer pipe networks.

Erosion control will be ensured during construction through a program of daily observation and maintenance with particular emphasis on inspection and repair following rain events. All graded areas will be permanently seeded and landscaped to minimize erosion. Control measures will be carried out in accordance with the *New York State Guidelines for Urban Erosion and Sediment Control* (NYSDEC, 1997) and the approved Stormwater Pollution Prevention Plan (“SWPPP”).

Topography

Commonly accepted engineering practices will be used in the design of pavements, slopes and retaining walls to achieve stable finished gradients throughout the Project Site.

HAZARDOUS MATERIALS

The site characterization conducted between 2007 and 2011 was a focused sampling plan that did not fully investigate the environmental conditions of the entire Site. Sampling was focused primarily in the eastern and western portions of the Site. Additional sampling is warranted to further define the Site's physical and chemical characteristics of contamination, delineate the extent of the contamination and to support the development of a proposed remedy to address the contamination. The overall intent of a supplemental investigation will be to address the following areas of concern:

1. Historic fill material added to the Site;
2. Historic use of the aboveground Manhasset Hortonsphere;
3. Soil investigation throughout the central portion of the Site that has not been investigated prior; and
4. Potential groundwater impacts.

In July 2014, G&G Acquisitions, LLC filed a NYSDEC BCP Application for the subject property, identified as "Mount Olive Former LILCO Site", ID#C1301822 and was accepted into the BCP in October 2014. Under NYSDEC oversight, the Site will be full investigated, a remedial plan developed and implemented. Community outreach and communication under the BCP has commenced and will continue throughout the clean-up process. The NYSDEC-approved remedial plan will be protective of the both the on and off-site community and the environment.

TRAFFIC AND TRANSPORTATION

The increase in construction-related vehicular trips will be a temporary and unavoidable effect of building construction. Mitigation methods for the operation of the senior housing development proposed by Mulryan include the modification of a traffic signal at the intersection of Community Drive and Community Drive East and modifications to existing pavement markings. This would control the existing approaches as well as the proposed site access. Existing pavement markings will be altered to provide a dedicated northbound left turn lane. The westbound approach will also be modified to provide a shared right-through lane. The traffic signal phasing will be altered to accommodate the new eastbound approach. All traffic signal and intersection modifications will require approval from the Nassau County Department of Public Works.

AIR QUALITY

No significant air quality impacts are anticipated as a result of the proposed Olive Hill at Manhasset development. In order to minimize temporary air quality impacts associated by the construction of the Site, the following mitigation measures will be implemented.

Dust monitoring will be conducted to measure dust levels on-site and that of the nearest receptors. Dust mitigation methods include water sprays and gravel to seal main trafficable areas.

Soil stockpiles will be covered with plastic. Additionally, there will be fuel emissions from trucks and machinery. These temporary, mobile sources are not anticipated to create a significant effect on the surrounding area. Mitigation methods to be employed at the Site include limiting idling time and ensure engines and maintained properly. Fencing with fabric will be installed around the perimeter of the Site to prevent particulates from spreading to off-site locations. General housekeeping methods will be employed to minimize the amount of debris and impacts of wind-borne dust.

NOISE

Temporary increase in site-related noise will occur during the construction phase of the Olive Hill at Manhasset Site. Mobile equipment, such as bulldozers, trucks and cranes, will maintain exhaust silencers in working condition. Noise attenuated air compressors will be also utilized. Mechanical equipment, i.e., trucks, compressors and cranes, will be maintained in good working condition and shut down when not in use, instead of idling. As per Subsection 38-3 of the Town of North Hempstead Code, noise disturbances are prohibited from construction activities, i.e., “the erection, including excavation, demolition alteration or repair, of any building, and the operation or permitting the operation of any tools or equipment used in such work” between the hours of 6:00 PM the previous day to 7:30 AM on weekdays. Construction activities are restricted on weekends and legal holidays with the exception for cases of emergencies that are of concern for public safety. No significant increase in the existing noise levels is expected due to the proposed residential development. Potential noise from the increase traffic along Community Drive associated with the proposed senior residential development is expected to be barely discernible (see Chapter 10).

NATURAL RESOURCES

Approximately 0.26 acres of woodland will remain in natural state. To the degree that portions of these woodland communities are preserved; habitat will be preserved. In addition, approximately 1.48 acres of new landscaping and plantings to provide habitat in the vicinity for species to be adapted to the local developed ecosystem and buffer for the neighboring properties. The Site is located within the vicinity of community parks. Wildlife is expected to relocate to this area and to the immediate vicinity of the Site. No adverse impacts to rare or endangered species are anticipated. Some resident individuals of bird and mammal species may be expected to relocate to portions of the Site property that would not be disturbed or within the new landscaped portions, as well as within similar habitat in the vicinity of the Site.

CULTURAL RESOURCES

As no impact to cultural resources of the area is anticipated to result from implementation of the Proposed Project, no mitigation is required.

SURFACE AND GROUNDWATER RESOURCES

Although there are no anticipated adverse impacts to surface and groundwater resources, the following measures will be followed as part of the design of the proposed senior housing development in order to minimize potential impacts to surface and groundwater resources.

- The proposed development will be connected to both public water and sewer systems.
- A detailed SWPPP would be prepared and implemented as required by the NYSDEC State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity (GP-0-10-001). The erosion and sediment control plan would include measures to control erosion and sedimentation in accordance with the *New York State Standards and Specification for Erosion and Sediment Control*.

STORMWATER

Stormwater runoff from site access drives, parking areas, walkways and gutters will be directed to catch basins and dry wells that are to be constructed on-site. No stormwater runoff is permitted to leave the Site and will not flow to adjacent properties. Drywells, which are buried below ground, recharge the stormwater into the ground without impacting the landscape. In addition, grass pavers will be installed to collect and re-use stormwater as well.

UTILITIES, SOLID WASTE & ENERGY

Overall, no significant adverse impacts related to utilities, solid waste and energy shall occur as a result of the proposed action. Therefore, no mitigation measures are proposed.

CONSTRUCTION IMPACTS

Soil Erosion, Sedimentation Control and Wetlands Protection

Increased stormwater runoff from areas cleared of natural vegetation would be managed to avoid any increased potential for on- and off-site soil erosion and sedimentation during the construction period. To minimize erosion, the project would adhere to the *New York State Standards and Specifications for Erosion and Sediment Control* (August 2005), and the Best Management Practices (BMPs) developed by the NYSDEC as described in *Reducing Impacts of Stormwater Runoff from New Development* (1993).

An erosion and sediment control plan would be prepared as part of a Storm Water Pollution Prevention Plan (SWPPP) required by the NYSDEC State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity (GP-0-10-001). The erosion and sediment control plan would include measures to control erosion and sedimentation in accordance with the *New York State Standards and Specification for Erosion and Sediment Control*.

Erosion and sediment control measures would be installed prior to beginning other land disturbances and would not be removed until the disturbed land areas are stabilized. Such practices include seeding or mulching for surface stabilization, silt fences, haybale dikes, and water quality swales. Maintenance would be performed as necessary to ensure continued stabilization.

All erosion and sediment controls described in the SWPPP would be installed prior to construction activities and would remain until final stabilization, unless specifically noted. By implementing these methods and working with existing grades, where feasible, no significant adverse impacts are anticipated.

Traffic

Project construction may cause some temporary, short-term increased local truck traffic due to the delivery and removal of construction materials and equipment from the project Site. It's anticipated that most construction equipment and deliveries would be from the existing curb cut off Community Drive. On-site staging areas would be used during construction for loading and unloading of materials to avoid off-site impacts.

Hazardous Materials

The Site is part of the Brownfield Cleanup Program overseen by NYSDEC. Prior to commencement of construction activities, NYSDEC-approved environmental investigation will be conducted. Any remedial action will also be approved by NYSDEC and New York State Department of Health. If during construction, staining, odors, or other evidence of environmental impacts are noted by field personnel, appropriate measures will be taken to avoid a hazard to human health or the environment. These measures may include appropriate testing and/or remediation or monitoring to assure that the construction workers, the public, abutting uses and the environment are not adversely affected by the construction activities. Any federal, State, and local agencies that are required to be notified will be notified in a timely manner. With these measures, no significant adverse impacts are expected to occur during construction.

Air Quality

Possible significant adverse impacts on local air quality during construction of the Proposed Project from fugitive dust (particulate) emissions from vehicles traveling on unpaved surfaces; mobile source emissions, including hydrocarbons, nitrogen oxide, and carbon monoxide emissions from construction worker and delivery vehicles; and construction equipment operation would be avoided. The number of worker and truck trips would be below levels that would cause concern for mobile source air emissions. Standard techniques, such as wetting of soil piles and vehicular speed restriction when traveling over exposed soils, would minimize the potential for fugitive dust. The impacts on air quality would not be significant.

Noise and Vibration

Construction noise is regulated by the U.S. Environmental Protection Agency's noise emission standards for construction equipment. These federal requirements mandate that certain classifications of construction equipment and motor vehicles meet specified noise emission standards and that construction material be handled and transported in such a manner as not to create unnecessary noise. These regulations would be carefully followed.

As per Subsection 38-3 of the Town of North Hempstead Noise Code, noise disturbances are prohibited from construction activities, i.e., "the erection, including excavation, demolition, alteration or repair, of any building, and the operating or permitting the operation of any tools or equipment used in such work" between the hours of 6:00 PM and the previous day to 7:30 AM on weekdays. Construction activities are restricted on weekends and legal holidays with the exception for cases of emergencies that are of concern for public safety. Overall, noise and vibration impacts are not anticipated to be significant and would not be permanent.

1.6 Alternatives Analysis

In addition to the Project Sponsor's Proposed Project, this DEIS evaluates the following alternatives to the Proposed Project.

NO ACTION ALTERNATIVE

In the No Action Alternative, the Proposed Project (construction of a 72-unit senior residence complex) would not be approved and project construction would not occur. It is assumed in this alternative that the site would continue to be vacant. The No Action Alternative does not meet the needs of the project developers or the Town's goals for the area, which is to meet a need for redevelopment of underutilized Town property, and generation of tax revenue as well as increased employment opportunities.

AS-OF-RIGHT ALTERNATIVE

For the purpose of this alternative plan analysis, review of the Town Code requirements of Residence C District (R-C) was conducted. As per Article VI of the Town Code, one (1) single family residence per 5,000 square feet is allowed within the R-C zoning district. As the site is 3.19 acres, this proposed As-of-Right alternative would yield 27 single-family residences.

1.7 Involved Agencies

Involved/interested agencies are those agencies that either have jurisdiction to approve the action, to issue certain permit or permits associated with the action, or wish to participate in the review process because of their concern about the proposed action. The following involved and interested agencies have been contacted and/or notified of the project under SEQR:

- Town Board – Town of North Hempstead

- Nassau County Planning Commission
- Nassau County Department of Health
- Nassau County Department of Public Works
- Town of North Hempstead Department of Public Works
- Nassau County Fire Marshall
- Manhasset-Lakeville Fire Department
- New York State Department of Environmental Conservation

1.8 Approvals

In addition to SEQRA review, it is anticipated that the following permits and agency approvals will be required to implement the Olive Hill at Manhasset development.

- Town of North Hempstead Town Board - Change of Zone/Site Plan Approval
- Town of North Hempstead Board of Zoning Appeals – Area Variances Approval
- Nassau County Department of Health – Sanitary Connection and Sewer Connection; Backflow Prevention Permit
- Nassau County Department of Public Works – 239F Permit approval for proposed curb cut and Stormwater Review
- New York State Department of Environmental Conservation – SPDES permit and Stormwater Pollution Prevention Plan (SWPPP)

2.0 PROJECT DESCRIPTION

2.1 Introduction

This Draft Environmental Impact Statement has been prepared in accordance with New York State Environmental Quality Review Act (SEQR) requirements and its implementing regulations at 6 NYCRR Part 617 and pursuant to a Positive Declaration issued by the Town Board of the Town of North Hempstead. G&G Acquisitions, LLC is the sponsor of the proposed change of zone application to permit the construction of an age-restricted (Senior) affordable residential development on a 3.19-acre parcel within a proposed Senior Residence (R-S) District located on the west side of Community Drive, south of High Street, in the hamlet of Manhasset, Town of North Hempstead, Nassau County, New York (Nassau County Tax Map parcels: Section 2, Block 347, Lots 16 and 17)(herein referred to as the “Site”).

Historically, the Long Island Lighting Company (LILCO) owned and utilized the subject property circa 1936 to 1973 for the storage of natural gas and its distribution to off-site locations. The Site was developed with an aboveground spherical gas holding tank (aka Manhasset Hortonsphere), a pump house and four unattached buildings. In circa 1970, LILCO had dismantled and removed the Manhasset Hortonsphere along with the associated buildings and appurtenances. Since the removal of these structures, the Site has been vacant and not utilized for any purpose. During the 1970s the soil was “reworked” with some trees cleared from the Site. The Site has since become overgrown with trees and vegetation. Mount Olive Baptist Church, located at the physical address of 43 High Street, had acquired the property in 1973 from LILCO and is the current owner of the Site. It is the intention of G&G Acquisitions, LLC. (the “Applicant”) to acquire and develop the subject property into a senior housing use.

A Phase I Environmental Site Assessment (ESA) was performed at the Site by PS&S in April 2013. The findings of the investigation revealed Recognized Environmental Concerns (RECs) that included the potential for on-site soil and groundwater contamination (refer to Section 8.0 Hazardous Materials for a fuller discussion). In October 2014, the New York State Department of Environmental Conservation (NYSDEC) accepted the subject property, identified as “Mount Olive Former LILCO Site”, ID#C1301822 into the NYSDEC Brownfield Cleanup Program (BCP).

The subject property currently remains vacant and underutilized and is zoned Residence C (R-C) District. The proposed action comprises of a change of zone from RC District to RS District site plan approval, and 2 area variances, which are identified below.

- Minimum Parking Stall Size
- Retaining Wall Height

The Town of North Hempstead is proposing to adopt a zoning text amendment of Article X1: Senior Residence District. Specifically, Subsection 70-95.5.A of the Town of North Hempstead Code is proposed to allow for a reduction of the required 5 acre plot minimum to a 2 acre plot minimum for a senior residence development to occupy. As such, the proposed action requested herein, complies with this new requirement.

In addition, the Town of North Hempstead Town Code (§70-95.1.C) proposed text amendment states: “Developments which utilize Federal housing programs administered by the New York State Housing Finance Agency & New York State Homes & Community Renewal which provide housing tax credits for the Project shall designate developments as 55 and older in order to comply with all Fair Housing regulations as stated in Section §807(b)(2) of the Fair Housing Act in accordance with the following:

1. At least 80 percent of the occupied units are occupied by at least one person who is 55 years age or older.
2. The housing facility or community publishes and adheres to policies and procedures that demonstrate the intent required under this subparagraph of the Fair Housing Act
3. The housing facility or community complies with rules issued by the Secretary for verification of occupancy, which shall provide for verification by reliable surveys and affidavits; and include examples of the types of policies and procedures relevant to a determination of compliance with the requirement of clause. (2) Such surveys and affidavits shall be admissible in administrative and judicial proceedings for the purposes of such.”

The Olive Hill at Manhasset development is proposed as a senior independent-living facility and will be comprised of 72 affordable and market rate residential units, including, 48 610-square foot one-bedroom units and 24 775-square foot two-bedroom units. All of the 72 residential units are proposed to be occupied for age-restricted seniors (55 years and older) and will therefore conform to the new requirement stated above.

The Olive Hill at Manhasset residential building also comprises a community room and an exercise room on the first floor. In accordance with Subsection 70-95.10 of the Town Code, a passive recreation and open space (0.17-acre) is provided on the northwestern portion of the Site.

Parking, consisting of a total of 97 parking spaces (including 6 handicap parking spaces) will be provided within a ground level, open garage and an outdoor parking lot (situated adjacent to the southern and central portions of the Olive Hill at Manhasset residential building).

The proposed Olive Hill at Manhasset development would be accessed primarily via an access point on Community Drive. The existing traffic signal located at the intersection of Community Drive and East Community Drive (opposite the Site to the east) will be modified to provide traffic control at the Site. A proposed bidirectional single lane driveway extending from the Community Drive access point to the parking areas of the Olive Hill at Manhasset development is configured within the northeastern portion of the Site. Emergency vehicles will have access on the subject property via an access point with a 20-foot crash gate on High Street to a 20-foot wide emergency fire lane (comprised of a grass paver system) installed along the rear yard of the subject building.

The Olive Hill at Manhasset development will be connected to the existing sewer main provided and serviced by the Great Neck Water Pollution Control Plant (WPCP) located on High Street. Water service will be connected to the water main provided and serviced by the Manhasset

Lakeville Water District. Stormwater will be managed through an on-site drywell collection system.

2.2 Goals and Objectives of the Project

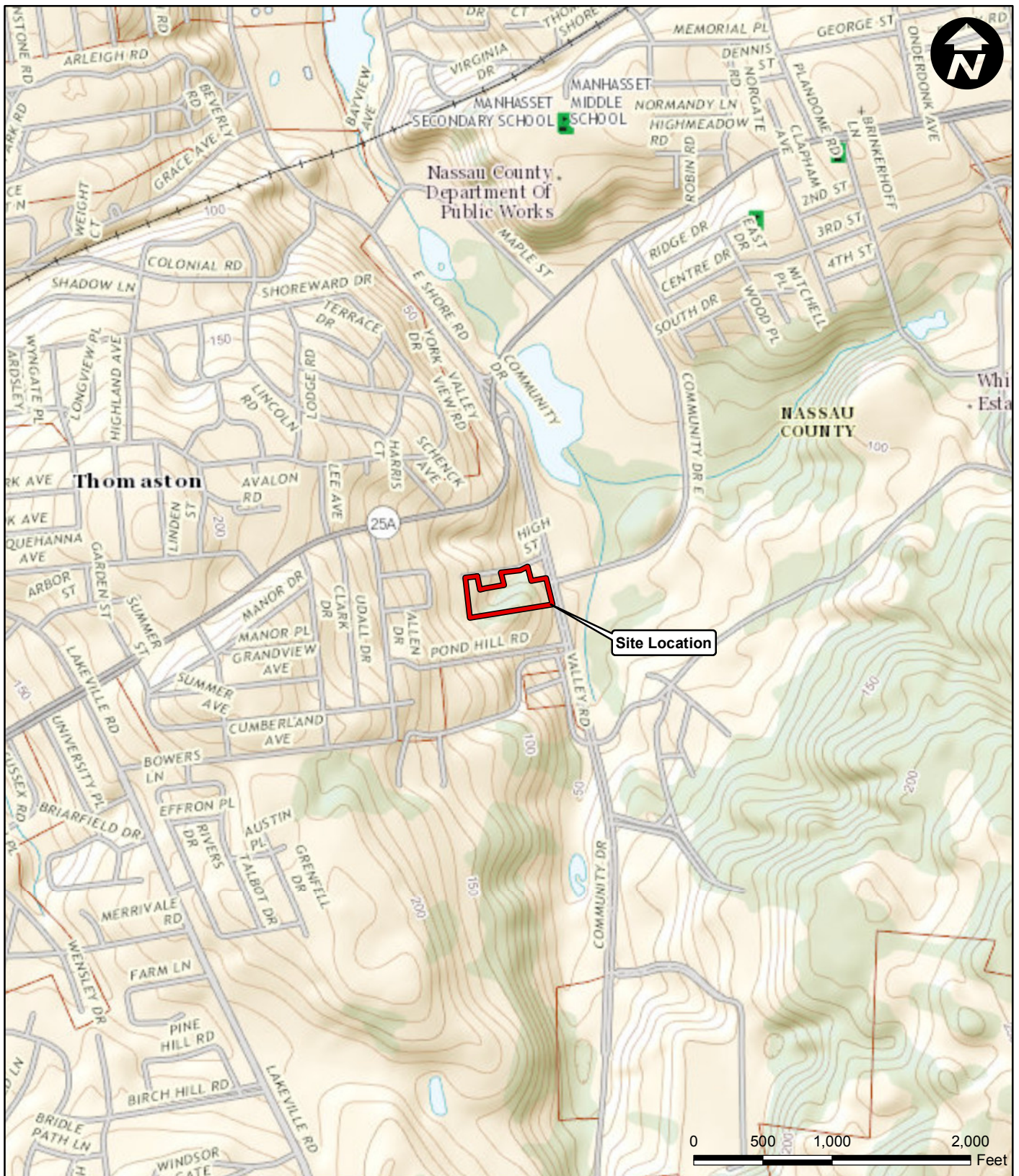
The principal objective of the project, as discussed above, is to convert a 3.19-acre parcel of vacant and underutilized land to provide a 72-unit age restricted (senior) residential development pursuant to the proposed R-S District as set forth in the Town of North Hempstead Code.

Based upon review of Article X1 of the Town of North Hempstead Code, the purpose of the R-S District is to provide “specialized housing facilities for senior citizens to meet the special housing, health care, social and recreational needs of this segment population”. In addition, the Nassau County Comprehensive Plan (1998) identifies a main goal for housing concerns in Nassau County is to “maintain an adequate supply of housing to meet anticipated needs affordably, additional housing units will need to be developed and/or redeveloped in the coming years.” Furthermore, the 2008 Master Plan Update for Nassau County, further addresses the significant concern for the need to support an increase in senior affordable housing: “In an effort to promote affordable housing opportunities for seniors who want to remain in their communities, but are no longer willing or able to reside in single-family homes, several of the towns, cities and villages in the County have amended their zoning codes.” Specifically, as discussed in the Zoning Review of the 2008 Master Plan Update, the Town of North Hempstead adopted senior housing districts as an incentive to building senior housing.

The Olive Hill at Manhasset development will be developed to meet the marketplace demands for increased living space and affordable housing needs addressed by the Town of North Hempstead’s Senior Residence District and the housing goals and policies identified in the 1998 Nassau County Comprehensive Plan.

The senior residential units will be made affordable through G&G Acquisitions LLC utilizing Federal and State tax credit financing.

In addition, the Site was accepted into the NYSDEC BCP in October 2014 (NYSDEC #C130182) in order to cleanup and prepare the Site for future redevelopment. Present soil and groundwater contamination at the Site is further discussed in Section 8.0 of this DEIS. Cleanup efforts will prevent or limit exposure of any hazardous contaminants to humans, the environment or natural resources. Prior to construction, appropriate environmental investigation and testing (if and as necessary) will be undertaken. If a remedial action is required, such action will be coordinated with the governmental agencies with jurisdiction with respect to such issues. Any hazardous waste materials encountered will be removed by an appropriate licensed hazardous material waste transporter, registered with the NYSDEC and disposed of at an approved hazardous waste disposal facility. Further discussion pertaining to the Brownfield status of the Site and handling of potential hazardous waste material is provided in Section 8.0 of this DEIS. Construction information is provided in below as well as discussed further in Section 17.0 of this DEIS.



Legend

 Property Boundary



1305 FRANKLIN AVENUE
SUITE 302
GARDEN CITY, NEW YORK 11530
PHONE: (516) 512-7300

USGS SITE LOCATION MAP
Olive Hill at Manhasset
43 High Street, Manhasset
Nassau County, New York

Sources:
1. USGS, US Topo, The National Map
Sea Cliff Quad, 2013
STATE PLANE COORDINATES
E 1065772
N 224970

Drawn By: BR

Scale: 1" = 1,000'

Project No. 03624.0001

Chk'd By: AB

Date: 9/19/2014

Figure No. 1

2.3 Site Locations

As indicated above, G&G Acquisitions, LLC, seeks to construct an age-restricted (Senior) affordable residential development on a 3.19-acre parcel of land located on the west side of Community Drive, in the hamlet of Manhasset, Town of North Hempstead, Nassau County, New York. See Figure 1 – USGS Site Location Map. The property proposed for development is located 148-feet proximate to the southwest corner of the intersection of High Street and Community Drive. The subject property primarily comprises of natural vegetation (i.e., trees and shrubs) and a small depreciated asphalt surface area on two tax parcels, as identified by Nassau County Tax and Land Map as Section 2, Block 347, Lots 16 and 17 (refer to Figure 2 – Aerial Map and Appendix B for the Survey of the Site).

2.4 Design and Layout

The proposed Olive Hill at Manhasset development will include a three-story, L-shaped building that comprises 72-units (including 48 one-bedroom units and 24 two-bedroom units) and one community room, (refer to the Site Plan provided in Appendix C of this DEIS). The proposed development will also comprise of 97 parking spaces, of which 6 handicap parking spaces will be provided. Of the total number of parking spaces, 44 parking spaces (inclusive of 2 handicap parking spaces) will be located within an open parking garage, under the southern portion of the proposed building (11,803±-square feet). The remaining 53 parking spaces (inclusive of 4 handicap parking spaces) will be designated in an outdoor parking area (16,183±square feet), configured adjacent to the central and southern portions of the building. A turn-around is provided at the west end of the parking lot located in front of the proposed Olive Hill at Manhasset building.

A new 24-foot wide, bidirectional single lane access driveway from a proposed access point on Community Drive (on the eastern portion of the Site), will provide ingress and egress to both parking areas and the entrance to the residential building. Although presently, the intersection of Community Drive and Community Drive East is signalized, this traffic signal will be modified to be aligned with the main access point of the site. Retaining walls will be placed along the main access drive as well as along the central-north, west and south sides of the property. Evergreen screening will be installed along the proposed retaining walls. In addition, there will be a 23-foot wide landscaped buffer zone along the north side of the property that will provide a natural screen for the proposed development and the existing single-family residential homes that front High Street. An emergency access point with a 20-foot wide crash gate will be installed on High Street to provide access to an emergency fire lane situated along the west side of the building.

Pedestrian friendly walkways within the parking areas, landscaped and open areas will also be included in the proposed action. Approximately 0.26-acres of landscaping will remain in its natural state within the eastern portion of the site. Approximately 1.48-acres of new landscaping will be installed (refer to Table 3-3 of this DEIS for the Plant list types and Landscape Plan provided in Appendix D). Of the 1.48-acres of landscaping, approximately 0.17-acres will be dedicated as passive open space for the residents.



Legend

 Property Boundary



1305 FRANKLIN AVENUE
SUITE 302
GARDEN CITY, NEW YORK 11530
PHONE: (516) 512-7300

AERIAL MAP
Olive Hill at Manhasset
43 High Street, Manhasset
Nassau County, New York

Sources:
1. Nassau County Orthoimagery, NYS Office of Information Technology Services, GIS Program Office, 2013.

Drawn By: BR

Scale: 1" = 200'

Project No. 03624.0001

Chk'd By: AB

Date: 9/19/2014

Figure No. 2

Given the configuration of the subject property of the proposed residential building located on the western and southern portion of the Site and the driveway traversing from the southern parking lot towards Community Drive, the overall development has been designed to maximize the preservation of vegetation and open space. New plantings have been strategically located to provide a natural screen to protect view of the proposed building from nearby residences and Community Drive.

2.5 Aesthetics and Community Character

The subject property is vacant, underutilized and predominantly in natural vegetation consisting of trees, overgrown grasses and weeds. Photographs of the subject property and the surrounding neighborhood are provided in Appendix E. Being that the Site has been vacant since approximately 1970, it has been subject to dumping and illegal trespassing. Views of the Site from Community Drive are of the existing trees, including many fallen trees, along with utility poles and overhead wiring that traverse along the east side of Community Drive. From High Street, the views of the site are obstructed from existing residential structures, and associated fencing and landscaping with the exception of the northwest portion of the Site which includes a depreciated asphalt area (0.006-acres), trees, overgrown grass and weeds.

The Site is predominantly located within a residential development that includes single-family dwellings, two-family dwellings, and apartment buildings surrounded by mixed commercial uses, community facilities and parklands which are situated along Community Drive and Northern Boulevard. Aesthetic resources in the surrounding area primarily include Manhasset Valley County Park, Whitney Pond Park.

The proposed development will enhance the community aesthetics and promote a beneficial use to the community. Creating a new land use at the Site would significantly reduce, if not eliminate, dumping of miscellaneous debris and illegal trespassing. Existing landscaping will provide a natural screen of the Site from Community Drive. Additional evergreen screening will be provided along the proposed retaining walls and southern parking lot. Ornamental and landscaping will be installed along the perimeter of the building and within the parking lot islands.

DeLaCour, Ferra & Church Architects, PC prepared floor plans and an elevation of the proposed Olive Hill at Manhasset development (refer to Appendix F of this DEIS). Based on review of the Front Exterior Elevation Drawing, the proposed senior residential building is three stories and similar in style and structure to other residential developments in the vicinity of a ½-mile, i.e., Spinney Apartment complex (refer to Appendix E of this DEIS for photographs of same). The overall subject property and proposed building thereon conform to the character of traditional neighborhood setting of Manhasset.

A detailed description of the existing land use of the Site and community is provided in Section 3.0 of this DEIS.

2.6 Construction and Operation

A preliminary construction schedule for the proposed development. The proposed development will be constructed in a single phase that is expected to begin 2015 and completed in 18 months, in 2016. The general construction sequence is listed in Section 17.0 of this DEIS.

2.7 Approvals and Permits

In addition to SEQRA review, it is anticipated that the following permits and agency approvals will be required to implement the Olive Hill at Manhasset development.

- Town of North Hempstead Town Board - Change of Zone/Site Plan Approval
- Town of North Hempstead Board of Zoning Appeals – Area Variances Approval
- Nassau County Department of Health – Sanitary Connection and Sewer Connection; Backflow Prevention Permit
- Nassau County Department of Public Works – 239F Permit approval for proposed curb cut and Stormwater Review
- New York State Department of Environmental Conservation – SPDES permit and Stormwater Pollution Prevention Plan (SWPPP)

3.0 LAND USE, ZONING AND PUBLIC POLICY

3.1 Introduction

The proposed action consists of a change of zone to allow the redevelopment of a 3.19 acre parcel located in the hamlet of Manhasset, Town of North Hempstead. A land use, zoning and public policy study was conducted of the subject property, the adjacent properties and other properties that are located within a ½-mile radius of the Site and is presented below.

3.2 Existing Conditions

LAND USE

Current Land Use of Subject Property

The subject property comprises of a 3.19±-acre tract of land, located on the west side of Community Drive, south of High Street in the hamlet of Manhasset, Town of North Hempstead, Nassau County, New York. (NCTM No. Section 2, Block 347, Lots 16 and 17). The site plan is included as Appendix C of this DEIS.

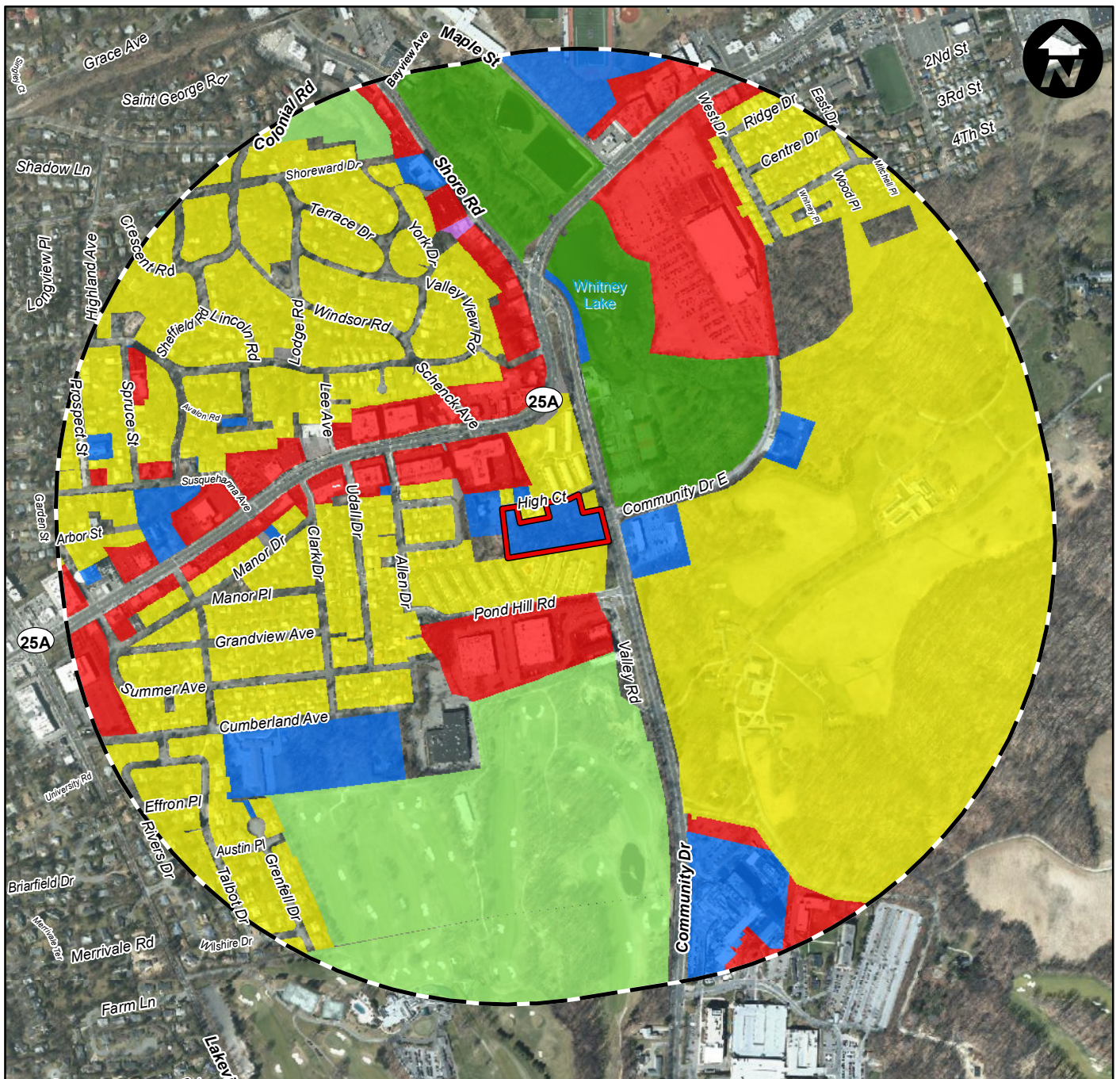
Presently, the subject property is approximately 3.19 acres in land area, predominantly occupied by natural vegetation (woodland, shrubs, grass and weeds) and is undeveloped with a sloping topography. The topographic gradient at the Site slopes to the east-northeast. The northwestern portion of the Site includes a dilapidated asphalt paved surface area (0.006 acres) with grass. The Site Plan and photographs of the subject property are provided in Appendix C and E of this report, respectively.

A summary of the significant site data is provided in Table 3-1.

Surrounding Area

The property is generally bounded by: three residential dwellings and High Street to the north; an abandoned residential building and Community Drive (a major north-west thoroughfare in Manhasset) to the east; Spinney Hill Apartment Complex to the south; and Hagedorn Community Center to the west (refer to the ½-mile radius Land Use Map depicted as Figure 3). Photographs of the surrounding area are provided in Appendix E of this report.

The remaining predominant land uses of the community within a ½ mile radius of the subject property are as follows:



Legend

- Property Boundary
- Half-Mile Radius
- Commercial
- Residential
- Community Services
- Wild, Conservation Lands and Public Parks
- Recreation and Entertainment
- Vacant Land
- Industrial




<p>Sources:</p> <ol style="list-style-type: none"> 1. Land Uses from Base Map Copyright, 2010, County of Nassau, New York. 2. Nassau County Orthoimagery, NYS Office of Information Technology Services, GIS Program Office, 2013. 	 <p>1305 FRANKLIN AVENUE SUITE 302 GARDEN CITY, NEW YORK 11530 PHONE: (516) 512-7300</p>	<p>LAND USE MAP Olive Hill at Manhasset 43 High Street, Manhasset Nassau County, New York</p>	
<p>Drawn By: BR</p> <p>Chk'd By: AB</p>	<p>Scale: 1" = 900'</p> <p>Date: 9/19/2014</p>	<p>Project No. 03624.0001</p> <p>Figure No. 3</p>	

TABLE 3-1 Existing Site Areas		
Impervious Area	Acres	Percentage of Site
Roads/Buildings	0	0%
Other Paved Surfaces	0.006	20%
Pervious Area		
Forested	3.0	94%
Meadow/Grassland	0.184	5.80%
Agriculture	0	0%
Surface Water Features	0	0%
Wetlands	0	0%
Non-vegetated (bare rock, earth, fill)	0	0%
Other (gravel)	0	0%
Total	3.19	100%

North

Residential and commercial properties are situated along the south side of Northern Boulevard (New York State Route 25A), west of Community Drive. Commercial properties primarily occupy the north side of Northern Boulevard, west of Community Drive. This area is followed by a large residential development along with three commercial properties and four community services uses, inclusive of the Thomaston Water Tank (5 Summer St.). Located along the west side of Shore Road are commercial properties and a community service use. Opposite these properties, on the east side of Shore Road, is Manhasset Valley Park which is bounded by Northern Boulevard to the south and Maple Street to the east. A community service facility and commercial development are located east of the Maple Street. East of Community Drive and south of Northern Boulevard are: Whitney Pond Park, followed by a commercial district and a residential district.

East

Whitney Pond Park is located on the east side of Community Drive and is bounded generally by Community Drive East to the south and east. Nassau County Police Station, 6th Precinct is located on the southeast corner of the intersection of Community Drive and Community Drive East, opposite the Site. Situated along the south side of Community Drive East (further east of the Site) are the Manhasset Lakeville Fire department and Macys Department Store, respectively. East of Macy's Department Store is a residential development.

South

Directly south of Spinney Hill Apartment Complex are: Pond Hill Road, the Julian and Israel Waldbaum Dialysis Center, Highfield Gardens Care Center and the Fresh Meadow Club. Residential properties are primarily situated southwest of the Site. South-southeast of the Site is a large residential development located on the east side of Community Drive. Further south and along the east side of Community Drive are commercial properties and North Shore University Hospital.

West

West of the Hagedorn Community Center is a large residential development followed by commercial properties and a community services use that are situated along Northern Boulevard (NYS Route 25A).

ZONING

The existing development property is zoned R-C District shown on the Town of North Hempstead Zoning Map (see Figure 4).

As per Chapter 70, Article VI, Section 44 of the Code of the Town of North Hempstead, the R-C District allows for the construction of the following, but not limited to:

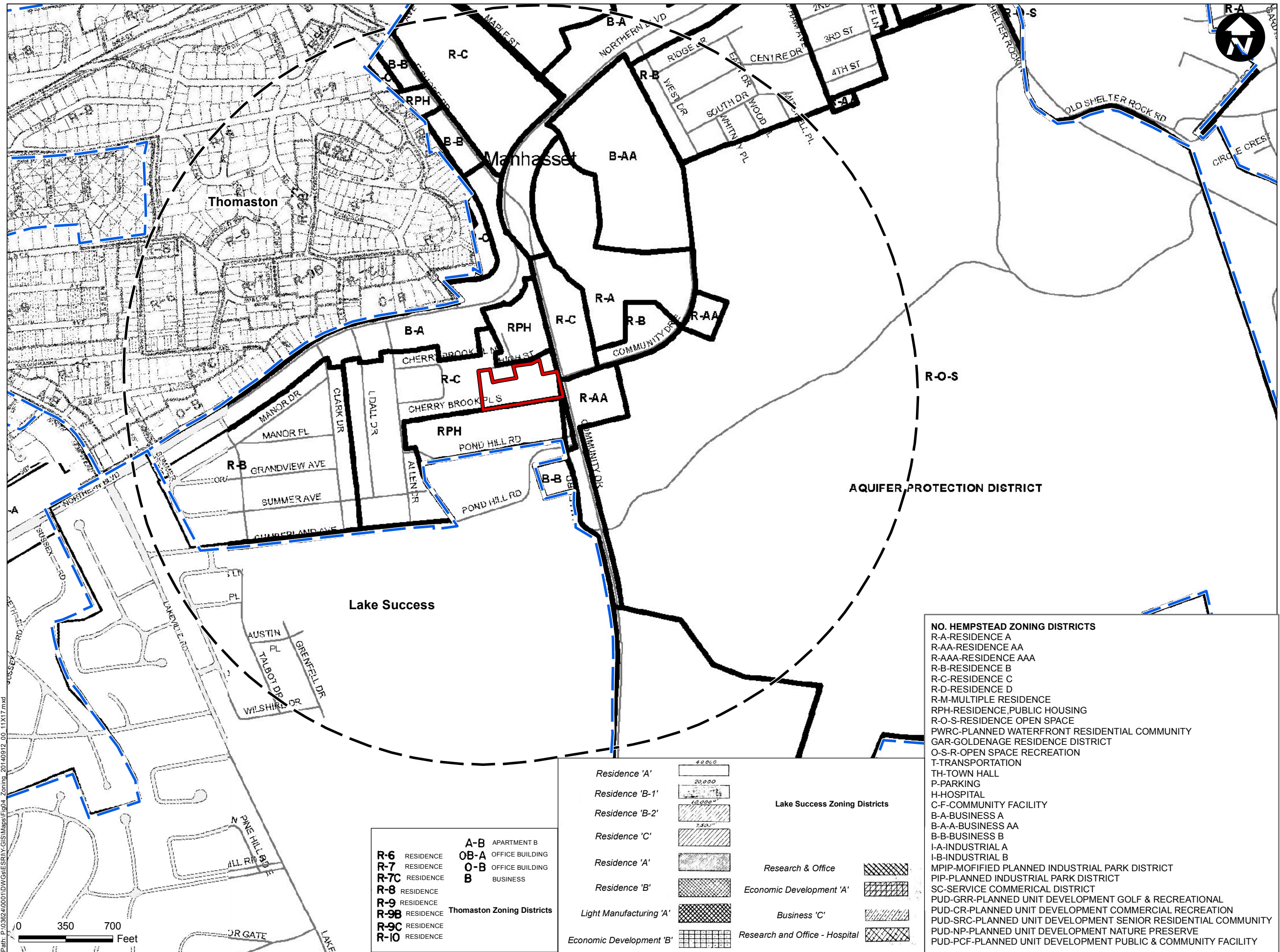
Permitted Uses Residence C District (R-C): two-family detached dwellings, single family dwellings, and telephone exchanges. In addition, R-C District allows for all permitted uses set forth in Article II applicable to R-AAA Districts and Article III applicable to R-AA Districts.

Permitted Uses in the Residence AA District (R-AA): including a single-family detached dwelling; church or other building used exclusively for religious purposes; agriculture; private garage (detached or attached or within the main building); accessory use on the same lot and customarily incidental to aforementioned uses; professional office of a doctor, dentist, lawyer, teacher, artist, architect, engineer, accountant, ophthalmic dispenser or musician (provided that the office is located in the dwelling thereof); outdoor pool, and a care taker unit.

Permitted Uses in the Residence AAA District (R-AAA): including, a regularly organized institution of learning approved by the State Board of Regents and supported by public funds; a public library, public art gallery, public museum, municipal or volunteer firehouse, municipal park for recreation use or railway passenger station; parish house or parochial school; other accessory building or structure conforming to the provisions of Article XI of the code.

The existing zoning regulations for the vacant subject property are generally summarized in Table 3-2.

FIGURE 4 – Zoning Map



Legend

- Property Boundary
- Village Boundary
- Half-Mile Radius

Sources:
 Zoning Map, Town of North Hempstead Zoning Areas 1, 2, & 3, Planning Department, Town of North Hempstead, Nassau County, New York, dated March 18, 2014. Official Zoning Map of Lake Success, Situated at Lake Success, Nassau County, NY, prepared by Charles E. Ward, revised 1985. Zoning Map, Village of Thomaston, George M. Raymond Associates, Inc., October, 1993.



67A MOUNTAIN BOULEVARD EXT.
 P.O. BOX 4039
 WARREN, NEW JERSEY 07059
 PHONE: (732) 560-9700
 CERTIFICATE OF AUTHORIZATION NO. 24GA28032700

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 ALL DIMENSIONS SHALL BE AS NOTED IN WORDS OR NUMBERS ON THE CONTRACT. THESE CONTRACT DRAWINGS CONTAIN DATA INTENDED SPECIFICALLY FOR THE NOTED PROJECT AND CLIENT. THEY ARE NOT INTENDED FOR USE ON EXTENSIONS OF THIS PROJECT OR FOR ISSUE ON ANY OTHER PROJECT.
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PROJECT TITLE

Olive Hill at Manhasset
 43 High Street, Manhasset
 Nassau County, New York

SHEET TITLE

Zoning Map

PROJ. NO. 03624.0001

DATE 9/15/2014
 DRN. BY BR
 CHK. BY AB
 SCALE 1" = 700'

FIGURE NO. 4

NO. HEMPSTEAD ZONING DISTRICTS

- R-A-RESIDENCE A
- R-AA-RESIDENCE AA
- R-AAA-RESIDENCE AAA
- R-B-RESIDENCE B
- R-C-RESIDENCE C
- R-D-RESIDENCE D
- R-M-MULTIPLE RESIDENCE
- RPH-RESIDENCE PUBLIC HOUSING
- R-O-S-RESIDENCE OPEN SPACE
- PWRC-PLANNED WATERFRONT RESIDENTIAL COMMUNITY
- GAR-GOLDENAGE RESIDENCE DISTRICT
- O-S-R-OPEN SPACE RECREATION
- T-TRANSPORTATION
- TH-TOWN HALL
- P-PARKING
- H-HOSPITAL
- C-F-COMMUNITY FACILITY
- B-A-BUSINESS A
- B-A-A-BUSINESS AA
- B-B-BUSINESS B
- I-A-INDUSTRIAL A
- I-B-INDUSTRIAL B
- MPIP-MODIFIED PLANNED INDUSTRIAL PARK DISTRICT
- PIP-PLANNED INDUSTRIAL PARK DISTRICT
- SC-SERVICE COMMERCIAL DISTRICT
- PUD-GRR-PLANNED UNIT DEVELOPMENT GOLF & RECREATIONAL
- PUD-CR-PLANNED UNIT DEVELOPMENT COMMERCIAL RECREATION
- PUD-SRC-PLANNED UNIT DEVELOPMENT SENIOR RESIDENTIAL COMMUNITY
- PUD-NP-PLANNED UNIT DEVELOPMENT NATURE PRESERVE
- PUD-PCF-PLANNED UNIT DEVELOPMENT PUBLIC & COMMUNITY FACILITY

Thomaston Zoning Districts

R-6	RESIDENCE	A-B	APARTMENT B
R-7	RESIDENCE	OB-A	OFFICE BUILDING
R-7C	RESIDENCE	O-B	OFFICE BUILDING
R-8	RESIDENCE	B	BUSINESS
R-9	RESIDENCE		
R-9B	RESIDENCE		
R-9C	RESIDENCE		
R-10	RESIDENCE		

Lake Success Zoning Districts

Residence 'A'		Research & Office	
Residence 'B-1'		Economic Development 'A'	
Residence 'B-2'		Business 'C'	
Residence 'C'		Research and Office - Hospital	
Residence 'A'			
Residence 'B'			
Light Manufacturing 'A'			
Economic Development 'B'			

Path: P:\03624\0001\DWG\GIS\ESR\NY-GIS\Mapas\Fig04_Zoning_20140912_00_11X17.mxd

TABLE 3-2 Bulk Dimensional Requirements for Existing Use (Vacant)		
Regulation Description	Required	Required
Residence C District (R-C)	Single-Family Dwelling	Two-Family Dwelling
Front Yard Setback	25 feet	25 feet
Rear Yard Setback	15 feet	25 feet
Side Yard Setback (2 side yards)	5 feet	12 feet
Minimum Lot Area	5,000 square feet	10,000 square feet
Maximum Building Height	30 feet (2 ½ stories)	30 feet (2 ½ stories)
Maximum Building Area	35 percent	35 percent
Residence AA	Single Family Dwelling	Other Main Building
Front Yard Setback	35 feet	35 feet
Rear Yard Setback	20 feet	25 feet
Side Yard Setback (two side yards)	15 feet	25 feet
Minimum Lot Area	14,000 square feet	14,000 square feet
Maximum Building Height	30 feet (2 ½ stories)	45 feet (3 stories)
Maximum Building Area	20 percent	20 percent
Residence AAA		
Front Yard Setback	40 feet	40 feet
Rear Yard Setback	25 feet	25 feet
Side Yard Setback (2 side yards)	20 feet	25 feet
Minimum Lot Area	20,000 square feet	20,000 square feet
Maximum Building Height	30 feet (2 ½ stories)	45 feet (3 Stories)
Maximum Building Area	15 percent	15 percent

*with exception of a church spire or belfry.

Zoning within a ½-mile radius of the surrounding the subject property is as follows. The properties to the north of the subject property are situated within the Residence Public Housing (RPH) District, Residence C (R-C) District, Residence A (R-A) District, Business A (B-A) District, Business AA (B-AA) District, C District, and Residential B (R-B) District, as per Town of North Hempstead Zoning Map. Also north are properties classified within the Office Building (O-B) District, Residence Districts R-7, R-7C, R-9, R-9B, R-9C, and Business (B) District as designated by the Incorporated Village of Thomaston Zoning Map. Properties to the west of the property are located within Residence A District, as per the Incorporated Village of Lake Success Zoning Map. Zoning to the east and southeast of the subject property are designated within the Residence C (R-C) District, Residence AA (R-AA) District, Residence A (R-A) District, Residence B (R-B) District, and Aquifer Protection Overlay (APO) District according to the Town of North Hempstead Zoning Map. Zoning to the south of the subject property includes a parcel classified within the Residence C (R-C) district (as per the Town of North Hempstead Zoning Map), followed by properties designated within the Economic Development ‘A’ District, Residence C District and Residence A District (as per the Inc. Village of Lake Success Zoning Map).

PUBLIC POLICY

As part of the evaluation of public policy in this DEIS, a review of relevant comprehensive plans that affect the proposed development proposed herein was conducted. This review included the *1998 Nassau County Comprehensive Plan* and the *Nassau County Comprehensive Plan Update 2008: Trend Analysis* identify goals for all levels of government, the private-sector, not-for-profits and County’s residents to participate in supporting the existing and future growth and development of Nassau County. Nassau County is in the process of preparing a draft comprehensive plan, the Draft 2010 Nassau Comprehensive Plan, which has yet to be adopted. Below, are the topics contained in the *1998 Nassau County Comprehensive Master Plan* and the *Nassau County Comprehensive Plan Update 2008: Trend Analysis*, that apply to the proposed project described herein.

1998 Nassau County Comprehensive Plan

Land Use

The overall goal for this chapter is to promote a balanced pattern of land use that encourages the concentration of future development in established areas with adequate infrastructure and facilities, so as to make efficient utilization of the transportation network, preserve the County’s environmental and scenic resources, and revitalize the downtown Centers.

Environmental Resources

The main Environmental Resources goal is to protect and preserve the County’s critical natural resources, including the wetlands, aquifers, shorelines, water bodies, open space, significant vegetation and natural preserve. The second goal is to protect the quality and quantity of the County’s groundwater and surface water resources. The third goal is to encourage the proper

orientation, maintenance and improvement of the wastewater treatment plants in the County. The fourth goal is to promote additional recycling and support reliable options for disposal of non-recyclable solid waste. The final

Environmental Resources goal is to support the timely clean-up of contaminated sites and the proper disposal of hazardous materials.

Transportation

The Transportation chapter discusses the issues of transit service and options, travel demand management, roadway network and capacity, access management, journey to work, transit oriented development, pedestrians, bikeways, ferry service, goods movement, and commuter rail service.

The first Transportation goal in this chapter is to enhance the availability and efficiency of mass transit options in order to improve the air quality, reduce the number of single occupancy vehicles provide convenient service to residents and commuters, and reduce traffic congestion. The second Transportation goal is to maintain the function and improve the capacity of the roadway network to serve a variety of transportation purposes. The third goal is to support opportunities for alternative forms of transportation. The fourth goal is to develop transportation improvements which will enhance competitiveness for Nassau County's transportation, distribution, and production firms affecting local communities. The final Transportation goal is to support safety and efficiency improvements planned for the LIRR service which are designed to benefit local residents and employees to and from Nassau County.

Housing

Review of the Nassau County Comprehensive Plan reveals that the availability of desirable housing is an important factor in Nassau County's ability to accommodate a population of business leaders, entrepreneurs, different types of workers, civic and community volunteers, single persons and families of all ages and other residents. To maintain an adequate supply of housing to meet anticipated needs affordably, additional housing units will need to be developed and/or redeveloped in the coming years. An increasing proportion of seniors, living longer, are likely to have mobility or self-care limitations and need housing with access to caretakers and other supportive services, shopping and community facilities. According to the 1998 Nassau County Comprehensive Plan, "during the time period between 1960 and 1990, the number of residents age 65 and older grew by 126%. More recent figures from the U.S. Census Bureau indicate that the number of residents age 65 and older is continuing to increase. Nassau County's fastest growing age-cohort over the past 35 years has been those residents 85 years of age and older."

The first major Housing goal is to encourage a diversified housing supply that includes new residential construction, preservation and improvements of existing stock, and reuse of vacant or underutilized buildings. The second major Housing goal is to provide greater rental and homeownership opportunities for County residents. The third goal of the Housing Chapter is to

identify obstacles to housing access in the County and efforts to make changes, as well as opportunities to better understand housing market conditions and trends.

Economy

The Economy chapter discusses the County's economic base; business growth and diversification; downtowns and Centers; tourism and waterfront development; as well as training and education.

The first Economy goal is to strengthen the County's economy by encouraging economic development activities which will provide jobs, increase the tax base, ensure a stable land use pattern, and diversify the County's employment sectors. The second goal is to sustain efforts to provide training and education which will produce skills required for the present and future labor force. The last goal of the Economy chapter is to support initiatives which are targeted at strengthening and improving the County's downtowns and Centers.

Nassau County Comprehensive Plan Update 2008

The Nassau County Charter calls for a Master Plan Update every five years. A 2003 Update of the adopted December 1998 Nassau County Comprehensive Plan revealed that many changes occurred since 1998. The economy was affected by a recession, housing prices and values increased significantly and public dissatisfaction with the operations of Nassau County government led to the election of a new County Elective in 2001.

In 2008, the Nassau County Master Plan Update Trends Analysis was released and indicated it developed a strategic vision plan, a "New Suburbia" which capitalizes on all of the things that residents love about Nassau County and recognizes and addresses challenges that negatively impact the quality of life.

The basic principles of New Suburbia are:

Support and Promote Industries:

1. High-Tech/High-Skilled Industry
2. Sports, Entertainment & Tourism
3. Next Generation and Senior Housing

Target Development in Growth Areas

1. Downtown revitalization – Cool Downtowns
2. Brownfield Redevelopment – 105 acres at Bethpage
3. Emerging Minority Communities
4. The Nassau "Hub"

Invest in Infrastructure Improvements

1. Transportation
2. Open Space
3. Schools

The 2008 Master Plan Update provides an overview of current conditions in Nassau County and describes major initiatives that are both planned and in progress.

In an effort to promote affordable housing opportunities for seniors who want to remain in their communities, but are no longer willing or able to reside in single-family homes, several of the towns, cities and villages in the County have amended their zoning codes. Specifically, as discussed in the Zoning Review of the 2008 Master Plan Update, the Town of North Hempstead adopted senior housing districts as an incentive to building senior housing.

3.3 Potential Impacts of the Proposed Project

The existing Land Use and Zoning requirements of the Town of North Hempstead are designed to accommodate inevitable growth as well as provide insurance that the Town's beauty, character and quality are maintained.

LAND USE

The proposed development activity would result in the conversion of a vacant, natural vegetated tract of land. Construction of the proposed 72 unit senior housing development with associated parking area and walkways will result in the physical alteration i.e., clearing and grading, of the 3.19±-acre site (refer to Grading and Utilities Plan included as Appendix G of this report).

Approximately 2.93±-acres of overgrown trees, grass, shrubs and the dilapidated asphalt paved surface area will be removed.

As previously discussed in Section 2.0 of this DEIS, the proposed senior housing development comprises a three-story, L-shaped building (60,450 gross square feet), sited along the western and southwestern portion of the subject property. The proposed senior housing development will take full advantage of the special characteristics of the sloping property by strategically siting the structures and landscaping.

A ground level, open garage within the southern wing of the subject building and an adjacent parking lot will be provided with an access drive that extends from the parking lot to a main access point on Community Drive. The Town Code requires the dimension of a parking stall size to be 10-feet wide by 20-feet long while the proposed parking stall dimensions are designed as nine-feet by 18-feet long. Therefore, as part of the proposed action, an area variance for the proposed parking stall size is required.

Adequate parking on-site will be available for residents, workers and visitors. Refer to Section 9.0 of this DEIS for detailed parking information for additional traffic information. Site lighting will provide adequate lighting for site parking that will be dark sky compliant.

A traffic signal located at the intersection of Community Drive and Community Drive East will be modified to be aligned with the site's proposed main access point on Community Drive to optimize traffic flow and improve safety. A second access point located on High Street will be provided for emergency access only.

There will be a 23-foot wide landscaped buffer zone along the north side of the property that will provide a natural screen for the proposed development and the existing single-family residential homes that front High Street.

New ornamental landscaping will be installed along the perimeter of the building and evergreen screening, i.e., Serbian spruce and Chinese Juniper, will be installed adjacent to the retaining walls. Typically, these evergreen plantings will reach a height of 60 feet and 25 feet, respectively. In addition, a landscaped passive recreation area (7,500± square feet) that will include sitting benches is designated adjacent to the residential building in the northwest portion of the Site. Additional plantings of shade trees and evergreens will be planted strategically along the access drive and parking lot as a screen to minimize the visual impacts of the proposed project.

As shown in the table provided below and illustrated on the Landscape Plan provided in Appendix D of this DEIS, the following types of trees and plants will be installed on the Site.

**TABLE 3-3
Proposed Plant List**

Quantity	Botanical Name	Common Name	Size (Diameter)	Remarks	Height (feet)
					Spread (feet)
Shade Trees					
10	Acer rubrum 'Red Sunset'	Red Sunset Red Maple	4"-5"	Deciduous	50 20'-35'
10	Prunus x yedoensis	Yoshino Cherry	4"-5"	Deciduous	25' 10'-20'
3	Cornus florida 'Cherokee Sunset'	Cherokee Sunset Flowering Dogwood	4"-5"	Deciduous	20'-30' 20'-30'
4	Tilia Cordata 'Corinthian'	'Corinthian' Linden	4"	Deciduous	50'-70' 15' Narrow
3	Zelkova serrate 'Green Vase'	Green Vase Japanese Zelkova	2 ½"-3"	Deciduous	50'-60' 40'50'
Evergreen Trees					
34	Juniperus chinensis 'Hetzii Columnaris'	Upright Hetzi Chinese Juniper	6'-10'	Evergreen	10'15' 6'-8'
37	Picea omrika	Serbian Spruce	6'-7'	Evergreen	60' 15'
32	Thuja Occidentalis 'Nigra'	Wintergreen Pyramidal Eastern Arborvitae	6'-7'	Evergreen	20'-30' 5'-10'
Shrubs					
80	Ilex crenata	Soft touch Japanese Holly	24"-30"	Evergreen	2'-3' 4'
70	Clethra alnifolia	Hummingbird Summerset Clethra		Deciduous	2 ½' - 3 ½' 3'-4'
40	Cornus sericea 'Flaviramea'	Yellowtwig Dogwood	5 Gal.	Deciduous	6' 7'-9'
30	Cornus sericea 'Cardinal'	'Cardinal' Dogwood	5 Gal.	Deciduous	5'-6' 6'
22	Hydrangea 'Snow Queen'	'Snow Queen' Hydrangea	3 Gal.	Deciduous	3' 3'
21	Hydrangea Macrophyllia 'Nikko blue'	Nikko Blue Bigleaf Hydrangea	3 Gal.	Deciduous	4'-5' 4'-5'
137	Ilex crenata	'Green Luster' Holly	30"-60"	Evergreen	3'-4' 6-8
119	Ilex verticillata	Common Winterberry	3'-4- Height	Deciduous	4'-6' 6'
95	Juniperus scopulorum 'Wichita Blue'	'Wichita Blue' Juniper	5'-6'	Evergreen	15'-18' 4'-5'
21	Juniperus scopulorum	Skyrocket	5' Height	Evergreen	15'

TABLE 3-3 Proposed Plant List						
Quantity	Botanical Name	Common Name	Size (Diameter)	Remarks	Height (feet)	
					Spread (feet)	
	(virginiana)'Skyrocket'	Juniper			2'-3'	
128	Prunus laurocerasus 'Schipkanensis'	'Skip' Common Laurelcherry	18"-14"	Evergreen	6'-7'	
					6'-10'	
87	Rosa X Radcon Pink	Dark Pink Knockout Rose	15"	Deciduous	2'-3'	
					3'	
84	Rose Flower Carpet Pink	Pink Carpet Rose	2 Gal.	Evergreen		
42	Rhododendron x 'Scintillations'	Scintillation Rhododendron	18"-24"	Evergreen	4'-6'	
					5'	
14	Syringa x hyacinthiflora 'Excel'	'Excel' Lilac	7 Gal.	Deciduous	8'	
					6'	
16	Spiraea x bumalda 'Anthony Waterer'	Anthony Waterer Spirea	24"	Deciduous	3'-4'	
					4'-5'	
28	Viburnum plicatum Tomentosum 'Mariesii'	Mariesi Doublefile Viburnum	7 Gal.	Deciduous	6'-8'	
					8'-10'	
Perennials and Ornamental Grasses						
145	Astilbe x thunberii 'Straussenfeder'	'Straussenfeder' Astilbe	3 Gal.			
145	Coreopsis Jethro Tull	Jethro Tull Coreopsis	3 Gal.	Rose/pink flowers	9"-15"	
					Spreads freely	
145	Rudbeckia Fulgida 'Gold Strum'	'Gold Strum' Black Eyed Susan	1 Gal.			
50 Flats	Pachysandra terminalis	Japanese Pachysandra	2 ¼"	Evergreen	6"	
					6"-12"	

Table 3-4 contains a summary of the related site information, discussed above, for the proposed action and the net changes to occur as a result of the development.

TABLE 3-4 Existing and Proposed Site Areas and Net Changes						
	Existing		Proposed		Net Change	
	Acres	% of Site	Acres	% of Site	Acres	% of Site
Impervious Area						
Roads/Buildings	0	0%	1.34	42%	+1.34	+42%
Other Paved Surfaces	0.006	0.20%	0.11	4%	+0.104	+3.8%
Pervious Area						
Forested	3.0	94%	0.26	8%	-2.74	-86%

**TABLE 3-4
Existing and Proposed Site Areas and Net Changes**

	Existing		Proposed		Net Change	
Meadow/Grassland	0.184	5.80%	0	0%	-0.184	-5.80%
Agriculture	0	0%	0	0%	0	0%
Surface Water Features	0	0%	0	0%	0	0%
Wetlands	0	0%	0	0%	0	0%
Non-vegetated (bare rock, earth, fill)	0	0%	0	0%	0	0%
Other (landscaping)	0	0%	1.48	46%	+1.48	+46%
Total	3.19	100%	3.19	100%	3.19	100%

The proposed Olive Hill Apartments development will not be detrimental to the surrounding land uses, i.e., residential, commercial or parks. The development of the Olive Hill Apartments predominantly conforms to the existing character of the existing residential uses immediately in the vicinity of the Site.

Creating a new land use at the Site would significantly reduce, if not eliminate, dumping of miscellaneous debris and illegal trespassing. Converting the property to a senior housing development as envisioned by the site development plan would complement and benefit surrounding land uses.

In addition, the proposed senior development would generate a small daytime population, expanding the number of potential patrons for commercial and community service uses along Community Drive, Community Drive East and Northern Boulevard.

ZONING

The proposed action described herein includes a request for a change of zone of the subject property from the R-C district to the R-S District to allow for the construction of senior housing development.

According to Chapter 70, Article VI, Section 95 of the Code of the Town of North Hempstead, permitted uses in the R-S District include the following: senior independent-living facilities, senior congregate-living facilities, senior-living facilities, nursing homes, senior day-care centers. Accessory uses include: community meeting rooms; library; convenience retail, barber and beauty shops; snack bar and gift shops; group dining rooms; medical offices, limited to use by residents, with no visible sign announcing their presence; physical therapy and exercise rooms, limited to use by residents; outdoor active and passive recreation space.

The R-S District zoning regulations and the compliance of the proposed action are summarized in Table 3-5.

TABLE 3-5 Bulk Dimensional Requirements for Proposed Olive Hill at Manhasset Site			
Senior Residence District Regulation Description	Required	Proposed	Compliance
Front Yard Setback (Community Drive)	None	276.3 feet	Yes
Rear Yard Setback	None	35 feet	Yes
Side Yard Setback (North)	None	25 feet	Yes
Side Yard Setback (South)	None	29 feet	Yes
Perimeter Buffer Area	15 feet	23.1 feet	Yes
Minimum Plot Lot Area (not less than 2 acres)	40/Acre ¹	22.6 Units/Acre	Yes
Floor Area (Min. FA/Unit/Max. FA/Unit)	600/1,600 square feet	650 sq. ft./1 bedroom unit, and 775 sq. ft./ 2 bedroom unit	Yes
Parking Number	49	97	Yes
Parking Stall Size	10 feet by 20 feet	9 feet by 18 feet	No
Maximum Principal Building Height	45 feet (3 Stories)	41.5 feet (3 Stories)	Yes
Maximum Accessory Building Height	12 feet (One Story)	N/A	N/A
Maximum Building Area	35 percent	15 percent	Yes

¹ As per §70-95.5.B of the Town of North Hempstead Zoning Code, a 25% density bonus shall be available for senior independent-living facilities, where such units are provided as affordable senior citizen facilities as defined in §70-231.

TABLE 3-5 Bulk Dimensional Requirements for Proposed Olive Hill at Manhasset Site			
Senior Residence District Regulation Description	Required	Proposed	Compliance
Outdoor Amenity Space (50 square feet per dwelling unit)	3,600 sq. ft. ¹	7,500 sq. ft.	Yes
Retaining Wall Height within a Residential Zoning District	5 feet	9 feet	No

As indicated in the above tables, the following list provides the specific variances being requested, as part of proposed action.

- Minimum parking stall size of 9 feet by 18 feet.
- Maximum Retaining wall height of 9 feet.

PUBLIC POLICY

As described above, the 1998 Nassau County Comprehensive Plan contains goals and recommendations to protect Nassau County’s natural resources and to provide support of the existing and future growth and development of Nassau County while maintaining and enhancing the quality of life. The relevant policy recommendations that pertain to the proposed project and the proposed action’s consistency with the 1998 Nassau County Comprehensive Plan is presented below.

Land Use

Policy Recommendation III.12 – *Support the adaptive re-use of vacant and industrial properties, along with the related infrastructure to meet the needs of businesses and other land uses while resulting in positive community benefits from the redevelopment.*

The proposed action would result in the redevelopment of a vacant property that was formerly owned and utilized by LILCO circa 1936 to 1973 for the storage of natural gas and its distribution to off-site locations. In addition, the Site was accepted into the NYSDEC BCP in October 2014, (NYSDEC #C130182), to cleanup and prepare the Site for future redevelopment. Cleanup efforts will prevent or limit exposure of any hazardous contaminants to humans, the environment or natural resources.

Therefore, the proposed Olive Hill at Manhasset development would be consistent with this policy recommendation.

² Based on the proposed development of 72 senior residential units (50 square feet x 72 units= 3,600 square feet).

Environmental Resources

Policy Recommendation III.20 – Support efforts by State, Federal and local agencies to coordinate, monitor, and fund the remediation of hazardous waste sites in Nassau County.

Policy Recommendation III.21 – Encourage the adaptive reuse and/or redevelopment of brownfield sites in Nassau County.

Policy Recommendation III.22 – Enforce applicable regulations for the proper disposal of hazardous materials.

As discussed above and within this DEIS, the proposed action would result in the redevelopment of a vacant property that was formerly owned and utilized by LILCO circa 1936 to 1973 for the storage of natural gas and its distribution to off-site locations.

In October 2014, the NYSDEC accepted the subject property, identified as “Mount Olive Former LILCO Site”, ID#C1301822 into the NYSDEC BCP to cleanup and prepare the Site for future redevelopment.

The Applicant is prepared to the extent reasonable and appropriate, to confirm and analyze the extent of the problem, notify involved regulating agencies – Nassau County Department of Health and NYSDEC - and take immediate steps (within regulated and approved means) toward its remediation for residential use. Contaminated soils above residential use criteria will need to be excavated and disposed of off-site. Subsurface features that would affect construction plans will be immediately brought to the attention of the Town Building Department to determine whether or not construction plans need to be amended. Therefore, the proposed Olive Hill at Manhasset development would be consistent with this policy recommendation.

Transportation

Policy Recommendation IV.8 – Identify opportunities for access management in the County, such as, restricting the minimum distance between driveways; controlling the design and location of median openings and driveways; incorporating feeder roads between sites; synchronizing signals; and limiting new signalized sections.

As a result of the proposed action, the existing traffic signal at the intersection of Community Drive and Community Drive East will need to be modified to facilitate full signalized access to and from the Site. In addition, there will be modifications made to the existing pavement markings. This would control the existing approaches as well as the proposed Site access. All traffic signal and intersection modifications will require approval from the Nassau County Department of Public Works. Therefore, the proposed Olive Hill at Manhasset development would be consistent with this policy recommendation.

Policy Recommendation IV.9 - Enhance and improve the visual quality of roadways through landscaping, quality signage and design features.

Approximately 0.26-acres of landscaping will remain in its natural state within the eastern portion of the Site along the property's frontage on Community Drive. This area will be supplemented with new plantings of deciduous type shrubs (i.e., pink carpet rose and Anthony Waterer spirerea) at the main entrance along with additional types of shrubs and shade trees (i.e., Yoshino Cherry trees) that flank the sloped access driveway. The development will also remove the many fallen trees and clean up garbage that is accumulating on the Site. Therefore, the proposed Olive Hill at Manhasset development would be consistent with this policy recommendation.

Housing

Policy Recommendation V.1

Encourage appropriate housing to locate in areas close to shopping, community facilities, services and transportation facilities.

The project location on the west side of the intersection of Community Drive and Community Drive East is an optimal location for the proposed development as it provides residents close access to shopping and community facilities and transportation facilities located along Community Drive, Community Drive East as well as Northern Boulevard. As a senior development, it is beneficial that the project is located within a half mile of the North Shore University Hospital. Additionally, the project is located in an area with other multifamily developments. Therefore, the proposed Olive Hill at Manhasset development would be consistent with this policy recommendation.

Policy Recommendation V.5 - Support increased rental housing development suitable for senior citizens, and for households of various sizes and income levels, consistent with the character of Nassau County.

The proposed action will convert vacant land to a senior residential complex consisting of 72 affordable and market rate rental units. As such, the proposed Olive Hill at Manhasset development would be consistent with this policy recommendation.

4.0 COMMUNITY FACILITIES AND SERVICES

4.1 Introduction

This section focuses on the existing community facilities within a half-mile of the Site and how they may be affected by the proposed project. Letters were sent to local facilities to confirm that they have the capacity to serve the Site. PS&S also requested that any applicable applications, forms, or costs be identified by the facility to aid in planning purposes.

4.2 Existing Conditions

The proposed project will utilize the existing community facilities and services that serve the surrounding community. Table 4-1 provides a list of the existing community facilities and services located within a 1/2-mile of the subject Site.

TABLE 4-1 Community Facilities and Services Within 1/2-Mile of Site	
Community Facility/Service	Provider
Police Protection	Nassau County Police Dept. 6 th Precinct; Thomaston Police Dept.; Lake Success Police Dept.
Fire Protection	Manhasset-Lakeville Fire Dept.
Medical Services	North Shore University Hospital
Utilities – Gas	National Grid
Utilities – Electric	Long Island Power Authority
Public Water Supply	Manhasset-Lakeville Water District
Solid Waste Disposal	Private Carter
Sewer District	Great Neck Water Pollution Control
Mass Transit	Nassau Inter-County Express (NICE) Bus; Long Island Rail Road
Recreational Facilities and Parks	Whitney Pond Park; Fresh Meadow Country Club; Thomaston Park; Manhasset Valley County Park; Great Neck Park District dog park reserve
Educational Facilities	Manhasset School District; Great Neck Community School; Great Neck School District

4.3 Potential Impacts of the Proposed Project

The proposed project will impact some of the existing community services, due to the growth in population. Letters were submitted to local community facilities and services, requesting confirmation on whether or not they have the capacity to serve the Site and no additional expansion of the facilities is required. Copies of these requests are included in Appendix H. Pertinent information received from local community facilities and services will be provided upon receipt under separate cover subsequent to the submission of this DEIS.

FIRE AND POLICE PROTECTION

Although increased traffic and population associated with the proposed project may increase the number of calls and length of response times from the Nassau County Police Department 6th Precinct, it is not anticipated that the department will have objections to the project. Similarly, the Manhasset-Lakeville Fire Department may experience an increase in the number of calls, but it is not anticipated that the department will have objections to the project.

MEDICAL SERVICES

North Shore University Hospital is likely to experience a small increase in the number of calls and visits due to the increase in population. No adverse impacts are expected to be associated with the proposed project.

UTILITIES

National Grid, PSEG Long Island, Manhasset-Lakeville Water District and Great Neck Water Pollution Control District presently serve the project Site. No adverse impacts are expected to be associated with the proposed project.

MASS TRANSIT

Presently, there are approximately 11 mass transit stops within a ½ mile radius of the Site. Mass transit is provided by Nassau Inter-County Express Bus, also referred to as the “NICE” Bus. This is the local bus system serving Nassau County, parts of western Suffolk County and eastern portions of Queens. The Long Island Railroad (LIRR) Manhasset station is located approximately 1 mile northeast of the Site. The LIRR Great Neck station is located approximately 1.1 miles northwest of the Site. It is not anticipated that there will be any adverse impact to the local mass transit. Due to ample on-site parking, it is not likely that residents will use mass transit on a regular basis.

RECREATION AND PARKS

Recreation facilities are likely to experience a minor increase in participation and the number of visitations. As such, this is not expected to be an adverse impact.

EDUCATIONAL FACILITIES

The proposed project will not impact local schools. A senior independent living facility is designated for senior citizens at the age of 55 and over and their spouses only. No school-aged children are permitted to live in any of the units. Manhasset School District includes public schools for students from kindergarten through 12th grade. Great Neck Community School is a non-profit nursery school for children in the pre-kindergarten age group up to four years old.

POTENTIAL IMPACTS OF THE PROPOSED PROJECT

Although the proposed project may potentially increase the demand on existing community services, the Town of North Hempstead's community services have the resources to accommodate the proposed development without exceeding their capacity.

5.0 SOCIOECONOMIC CONDITIONS

5.1 Introduction

As a senior housing development, the proposed action would impact demographic and housing conditions in the area. It may create an added demand for community services and will also generate additional tax revenue. This section analyzes the socioeconomic conditions pertaining to the following areas:

- Population;
- Housing;
- Local economic activity and tax revenues;
- Public services;
- Employment; and
- Environmental justice.

Since socioeconomic impacts reach beyond the immediate Project Site, the Study Area for the socioeconomic analysis includes the Project Site and the area within a ½ mile radius of the Site. The study area includes Block Group 1, Census Tracts 3009 and Block Groups 1, 2 and 5, Census Tract 3018. This Socioeconomic section discusses information available from the United States Census Bureau online databases.

5.2 Existing Conditions

POPULATION

Population data was obtained from the most recent available census data collected in 2010. Population of towns within a half mile radius of the Project Site is identified in Table 5-1. The hamlet of Manhasset, where the Project Site is located, has the largest population of senior citizens age 65 and older. The population of Manhasset and the surrounding towns is likely to increase in the future, necessitating the need for additional residential developments. The U.S. Census Bureau indicates that the percentage of the persons 65 years and older in 2012 in Nassau County was 15.8%, approximately 0.5% more than the percentage of persons 65 years and older in 2010. Although this change is relatively small, the percentage of persons 65 years and older is anticipated to increase.

HOUSING

Currently the Site provides no housing for the community, since it is a vacant site. Based on a review of the 2010 U.S. Census data, there are more than half as many owner-occupied homes as there are renter-occupied housing units. As the cost to care and maintain for a home rise, the need for townhomes or apartments consequently increases. Affordable senior housing developments are limited in the area surrounding the Proposed Project.

TABLE 5-1 2010 Population Data				
	Nassau County	Lake Success	Manhasset	Thomaston
Total Population	1,339,532	2,934	8,080	2,617
Population 65 years Old and Over	204,681	968	1,498	429
Minority Population*	591,496	1,070	3,116	927

Source: U.S. Census Bureau, 2010 Demographic Profile Data, accessed June 18, 2014.

*The U.S. Census data indicates a member of a minority population as a member of the following population groups: American Indian or Alaskan Native, Asian, Native Hawaiian or Pacific Islander, Black/African American, not of Hispanic origin or Hispanic/Latino.

LOCAL ECONOMIC ACTIVITY

The Comprehensive Annual Financial Report for the Year Ended December 31, 2012 (CAFR) of the Town of North Hempstead, New York presents the most recent available financial data for North Hempstead. As discussed in this CAFR, North Hempstead was named one of CNN Money Magazine’s “100 Best Places to Live” due in part to the Town’s economic stability. In 2009, the Town was ranked second in CNN Money Magazine’s “Best Places to Live for a Healthy Retirement” and 12th on CNN Money Magazine’s “Top-Earning Towns in America” in 2010.

Based on the CAFR, the assets of the Town exceeded its liabilities for the end of 2012 by \$167,229,167 (total net position) and the total fund balance for the General Fund was \$9,539,108, an increase of 4.2% from 2011. The total net position increased by \$458,296 in 2012.

The total real property tax for 2012 is listed as \$68,261,387. Annual property tax information was obtained from the Nassau County Department of Assessment and is listed in Table 5-2 below:

TABLE 5-2 Recent Total General Taxes			
Tax Lot	2012	2013	2014
16-17	\$2,441.59	\$5,135.62	\$5,752.67

The Nassau County Department of Assessment combines lots 16 and 17 as one lot, i.e., Lot 16. Therefore, the above listed tax information is for both lots 16 and 17, which collectively comprise the Project Site. The Project Site, in existing conditions, provides minimal property tax revenues in comparison to the overall property tax revenues collected by the Town of North Hempstead.

The full market value as of January 2, 2014 is \$4,959,300. The assessed value is \$49,593. Program expenses for the Town of North Hempstead increased by \$8,179,585 during 2012 partly due to increases in expenses related to home and community services, culture and recreation, and public safety due to Superstorm Sandy of 2012.

The tax laws of the State of New York indicate that sales tax applies to retail sales of tangible personal property and services while use tax is applied to tangible goods and services purchased outside the State and utilized within New York State. The State applies sales and use tax to the following services:

- tangible personal property;
- gas, electricity, refrigeration and steam, and telephone service;
- selected services;
- food and beverages sold by restaurants, taverns, and caterers;
- hotel occupancy; and
- admission charges and dues.

The current sales tax rate within Manhasset is 8.625%, as well as all of Nassau County. This tax rate includes combined sales and use tax at a rate of 4.0% imposed by the State of New York as well as an additional 4.625% tax imposed by Nassau County.

PUBLIC SERVICES

Public services relating to redevelopment of a property typically include fire, police, emergency medical, education and public works. A vacant site may require police or fire services due to outside influences/users, but the actual use of the site and lack of population does not generate a specified demand for such services. Additionally, the existing conditions do not present a demand for educational services. While there may be periodic need for Public Works services associated with very specific incidents on a vacant site, for the purposes of this study, vacancy of the Project Site inherently indicates that redevelopment, additional residential and employee population and significant additional tax base will result in increased demand that renders existing conditions inconsequential.

EMPLOYMENT

Currently, the Site is vacant; therefore, the existing conditions do not require a demand for employment.

ENVIRONMENTAL JUSTICE

NYSDEC defines environmental justice as, “the fair treatment and meaningful involvement of all people regardless of race, color, national origin or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies”¹. Environmental justice works to improve communities, specifically those with minority and low-income populations, and address unequal environmental conditions. Based on a review of the NYSDEC GIS layer of Potential Environmental Justice Areas (PEJAs), the Site is located within a PEJA. To qualify as a PEJA, census block groups must have met one or more of the following criteria in the 2000 U.S. Census:

- 51.1% or more of the population are members of minority groups in an urban area;
- 33.8% or more of the population are members of minority groups in a rural area; or,
- 23.59% or more of the population in an urban or rural area have more incomes below the federal poverty level.

The minority percentage is listed as 86.4% as of the 2000 U.S. Census and the census block group is designated as urban.

5.3 Potential Impacts of the Proposed Project

POPULATION

The hamlet of Manhasset has a large population of residents over 65, which is expected to rise as baby-boomers reach retirement. Today, the oldest baby boomers are in their 60s. By the year 2030, approximately one out of five Americans will be 65 years old or older². Resources required to provide care for senior citizens will likely become exhausted and additional resources, such as homes and health care facilities will need to be constructed. According to the Applicant, the expected population of the Project, including the 4 permanent employees, is approximately 94 people.

HOUSING

As discussed previously in Section 3.2 of this DEIS, Nassau County is in the process of preparing a draft comprehensive plan, the Draft 2010 Nassau Comprehensive Plan, which has yet to be adopted. The Housing policies in the *1998 Nassau County Comprehensive Master Plan* and the *Nassau County Comprehensive Plan Update 2008: Trend Analysis*, that apply to the socioeconomic conditions of the proposed project is described below.

The December 1998 Nassau County Comprehensive Plan (1998 Comprehensive Plan) prepared by the Nassau County Planning Commission, describes the future vision for Nassau

¹ NYSDEC “Environmental Justice.” <http://www.dec.ny.gov/public/333.html>

² History.com “Baby Boomers” <http://www.history.com/topics/baby-boomers>

County in regard to land use, environmental resources, transportation, housing, economy, recreation and community facilities. The 1998 Comprehensive Plan indicates that the future vision for Nassau County includes redevelopment of vacant or underutilized properties. The first major housing goal is to “encourage a diversified housing supply that consists of new residential construction, preservation and improvement of the existing stock, and reuse of vacant or underutilized buildings.” The Housing chapter of the 1998 Comprehensive Plan stresses the importance of using vacant and underused properties for residential purposes as well as creating more rental opportunities for Nassau County residents, specifically senior citizens. Nassau County is looking to promote a variety in housing opportunities to serve different needs and income levels. The Site, located near transportation, shopping and various community facilities, is a prime location to facilitate the goals of the 1998 Comprehensive Plan. Furthermore, as discussed in the Zoning Review section of the 2008 Master Plan Update, the Town of North Hempstead adopted senior housing districts as an incentive to building senior housing.

The conversion of the former Mount Olive LILCO site to a senior residential complex will serve as a benefit to the community. Senior residential units will be made affordable by utilizing New York State and Federal tax credit financing. In order to be eligible for housing tax credits, a minimum of 20% of the units must be affordable to seniors making 60% of the area median income (AMI) (defined for Long Island as the "Nassau-Suffolk HUD Metro FMR Area"). For the one and two bedroom units proposed as part of Olive Hill at Manhasset development, 60% of the AMI would be approximately \$50,460 and \$56,760 respectively. The Project will also include market rate units, the exact number of which will be contingent on available financing options.

PUBLIC SERVICES

Local Economic Activity

The redevelopment of a previously vacant Site results in beneficial economic impacts and often an overall benefit to the community. The Proposed Project would increase local and State income and sales tax revenue for the Town of North Hempstead. Moreover, the 1998 Comprehensive Plan aims to encourage development activities that will provide jobs, increase the tax base and ensure a stable land use pattern.

As part of the proposed action described herein, the Applicant has expressed its intention of utilizing a fair and reasonable Payment-in-lieu-of-Taxes (PILOT) with the source of same to be determined subsequent to Site Plan Approval. The PILOT will provide revenue to the appropriate governmental entities for municipal services, such as, for example, police and fire protection. The proposed PILOT payments described herein are to be negotiated by the Applicant with the Town of North Hempstead. The purpose for providing PILOT payments to the Town will contribute significantly more revenue than expenses incurred for municipal services utilized by the project since the interior of the facility and associated appurtenances will be maintained by the Site owner.

EMPLOYMENT

The Applicant estimates a total of 75 to 90 jobs to be created during the construction phase of the Proposed Project. An estimate of 4 permanent jobs is expected to be created from this senior housing development.

ENVIRONMENTAL JUSTICE

The results of the screening indicate that the Site is located within an environmental justice area. Since the Site is currently vacant with no associated use or population, the change in land use would not have a direct impact on minority populations as it does not directly displace persons or remove a public use. It is possible that the Proposed Project would include a population that is defined as a PEJA, but it will not adversely affect this population. Further, the potential employment opportunities, tax generation and housing benefits would only assist in developing and improving the community.

The minority percentage is listed as 86.4% as of the 2000 U.S. Census and the census block group is designated as urban.

6.0 VISUAL QUALITY AND COMMUNITY CHARACTER

6.1 Introduction

This section considers the effects of the Proposed Project on the visual character of the Site and surrounding community within an approximate half mile radius of the Site. To determine any visual effects of the Proposed Project, this section describes the existing visual characteristics as well as sensitive receptors that may be affected. Overall, mitigation methods are proposed for the project to provide sufficient Site coverage for surrounding properties

6.2 Existing Conditions

Views of the Site are not dominated by any specific structure in the area. Due to its high elevation, views from the Site are exceptional. Whitney Pond Park and the neighboring towns of Lake Success, Thomaston and North Hempstead, are within view of the Site. The Site is not utilized. Typical land uses within a half mile radius include commercial, residential, recreation and parkland. Being that the Site has been vacant since approximately 1961, it has been subject to dumping and illegal trespassing. Creating a new land use at the Site would eliminate the dumping of miscellaneous debris and illegal trespassing. Currently, the Site does present a green space in an area that is largely developed. However, this green space is not used in a way that is beneficial to the community. The Site was accepted into the NYSDEC BCP in October 2014, (NYSDEC #C130182), to cleanup and prepare the Site for future redevelopment. Present soil and groundwater contamination at the Site is further discussed in Section 8.0 of this DEIS. Cleanup efforts will prevent or limit exposure of any hazardous contaminants to humans, the environment or natural resources. Approximately 0.26 acres of existing forested areas will remain preserved within the eastern portion of the Site in addition to new planters and trees planted throughout the Site.

6.3 Potential Impacts of the Proposed Project

The potential for visual impacts to result from the Proposed Project would be minimal. Existing wooded areas would be preserved to the extent practicable to minimize the impact on existing views of the Site. Specifically, trees along the eastern Site boundary at Community Drive will remain in place, as well as additional trees planted along the north Site boundary. Residential properties to the north and south of the Site are sensitive receptors in the immediate vicinity of the Site. There will be an approximate 23-foot wide buffer between the residential homes located on the same plot of land as the Proposed Project. The buffer will be composed of evergreen trees (with a maximum height of 60 feet) and shrubs to act as a noise and light barrier to the existing residents. Outdoor lighting will be located in the parking lot and outside of the proposed building. The height of light fixtures will not exceed 20 feet above grade, in accordance with the Town of North Hempstead Zoning Code, Chapter 70, and dark sky compliant. There will be no light spillage onto adjacent properties. The limited project features that will be visible from the surrounding neighborhood will be designed to conform to the architecture and visual integrity of nearby buildings and

landscape. Appropriate structural and vegetative designs will be incorporated to mitigate any visual impacts.

Aesthetic resources in the surrounding area include Manhasset Valley County Park, Whitney Pond Park and Whitney Lake. These resources provide scenic views of Manhasset. The Proposed Project is not anticipated to interfere with or reduce the appreciation and appearance of these local parks. Views from the parks will not be affected by the Proposed Project since the parks are heavily forested land. In addition, properties in the surrounding area are developed with similar residential apartment complexes at comparable heights.

The December 1998 Nassau County Comprehensive Plan (1998 Comprehensive Plan) prepared by the Nassau County Planning Commission, describes the future vision for Nassau County in regard to land use, environmental resources, transportation, housing, economy, recreation and community facilities. The 1998 Comprehensive Plan indicates that the future vision for Nassau County includes redevelopment of vacant or underutilized properties. The first major housing goal is to “encourage a diversified housing supply that consists of new residential construction, preservation and improvement of the existing stock, and reuse of vacant or underutilized buildings.” The Housing chapter of the 1998 Comprehensive Plan stresses the importance of using vacant and underused properties for residential purposes as well as creating more rental opportunities for Nassau County residents, specifically senior citizens. Nassau County is looking to promote a variety in housing opportunities to serve different needs and income levels. The Site, located near transportation, shopping and various community facilities, is a prime location to facilitate the goals of the 1998 Comprehensive Plan. Additionally, the 1998 Comprehensive Plan identifies the need to support clean-up efforts of contaminated sites and encourage developers to plan for brownfield redevelopment. The Site’s acceptance into the Brownfield Cleanup Program and subsequent development plans comply with the goals and visions of Nassau County.

7.0 GEOLOGY, SOILS, AND TOPOGRAPHY

7.1 Existing Conditions

GEOLOGY

The geology of the Site was obtained from the *Geology and Hydrology of Northwestern Nassau and Northeastern Queens Counties Long Island, New York* prepared by Wolfgang V. Swarzenski in 1964 and made available by the United States Geological Survey (USGS). The region surrounding the Site is underlain by the Upper Pleistocene layer, followed by Gardiners Clay, Jameco Gravel, Magothy Formation, and the Raritan Clay and Lloyd Sand Members of the Raritan Formation. The depth to bedrock around the Site property is approximately 400 feet below ground surface. The upper deposits consist of stratified beds of fine to coarse sand and gravel. Gardiners Clay is a greenish-brown clay and silt with some sand or gravel. The thickness ranges from 100 to 200 feet.

Jameco Gravel is predominately coarse sand and gravel deposited on the surface of the Matawan Group-Magothy Formation. It is a largely glacial outwash and much of it has been deposited by melt-water streams north and northwest of Long Island. The thickness ranges from 100 to 200 feet. Over pumping of the Jameco Gravel layer has led to salt water intrusion in some areas.

Beneath the Jameco Gravel lies the Magothy Formation, this forms the aquifer of Long Island. This formation consists of gray, white pink or red fine sand, sandy clay and clay. Quartz and chert are also commonly found here. This unit is more than 400 feet thick.

The Raritan Formation includes a clay member and sand member. The clay member, commonly referred to as Raritan Clay, consists of light to dark-gray, red, white and yellow clay with varying amounts of silt and clayey and silty fine sand. The Raritan Clay confines water in the underlying Lloyd Sand Member. Some wells produce some of their water from sandy zones in the upper part of the Raritan Clay Layer.

SOILS

Information regarding the Site's soils was obtained from the *Soil Survey of Nassau County, New York*, prepared by the United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS, formerly Soil Conservation Service) and dated February 1987. The Soil Survey provides a complete categorization, mapping and description of soil types found in Nassau County. Soil scientists classified soils within the survey area by recording the characteristics of the soil profiles as well as the suitability, limitations and management of soils for specified uses.


A soil map was obtained using the USDA-NRCS Web Soil Survey (refer to Figure 5 – Soils and Topography Map). The Soil Survey indicates that approximately 84% of the Site consists of primarily of Udipsamments, steep (UdE), followed by approximately 15% Urban land-

Montauk Complex (UnC) and less than 1% of Urban land (Ug). UdE is comprised of manmade areas of very sandy soils that have been exposed by excavation. UdE is very deep and well drained. It is found on back of slopes or side walls. Permeability of this soil is considered rapid. Surface runoff is categorized as rapid. According to the Nassau County Soil Survey, slope is a major limitation as a site for dwellings with or without basements, for local streets and roads and for recreation use. Controlled or unrestricted construction and grading will increase erosion. Paths or trails in narrow areas across the slope will minimize the erosion hazard.




Legend

 Project Boundary


 Elevation Contour (ft.)

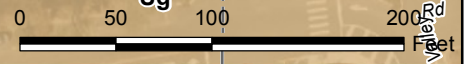
Nassau County Soils

 Pg - Pits, ground-water recharge

 UdE - Udipsamments, steep

 Ug - Urban land

 UnC - Urban land-Montauk complex, 8 to 15 percent slopes



Sources:

1. Soil Survey Geographic (SSURGO) database for Nassau County, NY, USDA, Dec. 2013.
2. Elevation contours generated from 7.5-minute Digital Elevation Model (DEM), US Geological Survey, NYSDEC.
3. Nassau County Orthoimagery, NYS Office of Information Technology Services, GIS Program Office, 2013.



1305 FRANKLIN AVENUE
SUITE 302
GARDEN CITY, NEW YORK 11530
PHONE: (516) 512-7300

SOILS AND TOPOGRAPHY MAP

Olive Hill at Manhasset
43 High Street, Manhasset
Nassau County, New York

Drawn By: JA

Scale: 1" = 100'

Project No. 03624.0001

Chk'd By: AB

Date: 9/22/2014

Figure No. 5

UnC is comprised of urbanized areas and very deep, well drained Montauk soils. It is found on the sides of strongly sloping small hills and ridges. Permeability of the soil is considered moderate or moderately rapid in the surface layer and subsoil and slow or moderately slow in the substratum. Surface runoff is categorized as medium. The erosion hazard is considered medium as well. The substratum restricts downward movement of water due to the medium permeability rate. Foundation drains would help reduce dampness and moisture from accumulating in basements.

Ug soils are located in an approximate 276 square foot portion of the Site in the northwest corner, which is utilized as a parking area for the Mt. Olive Baptist Church. This small area is mostly covered by asphalt and grass. Rapid to very rapid runoff prevents adequate discharge of runoff from intense rainstorms.

It is important to note, information conveyed in the Soil Survey of Nassau County is “general” data useful for preliminary assessments and guidelines as to the characteristics of the soil to depths of approximately 5± feet.

TOPOGRAPHY

Presently, the Site slopes gradually from its southwest corner to its northeast corner. The elevation at the Site’s northeast corner is 93 feet. The Site’s lowest elevation is 40 feet above sea level along the eastern border, adjacent to Community Drive.

Approximately 20 percent (20%) of the property can be considered relatively level, with slopes between 0 to 10%, located in the western and northern portions of the Site. A majority of the property, 60 percent (60%) is considered moderately sloped, located in the eastern and some central portions of the Site and the remaining 20 percent (20%) are steep slopes between 15 percent (15%) or greater, located in the southern and south-central portions of the Site.

The Site’s general drainage pattern consists of a northeastward overland sheet flow in the direction of Whitney Lake, located approximately 0.15 mile northeast of the Site boundary, east of Community Drive. A stormwater drainage channel traverses the property eastward, adjacent to the southern boundary of the property and then flows north at approximately 350 feet east of the western Site boundary, to a catch basin on High Street.

**TABLE 7-1
Soil Limitations**

Properties	Soil Types		
	Udipasmments Steep	Urban land-Montauk complex, 8 to 15 percent slopes	Urban Land
Symbol	UdE	UnC	Ug
Depth to Seasonable Water Table (feet)	>6.0	2.0-2.5	>6.0
Fill Material	Good	Fair: Wetness	Good
Shallow Excavations	Severe: cutbanks cave	Moderate :dense layer, wetness, slope	Severe: cutbanks cave
Dwellings with or without basements	Slight	Moderate: wetness, slope	Slight
Sewage Disposal Fields	Severe: seepage	Severe; slope, seepage	Severe; seepage
Streets and Parking Lots	Moderate: Frost Action	Moderate: Wetness, slope, frost action	Moderate: Frost action
Irrigation	Erodes Easily	Percolates slowly, rooting depth slope	Erodes easily
Lawns, Landscaping, and Golf Fairways	Slight	Moderate: slope	Slight

Source: *Soil Survey of Nassau County, New York*, USDA-SCS, 1987.

7.2 Potential Impacts of the Proposed Project

GEOLOGY

The proposed cuts for the Proposed Project will not encounter bedrock since the estimated depth to bedrock is greater than 300 feet bgs. Therefore, bedrock blasting is not anticipated to

be required. No effect on the underlying geology of the area is anticipated to result from implementation of the Proposed Project.

TOPOGRAPHY & SOILS

Of the total 3.19 acres of the Project Site, approximately 2.93 acres would be disturbed by earthwork. Approximately 12,692 cubic yards of soil will be removed for construction activities. Disturbances will include the construction of the building, new access road, surface parking and subsurface parking. A considerable amount of cut will be required for construction of the Proposed Project, primarily for the excavation of subsurface parking space. As reported in the PS&S Phase I Environmental Site Assessment (ESA) report dated June 1, 2013 in Appendix I, there are semi-volatile organic compounds (SVOCs) in the top 5 feet of soil. As such, excavated material that may be contaminated will be required to be separately disposed of off-site in accordance with all applicable regulations. Certified clean fill will be used for filling on-site. As cutting and filling occur on the Site, surficial soils will be exposed to potential erosion. As a result, the following erosion control practices consistent with the New York State Standards and Specifications for Erosion and Sediment Control (NYSDEC, 2005) will be implemented during construction of the Proposed Project:

- Keep disturbed areas to a minimum and provide temporary seeding and mulching if operations cease for more than 7 days;
- Keep topsoil stockpiles less than 35 feet high and keep the side slopes of these stockpiles at or less than a 2:1 gradient;
- Construct a crushed stone tracking pad at the points of egress and ingress for construction vehicles of each phase; and
- Place stone riprap at the outlets of storm sewer pipe networks.

8.0 HAZARDOUS MATERIALS

8.1 Introduction

The Site is included under the National Grid Multi-Site Order on Consent Index Number A1-0595-08-07 between the New York State Department of Environmental Conservation (NYSDEC) and KeySpan Gas East Corporation d/b/a KeySpan Energy Delivery Long Island, to which National Grid is the corporate successor. This Order on Consent includes 11 National Grid sites. Under the Order on Consent, the Site is referred to as the Manhasset Hortonsphere Site. In October 2014, the NYSDEC accepted the subject property, identified as “Mount Olive Former LILCO Site”, ID#C1301822 into the NYSDEC BCP.

8.2 Historical Uses of the Site

The Site was utilized for the Long Island Lighting Company (LILCO) from approximately 1936 until 1970. Structures associated with LILCO were located in the southeastern portion of the Site and included an aboveground spherical gas holding tank (aka Manhasset Hortonsphere), a pump house and four unattached buildings. LILCO stored and distributed natural gas and manufactured gas to off-site locations. Since approximately 1970 the Manhasset Hortonsphere was dismantled and removed from the Site. Since then, the Site has been vacant and not utilized for any purpose. During the 1970s the soil was “reworked” and trees were cleared from the Site. Additional trees and vegetation are visible in aerial photographs from the 1980s. The Site has since become overgrown with trees and vegetation. Mount Olive Baptist Church acquired the property in 1973 from LILCO.

8.3 Past Environmental Investigations

Reports discussed herein are summarized below. The reader is advised to consult those reports in their entirety for more detailed information and discussion.

August 2011 Final Site Characterization Report

Between 2007 and 2011, GEI Consultants Inc. (GEI) conducted a site characterization to evaluate the on-site environmental conditions in accordance with the Order on Consent Number A1-0595-08-07 (refer to Appendix I of this report). The site characterization included the sampling and laboratory analysis of surface soil, subsurface soil, stormwater sediment and groundwater. Based on the findings of the site characterization, several analytes were documented to exceed the NYSDEC Part 375 Unrestricted Use Soil Cleanup Objectives (SCO). Semi-volatile organic compounds (SVOCs) and metals including lead and chromium, were found in eight of the nine surface soil samples above the Unrestricted Use SCO, between zero and two inches below ground surface (bgs).

A total of 14 subsurface soil samples were collected at depths ranging from one to 27 feet bgs. Two samples were collected between 43 and 47 feet bgs and one sample was collected between 71 and 73 feet bgs. SVOCs and metals were detected above the Unrestricted Use SCO in all 16 of the subsurface samples. Metals exceedances in the subsurface soils include chromium, lead and mercury. Two deep subsurface samples (MS-GP-04A 45-47' and MS-

GP-05A 71-73') had exceedances of hexavalent chromium only. Five stormwater sediment samples were collected from areas of accumulated sediment in the stormwater channel that traverses the Site property, at depths ranging from 0.17 feet to 1.80 feet. All five stormwater sediment samples exhibited concentrations of hexavalent chromium that exceed the Unrestricted Use SCO and two examples exhibited exceedances of SVOCs. GEI concluded that most of the surface soil was reworked and augmented with fill between 1966 and 1976; LILCO sold the property in 1973. GEI attributes the presence of polycyclic aromatic hydrocarbons (PAHs) and lead in surface and subsurface soil samples to the reworked soils, or fill material, and dry deposition of lead from vehicle exhaust on High Street.

Ten soil vapor samples were collected from the Site. Nine samples were collected at depths up to 5 feet bgs and one sample was collected in native soil at approximately 12 feet bgs. All ten samples exhibited low levels of VOCs. Concentrations of VOCs were greater in shallow samples compared to the deeper sample collected at 12 feet bgs. Higher concentrations of VOCs were detected outside the footprint of the former Hortonsphere.

Seven groundwater samples were collected from five monitoring wells installed on-site and two Geoprobe® groundwater samplers. Groundwater was purged from each well and a sample was collected upon stabilization of field parameters. Samples were compared to NYSDEC Standards, Criteria and Guidelines (SCG) Ambient Water Quality Standards for GA Groundwater. All seven samples exceeded the SCG criteria for metals.

April 2013 Phase I Environmental Site Assessment, revised June 2013

In April 2013, PS&S conducted a Phase I Environmental Site Assessment (ESA) on the Site. The ESA report concluded that there were three Recognized Environmental Conditions (RECs) that required additional investigation. The RECs are as follows:

1. The former use of the property as a Long Island Lighting Company (LILCO) gas distribution facility is considered to be an REC. The Site is included under the National Grid Multi-Site Order on Consent Index Number A1-0595-08-07. The Site is referred to as the Former Manhasset Hortonsphere Site.
2. The presence of semi-volatile organic compounds (SVOCs) in the top 5 feet of soil as described in the *Final Site Characterization Report* on the Manhasset Former Hortonsphere Site conducted by GEI Consultants, Inc. in 2011, is considered to be an REC. The reported concentration of SVOCs and the metals, lead and chromium, exceeded NYSDEC Unrestricted Use and Residential Use Soil Cleanup Objectives (SCOs). According to the report, contamination was only found in areas where fill material was added to the Site. In addition, groundwater samples exhibited high levels of several metals including lead, chromium and arsenic.
3. Based on long-term uncontrolled site access and observed evidence of municipal waste and petroleum automotive containers (power steering fluid, motor oil), uncontrolled waste disposal is considered to be an REC.

8.4 Potential Impacts of the Proposed Project

Based on the above referenced previous site investigations, on-site contamination at the existing concentrations would not allow for the construction of structures for residential use without remedial oversight. In July 2014, G&G Acquisitions, LLC filed a NYSDEC BCP Application for the subject property, identified as “Mount Olive Former LILCO Site”, ID#C1301822 and was accepted into the BCP in October 2014. Under NYSDEC oversight, the Site will be full investigated, a remedial plan designed. Community outreach and communication under the BCP has commenced and will continue throughout the BCP process.

The cleanup action will be protective of the both the on and off-site community and the environment and will be implemented with both NYSDEC and New York State Health Department oversight. When the cleanup activities are complete, a Final Engineering Report (FER) will be issued that certifies that cleanup requirements have been achieved. NYSDEC will review the report to be certain that the cleanup is protective of public health and the environment for the intended residential use of the Site.

When NYSDEC is satisfied that cleanup requirements have been achieved, NYSDEC will issue a Certificate of Completion (“COC”). The COC will state that cleanup goals have been achieved.

Site management is the last phase of the BCP that begins when the COC is issued. Site management may be necessary under NYSDEC oversight, if contamination will remain in place. Site management incorporates any institutional and engineering controls required to ensure that the remedy implemented for the Site remains protective of public health and the environment. All significant activities would be detailed in a Site Management Plan. Site management would continue until NYSDEC determines that it is no longer needed. At this time, it is not known if institutional or engineering controls will be required for the Site.

9.0 TRAFFIC AND TRANSPORTATION

9.1 Introduction

A traffic engineering analysis was prepared by Mulryan Engineering, P.C. (Mulryan) at the following intersections:

- Community Drive East at Manhasset-Lakeville Fire Department;
- Community Drive at Community Drive East/Site Access; and
- Community Drive at North Shore Community Hospital (main access).

Intersection study locations were determined by the Lead Agency, the Town of North Hempstead Department of Planning & Environmental Protection.

The following is a description of roadways, intersections and transportation facilities which are most likely to be affected by the Proposed Project as well as a summary of the traffic impact analysis is discussed further herein.

9.2 Existing Conditions

Community Drive is classified as a minor arterial roadway that extends from the Long Island Expressway North Service Road and continues north to Northern Boulevard where it turns into East Shore Road. Community Drive is under the jurisdiction of the New York State Department of Transportation (NYSDOT) and has a speed limit of 40 miles per hour (mph). The pavement is in good condition and parking is not permitted in either the north or south direction. The Proposed Project proposes to create site access from Community Drive. This is the most feasible option because if the site access is created along High Street, this would reduce the space for street parking and emergency vehicles would not be able to turn into the Site from High Street with the narrow available space. Community Drive East is a local roadway under private jurisdiction that extends east from Community Drive and is located approximately 210 feet south of High Street. Community Drive East terminates at the southern parking lot entrance for Macy's.

The entrance to the North Shore University Hospital that is being studied for the Proposed Project traffic analysis, is entrance number 1 located on the east side of Community Drive.

Northern Boulevard is located north of the Site and the Long Island Expressway (Interstate-495) is located south of the Site. These are both principal arterial highways under the jurisdiction of Nassau County. Northern Boulevard and I-495 provide access to the east and west.

The local mass transit that serves the project area is the Nassau Inter-County Express (NICE) bus system. Local bus routes are the N25 Lynbrook Great Neck and the N26 Jamaica Great Neck bus routes. This is the local bus system serving Nassau County, parts of western Suffolk County and eastern portions of Queens. There are approximately 11 NICE bus stops

within a half mile radius of the Site. The Long Island Railroad (LIRR) Manhasset station is located approximately 1 mile northeast of the Site. The LIRR Great Neck station is located approximately 1.1 miles northwest of the Site. Both stations run along the Port Washington Branch with service between Penn Station in Manhattan and Port Washington in Nassau County. Travel time between Penn Station and Manhasset is generally 32 to 40 minutes and the travel time between Penn Station and Great Neck is generally 29 to 35 minutes, depending on the train.

9.3 Traffic Study Analysis

The traffic engineering analysis prepared by Mulryan in August 2014 was completed to analyze the roadway network surrounding the Site and potential traffic impacts of the future build condition. This analysis assumed a total of 97 parking spaces provided with the Proposed Project and is based on the recommended guidelines outlined by the Institute of Transportation Engineers (ITE). To determine existing traffic volumes in the surrounding area, traffic movement counts were collected during the weekday morning, evening and Saturday afternoon peak hours at the following study intersections:

- Community Drive East at Manhasset-Lakeville Fire Department;
- Community Drive at Community Drive East/Site Access; and
- Community Drive at North Shore Community Hospital (main access).

TRIP GENERATION

Turning movement data was collected in the morning from 7AM to 9AM, in the evening from 4PM to 6PM and on Saturday from 12PM to 2PM. Turning movement counts were collected using Miovision Scout Video Collection Units and Electronic Jamar hand-held Traffic Data Collectors. Counts were collected on Tuesday, June 3, 2014 and Saturday May 31, 2014.

Trip generation was calculated using the ITE Land Use Code 252 for Attached Senior Adult Housing and the 9th Edition Trip Generation, 2012. For the proposed development, a total of 72 apartment units was used in the calculation as the number of “dwelling units”. The peak number of trips generated during a one hour time period is represented in Table 9-1.

TABLE 9-1 Peak Trips in a One Hour Period (72 Units)			
Proposed	AM Peak	PM Peak	Saturday Peak
Entering	5	10	13
Exiting	10	8	10
Total	15	18	23

One hundred percent of the trips generated from the Proposed Project is distributed and assigned to the Site access at Community Drive. A portion of the total trip generation is distributed to the two other study intersections. The existing traffic signal will need to be modified to facilitate full signalized access to and from the Site.

PARKING STUDY

Parking generation was calculated using the ITE 4th Edition Parking Generation, 2010. The proposed 72 units are anticipated to generate a peak of 42 parked vehicles, including residents and visitors. Peak parking demand for residential properties occurs at night. According to the United States Census Bureau Population Estimate's Program, 83.3% of households in Manhasset have two or fewer vehicles and 38.1% have one or no vehicles. The proposed parking design and number of spaces adheres to the Parking Layout Dimension Guidelines as outlined in the ITE Traffic Engineering Handbook 5th Edition and the Town of North Hempstead zoning code. Peak demand will be well below the 97 spaces provided at the Site. Emergency site access is available from High Street and the main Site access on Community Drive.

CONSTRUCTION IMPACTS

It is anticipated that Community Drive will be used as the site access during the construction phase. There is ample room on-site to accommodate parking for construction workers, equipment and material storage. Standard temporary work zone traffic control measures are sufficient to mitigate the potential, short-term construction impacts to traffic, and will conform with the Federal Manual of Traffic on Uniform Traffic Control Devices.

Work along Community Drive will be coordinated with the Nassau County Department of Public Works and under a County Highway Work Permit.

HIGHWAY CAPACITY ANALYSIS

The level of service and capacity analysis is based on the methodologies presented in the Highway Capacity Manual (HCM 2000). Capacity analysis quantifies the maximum hourly rate at which vehicles can reasonably be expected to pass through the intersection under prevailing traffic, roadway and signalization conditions. Level of service (LOS) is a measure of total delay in terms of driver discomfort, frustration, fuel consumption and increased travel time, at intersections. LOS is presented as delay in seconds per vehicle and ranges from A through F, with A representing the lowest delay and F representing the greatest delay.

Based on the traffic engineering analysis, no significant impact to the level of service is determined at the three study intersections. Generally, LOS A through C and mid-LOS D or better is not considered significant. For the Build Condition, all intersections were determined to have an LOS of D or better for the AM peak, PM peak and Saturday peak hours, and are generally consistent with the existing LOS of the No Build condition. There will be no significant impact to the LOS on the surrounding roadway network.

10.0 AIR QUALITY

10.1 Introduction

This section discusses the potential impacts on air quality as a result of the Proposed Project. No air quality modeling or sampling has been considered as part of this analysis. Incremental changes in traffic that may be generated by the Proposed Project are evaluated for the possibility to affect air quality. There may also be temporary air quality effects during the construction phase.

TRAFFIC RELATED AIR QUALITY

An assessment of the potential air quality effects of the Proposed Project on carbon monoxide (CO) concentrations that would result from project-generated traffic was performed following procedures outlined in the New York State Department of Transportation (NYSDOT) Environmental Procedures Manual (EPM), January 2001. The study area is limited to the intersections analyzed in the traffic study prepared by Mulryan Engineering, P.C. (Mulryan) and described in Section 9.0 of this DEIS.

The screening criteria identified in the EPM, determines whether a project requires an air quality analysis. The criteria are described below:

Level-of-Service (LOS) Screening

If the Build condition LOS is A, B, or C, no air quality analysis is required. For intersections operating at LOS D or worse, proceed to Capture Criteria. If there are potentially sensitive receptors in the area, a Regional Environmental Contact staff member should be contacted to determine if a microscale analysis is warranted.

Capture Criteria Screening

This screening applies to Build condition LOS D, E or F and includes the following:

1. a 10% or more reduction in source/receptor distance;
2. a 10% or more increase in traffic volume on affected roadways;
3. a 10% or more increase in vehicle emissions;
4. any increase in the number of queued lanes (i.e., the number of lanes at an intersection approach); and
5. a 20% reduction in speed, when build estimated average speed is at 30 mph or less.

If the project does not meet any of the aforementioned criteria, a microscale air quality analysis is not required.

If any of the criteria are met, the intersection passes on to the next screening step.

Volume Threshold Screening

If the Build condition LOS is D or worse, and any of the capture criteria are met, the intersection passes on to this screening step, which compares peak hour approach volumes with a corresponding threshold volume.

More stringent capture criteria

Applies to SIP intersections (intersections analyzed in the State Implementation Plan attainment demonstration for carbon monoxide) that are located within ½ mile of the project. These criteria are the following:

1. a 5% or more reduction in source/receptor distance;
2. a 5% or more increase in traffic volume;
3. a 5% or more increase in emissions;
4. an increase in the number of queued lanes;
5. a 5% or more reduction in speed.

CONSTRUCTION RELATED AIR QUALITY

Short-term impacts during the construction phase may cause create temporary sources of air emissions, including fuel. These sources may include trucks transferring equipment to and from the Site and heavy equipment utilized for construction activities. It is anticipated that dust from earthwork activities and trucks traveling on and off-site will be the source for air quality affects. Dust monitoring will be conducted to measure dust levels on-site and that of the nearest receptors. Dust mitigation methods include water sprays and gravel to seal main trafficable areas. Soil stockpiles will be covered with plastic. Additionally, there will be fuel emissions from trucks and machinery. These temporary, mobile sources are not anticipated to create a significant effect on the surrounding area. Mitigation methods to be employed at the Site include limiting idling time and ensure engines and maintained properly. Fencing with fabric will be installed around the perimeter of the Site to prevent particulates from spreading to off-site locations. General housekeeping methods will be employed to minimize the amount of debris and impacts of wind-borne dust.

10.2 Potential Impacts of the Proposed Project

Two of the three studied intersections are projected to operate at an overall intersection LOS of C or better in both the No-Build and Build conditions, and therefore do not require further screening.

The intersection Community Drive at North Shore Hospital has a projected Intersection Capacity Utilization (ICU) LOS of D for both the No-Build and Build conditions for the AM peak hours. The increase in traffic volumes due to the Proposed Project is much lower than the Capture Criteria threshold of 10% or more increase in traffic volume. Therefore, these intersections do not require further analysis. Based on the traffic study, traffic impacts

resulting from the Proposed Project are not expected to result in significant impacts to air quality in the surrounding area.

Construction impacts to air quality are not anticipated to be significant. Mitigation measures will be employed to lessen the impacts on surrounding properties. These impacts will be temporary during the construction phase. If any complaints are received by the Applicant or Town of North Hempstead, of suspected effects to air quality because of the Proposed Project, the Applicant will resolve any issues determined to be a result of the Proposed Project by implementing mitigation measures.

11.0 NOISE

11.1 Introduction

This section describes the potential sources of noise from the Proposed Project and noise related impacts. No noise monitoring has been considered as part of this analysis. As per Subsection 38-3 of the Town of North Hempstead Code, noise disturbances are prohibited from construction activities, i.e., “the erection, including excavation, demolition alteration or repair, of any building, and the operation or permitting the operation of any tools or equipment used in such work” between the hours of 6:00 PM the previous day to 7:30 AM on weekdays. Construction activities are restricted on weekends and legal holidays with the exception for cases of emergencies that are of concern for public safety.

11.2 Existing Conditions

Sensitive receptors, which are considered potentially sensitive to noise, include residences, schools, hospitals and recreational facilities (US EPA 1974). The immediate area surrounding the Proposed Project includes sensitive receptors, inclusive of residential properties and a community center. In addition, Whitney Pond Park is located opposite the Project Site, on the east side of Community Drive. Table 11-1 shown below includes specific sensitive receptors and their distances to the proposed project Site. There are no schools or hospitals within 2,000 feet of the Proposed Project.

TABLE 11-1 Sensitive Receptors within 2,000 feet of Proposed Project	
Sensitive Receptor	Location and Distance from Proposed Project Site
Residential development at 1-52 High Street	70 feet north
Hagedorn Community Center	150 feet west
Spinney Hills Apartments	45 feet south
Whitney Pond Park	250 feet east
Mount Olive Baptist Church	180 feet north
Fresh Meadow Country Club	900 feet south

Presently, the Project Site generates no noise since it is vacant and not utilized for any purpose. The surrounding area of the Site consists of a developed, urban community specifically inclusive of co-operative housing, apartments, commercial use facilities, one to three family houses, a police station, a fire station, a shopping center, and recreational facilities (refer to Figure 3, ½-mile radius Land Use map included in Section 3.0 of this report). Community Drive, located adjacent to the Site to the east is a major roadway that experiences moderate traffic flow. The existing ambient sound environment in the area surrounding the Project Site is comprised of local traffic, pedestrians, police sirens, and overhead aircraft flyovers.

A traffic engineering analysis of the roadway network surrounding the Project Site was prepared by Mulryan Engineering, P.C. (refer to Appendix I of this DEIS). Traffic volumes were analyzed as part of this analysis for the Existing, Future Build and No Build conditions for three study intersections:

1. Community Drive at Community Drive East/Proposed Site Access
2. Community Drive at North Shore Community Hospital (main access)
3. Community Drive East at Manhasset-Lakeville Fire Department

Peak traffic hours were identified as weekday morning from 7AM to 9AM, weekday evening from 4PM to 6PM and Saturday from 12PM to 2PM.

11.3 Potential Impacts

A majority of the noise-related impacts from the Proposed Project are anticipated to be due to construction. The construction activity may use jackhammers, hoe rams, line drills, delivery trucks, concrete cutters, bulldozers, graders, asphalt pavers, rollers/compactors etc, however these are all temporary sources of noise and localized at the site of activity. No blasting is anticipated for the Proposed Project. All construction work will comply with the Town of North Hempstead Noise Code by not conducting any construction work during weekends, holidays or between the hours of 6:00 PM and 7:30 AM on weekdays. Noise-reducing equipment will be utilized to the extent practicable to reduce impacts to sensitive receptors. The United States Department of Transportation Federal Highway Administration (USDOT FHA), Construction Noise Handbook, identifies actual noise measurements within 50 feet of typical construction equipment. Table 11-2 below provides a breakdown of estimated construction duration and typical noise levels associated with each phase.

TABLE 11-2 Estimated Construction Duration and Typical Noise Levels		
Construction Activity	Estimated Duration	Typical Construction Equipment Noise Levels in dBA (50 ft from Source)*
Site Preparation	Month 1	Truck, 88 dBA; Backhoe, 80 dBA; Dozer, 85 dBA; Loader, 85 dBA.
Foundation/Piles	Month 2	Truck, 88 dBA; Backhoe, 80 dBA; Loader, 85 dBA; Generator, 81 dBA; Pile Driver, 101 dBA; Concrete Mixer, 85 dBA; Concrete Pump, 82 dBA.
Building Construction	Months 3 to 5	Truck, 88 dBA; Generator, 81 dBA; Concrete Mixer, 85 dBA; Concrete Pump, 82 dBA; Crane, 83 dBA; Pneumatic Tool, 85 dBA.
Paving & Parking	Months 6 & 7	Truck, 88 dBA; Backhoe, 80 dBA; Loader, 85 dBA; Generator, 81 dBA;

**TABLE 11-2
Estimated Construction Duration and Typical Noise Levels**

Construction Activity	Estimated Duration	Typical Construction Equipment Noise Levels in dBA (50 ft from Source)*
		Concrete Mixer, 85 dBA; Concrete Pump, 82 dBA; Paver, 89 dBA; Roller 74 dBA.
Interior Finishes	Months 7 to 10	Truck, 88 dBA; Generator, 81 dBA; Pneumatic Tool, 85 dBA.
Landscaping	Month 10	Truck, 88 dBA; Backhoe, 80 dBA; Loader, 85 dBA; Generator, 81 dBA; Concrete Mixer, 85 dBA; Concrete Pump, 82 dBA.

*Typical Noise Levels taken from Federal Transit Administration (FTA) Tables for Construction Equipment Noise Emission Levels, Construction Noise Handbook August 2006.

Based on a review, the noise level range is expected to be within 73 to 96 A-weighted decibels (dBA) at a distance of 50 feet. An A-weighted decibel is an expression of the loudness of sounds as perceived by the human ear.

Most construction equipment today comes equipped with engine noise control devices, such as exhaust mufflers and acoustic casing enclosures, in accordance with Federal and State regulations. In addition to proper maintenance and operation of construction machinery, several means of controlling construction noise impacts would be employed as needed and as may be practical include:

- Route heavily loaded truck traffic and heavy equipment movements to minimize impacts on sensitive uses (i.e., away from residential streets);
- Operate stationary noise generating construction equipment (i.e., air compressors and portable generators) along with earthmoving equipment on the construction lot as far away from noise-sensitive receptors as possible (i.e., keep equipment as far from site boundaries as possible);
- Utilize noise attenuated air compressors where applicable based on the location and noise level of the equipment;
- Combine noisy operations to occur in the same time period;
- Utilize walled enclosures around especially noisy activities, or clusters of noisy equipment (i.e., compressors, generators, etc.);
- Install temporary noise barriers (where practical) to minimize noise impacts on nearby sensitive uses;
- Utilize smaller equipment instead of large equipment where applicable (i.e., small bulldozers instead of large bulldozers);

- Equip construction vehicles or equipment, fixed or mobile, with properly operating and maintained mufflers; and
- Avoid unnecessary idling of internal combustion engines.

Construction activities for the Proposed Project will comply with the Town of North Hempstead Noise Code.

Upon completion of construction, the most likely source of noise from the proposed development would be project-generated traffic. On-site parking will allow for 97 spaces. This would increase the traffic flow in the surrounding area, but is not expected to result in significant noise levels compared to the existing conditions. The traffic study estimated that the traffic volumes at the study intersections would increase by a growth factor of 0.25 percent compounded yearly. The traffic study indicates that peak parking demand for residential properties will occur at night when the majority of residents are home, so it is anticipated that there will be increased noise levels during that time. Additionally, based on the Institute of Transportation Engineers (ITE) and Census data the proposed project will provide sufficient parking to accommodate the anticipated demand.

Traffic noise for the Future Build condition is not expected to result in increases in noise levels in the area. Signal timing modifications may be warranted to help ease the traffic flow and minimize the potential for accidents, and will mitigate traffic noise volumes. Additionally; trees will be planted throughout the Project Site which will act as noise barriers for surrounding properties.

12.0 NATURAL RESOURCES

12.1 Introduction

This section describes the existing natural resources on the Project Site, and assesses potential impact to these resources due to the Proposed Project. As part of the August 2011 *Final Site Characterization* prepared by GEI Consultants, Inc. (GEI) (refer to Appendix I of this DEIS), a site reconnaissance was conducted by ecologists to identify the natural resources on the Site, assess the ecological health of flora within the redevelopment area and to assess the potential habitat suitability of the site for area fauna. Results of this study are discussed below as well as potential impacts to the natural resources.

12.2 Existing Conditions

VEGETATION

The Site is overgrown with shrubs, trees, grass and weeds. Site vegetation is not currently cared for or maintained by anyone. Although there are signs that prohibit trespassing and dumping on the Site, site access has been determined to be uncontrolled as evident by miscellaneous trash observed throughout the Site during the April 17, 2013 site walk performed by PS&S for Phase I Environmental Site Assessment (ESA). In addition, fallen or blown over trees were also observed throughout the Site.

A field reconnaissance survey was conducted on the Site in October 2007 by GEI ecologists. The survey revealed no apparent stress on the ecology of the Site, and the presence of species of concern was not identified. The vegetative species identified within a two mile radius of the site included:

- Pitch pine (*Pinus rigida*)
- Sassafras (*Sassafras albidum*)
- Red maple (*Acer rubrum*)
- Black oak (*Quercus velutina*)
- White oak (*Quercus alba*)
- American beech (*Fagus gradifolia*)
- American elm (*Ulmus Americana*)
- Poison ivy (*Toxicodendron radicans*)
- Wild grape (*Vitis spp.*)
- Silver maple (*Acer saccharinum*)
- Oriental bittersweet (*Celastrus orbiculatus*)
- Clipped lawn grasses

DER-10 Technical Guidance for Site Investigation and Remediation prepared by NYSDEC and issued May 3, 2010, includes requirements for Remedial Investigation (RI). As part of the RI of the Brownfield Cleanup Program, the potential for an adverse impact to fish and

wildlife resources will be evaluated by the Fish and Wildlife Resources Impact Analysis (FWRIA) Decision Key. PS&S will provide this analysis during the Remedial Action Work Plan under the Brownfield Cleanup Program.

WILDLIFE

Animal species that can be anticipated to utilize the Project Site include mammals that are adapted to urban lands. Given the dense tree population, a greater number of birds will utilize the Site. No fish species will be present because there is no body of water located on or adjacent to the Site.

The 2007 GEI ecology reconnaissance identified the following species within a two-mile radius of the Site:

Avian Species

- Blue jay (*Cyanocitta cristata*)
- House sparrow (*Passer domesticus*)
- Song sparrow (*Melospiza melodia*)
- Pigeon (*Columba fasciata*)
- European starling (*Sturnus vulgaris*)

Mammalian Species

- Raccoon (*Procyon lotor*) [tracks observed]
- Gray squirrel (*Sciurus carolinensis*)

In addition, small mammals, such as the field mouse, striped skunk and chipmunk may be occasional visitors to the Site.

THREATENED AND ENDANGERED SPECIES

Based on a review of the United States Fish and Wildlife Service (USFWS) listing and occurrences list of endangered and threatened species for New York, none of the aforementioned plant and animal species which were identified in the area of the Site, are identified as threatened or endangered.

In addition, PS&S sent a record search request to the NYSDEC New York Natural Heritage Program-Information Services relating to records maintained by New York Natural Heritage Program on the project site. A copy of this request is included in Appendix H of this DEIS. To date, PS&S has not received a response from the NYSDEC New York Natural Program – Information Services. Any pertinent information received from the NYSDEC New York Natural Program will be forwarded under separate cover.

12.3 Potential Impacts of the Proposed Project

VEGETATION

Approximately 1.45 acres will be impervious surfaces utilized for the Site building, parking and other impervious site structures. Approximately 1.48 acres will be pervious surface areas including new landscaping, grass pavers, and additional trees to be planted upon construction completion. Vegetation in non-construction areas will be protected to the extent reasonable during the construction of the Proposed Project. Approximately 0.26 acres of existing trees within the eastern portion will not be cut or removed so as to hide or cover the Site building from view along Community Drive. This would not impacting existing views of the Site from Community Drive. This woodland area will be preserved and undisturbed during and after construction. Any vegetation that is disturbed or removed during the project will be replanted and/or replaced during the landscaping phase of construction. During construction, there will be a temporary but insignificant impact to the on-site vegetation. Additional plants and trees will be added to the proposed project area which will aid in acting as natural light and noise barriers to adjoining properties. An approximate 23-foot wide buffer will be in place between the existing residential buildings and the proposed project.

WILDLIFE

As discussed above, upon completion of the proposed project, 0.26 acres of wooded area will remain in its natural state which will therefore preserve the habitat of these woodland areas. In addition, approximately 1.48 acres of new landscaping will be installed to provide habitat in the vicinity for species adapted to the local developed ecosystems and buffer for the neighboring properties. Currently, the Site is not utilized as a significant habitat for wildlife. Wildlife that currently inhabits the Site is likely to migrate to nearby open park space, such as Whitney Pond Park, Manhasset Valley County Park and Thomaston Park and may return to the newly landscaped areas as well as preserved portions of the Site when construction is complete. Construction is not anticipated to have an adverse effect on local wildlife populations. Based on the site walk performed for the April 2013 Phase I ESA, there was evidence of miscellaneous litter debris scattered dumped throughout the Site, some of which included containers of petroleum products. The Proposed Project will prevent uncontrolled waste disposal onto the Site, therefore creating a healthier environmental for trees, plants and animals to provide a new habitat. Any affected wildlife would consist of common urban species that are abundant in residential and similarly developed areas of North Hempstead.

THREATENED AND ENDANGERED SPECIES

No impacts are anticipated because there are no threatened or endangered species within two miles of the Site.

13.0 CULTURAL RESOURCES

13.1 Introduction

A review of Historic and Architectural Resources, i.e., buildings, structures, sites, districts and objects of historic, aesthetic, cultural and archeological importance for the location of the subject property and surrounding area within ¼-mile of the Site was conducted.

13.2 Methodology

The online database Geographic Information System (GIS) for National Register-listed properties and area of Archeological sensitivity maintained by the New York State Office of Parks, Recreation and Historic Preservation was reviewed to identify potential cultural (historical and archeological) properties and districts in Manhasset.

13.3 Potential Impacts of the Proposed Project

Based on review of the NYSHPO database, no properties on or adjacent to the subject property as well as within a ¼-mile radius are listed on the aforementioned registry. Therefore, no further archeological investigation is warranted, as the database provided on the OPRHP website indicated that the subject property is not located within a potentially archaeologically-sensitive area.

14.0 SURFACE WATER AND GROUNDWATER RESOURCES

14.1 Introduction

This section identifies existing surface water and groundwater conditions on and adjacent to the Site. Floodplains and existing wetland conditions will be analyzed as well as the presence of an adjoining Special Groundwater Protection Area (SPGA). Potential impacts from the Proposed Project to surface and groundwater will also be examined, including mitigation methods.

14.2 Existing Conditions

SURFACE WATER RESOURCES

No existing surface waters or streams are located on or immediately adjacent to the Site. The closest body of water is Whitney Lake, located approximately 0.15 mile northeast of the Site boundary. Whitney Lake is a 7.1 acre waterbody within the 24-acre Town of North Hempstead Whitney Pond Park, located east of Community Drive and is bordered to the north by Northern Boulevard. Whitney Lake is classified by the NYSDEC as an impaired waterbody segment and is a Class C lake designated for non-contact recreation. Available amenities of Whitney Pond Park include scenic views, jogging track, playground, picnic tables and court games, such as basketball and paddleball. Whitney Lake is not utilized for fishing or swimming. Fish consumption at Whitney Lake is impaired due to contamination of the pesticide, chlordane, for which a New York State Department of Health (NYSDOH) health advisory was issued. Chlordane contamination is considered to be a result for past use of currently restricted pesticides (NYSDEC).

Whitney Lake is a tributary to Manhasset Bay, located along the northeastern boundary of Great Neck Peninsula and the southwestern boundary of Cow Neck (Port Washington Peninsula). Manhasset Bay is classified by NYSDEC as Class SB for primary and secondary contact recreation and fishing. It is suitable for fish and wildlife propagation and survival. However, shell fishing is not appropriate in this waterbody due to high levels of pathogens from urban stormwater runoff, municipal wastewater discharges and combined sewer overflows.

According to the United States Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) and NYSDEC there are no USFWS NWI Wetlands, NYSDEC Wetlands or classified water bodies located on-site (See Figure 6). Additionally, the Federal Emergency Management Agency (FEMA) National Flood Hazard map shows there is no Flood Hazard Area located on or near the Site. However, the eastern portion of the Site is located within a NYSDEC CheckZone. A CheckZone is roughly a 500-foot buffer surrounding a NYSDEC mapped wetland where the actual wetland may occur. The freshwater wetlands maps only show approximate locations of the actual wetland boundary. A NYSDEC mapped wetland is located approximately 0.06 mile east of the Site, east of Community Drive. This location is downgradient of the Site.



Legend

- Project Boundary
- ~ Classified Streams
- ~ Classified Water Bodies
- ~ USFWS NWI Wetlands
- ~ NYSDEC Wetlands
- ~ NYSDEC Checkzones

Sources:

1. Classified Streams & Water Bodies, Water Quality Classifications (WQC) - NYSDEC, 2010.
2. New York State Regulatory Freshwater Wetlands for Nassau County, NYDEC, July 2013.
3. USFWS NWI Wetlands, National Wetlands Inventory, Wetlands Project, U.S Fish and Wildlife Service, 2012.
4. Nassau County Orthoimagery, NYS Office of Information Technology Services, GIS Program Office, 2013.



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NWI/DEC WETLANDS & SURFACE WATERS MAP
 Olive Hill at Manhasset
 43 High Street, Manhasset
 Nassau County, New York

Drawn By: ML

Scale: 1" = 200'

Project No. 03624.0001

Chk'd By: AB

Date: 9/22/2014

Figure No. 6

GROUNDWATER RESOURCES

Most potable water on Long Island is obtained from aquifers. Groundwater is utilized by nearly three million people in Nassau and Suffolk Counties. Groundwater is utilized not only by residents but also for industry, commerce, utilities, agriculture and recreation. Water is obtained by wells and water districts.

Three water bearing aquifers provide the most water for Long Island. These aquifers include the Upper Glacial Aquifer, the Lloyd Aquifer and the Magothy Aquifer. The Upper Glacial Aquifer lies directly under the ground surface, whereas the Lloyd Aquifer is the deepest and oldest. The Magothy Aquifer is the largest of the three and consists of sand deposits alternating with clay (NYSDEC). The *Long Island 2035 Visioning Initiative Final Report*, Long Island Regional Planning Council, December 2009, stresses the importance of protecting Long Island's aquifers and water quality.

The *Long Island Comprehensive Special Groundwater Protection Area Plan* (SGPAP), Long Island Regional Planning Board, 1992, identifies nine Special Groundwater Protection Areas (SGPAs). These areas are identified as significant, largely undeveloped in or sparsely developed geographic areas of Long Island that provide recharge to portions of the deep flow aquifer system. Review of the SGPA North Hills Critical Environmental Area (CEA) Map #1 effective February 10, 1988 reveals that the Subject Site is located outside of the North Hills SGPA. Specifically, the Subject Site is located adjacent to the west of the North Hills boundary line, along Community Drive. However, the proposed project does not interfere with the use of the property within the designated SGPA zone. The 1992 Long Island Comprehensive SGPAP includes recommendations to preserve existing open space in various ways, none of which preclude the subject parcel from its proposed use (Long Island Regional Planning Board, 1992).

Based on a review of the United States Geologic Survey (USGS) Long Island Depth to Water Viewer, the depth to the water table ranges from 11 to 75 feet. Generally, the depth to water decreases from the west property boundary to the east property boundary. The depth to water for a majority of the Site is 31 to 50 feet. During a site investigation conducted by GEI Consultants, Inc. (GEI) between 2007 and 2011, the depth to groundwater was encountered below 15 feet bgs and as deep as 65 feet bgs at the western property boundary.

Based on the April 2013 Phase I Environmental Site Assessment (ESA), there are 99 Federal USGS wells within a one-mile radius of the Site. As identified in the Federal Reporting Data System (FRDS) Public Water Supply System Database, there is one public water supply well (Well ID # NY0002836) located approximately ¼ to ½ mile upgradient of the Site to the south-southwest of the Site. No potable wells were identified downgradient of the Site.

For the proposed project, a conventional stormwater collection and recharge basin is proposed for the Site. Stormwater runoff from site access drives, parking areas, walkways and gutters will be directed to catch basins and dry wells that are to be constructed on-site.

No stormwater runoff is permitted to leave the Site and will not flow to adjacent properties. Drywells, which are buried below ground, recharge the stormwater into the ground without impacting the landscape. In addition, a grass paver system will be installed and utilized for the emergency access lane. The proposed grass paver system will result in the reduction of stormwater runoff since there is less impervious surface area and promotes the infiltration of stormwater into the ground.

14.3 Potential Impacts of the Proposed Project

SURFACE WATER RESOURCES

No adverse impacts are anticipated to surface water or wetlands. No existing surface water or streams are located on the Site. However, due to the Site's location within a NYSDEC CheckZone, additional mitigation may be necessary to delineate the extent of the CheckZone. The presence of a wetland on-site is unlikely; however it is possible that the eastern portion of the Site is within the NYSDEC regulated area adjacent to the wetland. Stormwater runoff is not anticipated to flow off-site to the wetland, since it will be contained on-site and will not be permitted to flow to adjacent properties.

GROUNDWATER RESOURCES

Minimal impacts due to stormwater management are anticipated. On-site drainage, include catch basins and drywells will be utilized for stormwater management. Refer to Section 15.0 – Stormwater for additional details.

15.0 STORMWATER

15.1 Introduction

Based upon information developed by the project engineers for the proposed action, the potential changes to runoff characteristics, quantity and quality, will be assessed, and potential impacts to surface water quality resulting from these changes will be discussed. We will rely on the project engineer for this data. The assessment will include disposal of stormwater from existing and any proposed stormwater outfalls into surface water. Potential changes in water quality classifications will be analyzed. It is anticipated that the site engineer will provide a comprehensive stormwater plan.

15.2 Existing Conditions

SITE COVERAGE

Currently the Site is undeveloped with vegetative cover with the exception of a 276-square foot area that comprises a dilapidated paved surface area. There is no drainage at the Site; all stormwater either infiltrates the ground, ponds on the Site and evaporates, or runs off the property. The Site Plan includes the coverage type post-construction as 15% building area; 46% landscaped; and 31% pavement. The estimated amount of runoff will vary depending on the volume of water per rain event. The proposed drywell system will be designed to recharge all runoff generated during a 5-inch rain event.

FEMA FLOODPLAINS



A review of FEMA Floodplains Maps reveals that the Site is not situated within or near a 100-year flood event area (refer to Figure 7)

STORMWATER COLLECTION SYSTEM

A conventional stormwater collection and recharge design is proposed for the facility by using 10 foot diameter drywells with varying effective depths as required by contributing areas. Actual drywell information is provided in Appendix G and a drywell schedule is located on the Site Plan drawing in Appendix C. Runoff from site access drives, parking areas and walkways will be collected using catch basins and piped to drywells. Roof runoff will be piped directly to drywells. Drywells, buried below grade, recharge the stormwater into the ground without visually impacting the landscape. No runoff will be permitted from the proposed development onto adjacent properties. Maximum depth of the drywell structures are 25 feet below grade. The design of the drainage/stormwater system is in conformance with Nassau County Department of Public Works and Health Department recommendations and will be able to accommodate a 5-inch rain event.



Legend

-  Property Boundary
-  Flood Hazard Area

Note:
There is no Flood Hazard Area located within the map view.

Sources:
1. FEMA's National Flood Hazard Layer digitized from Nassau County FIRM No. 36059C0112G, revised 9/11/2009.
2. Nassau County Orthoimagery, NYS Office of Information Technology Services, GIS Program Office, 2013.



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FEMA FLOOD HAZARD AREA MAP
Olive Hill at Manhasset
43 High Street, Manhasset
Nassau County, New York

Drawn By: ML

Scale: 1" = 200'

Project No. 03624.0001

Chk'd By: AB

Date: 9/22/2014

Figure No. 7

Proper maintenance of the system will be required for the system to continuously perform to its design standards. Improper maintenance of the system can lead to the siltation of the drywells, which would result in decreased subsurface recharge and possible overflow scenarios.

15.3 Potential Impacts of the Proposed Project

The proposed Project will cause an increase in pervious surfaces in the area, however the installation of the stormwater collection system will ensure that all precipitation stays on-site and is recharged through the system into the ground. The proposed recharge system is completely contained within the Site, and runoff will not enter the municipal stormwater system. The drainage structures will require some periodic maintenance, particularly the stormwater catch basins. The catch basins are designed to allow sediment to settle before any debris enters the drywell structures which are buried. The catch basins typically would be cleaned on every few months to verify the basins are cleaned.

16.0 UTILITIES, SOLID WASTE AND ENERGY

16.1 Introduction

This section will analyze the demand for water and generation of sewage, solid waste, and energy consumption associated with the proposed project. It will describe and account for any changes in utility supply and drainage associated with the development.

16.2 Existing Conditions

WATER SUPPLY

The proposed project will obtain potable water from the Long Island aquifer system. This system is comprised of three distinct formations that lay atop bedrock; the Upper Glacial Aquifer, the Magothy Aquifer, and the Raritan and Lloyd Aquifer. Approximately 2.54 billion gallons of water were used by the Manhasset-Lakeville Water District during 2013. This yielded an average daily district-wide consumption of 6.96 million gallons per day with an average daily per capita usage of approximately 161 gallons. A series of water storage tanks located throughout the district maintain the pressure within the systems and serves approximately 43,000 residents. There are no reported problems of insufficient water supply to the areas around the project Site.

SEWAGE

Public sanitary sewers serve the area surrounding the project Site. The Project Site is not presently connected to the public sewer system. Sanitary sewer mains are located within High Street. A request for record sewer plans was made to the Sewer District. The District's response was not available as of the writing of this report but will be forwarded when it is received.

SOLID WASTE

Solid waste disposal and recycling services will be provided by private carting companies through the Town of North Hempstead. Solid waste will typically be collected two or three times per week; recyclables are collected typically one or two times per week. Dumpsters will be located in a designated location in the southeast section of the Site.

ENERGY

PSEG Long Island (PSEG) would provide electric service to the Project. PSEG's distribution electrical system is present in all streets surrounding the project area. It is anticipated that existing distribution systems will require improvements/extensions to serve the electrical needs of the Project.

National Grid provides natural gas service to Manhasset and would provide natural gas service to the Project. National Grid's natural gas distribution system is generally installed within the public rights-of-way in the Manhasset. Gas distribution mains are located in the streets adjacent

to the Project. The existing distribution mains are configured as high pressure, medium pressure and low pressure distribution systems. The availability of high pressure, medium pressure and low pressure distribution is a function of Con Edison's natural gas distribution network, and all classes of pressure may not be available at all locations. A final determination of pressure class availability will be made by National Grid as the Project design and loads are finalized.

16.3 Potential Impacts of the Proposed Project

WATER SUPPLY

The proposed Olive Hill at Manhasset development is estimated to utilize approximately 14,400 gallons per day (gpd) of water. This value was based on the Nassau County Department of Public Works minimum design flow rates for a two bedroom unit (300 gpd) and one bedroom unit (150 gpd). It should be noted that the water usage for the residential building will occur over the entire year (365 days/year).

The Olive Hill at Manhasset Development will employ water conservation measures. Where applicable, plumbing fixtures will be provided with flow control devices. Water closets will be designed for reduced water usage, and public lavatory basins will utilize self-closing faucets to limit the total quantity of water usage per operation.

A response letter, received from H2M, the consulting engineer for the Manhasset-Lakeville Water District (refer to Appendix H) indicates that water service, provided by Manhasset-Lakeville Water District will be available to the Project. Some improvements to the water main facilities in the vicinity may be required during construction.

SEWAGE

The proposed development will generate a similar amount of wastewater as compared to the amount of fresh water supply needed. As estimated above, the required water supply demand of approximately 14,400 gallons of water needed was calculated.

Based on the formulas used to calculate water usage, the proposed Project will use an average of 14,000 gallons of water per day.

New sanitary sewer connections are proposed for the project in accordance with the Districts requirements and Nassau County Health Department requirements. The District recently underwent a substantial upgrade and currently serves the surrounding community, therefore, it is expected that the Great Neck Water Pollution Control District will potentially have the capacity to treat the increased sewage flow generated by the project.

SOLID WASTE

Solid waste will be placed into dumpsters located in the southeast portion of the Site. Using the National Solid Wastes Management Association's estimate of 4 pounds of solid waste per bedroom per day, it is estimated that the 24 two-bedroom units will generate a total of 192 lbs. of

solid waste per day; and that the 48 one-bedroom units will generate a total of 192 lbs. of solid waste per day; totaling 384 lbs. of solid waste per day. Pickups will be conducted twice a week by a private carting company. Waste will be transferred to a transfer and ultimately will be disposed of at a landfill or incinerated. Separate containers will be provided for recyclables. Pickups for recyclables will be conducted once a week by a private carting company. Materials will be brought to a recycling facility. The total amount of solid waste generated at the Site is typical of similar projects.

ENERGY

The Olive Hill at Manhasset Development will employ energy saving devices as required by the New York State Building code and Town of North Hempstead requirements.

All roof and wall surfaces will be insulated to achieve adequate R-values, meeting or exceeding requirements of the New York State Energy Code. HVAC equipment controls will be designed with economy-cycle capability. Site lighting, including parking areas, will be controlled by timers and/or photocells.

The design also affords the opportunity of placing ventilation equipment (HVAC) on the flat roofs, rather than on the ground. This has at least two significant advantages:

1. Energy efficiency is improved because supply and return air circulation ducts are shorter. Ductwork from above the residences connects directly into the underside of the rooftop HVAC unit, rather than being routed down the perimeter wall and out to a ground-level unit.
2. HVAC units on the roof are less visible and less audible, and allow ground area to be better utilized for landscaping amenities and emergency/service access. The building and MEP systems will be designed in conformance with the current New York State Energy Code, and latest applicable ASHRAE requirements.

Accordingly, the proposed project would not have a significant impact on utilities and energy usage or their availability.

17.0 CONSTRUCTION IMPACTS

17.1 Introduction

This section of the DEIS will describe construction activities at the project Site including the construction schedule and phase. This task will include a qualitative analysis of the effects of construction activities on the local environment, as well as the effects relative to traffic, air quality, noise and other technical areas where relevant.

This section will describe the construction phases and activities that would be necessary to develop the Proposed Project. A qualitative analysis of the effects of construction activities on the local environment, including effects relative to erosion and sediment control, traffic, hazardous materials, air quality, and noise are also provided in this section.

17.2 Construction Activities

Construction of the proposed building would follow typical procedures for similar-type structures, and would incorporate all applicable safety and construction standards, materials, and systems. Construction of the building would conform to all applicable regulations, including the New York State Energy Code recommendations. Once actual construction of the building has begun, larger equipment is likely to include cranes, forklifts, and larger delivery trucks, such as concrete deliverers. Subsequently, smaller equipment and manual labor would be employed to erect the building, install utilities and plumbing, and finish the building. As the building nears completion, driveway paving and landscaping would occur.

The proposed construction sequence is provided below in Table 17-1. Once the Stormwater Pollution Prevention Plan has been established, the project site for Olive Hill at Manhasset development would be prepared for construction activities. Preconstruction site preparation would start with clearing the site to remove vegetation where necessary, preparing material lay-down areas, installing security fencing with access gates, and setting up construction trailers with temporary power. Grade changes to accommodate the proposed development, as shown on the Site plan, would be established using a cut and fill technique in the upper portion of the soil. This would involve heavy equipment and machinery to move the soil until the necessary grade and elevations were achieved. Such equipment and machinery would include dump trucks, tractors, backhoes, and paving equipment. Whenever possible, topsoil from excavated areas would be saved and stockpiled for future use. Excess soil would be removed from the site by truck to a licensed landfill or recycling facility. If soil containing petroleum or other contaminated materials is discovered during excavation activities, it would be segregated and disposed of in accordance with all applicable federal, State, and local regulations and guidelines. In addition, all material that needs to be removed from the Site would be disposed of in accordance with applicable requirements.

Concrete would then be poured to build the foundations for the building. If piles are required to support the building, vibration monitoring would take place during pile driving activities to ensure surrounding buildings and uses are not disturbed. Next, the project's structural frame and exterior façade would be erected. Construction of the exterior enclosure, or "shell" of the building would include construction of the building's framework (installation of beams and

columns), floor decks, façade (exterior walls and cladding), and roof construction. The construction of the proposed parking areas, including at-grade parking and deck parking, would follow. In the final few months of construction, the proposed drainage system would be constructed; interior finishing would also proceed, including the construction of interior partitions, installation of lighting fixtures, interior finishing (flooring, painting, etc.), and mechanical and electrical work. During this time, most work would occur inside, and operation of heavy on-site equipment would be infrequent. As construction nears completion on the interior of the building, final site work would commence, including plantings, lighting, and signage. As shown on Table 17-1, the longest phase would be the construction of the interior of the proposed retail building.

TABLE 17-1 Construction Activities		
Construction Activity	Sequence	Duration (Days)
Erosion Control/Stormwater Pollution Prevention Plan	Month 1	10
Site Preparation	Month 1	30
Foundation/Piles	Month 2	30
Building Construction	Month 3	95
Paving & Parking	Month 6	60
Interior Finishes	Month 7	100
Landscaping	Month 10	30

CONSTRUCTION SCHEDULE

It is expected that the Proposed Project would be operational in 2016 with construction commencing in 2014.

17.3 Potential Impacts of the Proposed Project during Construction

SOIL EROSION, SEDIMENTATION CONTROL AND WETLANDS PROTECTION

Increased stormwater runoff from areas cleared of natural vegetation would be managed to avoid any increased potential for on- and off-site soil erosion and sedimentation during the construction period. To minimize erosion, the project would adhere to the *New York State Standards and Specifications for Erosion and Sediment Control* (August 2005), and the Best Management Practices (BMPs) developed by the NYSDEC as described in *Reducing Impacts of Stormwater Runoff from New Development* (1993).

An erosion and sediment control plan would be prepared as part of a Storm Water Pollution Prevention Plan (SWPPP) required by the NYSDEC State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity (GP-0-10-001). The erosion and sediment control plan would include measures to control erosion and sedimentation in accordance with the *New York State Standards and Specification for Erosion and Sediment Control*.

Erosion and sediment control measures would be installed prior to beginning other land disturbances and would not be removed until the disturbed land areas are stabilized. Such practices include seeding or mulching for surface stabilization, silt fences, haybale dikes, and water quality swales. Maintenance would be performed as necessary to ensure continued stabilization. Below are descriptions of measures that may be used, as needed, during project construction:

- Protection of trees—Existing trees would be preserved whenever possible in accordance with the site clearing plan. Preserving this type of natural vegetation would provide aesthetic buffer, preserve habitat, and reduce soil erosion. When preserving trees, fences would be installed to prevent equipment from damaging areas designated for preservation.
- Stabilized Construction Entrance—All points of construction ingress and egress would be protected to prevent the deposition of materials onto traversed public thoroughfare(s) by installing and maintaining a stabilized construction entrance.
- Vegetated swales—During the early phases of construction, surface runoff that is relatively clean and free of sediment could be diverted or otherwise prevented from flowing through areas of construction activity via a system of temporary swales, if deemed necessary. The swales would route flow to temporary runoff collection ponds. During the remainder of the construction period, as well as during operation, areas

outside the buildings and pavement would continue to utilize vegetated swales, if necessary, in preference to a piped collection system.

- Haybale Barriers—Haybale barriers would be used to prevent sediment inflow into catch basins during the construction process. They may also be used in place of silt fencing, where applicable.
- Temporary Seeding—Planting of fast-growing grasses provides rapid stabilization of disturbed surfaces that would experience further disturbance or construction activity at a later date. Temporarily seeded surfaces would have greater resistance to stormwater runoff and/or wind erosion. All disturbed areas would be seeded and stabilized with erosion control materials within 30 days of final grading. If construction is suspended, or sections completed, areas would be seeded and stabilized with erosion control materials. Maintenance would be performed as necessary to ensure continued stabilization. This control can be used only if it is the growing season for grass seeds.
- Geotextiles—Geotextiles are porous fabrics known in the construction industry as filter fabrics, road rugs, synthetic fabrics, construction fabrics, or simply fabrics. They are used for filtration, reinforcement, material separation, mats, drainage applications, and erosion control. For sediment and erosion control applications, they are most commonly used as mats to stabilize flow in channels and swales and on recently planted slopes, and as separators to prevent the migration of sediments into other layers such as soil from beneath gravel.

The Site is part of the Brownfield Cleanup Program overseen by NYSDEC. Prior to commencement of construction activities, NYSDEC-approved environmental investigation will be conducted. Any remedial action will also be approved by NYSDEC and New York State Department of Health. If during construction, staining, odors, or other evidence of environmental impacts are noted by field personnel, appropriate measures will be taken to avoid a hazard to human health or the environment. These measures may include appropriate testing and/or remediation or monitoring to assure that the construction workers, the public, abutting uses and the environment are not adversely affected by the construction activities. Any federal, State, and local agencies that are required to be notified will be notified in a timely manner. With these measures, no significant adverse impacts are expected to occur during construction.

TRAFFIC

Project construction may cause some temporary, short-term increased local truck traffic due to the delivery and removal of construction materials and equipment from the project Site. It's anticipated that most construction equipment and deliveries would be from the existing curb cut off Community Drive. On-site staging areas would be used during construction for loading and unloading of materials to avoid off-site impacts.

HAZARDOUS MATERIALS

The Site is part of the Brownfield Cleanup Program overseen by NYSDEC. Prior to commencement of construction activities, NYSDEC-approved environmental investigation will be conducted. Any remedial action will also be approved by NYSDEC and New York State Department of Health. If during construction, staining, odors, or other evidence of environmental impacts are noted by field personnel, appropriate measures will be taken to avoid a hazard to human health or the environment. These measures may include appropriate testing and/or remediation or monitoring to assure that the construction workers, the public, abutting uses and the environment are not adversely affected by the construction activities. Any federal, State, and local agencies that are required to be notified will be notified in a timely manner. With these measures, no significant adverse impacts are expected to occur during construction.

AIR QUALITY

Possible significant adverse impacts on local air quality during construction of the Proposed Project from fugitive dust (particulate) emissions from vehicles traveling on unpaved surfaces; mobile source emissions, including hydrocarbons, nitrogen oxide, and carbon monoxide emissions from construction worker and delivery vehicles; and construction equipment operation would be avoided. The number of worker and truck trips would be below levels that would cause concern for mobile source air emissions. Standard techniques, such as wetting of soil piles and vehicular speed restriction when traveling over exposed soils, would minimize the potential for fugitive dust. The impacts on air quality would not be significant.

NOISE AND VIBRATION

The use of construction equipment coupled with the movement of delivery vehicles traveling to and from the Site would cause a temporary increase in noise and vibration in the project Site area. Noise and vibration levels at a given location would depend on the type of equipment used and number of construction vehicles entering/exiting the Site on a daily basis, as well as the distance from the construction site. The level of impact of these noise sources depends on the noise characteristics of the equipment and activities involved, the construction schedule, and the location of potentially sensitive noise receptors. In general, like most construction projects, construction of the Proposed Project would result in increased noise and vibration that could be considered intrusive only for a short distance, typically 50 feet off-site. It is expected that these impacts, which would be temporary, would vary widely, depending on the phase of construction and the specific task being undertaken.

Typical noise levels of construction equipment expected to be employed during the construction process are presented in Table 17-2.

Increased noise levels caused by construction activities can be expected to be most significant during the early phases of construction. Peak construction noise levels would persist for only a limited time period in the early phase of construction. During the later phases of construction, much of the construction activity would take place within the building structures, and noise levels would be less.

Construction noise is regulated by the U.S. Environmental Protection Agency's noise emission standards for construction equipment. These federal requirements mandate that certain classifications of construction equipment and motor vehicles meet specified noise emission standards and that construction material be handled and transported in such a manner as not to create unnecessary noise. These regulations would be carefully followed.

**TABLE 17-2
Typical Noise Emission Levels for Construction Equipment**

Equipment Type	Noise Level at 50 Feet (dBA)
Air Compressor	81
Asphalt Spreader (paver)	89
Asphalt Truck	88
Backhoe	85
Bulldozer	87
Compactor	80
Concrete Plant	83 ¹
Concrete Spreader	89
Concrete Mixer	85
Concrete Vibrator	76
Crane (derrick)	76
Delivery Truck	88
Diamond Saw	90 ²
Dredge	88
Dump Truck	88
Front End Loader	84
Gas-driven Vibro-compactor	76
Hoist	76
Jack Hammer (Paving Breaker)	88
Line Drill	98
Motor Crane	93
Pile Driver/Extractor	101
Pump	76
Roller	80
Shovel	82
Truck	88
Vibratory Pile Driver/Extractor	89 ³

Notes:

¹ Wood, E.W., and A. R. Thompson, Sound Level Survey, Concrete Batch Plant; Limerick Generating Station, Bolt Beranek and Newman Inc., Report 2825, Cambridge, MA, May 1974.

² New York State Department of Environmental Conservation, *Construction Noise Survey, Report No. NC-P2*, Albany, NY, April 1974.

³ F.B. Foster Company, *Foster Vibro Driver/Extractors, Electric Series Brochure, W-925-10-75-5M*.

Sources:

Patterson, W.N., R.A. Ely, And SM. Swanson, Regulation of Construction Activity Noise, Bolt Barenek and Newman Inc., Report 2887, for the Environmental Protection Agency, Washington, D.C., November 1974, except for notated items.

As per Subsection 38-3 of the Town of North Hempstead Noise Code, noise disturbances are prohibited from construction activities, i.e., “the erection, including excavation, demolition, alteration or repair, of any building, and the operating or permitting the operation of any tools or equipment used in such work” between the hours of 6:00 PM and the previous day to 7:30 AM

on weekdays. Construction activities are restricted on weekends and legal holidays with the exception for cases of emergencies that are of concern for public safety. Overall, noise and vibration impacts are not anticipated to be significant and would not be permanent.

18.0 CUMULATIVE IMPACTS

This DEIS includes the analyses in three other areas required under SEQRA:

- Unavoidable Adverse Impacts – Where significant adverse impacts of the proposed project cannot be mitigated, these will be described as unavoidable adverse impacts and identified in this section.
- Growth Inducing Aspects – This section will assess whether the proposed project will stimulate additional off-site growth and the type of growth, if any, that would be anticipated.
- Irreversible and Irretrievable Commitment of Resources – An evaluation will be made of the resources that will be irreversibly and irretrievably committed to the development of the proposed project.

18.1 Unavoidable Adverse Impacts

Development may result in some adverse impacts that cannot be avoided. Some of these will be temporary or short-term impacts associated with the construction phases of the project, while others will be long-term impacts associated with the operational phase of the Site. However, significant impacts associated with the project will be appropriately mitigated and in all cases it is believed that long-term positive environmental, societal, and economic benefits will outweigh any unavoidable adverse impacts.

18.2 Temporary, Construction-Related Impacts

Vegetation

Construction activities will require the removal of vegetation including various shrubs and trees located on the subject property. Where new infrastructure is to be installed (i.e., construction of the proposed residential building, parking lot and driveway), a permanent loss will occur. Where disturbances to vegetation are temporary, such as with construction, vegetation including lawns, landscape shrubbery and trees will be reestablished in accordance with the landscape plan.

Hazardous Materials

Construction related impacts related to hazardous materials will be mitigated by the remedial measures required by the fully executed Brownfield Cleanup Agreement (BCA) with NYSDEC for the Former LILCO Mount Olive site.

Traffic

Construction trips generated by workers traveling to and from the site would generally occur outside of the peak hours for the area roadways and should not to have a noticeable impact on local traffic conditions.

Air Quality

Air quality impacts related to construction activities may be caused from dust and particulate matter from the project Site, and emissions from construction equipment and vehicles.

The construction of the proposed Site development involves excavation and earthmoving that may result in the release of dust and particulate matter from the Site. During these activities, dust and particulate matter may be released into the air and carried off-site by wind. Construction-related air emissions will result from the use of diesel fuel as a source of energy for construction vehicles and equipment. Mitigation measures are proposed as a part of the project during construction to limit dispersal of particulate matter. Such increases in fugitive dust will be temporary. The erosion and sediment control plan and the Storm Water Pollution Prevention Plan (SWPPP) will address dust control measures.

Noise

Construction activities have the potential to generate temporary noise in the vicinity of the work areas. The duration of exterior construction will be about fifteen months, and is scheduled to start in 2015.

The following measures will be taken as appropriate to control sound levels generated during construction:

- Maintain exhaust systems on mobile equipment in good working condition;
- Operate noisy equipment during periods when ambient sound levels are high;
- Maintain mechanical equipment in good working condition and turn equipment off when not in use rather than idling the engines;
- Keep noisy equipment as far from Site boundaries as possible; and
- Utilize noise attenuated air compressors where practicable.

Wildlife

The wildlife species that may be affected by the activity are generally common, mobile species that are adapted to a developed environment or transient bird species that use the site only temporarily during migration or for activities such as perching and foraging. During construction, wildlife species located on the Site may be temporarily displaced or dispersed due to the increased human activity and construction noise.

Water Quality

As cutting and filling occur on the Site, surficial soils will be exposed to potential erosion, which will be minimized through implementation of the following erosion control practices consistent with the New York State Standards and Specifications for Erosion and Sediment Control (NYSDEC, 2005):

- Keep disturbed areas to a minimum and provide temporary seeding and mulching if operations cease for more than 7 days;

- Keep topsoil stockpiles less than 35 feet high and keep the side slopes of these stockpiles at or less than a 2:1 gradient;
- Construct a crushed stone tracking pad at the points of egress and ingress for construction vehicles of each phase; and
- Place stone riprap at the outlets of storm sewer pipe networks.

Erosion control will be ensured during construction through a program of daily observation and maintenance with particular emphasis on inspection and repair following rain events. All graded areas will be permanently seeded and landscaped to minimize erosion. Control measures will be carried out in accordance with the New York State Guidelines for Urban Erosion and Sediment Control (NYSDEC, 1997) and the approved Stormwater Pollution Prevention Plan (“SWPPP”). Following construction, the proposed development will comply with the latest New York State storm water management requirements, and is expected to improve surface water run off quality from existing conditions.

18.3 Permanent, Operational Period Impacts

Land Use

The project will convert vacant, unproductive land to uses consistent with intent of the Nassau County Comprehensive Plan.

Vegetation

Construction activities will require the removal of vegetation including various shrubs and trees currently on the subject property. Where new infrastructure is to be installed (i.e., residential building, parking lot and driveway), a permanent loss of vegetation will occur.

Visual Character

While visual character is subjective, it is generally accepted that these blockages to existing views may represent a permanent adverse impact of a project. However, the majority of the existing visual character of the Site, including the trees along the frontage of the property are retained and incorporated into the design of the project to the maximum extent practicable.

Traffic

The project is anticipated to modestly increase traffic levels on local roads and at local intersections as described in detail in Section 9.0 of this DEIS. The majority of the increases will not adversely affect the level of service or significantly add to delays. However, where impacts to levels of service or potentially significant delays would occur, the project will mitigate them via the installation of a modified traffic signal.

18.4 Growth Inducing Aspects

Long-term secondary impacts are the effects of the new development likely to occur as a result of the approval of a particular proposal. Overall, the Olive Hill at Manhasset development will serve as a long term housing solution to provide affordable housing to senior citizens in the Town of North Hempstead.

Although a small increase in local population would result as a result of the proposed action, the addition of the senior residential development is not expected to significantly increase the demand for additional resources related to commercial or community facilities and services within the hamlet of Manhasset or the surrounding communities. It is expected that the addition of the population by the proposed action will result in the increase spending on local good and services. In addition, the Applicant estimates that the proposed project would create 75-90 temporary construction jobs and 4 permanent jobs during the project's operation which will generate payroll taxes paid to the state as well as increase local and state income and spending. Furthermore, the redevelopment of the Site from a vacant property would result in the adding appreciably to the local real estate tax base.

The proposed senior housing development will require to be connected to the existing Nassau County municipal sewer system as well as to the Manhasset-Lakeville public water supply. As both of these municipal services indicated they have the capacity to serve the Site, no expansion of the existing districts would occur and no new districts would need to be formed.

As a result of traffic growth from the proposed development, appropriate mitigation measures, such as a dedicated northbound left turn lane, will be implemented to address and reduce potential traffic concerns.

In summary, the construction of the Olive Hill at Manhasset development will provide housing to seniors in need of affordable living space within the Town of North Hempstead. The proposed construction of the Olive Hill at Manhasset complex is of a positive nature.

18.5 Irreversible and Irretrievable Commitment of Resources

All development activity expends resources. The proposed private development will commit the vacant site to a senior housing use for the foreseeable future. Natural and man-made resources will be utilized for the development of the Site. The commitment of resources for construction of the project will include:

- Approximately 2.94 acres of existing vegetation and trees will be lost and/or disturbed through the project development.
- Use of labor;
- Use of construction materials which are non-retrievable; and
- Use of non-renewable vehicle and equipment fuels.

Operation of the new senior housing development, once completed, will commit the following resources:

- Potable water;
- Wastewater treatment capacity; and
- Electricity

19.0 MITIGATION MEASURES

Where significant project impacts have been identified in the analyses discussed above, measures will be described to mitigate those impacts, such as utilization of Best Management Practices. The technical analyses of these measures and their associated costs are included as part of the above work items. This task summarizes the findings and prepares the mitigation section for the DEIS. The feasibility of these measures and the extent to which they mitigate the impact (i.e., whether they mitigate the impact partially or fully) will be discussed. The formulation and assessment of any recommended mitigation measures will be done in close coordination with the Town of North Hempstead, NYSDEC, and other County and State agencies as necessary. Preparation of any necessary permits is not part of this task. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

19.1 Land Use, Zoning, and Public Policy

The project has been designed to incorporate extensive mitigation measures to reduce the potential for impact to nearby residential land uses. These mitigation measures include the following:

- Siting of the residential structure within the western portion of the Site to lessen the earth work required for development;
- Maintaining existing trees and existing topographic buffer along the southwestern portion of the property;
- Construction activities and earth movement are proposed in one phase and in an orderly progression, to reduce dust and to minimize dust and off-site disturbance;
- The project has been designed to reduce off-site disturbance from light and noise during both construction and operation;
- Traffic improvements, particularly the proposed road markings and the modified traffic signal will improve traffic flow, reducing congest on local roadways;
- Landscape plans will provide attractive green space within the perimeter and ancillary parking areas; and
- Project architectural style is designed to improve existing neighborhood character.

Prior to construction, existing wooded areas would be preserved to the extent practicable. Temporary fencing would be installed around the critical root area(s) to prevent equipment from damaging such tree areas designated for preservation.

Overall, the siting and the design of the facility, together with the construction measures and operational controls will reduce potential impacts to nearby residential uses.

19.2 Community Facilities and Services

The proposed building will contain a sprinkler system to help minimize property damage in the event of a fire and to minimize potential impacts to the Manhasset-Lakeville Fire Department. An emergency access point and emergency lane has been designed to allow emergency vehicles access the property with direct access to the residential building.

During construction, security will be provided after work hours. At the time of operation of the Olive Hill at Manhasset development, a video security system will be installed as well as the building doors will be secured with locks and proximity key fobs to minimize potential impacts to the local police precinct. As no impact to the community facilities and services of the area is anticipated to result from implementation of the Proposed Project, no mitigation is required.

19.3 Socioeconomic Conditions

No significant adverse impacts related to socioeconomic conditions shall occur as a result of the proposed action. Therefore, no mitigation measures are proposed.

19.4 Visual Quality and Community Character

No significant adverse impacts on community character are expected to occur as a result of the proposed project. The following measures will be implemented to mitigate potential visual impacts:

4. The senior residential building will be located at the western portion of the Site. The view of the property from Community Drive will be improved by clearing old fallen trees as well as the installation of new landscaping at the main entrance and along the access drive.
5. Retaining walls, a 23-foot natural vegetated buffer along the north property line as well as strategically placed new plantings of evergreens and deciduous landscaping on-site will provide a screen from view of existing residences to the proposed building.
6. The height of light fixtures will not exceed 20 feet above grade, in accordance with the Town of North Hempstead Zoning Code, Chapter 70, and dark sky compliant.

19.5 Geology, Soils, and Topography

GEOLOGY

The building construction can be supported on conventional spread footings. Pile supports will not be used. Proposed retaining walls will provide immediate stabilization of slopes that would otherwise be subject to potential erosion. As discussed in Section 7.0, the NYSDEC Technical and Operational Guideline series (TOGS) requirements for erosion control would be met or exceeded in the Erosion and Sediment Control Plan implemented for the proposed Olive Hill at Manhasset site to control erosion of any exposed geologic features. Because of the deeper geology of the Site will not be significantly impacted by the construction and operation of the Olive Hill at Manhasset site and the deeper geology does not provide a significant impediment to development of the Site, no additional mitigated measures are proposed.

SOILS

Existing soils have no more construction limitations or constraints and will support the new stormwater drainage. Proposed stormwater drainage will be collected in precast concrete structures. The soils will serve to filter the stormwater effluent.

The following erosion control practices consistent with the *New York State Standards and Specifications for Erosion and Sediment Control* (NYSDEC, 2005) will be implemented during construction of the Proposed Project:

- Keep disturbed areas to a minimum and provide temporary seeding and mulching if operations cease for more than 7 days;
- Keep topsoil stockpiles less than 35 feet high and keep the side slopes of these stockpiles at or less than a 2:1 gradient;
- Construct a crushed stone tracking pad at the points of egress and ingress for construction vehicles of each phase; and
- Place stone riprap at the outlets of storm sewer pipe networks.

Erosion control will be ensured during construction through a program of daily observation and maintenance with particular emphasis on inspection and repair following rain events. All graded areas will be permanently seeded and landscaped to minimize erosion. Control measures will be carried out in accordance with the *New York State Guidelines for Urban Erosion and Sediment Control* (NYSDEC, 1997) and the approved Stormwater Pollution Prevention Plan (“SWPPP”).

TOPOGRAPHY

Commonly accepted engineering practices will be used in the design of pavements, slopes and retaining walls to achieve stable finished gradients throughout the Project Site.

19.6 Hazardous Materials

The site characterization conducted between 2007 and 2011 was a focused sampling plan that did not fully investigate the environmental conditions of the entire Site. Sampling was focused primarily in the eastern and western portions of the Site. Additional sampling is warranted to further define the Site’s physical and chemical characteristics of contamination, delineate the extent of the contamination and to support the development of a proposed remedy to address the contamination. The overall intent of a supplemental investigation will be to address the following areas of concern:

1. Historic fill material added to the Site;
2. Historic use of the aboveground Manhasset Hortonsphere;
3. Soil investigation throughout the central portion of the Site that has not been investigated prior; and
4. Potential groundwater impacts.

In July 2014, G&G Acquisitions, LLC filed a NYSDEC BCP Application for the subject property, identified as “Mount Olive Former LILCO Site”, ID#C1301822 and was accepted into the BCP in October 2014. Under NYSDEC oversight, the Site will be full investigated, a remedial plan developed and implemented. Community outreach and communication under the BCP has commenced and will continue throughout the clean-up process. The NYSDEC-approved remedial plan will be protective of the both the on and off-site community and the environment.

19.7 Traffic and Transportation

The increase in construction-related vehicular trips will be a temporary and unavoidable effect of building construction. Mitigation methods for the operation of the senior housing development proposed by Mulryan include the modification of a traffic signal at the intersection of Community Drive and Community Drive East and modifications to existing pavement markings. This would control the existing approaches as well as the proposed site access. Existing pavement markings will be altered to provide a dedicated northbound left turn lane. The westbound approach will also be modified to provide a shared right-through lane. The traffic signal phasing will be altered to accommodate the new eastbound approach. All traffic signal and intersection modifications will require approval from the Nassau County Department of Public Works.

19.8 Air Quality

No significant air quality impacts are anticipated as a result of the proposed Olive Hill at Manhasset development. In order to minimize temporary air quality impacts associated by the construction of the Site, the following mitigation measures will be implemented.

Dust monitoring will be conducted to measure dust levels on-site and that of the nearest receptors. Dust mitigation methods include water sprays and gravel to seal main trafficable areas. Soil stockpiles will be covered with plastic. Additionally, there will be fuel emissions from trucks and machinery. These temporary, mobile sources are not anticipated to create a significant effect on the surrounding area. Mitigation methods to be employed at the Site include limiting idling time and ensure engines and maintained properly. Fencing with fabric will be installed around the perimeter of the Site to prevent particulates from spreading to off-site locations. General housekeeping methods will be employed to minimize the amount of debris and impacts of wind-borne dust.

19.9 Noise

Temporary increase in site-related noise will occur during the construction phase of the Olive Hill at Manhasset Site. Mobile equipment, such as bulldozers, trucks and cranes, will maintain exhaust silencers in working condition. Noise attenuated air compressors will be also utilized. Mechanical equipment, i.e., trucks, compressors and cranes, will be maintained in good working condition and shut down when not in use, instead of idling. As per Subsection 38-3 of the Town of North Hempstead Code, noise disturbances are prohibited from construction activities, i.e., “the erection, including excavation, demolition alteration or repair, of any building, and the operation or permitting the operation of any tools or equipment used in such work” between the hours of 6:00 PM the previous day to 7:30 AM on weekdays. Construction activities are restricted on weekends and legal holidays with the exception for cases of emergencies that are of concern for public safety. No significant increase in the existing noise levels is expected due to the proposed residential development. Potential noise from the increase traffic along Community Drive associated with the proposed senior residential development is expected to be barely discernible (see Section 11.0 of this DEIS).

19.10 Natural Resources

The proposed Olive Hill at Manhasset development is expected to displace approximately 2.74 of existing vegetation. The loss of vegetation will result in the temporary loss of animal habitat (i.e., typical avian species and small animals adapted to human activity and suburban ecosystems). However, approximately 0.26 acres will remain in natural state. To the degree that portions of these woodland communities are preserved; habitat will be preserved. In addition, approximately 1.48 acres of new landscaping and plantings to provide habitat in the vicinity for species to be adapted to the local developed ecosystem and buffer for the neighboring properties. The Landscape Plan (reference) depicts this natural screen of plantings and additional landscaping. The Site is located within the vicinity of community parks. Wildlife is expected to relocate to this area and to the immediate vicinity of the Site. No adverse impacts to rare or endangered species are anticipated. Some resident individuals of bird and mammal species may be expected to relocate to portions of the Site property that would not be disturbed or within the new landscaped portions, as well as within similar habitat in the vicinity of the Site.

19.11 Cultural Resources

As no impact to cultural resources of the area is anticipated to result from implementation of the Proposed Project, no mitigation is required.

19.12 Surface and Groundwater Resources

Although there are no anticipated adverse impacts to surface and groundwater resources, the following measures will be followed as part of the design of the proposed senior housing development in order to minimize potential impacts to surface and groundwater resources.

- The proposed development will be connected to both public water and sewer systems.
- A detailed SWPPP would be prepared and implemented as required by the NYSDEC State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity (GP-0-10-001). The erosion and sediment control plan would include measures to control erosion and sedimentation in accordance with the *New York State Standards and Specification for Erosion and Sediment Control*.
- Stormwater runoff from site access drives, parking areas, walkways and gutters will be directed to catch basins and dry wells that are to be constructed on-site. No stormwater runoff is permitted to leave the Site and will not flow to adjacent properties. Drywells, which are buried below ground, recharge the stormwater into the ground without impacting the landscape. In addition, grass pavers will be installed to collect and re-use stormwater, as well.

19.13 Utilities, Solid Waste, and Energy

Overall, no significant adverse impacts related to utilities, solid waste and energy shall occur as a result of the proposed action. Therefore, no mitigation measures are proposed.

19.14 Construction Impacts

SOIL EROSION AND SEDIMENT CONTROL

Increased stormwater runoff from areas cleared of natural vegetation would be managed to avoid any increased potential for on- and off-site soil erosion and sedimentation during the construction period. To minimize erosion, the project would adhere to the *New York State Standards and Specifications for Erosion and Sediment Control* (August 2005), and the Best Management Practices (BMPs) developed by the NYSDEC as described in *Reducing Impacts of Stormwater Runoff from New Development* (1993).

An erosion and sediment control plan would be prepared as part of a Storm Water Pollution Prevention Plan (SWPPP) required by the NYSDEC State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity (GP-0-10-001). The erosion and sediment control plan would include measures to control erosion and sedimentation in accordance with the *New York State Standards and Specification for Erosion and Sediment Control*.

Erosion and sediment control measures would be installed prior to beginning other land disturbances and would not be removed until the disturbed land areas are stabilized. Such practices include seeding or mulching for surface stabilization, silt fences, haybale dikes, and water quality swales. Maintenance would be performed as necessary to ensure continued stabilization. Below are descriptions of mitigation measures that may be used, as needed, during project construction:

- Protection of trees—Existing trees would be preserved whenever possible in accordance with the site clearing plan. Preserving this type of natural vegetation would provide aesthetic buffer, preserve habitat, and reduce soil erosion. When preserving trees, fences would be installed to prevent equipment from damaging areas designated for preservation.
- Stabilized Construction Entrance—All points of construction ingress and egress would be protected to prevent the deposition of materials onto traversed public thoroughfare(s) by installing and maintaining a stabilized construction entrance.
- Vegetated swales—During the early phases of construction, surface runoff that is relatively clean and free of sediment could be diverted or otherwise prevented from flowing through areas of construction activity via a system of temporary swales, if deemed necessary. The swales would route flow to temporary runoff collection ponds. During the remainder of the construction period, as well as during operation, areas outside the buildings and pavement would continue to utilize vegetated swales, if necessary, in preference to a piped collection system.

- Haybale Barriers—Haybale barriers would be used to prevent sediment inflow into catch basins during the construction process. They may also be used in place of silt fencing, where applicable.
- Temporary Seeding—Planting of fast-growing grasses provides rapid stabilization of disturbed surfaces that would experience further disturbance or construction activity at a later date. Temporarily seeded surfaces would have greater resistance to stormwater runoff and/or wind erosion. All disturbed areas would be seeded and stabilized with erosion control materials within 30 days of final grading. If construction is suspended, or sections completed, areas would be seeded and stabilized with erosion control materials. Maintenance would be performed as necessary to ensure continued stabilization. This control can be used only if it is the growing season for grass seeds.
- Geotextiles—Geotextiles are porous fabrics known in the construction industry as filter fabrics, road rugs, synthetic fabrics, construction fabrics, or simply fabrics. They are used for filtration, reinforcement, material separation, mats, drainage applications, and erosion control. For sediment and erosion control applications, they are most commonly used as mats to stabilize flow in channels and swales and on recently planted slopes, and as separators to prevent the migration of sediments into other layers such as soil from beneath gravel.

All erosion and sediment controls described in the SWPPP would be installed prior to construction activities and would remain until final stabilization, unless specifically noted. By implementing these methods and working with existing grades, where feasible, no significant adverse impacts are anticipated.

TRAFFIC

Project construction may cause some temporary, short-term increased local truck traffic due to the delivery and removal of construction materials and equipment from the project Site. It's anticipated that most construction equipment and deliveries would be from the existing curb cut off Community Drive. On-site staging areas would be used during construction for loading and unloading of materials to avoid off-site impacts.

HAZARDOUS MATERIALS

Prior to commencement of construction activities, appropriate environmental investigation and testing (if and as necessary) will be undertaken as approved by NYSDEC. If a remedial action is required, such action will be overseen by NYSDEC. If during construction, staining, odors, or other evidence of environmental impacts are noted by field personnel, appropriate measures will be taken to avoid a hazard to human health or the environment. These measures may include appropriate testing and/or remediation or monitoring to assure that the construction workers, the public, abutting uses and the environment are not adversely affected by the construction activities. Any federal, State, and local agencies that are required to be notified of such activities will be timely notified. With these measures, no significant adverse impacts would be expected to occur during construction.

AIR QUALITY

Possible significant adverse impacts on local air quality during construction of the Proposed Project from fugitive dust (particulate) emissions from vehicles traveling on unpaved surfaces; mobile source emissions, including hydrocarbons, nitrogen oxide, and carbon monoxide emissions from construction worker and delivery vehicles; and construction equipment operation would be avoided. The number of worker and truck trips would be below levels that would cause concern for mobile source air emissions. Standard techniques, such as wetting of soil piles and vehicular speed restriction when traveling over exposed soils, would minimize the potential for fugitive dust. The impacts on air quality would not be significant.

NOISE AND VIBRATION

Construction noise is regulated by the U.S. Environmental Protection Agency's noise emission standards for construction equipment. These federal requirements mandate that certain classifications of construction equipment and motor vehicles meet specified noise emission standards and that construction material be handled and transported in such a manner as not to create unnecessary noise. These regulations would be carefully followed.

As per Subsection 38-3 of the Town of North Hempstead Noise Code, noise disturbances are prohibited from construction activities, i.e., "the erection, including excavation, demolition, alteration or repair, of any building, and the operating or permitting the operation of any tools or equipment used in such work" between the hours of 6:00 PM and the previous day to 7:30 AM on weekdays. Construction activities are restricted on weekends and legal holidays with the exception for cases of emergencies that are of concern for public safety. Overall, noise and vibration impacts are not anticipated to be significant and would not be permanent.

20.0 ALTERNATIVE ANALYSIS

20.1 Introduction

To understand how impacts have been minimized or avoided and to weigh the impacts of the Proposed Project against other potential alternative uses for the Olive Hill at Manhasset site, two alternatives were considered, including:

- No Action: The Proposed Project is not approved and the project site remains in its current condition;
- As-of-Right Alternative: Full build-out under current zoning (Residence C)

Each of these alternatives is examined below.

20.2 No Action

In the No Action Alternative, the Proposed Project (construction of a 72-unit senior residence complex) would not be approved and project construction would not occur. It is assumed in this alternative that the site would continue to be vacant. The future without the proposed development will include decay of trees without significant intervention by an arborist. The Site will continue to receive no maintenance or removal of weeds, dead trees or fallen trees. The amount of surviving trees will decrease in the absence of new landscaping. In addition, future site-wide dumping of debris is likely to continue, which would cause distress to the wildlife.

Furthermore, the community character may deteriorate. Unwarranted Site access is likely to continue and may potentially lead to higher crime rates in the area. In the No Build Alternative, there is likely to be an increase in residential developments alongside a growing population.

As identified in Section 5.0 of this DEIS, the hamlet of Manhasset has the largest population of senior citizens age 65 and older when compared with other Towns within a half-mile radius of the Site. Growing populations in the Town of North Hempstead and recent trends are demonstrating an increase in residential developments and converting underutilized land to uses that will benefit the community. It is assumed that no new construction will be developed on-site to change views and that existing uses will remain unchanged.

In conclusion, the No Action Alternative does not meet the needs of the project developers or the Town's goals for the area, which is to meet a need for redevelopment of underutilized Town property, and generation of tax revenue as well as increased employment opportunities. Although the No Action Alternative is required to be examined under State Environmental Quality Review Act (SEQRA), maintaining the existing project site in its current condition is not desirable and is not a feasible, reasonable, or practicable option for the project developers or the Town of North Hempstead, as it would not provide the much needed economic resurgence and revitalization of underutilized properties in the Town, as would the Proposed Project.

20.3 As-of-Right Alternative

For the purpose of this alternative plan analysis, review of the Town Code requirements of Residence C District (R-C) was conducted. As per Article VI of the Town Code, one (1) single family residence per 5,000 square feet is allowed within the R-C zoning district. As the site is 3.19 acres, this proposed As-of-Right alternative would yield 27 single-family residences. This alternative will require subdivision approval by the Town of North Hempstead to accommodate the proposed total number of residences. Additionally, the as-of-right alternative would require the disturbance of the entire site tract of land and would therefore preserve less vegetation on-site. This would result in the potential of significantly impacting visual quality. Due to the topography of the property, additional site development constraints would apply. In addition, demand on community resources (especially the Manhasset school district, police department and fire department) would be expected to increase due to the population added and the independent dwelling units installed. Furthermore, the potential of additional traffic impacts will need to be mitigated.

