

**DEPARTMENT OF PLANNING**

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**Douglas J. Schuetz**  
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March 19, 2020

Chairman Gilbert Heim  
Town of Clarkstown Planning Board  
10 Maple Avenue  
New City, NY 10956

RE: Schimpf Farm Senior Housing - Final Environmental Impact Statement

To Chairman Heim and Planning Board Members:

As an ongoing interested party for the State Environmental Quality Review Act (SEQRA) process, the Rockland County Department of Planning has reviewed the Final Environmental Impact Statement (FEIS) for the Schimpf Senior Housing project dated February 20, 2020. This proposal is also subject to the Planning Department's review as mandated in Sections 239-1 and m of the New York State General Municipal Law (GML) as the site is within 500 feet of Germonds Road (County Road 27). Below are our comments to address the responses over the concerns we raised in our review of the DEIS.

**Responses to Comments on Environmental Setting**

1. Response 3.5-1 notes that the Drainage Maps have been revised to address our concern that not all symbols drawn on the map were identified in the legend. However, the revision tables have not been updated. These must be updated with the dates of the most recent revisions to these maps.
2. Response 3.8-1 does not adequately address the fact that the DEIS does not acknowledge that the County is working towards the creation of an agricultural district. While the owner of the Schimpf Farms project site may not have the desire to establish a farm-operation, it must still be recognized in the narrative that an agricultural district is in the final stages of review by the Rockland County Legislature. Mitigation measures must also be included for the loss of this potential site.
3. Response 3.9-1 fails to address our assertion that there is no discussion regarding the size of the buildings. Although the building height is mentioned in Section 3.9 of the DEIS, the

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- length of close to 165' is not addressed. Section 4.2 also does not compare the impact on aesthetic resources the 165' buildings will have when compared to single-family residences.
4. Response 3.9-2 does not adequately address the concern that the impacts to the surrounding properties, due to the provision of inadequate buffer areas and front yard requirements not being met, are not discussed. While the noted Alternative 4.3 is fully conforming, the proposed plan is not. A discussion as to how the deficiencies of the proposed plan will impact the surrounding neighborhood must be included in Section 3.9.
  5. Response 3.13-60 notes that additional parking has been added to accommodate guest parking. No guest parking is labeled on the site plan. Will these additional spaces be designated to be used exclusively for guests or will they be available to be used by both guests and residents?
  6. Response 3.13-63 fails to address the comment. The traffic needs of the County T.R.I.P.S. service or pedestrian access to the bus routes available on NYS Route 304, which is less than 1/3 of a mile away, are not discussed. Since this project is proposed to provide Active Adult Residential housing, there may be some residents who are unable to drive, and therefore need to take advantage of these transportation services. The Transportation Section must be expanded to discuss the feasibility of having the County's T.R.I.P.S. service access the site.
  7. Response 3.17-1 references Alternatives 4.3 and 4.4 as examples of conforming layouts. However, that does not adequately address our concern. In the text of the DEIS, it is stated: "Upon implementation ...building height, observing recommended buffer areas, ...the proposed action is anticipated to be in harmony with the existing surrounding area thus no significant adverse impact with respect to surrounding use patterns are anticipated." This statement is incorrect as the buffer areas, as required in Section 290-201.(4), are not observed, and in fact, variances for over 30% deficiencies are required for the proposed development. This section of the DEIS must acknowledge that variances are in fact required and provide justification as to why they should be granted, whether or not conforming alternatives are presented in a later section.
  8. While the site plan does note variances are required for the proposed setbacks and buffers, Response 3.18-17 fails to recognize that the statement: "buildings have been sited to comply with the bulk requirements of the special use permit" is untrue. This phrase must be changed to accurately portray that the site does not fully comply with the bulk requirements and that variances are required. The plans should also be redesigned so that they comply with the bulk requirements.
  9. Response 3.18-43 does not adequately acknowledge that the semi-rural community character will be impacted by this development. The 50-foot buffer referenced in the response is deficient by 33 percent. In addition, the proposed development is more urban in design, with three story buildings and a 50 percent development coverage. Section 1.2.18 must be updated to recognize that this type of development will impact the character of the community.

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10. Although Response 3.18-45A states the area is not strictly residential, the immediate area around the proposed site is residential. As previously stated, the buffer referenced in the response is deficient by 33 percent and the section must still acknowledge that variances are required for the proposal.
11. Response 3.18-53 fails to understand our meaning when we stated that “special permit uses are, by definition, subject to a higher standard of review than as-of-right uses.” A special permit use for senior housing must not only adhere to the bulk requirements, but they must also meet the special permit standards outlined in Section 290-170(A), whereas, an as-of-right use is only required to adhere to the bulk requirements. In addition, while Alternative 4.3 provides a full compliance plan, Sections 3.17.2 and 3.18.3 should still reference the fact that the proposed plan requires variances.
12. Response 3.18-58 states additional parking has been incorporated into the site plan to accommodate guest parking. As questioned above, will these parking spaces be labeled and reserved for guest parking or will they be available to both guests and residents?
13. Response 3.19-19 indicates that Map Note 9 would be corrected to reflect that SUEZ will supply the water to the development and that Map Note 18 would be removed. As of the Plan Set dated February 20, 2020, these revisions have not been made.
14. Response 4.3-1 pertains to the proposed layout. However, our concern was over the Senior Citizen Housing Alternative presented in Section 4.3 of the DEIS. A design that provides a cohesive community that focuses on the amenities as a central unifying feature must be provided for this Alternative.
15. Again, Response 4.3-2 does not address the Senior Citizen Housing Alternative presented in Section 4.3 and instead refers to the previous response. A redesign of this Alternative design must be provided that includes underground parking for Buildings 1 and 2. This would provide more convenient parking for the residents of these units, reduce the need for such a large parking area in the center of the site, provide parking for guests, and perhaps allow the recreational amenities to be more centrally located.

### **Additional Comments**

16. Response 3.13-60 states that the 16 spaces in the southwest portion of the site are in reasonable proximity to Building #8. This shall be corrected to Building #6. In addition, since we made our previous comment, additional parking spaces have been added to this area for a total of 21 spaces.
17. In the “Additional Comments” section of our review of the DEIS, dated June 5, 2019, we noted that many tables were incorrectly labeled, either in the document or on the table/figure itself. These have not been addressed. Below is the list we noted in our previous review:
  - a. Page 2-11 refers to Table 2.1-1; this should be corrected to Table 2.2-1

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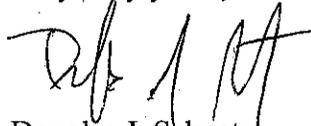
- b. Figure 3.3-4 on page 3-21 is not labeled as such; the figure number should be added to the map.
- c. Page 3-23 refers to Figure 3.5-1 (Drawing D-1); the Drawing Number on the map is 3-24; the text should be corrected to refer to the drawing number provided on the map.
- d. Page 3-26 refers to Figure 3.5-2 (Drawing D-2); the Drawing Number on the map is 3-228; the text should be corrected to refer to the drawing number provided on the map.
- e. Page 3-29 refers to Table 3.3-3; this must be corrected to Table 3.5-3
- f. Page 3-37 indicates that Figures 3.9-1 through 3.9-6 are photo simulations; Figure 3.9-1 is the Photo Simulation Key Map, and the text should be corrected to first reference this map.
- g. Drawing Numbers 3-44 through 3-48 do not contain figure numbers, though the text refers to them using figure numbers; the Cross Section Location Plan and the four cross sections must include figure numbers. In addition, the text on page 3-37 should describe Drawing 3-44 separately, since this is not a cross section but rather a map identifying the locations of the cross sections.
- h. Page 3-57 refers to Table 1 in the Traffic Report. The text does not reference Table 3.13-1. Are these the same tables? This must be clarified, and the correct table number provided in the text.
- i. Figure 3.16-1 is not referenced in Section 3.16.1. The context of the map to the text must be provided.
- j. Figure 4.1-1 is not referenced in Section 4.1. The context of the map to the text must be provided.
- k. The Conceptual Subdivision Alternative references Drawing 25. This drawing is labeled as Figure 4.2-1 and page 4-9. This reference must be corrected so that it coincides with the figure number.
- l. The Senior Citizen Housing Alternative, Conforming Plan, Three Stories references Drawing 26. This drawing is labeled as Figure 4.3-1 and page 4-14. This reference must be corrected so that it coincides with the figure number.
- m. The Senior Citizen Housing Alternative, Conforming Plan, Two Stories references Drawing 27. This drawing is labeled as Figure 4.4-1 and page 4-19. This reference must be corrected so that it coincides with the figure number.

Thank you for giving us the opportunity to review the Final Environmental Impact Statement for the Schimpf Farm Senior Housing project.

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Very truly yours,



Douglas J. Schuetz  
Acting Commissioner of Planning

C: Rockland County Department of Highways  
Rockland County Sewer District #1  
Rockland County Department of Public Transportation  
Rockland County Department of Health  
New York State Department of Environmental Conservation  
United State Army Corps of Engineers  
Orange & Rockland  
SUEZ New York