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**SOMERS PLANNING BOARD
SPECIAL MEETING AGENDA
JANUARY 23, 2013
7:30 P.M.**

PROJECT REVIEW

- 1. SOMERS REALTY PLANNED HAMLET
FINAL SUBDIVISION APPROVAL AND LOT LINE CHANGE;
WETLAND PERMIT, TREE PRESERVATION PERMIT AND
STORMWATER MANAGEMENT AND EROSION CONTROL PERMITS
[4.20-1-15, 18]**

Application for Final Subdivision and Lot Line Change, Wetland Permit, Stormwater Management and Erosion and Sediment Control, Tree Preservation Permits for Somers Realty Planned Hamlet.

The Final Preliminary Subdivision application is for creation of a 7.7 acre lot from prior Lot 2. The Lot Line change is for a minor modification to the lot line of a previously created sewer pump station parcel

Consideration of Final Subdivision Approval.

Last discussed at the January 17, 2013 Planning Board meeting.

- 2. THE MEWS AT BALDWIN PLACE PHASE 2 SITE PLAN APPROVAL,
WETLANDS, STEEP SLOPES, TREE PRESERVATION AND
STORMWATER MANAGEMENT AND EROSION AND SEDIMENT
CONTROL PERMITS [TM: 4.20-1-15]**

The Mews at Baldwin Place 2, Site Plan Approval, Wetlands, Tree Preservation, Steep Slopes, Stormwater Management and Erosion and Sediment Control Permit for the Mews at Baldwin Place, Phase 2. The property is located on the South side of Route 6 in the Somers Planned Hamlet Zoning District. The Site Plan application is for the construction of 75 units of senior affordable housing which will be serviced by public water and sewer. Consideration of Site Plan Approval.

Last discussed at the January 17, 2013 Planning Board meeting.

PROJECT REVIEW (CONTINUED)

**3. THE GREEN AT SOMERS AMENDED SITE PLAN,
WETLAND, STEEP SLOPES AND STORMWATER
MANAGEMENT AND EROSION AND SEDIMENT CONTROL
PERMITS [TM: 4.20-1-3.1]**

Application of National Golfworx/Rick Van Benschoten (owner) for a mixed-use development consisting of four buildings with a combination of retail and residential uses. The site is proposed to be serviced by public sewer and water.

The application was last discussed at the January 9, 2013 Planning Board meeting.

Next Planning Board Meeting, February 13, 2013

Agenda information is also available at www.somersny.com

Marilyn

Wendy Getting

From: Linda Whitehead [LWhitehead@mgslawyers.com]
Sent: Wednesday, January 16, 2013 6:31 PM
To: acurrie98@aol.com; John Keane; jmeder@fpclark.com; Joseph Barbagallo; Marilyn Murphy; Wendy Getting; Gene Goldenberg; NJGERBINO@aol.com; Christopher Foley; Vicky Gannon; FloDeLucia@aol.com
Cc: Rick Van Benschoten; Robert Sherwood; Nathaniel Holt; D B McClure; pjaehnig@comcast.net; Ron Schulman; A.J. Coppola
Subject: The Green EAF Part 3
Attachments: Supplemental SEQRA information (00014443).DOC



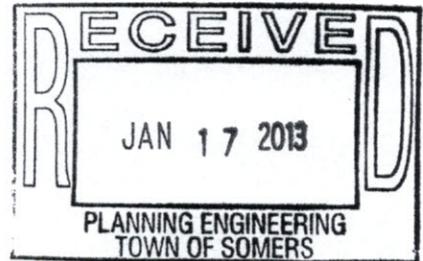
Supplemental
SEQRA information..

In anticipation of your meeting on January 23, 2013, attached please find the additional discussion of the five areas identified at last week's meeting.

Thank you.

Sincerely,

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EAF PART 3 – SUPPLEMENTAL INFORMATION REGARDING SPECIFIC IDENTIFIED IMPACTS

Construction on slopes greater than 15%

Work is proposed on a limited amount of areas of slopes greater than 15% towards the Route 6 side of the property. It is apparent that the slopes in excess of 15% were man-made as part of the construction of the golf driving range. The slope category of 15 to 25% is located at the base of the "tee boxes" and along the easterly property line. The area associated with these areas is approximately 6,525 square feet and 5,925 square feet respectively. A second slope category of greater than 25% is also located along the easterly property line and is approximately 2,180 square feet in area. The areas of steep slopes are clearly indicated on the constraints map submitted. No construction activities are proposed on the slope category in excess of 25%.

Activity within the slopes associated with the tee boxes will be limited to the addition of fill in this area. Therefore, no excavation will occur on these slopes. The addition of fill in the area of the man made steep slope will not have any significant environmental impact.

Within the sloped area along the easterly property line, some grading will take place as part of proposed grading operations associated with the construction of the loop road that circles the proposed residential buildings. This impact has been minimized, however, requirements for maximum grades and road geometry do not allow for the sloped area to be avoided completely.

Mitigation of any potential impact from the grading activities within the sloped area is provided by soil and erosion controls, including protection of the slope from erosion through the installation of stone rip rapping

Construction where depth to ground water is 3 feet or less

Upon further review, it has been determined that the proposed plan does not actually proposed any construction where the depth to ground water is 3 feet or less. On May 31, 2012 the firm of Carlin Simpson and Associates was retained to perform a series of borings for the purposes of preparing a Subsurface Soil and Foundation Investigation Report. A total of seven such borings were taken around the site, with particular attention to the locations of the proposed buildings. Two of the borings were taken in proximity to two separate wetland areas. In no instance was groundwater encountered at a depth of less than three feet

Dewatering

Based upon the test borings and report prepared by Carlin-Simpson (referenced above) and the current proposed plan, it is not anticipated that the depth of excavation associated with any of the buildings would encounter a ground water condition which would necessitate dewatering operations. As noted in the Carlin-Simpson report, seven borings were taken to determine the subsurface soil conditions for each of the then five proposed buildings. Subsequent design changes to the site design has eliminated one of the residential buildings which coincided with boring numbers B-5 and B-6. The data for the rest of the borings indicated that the depth to groundwater ranged between elevation 517 and 532. The depth of

the footings at each of these locations ranged between elevation 521 and 536. In each location, the elevation of the foundation is above the groundwater elevation.

Except as noted below, none of the excavation associated with the construction of any water, sewer or drainage pipes would be at depths that would require de-watering operations. The Carlin-Simpson report noted that the elevation of the ground water table in the vicinity of a small section of the proposed 24" by 48" arch pipe and the pocket pond stormwater mitigation would result in groundwater being encountered during the work in those areas.

Mitigation for any potential impacts of the need to dewater during construction will be mitigated as follows. The pocket pond stormwater area will be constructed as part of the initial phase associated with the site development. This area will serve as a temporary sediment basin which will protect the wetlands from impact during construction. The temporary sediment basin will be designed in accordance with the NYSDEC Design Manual for Stormwater Management.

Any groundwater which may be encountered during the normal course of construction will either be piped or pumped via a low head "trash pump" into the temporary sediment basin in accordance with the Design Manual and will be part of the Stormwater Pollution Prevention Plan that will be prepared in accordance with the requirements established by the General Permit.

It will not be necessary to artificially lower the ground water table through the use of well points or similar methods.

The need for dewatering has been minimized and any potential environmental impacts are mitigated by using the above described methodology

Site lighting

Light fixtures within the parking areas will be pole mounted to a maximum height of 24 feet. The fixtures will be "full cut off" which will create a down light effect thereby keeping the illumination directed downward on the site without spillover onto adjacent properties. Other site lighting will be building mounted lights near building entrances for safety, and where necessary for safety low level bollard lights along pathways. A site lighting plan will be developed for review and approval by the Planning Board and its consultants. A photometric plan will be prepared to illustrate the lighting patterns of the fixture(s) selected. The plan and intent for the lighting will be to provide just what is necessary for safety and using fixtures which will prevent any spillover off of the site. The result will be that there will be no significant impact of the site lighting.

Importing of fill and related truck traffic

It is estimated that approximately 25,000 cubic yards of fill material will be imported into the site to create the proposed finished grades. Assuming the use of typical "gondola" tractor trailers with a capacity of 25 cubic yards, there will be approximately 1,000 truck deliveries over the course of construction, primarily in the early phases. The rate in which fill will be imported into the site will be based on a number of different factors: the location(s) of the borrow site(s), the availability of fill at each site; the speed at which each truck can be filled and the time it

takes to spread the fill at the project site. Due to the limited area which can be used to stage the filling operations it is likely that on average no more than forty truckloads or 1000 cubic yards could be accommodated during any work day. Therefore, weather permitting, the fill importing operations should span over a period of approximately 5 weeks.

Trucking operations must be staggered to allow for the earth moving operations to stock pile the fill, spread the fill and compact it. At most, based upon the maximum number of trucks that can be accommodated in any work day of 40 trucks, it is estimated that the trucks entering and leaving the site will be at 12 - 15 minute intervals over the course of the day. This spacing will help avoid trucks queuing at the site so as to impact traffic on Route 6.

The potential impact of the additional truck traffic will be a short term temporary impact. Given the commercial nature of Route 6, the additional truck traffic over this short time will not have a significant impact.

With respect to potential impacts of the fill itself, in its current condition, the project site slopes down from Route 6 towards the rear of the property. It is apparent that at one point the site was excavated (soils removed) which created the existing topographic relief. As shown on the grading plan, it is proposed to create an area in the front portion of the property such that the elevations will be near that of Route 6 to create building pads and parking areas. The placement of the proposed buildings and retaining walls has been strategically planned to create a containment of the fill pad; that is the garage floor elevations along the rear of the northern most buildings is at or very near to existing grade, while the first floor elevations of the buildings are very nearly that of the grades on Route 6.

According to the FEMA Flood Mapping of the area, the site is not within either a 100 year flood zone or Floodway, therefore none of the filling operations will have an effect on neighboring or downstream properties due to a displacement of flood storage area(s). In addition, due to the topography of the site, the proposed filling operations are well outside (in excess of one hundred feet) of the State regulated wetland found at the lower elevations of the property. Therefore, the importing of fill will not result in any potential significant impact on flood conditions or the State regulated wetland.

When importing fill in large volumes, the other area of concern relates to the fill activities and erosion control.

An erosion control plan will be developed as part of the Stormwater Pollution Prevention Plan and in accordance with the New York State Department of Environmental Conservation's Design Manual for Stormwater Control. In addition to the usual installation of silt fence and hay bales along the toe of the fill limits, the plan will make use of diversion swales, cut-off trenches and temporary sediment basins which will be incorporated into the work before any importing of fill commences.

Upon completing installation of the erosion control measures, the contractor will be required to strip the topsoil layer within the limits of work and stockpile it either on site or at a remote location for later use. The stockpiles of topsoil shall be stabilized with grass and mulch and ringed with haybales and/or silt fence.

These measures will mitigate any potential significant environmental impact of the fill activities on the site.