PART 3 ENVIRONMENTAL ASSESSMENT FORM

Updated February 27, 2018 Revisions are in red

APPLICATION FOR SPECIAL USE PERMIT

By 10 BOULEVARD LLC & 10 LEONARD STREET LLC

For premises located at:

2 EAST MAIN STREET & 10 LEONARD STREET BEACON, NY 12508

Please Note: All building number references contained herein refer to the Site Building Diagram attached hereto as Exhibit A

IMPACT ON LAND

1. Will the proposed action result in a physical change to the project site?

Construction on land where bedrock is exposed or generally within 3 feet of existing ground surface.

There are small isolated areas where bedrock is exposed on the banks of the Fishkill Creek. These areas are unaffected by the proposed site improvements. No significant adverse impacts have been identified.

Construction that will continue for more than 1 year or involve more than one phase or stage.

The proposed project is the re-development of an under-utilized industrial site for a variety of proposed new hospitality and residential uses. As shown on the site development plan for the project, development will occur in four phases, as follows:

Phase I - Complete

Phase I consists of the demolition of portions of the existing buildings proposed to be used for five Artist Live/Work Loft Apartments (Building 4) and an Event Space (Building 5), as well as the renovation of the remaining buildings for those uses. The portions of the existing buildings scheduled for demolition are relatively recent additions to the existing historic structures that will be exposed by the demolition. In addition, the landscaped garden associated with the Event Space will be improved. Improvements to the garden include landscaping and planting and construction of viewing platforms. Surface parking for the Event Space and Artist Live/Work Loft Apartments will be installed. The proposed water and sewer mains will be installed up to the proposed property line adjacent to the Artist Live-Work Units. The water and sewer mains

will be stubbed into proposed Lot 2 for future Phase IV. Water and sewer service stubs will be provided for the future Phase III Mill Building Hotel, (Buildings 2 and 3), and Powerhouse Building 9. All existing water and sewer service connections to Buildings 4 and 5 and existing buildings on Lot 2 will disconnected from the municipal system and capped in place or removed. The installation of piping in anticipation of the rebuilding of the Powerhouse (Building 9) will also occur during this phase.

Phase II - Complete

Phase II consists of interior renovation and exterior rehabilitation to the existing Roundhouse building (Building 1) at the corner of Main Street and East Main Street. The proposed outdoor dining patio and associated site work will also occur during this phase. The existing water main beneath the bridge over the Fishkill Creek will be repaired as part of this Phase. The existing sewer service connection to the Roundhouse will be disconnected and replaced. New water and sewer service connections will be provided to the building. It has not been determined at this time, but it is the Applicant's expectation, based on the hydroelectric operator's estimates of the length of the federal approval process, that restoration of the Powerhouse building (Building 9) will begin prior to the start of Phase III. New water and sewer service connections will be provided to the Powerhouse building during such restoration. The valet parking lot on Main Street near Herbert Street will be constructed during Phase II, as well as the landscaping and parking areas associated with the hotel and restaurant.

Phase III

Phase III consists of interior renovation and exterior rehabilitation, as well as additions for new stairs and elevator, for the two existing mill buildings (Buildings 2 and 3) on the East side of Fishkill Creek. Water and sewer service connections will be connected to the buildings from the stubs provided during Phase I. This phase will see the completion of remaining landscaping and site improvements. The Event Space Foyer Addition (previously approved) has been completed. The construction of 10 additional hotel rooms in the Mill Buildings 2 and 3 will be constructed according to approvals per this application.

Phase IV

Phase IV consists of the construction of new apartment buildings (Buildings 6, 7 and 8) on the sub-divided property to the northern end of the site, along with associated surface parking areas, site work, and landscaping. The water and sewer mains will be extended from the stubs provided as part of Phase I work to serve the new buildings. The water main will connect to the existing City water main located beneath Leonard St.

Phasing of the project over an extended period will allow for the gradual introduction of the new uses and additional residential population over time, thereby avoiding the potential for a sudden, significant increase in the consumption of local support resources. Phasing will also allow for less overall disturbance to the site at any one time as a means of reducing noise, dust and construction vehicle movement compared to construction of all parts of the site as a single phase. No significant adverse impacts have been identified.

New residential construction and rehabilitation of existing structures for residential and hospitality use.

The proposed project would alter the appearance of the site from an under-utilized industrial site to a residential and hospitality use. The architectural design of newly constructed portions of the project (Buildings 6, 7 and 8) will be similar to the height, style, and massing of the existing three-story historic mill buildings (Buildings 2 and 3) on the site and would serve to improve an area of the site currently rented to a commercial business that does not fit well with the surrounding neighborhood. The rehabilitation of the existing structures and the construction of new buildings will transform the site from its current condition, and the changes would be positive to the City and to the surrounding neighborhood by raising the property value of the site, increasing the tax base, and introducing new customers to nearby businesses. No significant adverse impacts have been identified.

Proposed Soil Remediation Plan

Based upon the findings of a Phase I Environmental Site Assessment (ESA) dated December 14, 2009, a Limited Phase II Subsurface Investigation Report dated December 14, 2009 and a Supplemental Limited Subsurface Investigation dated December 21, 2009 (all attached as Exhibit D) performed by Applicant's environmental consultant, a small area of concern (approximately 370 cubic yards in size) requiring remediation was identified. The Applicant intends to remediate the area of concern utilizing methods identified in an action plan as approved by the New York State Department of Environmental Conservation (NYSDEC). As such, the Applicant's environmental consultant has prepared a proposed soil remediation plan, which is attached hereto as Exhibit E. When complete, the area of concern will be remediated to NYSDEC standards. Accordingly, no adverse impacts have been identified.

2. Will there be an effect to any unique or unusual land forms found on the site?

There are some localized rock outcroppings located along the banks of the Fishkill Creek. No new construction will take place in areas with outcroppings, and they will be either left as they are or incorporated into the landscaping. Accordingly, no impacts have been identified.

IMPACT ON WATER

3. Will proposed action affect any water body designated as protected (under Articles 15, 24, 25 of the Environmental Conservation Law, ECL)?

Proposed action will not affect any water body designated as protected (under Articles 15, 24, 25 of the Environmental Conservation Law, ECL).

No disturbance to the Fishkill Creek is proposed. Fishkill Creek is a Class C stream, and does not require permits from the NYSDEC. An email confirmation from John Donolon of the NYSDEC is attached as Exhibit F. An environmental resource mapper (ERM) from the NYSDEC confirming the stream classification is attached as Exhibit G. However, new storm water outfalls will be constructed within the banks of the creek and therefore will require a permit from the Army Corps of Engineers (ACOE). Construction activities within the banks of the creek will be protected by rigorous erosion and sediment control measures. Extreme care will be taken in these areas to ensure that there is no discharge of sediment or construction related materials into the creek. Accordingly, any potential impacts will be avoided.

4. Will proposed action affect any non-protected existing or new body of water?

Proposed action will not affect any non-protected existing or new body of water.

There are no proposed modifications to any existing bodies of water. No impacts have been identified.

5. Will proposed action affect surface water or groundwater quality or quantity?

Compliance with SPDES Phase II Stormwater Criteria.

The project comprises an area of 8.943 acres, is adjacent to a fourth order stream (the Fishkill Creek), and is currently developed with existing buildings and other impervious surfaces (e.g., pavement). Further development of the site will increase the total area of impervious surfaces, which will lead to increased rates of storm water runoff and pollutant loadings if left unmanaged and/or untreated.

A comprehensive storm water management plan, which will include a storm water pollution prevention plan (SWPPP), will be prepared for the site to ensure compliance with the State's requirements. A series of bioretention areas, rain gardens and/or infiltration practices will be utilized to accomplish the goals of reducing the peak rates of runoff and lessening the pollutant loads being discharged off-site, while also ensuring that the site's storm water is discharged to the Fishkill Creek prior to its peak from the upstream contributing watershed areas.

Two drainage areas have been identified. The majority of the site discharges directly to Fishkill Creek. There is a small area in the northeast corner of the site that discharges to a ditch and 15" culvert, and ultimately to the Fishkill Creek. The proposed on site storm water management practices (SMP) are designed to conform to the guidelines set forth by the NYSDEC Stormwater Design Manual (2003 edition). The SMP's will treat water quality volume (WQv) by biological uptake or filtration through a soil media (infiltration basin, bioretention and rain gardens). The filtration and infiltration practices will also help mitigate potential thermal impacts to the Fishkill Creek, and provide groundwater recharge. Stormwater quantity will be mitigated by providing temporary storage or infiltration of the 1, 10 and 100-year storms prior to discharge off-site. Since the Fishkill Creek is identified as a fourth order stream, water quantity treatment is not required. In addition to the proposed SMP's, other measures such as storm water planters, and porous pavement will be utilized to aid in mitigation of the storm water runoff generated by the site. Compliance with the State mandated storm water standards will ensure that on-site and off-site water quality and quantity will not be adversely affected by the site development.

No significant adverse impacts have been identified.

6. Will proposed action alter drainage flow or patterns, or surface water runoff?

Existing on-site drainage patterns will be altered.

Proposed site grading and construction activities will either temporarily or permanently alter existing drainage patterns on site. A stormwater management plan and SWPPP will be developed to ensure that stormwater is managed properly both during construction and after completion of the project. This will serve to minimize the potential for erosion during and after construction, and thereby help maintain the quality of the receiving stream. The proposed permanent SMP's will treat for both quantity and quality which will avoid any impacts related to changes in existing drainage patterns.

No significant adverse impacts have been identified.

7. Will proposed action affect air quality?

Proposed action will not affect air quality.

The proposed uses are restaurant, hotel, spa, event space and residential, and are expected to result in nominal peak hourly vehicle trip generation (i.e. much less than 1,000 vehicles in any given hour). Therefore, the proposed uses will not have an adverse impact on air quality.

8. Will proposed action affect any threatened or endangered species?

Proposed action will not affect any threatened or endangered species.

Information stating that this is not a sensitive site for plant or animal species is found on the DEC Environmental Resource Mapper and Visual Observation website. No significant adverse impacts have been identified.

9. Will proposed action substantially affect non-threatened or non-endangered species?

Proposed action will not substantially affect non-threatened or non-endangered species.

The proposed project is the redevelopment of a former industrial site. The property has been extensively graded and re-graded over many decades of use, and the terrain and vegetation presently found on the property do not lend themselves to habitat for significant plant or animal species. No significant adverse impacts have been identified.

10. Will proposed action affect agricultural land resources?

Proposed action will not affect agricultural land resources.

This project is in an urban setting with no agricultural land resources. No significant adverse impacts have been identified.

IMPACT ON AESTHETIC RESOURCES

11. Will the proposed action affect aesthetic resources?

Construction of new buildings in an area of visual sensitivity with views of the Fishkill Creek and Mount Beacon.

The location of the project at the East end of Main Street is in line with certain views of Mount Beacon and the surrounding hills. The renovation and adaptive re-use of the Roundhouse (Building 1) would reestablish the structure as a significant part of the traditional structures along the Main Street corridor. This structure was originally built in the 1800's and its rehabilitation and re-use as a restaurant and hotel will ensure that the neighborhood fabric of the Main Street area remains anchored to its historic roots. The renovation of the 2 historic mill buildings (Buildings 2 and 3) would result in almost no change to the existing condition, apart from improvements to the under-utilized buildings. Partial demolition of the Artist Live/Work and Event Space buildings (Buildings 4 and 5) will reveal the original historic structures which have been partially concealed over time by subsequent additions. The configuration of the new residential buildings at the northern end of the site (Buildings 6, 7 and 8) has been designed to be

similar to the height, style and massing of the existing historic mill buildings; and the siting of the new structures maintains open areas around them. The new construction would not result in a significant loss of views to the mountains from the Main Street side of Fishkill Creek; and of Fishkill Creek from the neighboring properties to the east of the site. The structures that make up the new residential buildings have sections which are raised above the 1st floor and would allow views through the site to the Fishkill Creek and beyond. The new buildings will be solid, well-built structures that feel as though they have always been a part of the site. In addition, existing trees which currently interfere with views across the Creek will be removed, and the site will be cleaned up in general and landscaped with new trees, shrubs, grasses and riparian planting. Accordingly, any potential impacts related to visual changes to the site would be mitigated. No significant adverse impacts have been identified.

IMPACT ON HISTORIC AND ARCHAEOLOGICAL RESOURCES

12. Will the proposed action impact any site or structure of historic, prehistoric or paleontological importance?

Proposed action will occur in an area designated as sensitive for archaeological sites on the NYS Site Inventory.

The location of the site along the Fishkill Creek indicates that the site may be considered "sensitive" for buried cultural remains. The proposed project would rehabilitate a number of mill and factory structures, which had been part of a complex of commercial and industrial structures that date to the early 1800's. The site has been subject to multiple projects of construction and demolition during its history. Substantial prior ground disturbance can be documented through historic photographs of the site, and evidence of former structures which have been demolished. Accordingly, a Phase I Cultural Resource Investigation will not be initiated.

The rehabilitation of the site will have a positive effect on the historic character of the area by developing a resource that has been under-utilized for several years. The historic character of the area will be enhanced by the rehabilitation of the historic structures and the addition of new construction in harmony with the site. The massing of the buildings, windows and doorways, and the exterior materials will refer to the existing historic structures. Until recently, the sites along the creek were zoned for heavy industry and other objectionable uses, but have since been rezoned to allow for business and residential occupancy as manufacturing has declined. The architectural style of the buildings located in the neighborhood surrounding the project site are unique to the City, and the development project would need to be carefully designed to allow for the blending of the rehabilitated and the new construction buildings with the appearance of nearby existing structures. No significant adverse impacts have been identified.

IMPACT ON OPEN SPACE AND RECREATION

13. Will the proposed action affect quantity or quality of existing or future open spaces or recreational opportunities?

Proposed action will not affect quantity or quality of existing or future open spaces or recreational opportunities.

The site is currently developed with industrial buildings and paved areas. Little or no open space and recreation opportunities exist on the site. No impacts have been identified.

IMPACT ON CRITICAL ENVIRONMENTAL AREAS

14. Will the proposed action impact the exceptional or unique characteristics of a critical environmental area (CEA) established pursuant to subdivision 6 NYCRR 617.14(g)?

Proposed action will not impact the exceptional or unique characteristics of a critical environmental area (CEA) established pursuant to subdivision 6 NYCRR 617.14(g).

The site is not located over or near a CEA. No impacts have been identified.

IMPACT ON TRANSPORTATION

15. Will there be an effect to existing transportation systems?

Additional vehicle traffic.

A Traffic Impact Study of the project has been prepared including a supplement to respond to comments by the Planning Board and general public and is included in the submittal package as Exhibit H. Based on discussion with Frederick P. Clark, the City's Planning and Traffic Consultant, the following intersections were identified as necessary to be studied relative to potential traffic impacts:

- East Main Street at Leonard Street
- East Main Street at Main Street/North Street
- East Main Street and Liberty Street
- Main Street at Verplanck Avenue
- Main Street at Tioranda Avenue/Church Hill Street

A summary of the traffic analysis and recommendations for mitigation measures follow below:

A. Main Street and Tioronda Avenue

Tioronda Avenue intersects with Main Street at a "stop"-sign controlled "T"- intersection. All movements to the intersection consist of one lane, and parking is allowed along this section of Main Street. Traffic is presently controlled by a "stop" sign on the Tioronda Avenue approach. The capacity analysis indicates a Level of Service "B" or better is currently and will continue to be experienced at this location during peak hours.

B. Main Street and Churchill Street

Churchill Street intersects with Main Street at a skewed "T"-intersection. Churchill Street is a relatively narrow roadway, and due to the alignment, right turns exiting Churchill Street are

prohibited. All other approaches to the intersection consist of one lane, and parking is allowed along Main Street. The capacity analysis conducted at the intersection indicates Level of Service "B" or better under Existing, No-Build and Build conditions during peak hours.

C. Main Street and East Main Street

East Main Street intersects with Main Street at a flashing signal controlled intersection, with the right-of-way given to Main Street traffic. In close proximity to this intersection is an existing railroad grade crossing. Parking is allowed along both sides of Main Street at this intersection. The capacity analysis conducted at the intersection indicates that a Level of Service "C" or better is currently experienced at this intersection during the AM peak hour, and a Level of Service "B" during the PM and Saturday Peak Hours. The capacity analysis was re-computed for the future No-Build and Build conditions. A review of the results indicates that a Level of Service "C" or better will be experienced under each condition. It is recommended, however, that in order to provide more efficient traffic movement through the intersection, that additional striping be installed, including new "stop" bars, center line striping, etc. to help channelize movements through the intersection. This would also include new striping and/or a possible island treatment around the existing ground-mounted flashing signal. This would provide improved channelization and better overall traffic flow at the intersection, with or without the proposed development.

D. Main Street and Verplanck Avenue

Verplanck Avenue intersects with Main Street at an unsignalized intersection. All approaches to the intersections consist of one lane. The capacity analysis conducted at this intersection indicates that a Level of Service "C" or better is currently experienced. The analysis for future conditions indicates that Levels of Service "C" or better will be maintained during peak hours under future No-Build and Build Conditions. New pavement markings including centerline striping and a "stop" bar should be added to this location.

E. East Main Street and Leonard Street

Leonard Street intersects with East Main Street at a "stop" sign controlled intersection. All approaches consist of one lane. The southern portion of Leonard Street is two way, becoming one way southbound north of Amity Street. There is also on street parking in the vicinity of the intersection. The capacity analysis of this intersection indicates a Level of Service "B" or better is currently experienced. The intersection was re-analyzed under future conditions and found that a Level of Service "C" or better will be maintained at the intersection. Due to the current geometry at the intersection of East Main Street and Leonard Street, new striping and pavement markings should be considered to better control traffic movements at the intersection. Vehicles exiting Leonard Street at East Main Street can see approaching vehicles if they pull forward to the intersection. By shifting the stop bar and possible curb extension to allow the stop sign to move forward would better position these vehicles and would provide adequate sight distance. Also, the configuration of Leonard Street in the vicinity of the site driveway and opposite Amity Street should be reviewed for potential one-way operation. This will have to be coordinated with the City. Appropriate "stop" signs and pavement markings should also be added to this location.

F. Site Access and East Main Street

The site access drive will connect at a "T"-intersection to East Main Street, and should be controlled by a "stop" sign. The sight distance looking left is available up to Leonard Street, while the sight distance looking right is controlled by the bridge abutment at the Fishkill Creek crossing. These sight distances conform with AASHTO requirements. The capacity analysis indicates that acceptable Levels of Service will be obtained at this intersection during peak hours. Signing and striping improvements will have to be coordinated with the City for this intersection. This includes potentially moving the painted "stop bar" and possible curb extension further south to better position exiting vehicles to attain the best sight distance.

G. Leonard Street and Proposed Site Access

The existing driveway opposite Amity Street will be reconstructed in association with the project to serve two-way traffic. Clearing of the excess vegetation should be completed to ensure proper sight lines. In addition, new pavement markings including centerline striping and "stop" signs should be installed at this intersection. In addition, two additional driveways to the future residential portion of the development are proposed. The final design of these intersections should ensure proper sight distance for entering and exiting vehicles and due to the location of the church and school, on-street parking regulations in this vicinity would have to be reviewed with the City.

H. East Main Street and Liberty Street

This intersection is an unsignalized intersection. The sight distance looking to the right at the intersection of Liberty and East Main Street is somewhat restricted by a fence and retaining wall. It is not expected that the project will add any significant volume on this approach. The City Consultant's recommendation, for a possible one-way section, would address this condition.

I. Other Recommendations

In addition to those specific intersection recommendations identified above, the following additional accommodations should be provided:

- i. The potential of a jitney service to and from the Beacon Train Station should be provided to accommodate hotel guests and also for banquet/event conditions. This can be as simple as a "taxi service" during low volume periods and a more formal hotel van/jitney during event conditions.
- ii. The site plan also shows supplemental parking in the vicinity of Herbert Street. Accommodations for either adequate pedestrian movement to the site and/or jitney transport should be provided to serve the development.
- iii. Appropriate accommodations for valet parking to accommodate the event conditions should be provided in the plan.
- iv. During event conditions, it may be desirable to provide a police officer for traffic control at the site access on East Main Street to accommodate these conditions. This will have to be coordinated with the City of Beacon.

Traffic Impact Study Summary and Conclusions

Based on the results of the field inspections and capacity analysis results, with the completion of the improvements identified above, the proposed development will not result in a significant negative impact on traffic operations in the area, and acceptable Levels of Service will be experienced during peak periods.

IMPACT ON ENERGY

16. Will proposed action affect the community's sources of fuel or energy supply?

Proposed action will not affect the community's sources of fuel or energy supply.

Power and gas services currently exist on site and have sufficient capacity to support the proposed uses. No impacts have been identified.

NOISE AND ODOR IMPACTS

17. Will there be objectionable odors, noise or vibration as a result of the proposed action?

Noise and dust odors during construction.

During construction air quality in the immediate vicinity of the site may potentially be affected as a result of excavation activities and the movement of construction vehicles. Dust is typically generated during site excavation as larger soil and material particles are pulverized and lifted by natural or vehicle generated wind currents. The primary means to minimize the lifting of dust is by periodically wetting materials during removal and to wet the vehicle travel ways. These measures will ensure that impacts to local air quality from dust during construction would not be significant. Blasting is not expected to be required during construction operations. There will also be a temporary increase in noise levels due to construction activities on the site during development of the property. In order to identify noise impacts during this phase, specific data is required including an identification of the type of construction equipment that will be used on the job site. While many of these variables have not been identified, making it difficult to predict the exact magnitude of increases in noise levels, it can be anticipated that the types of equipment used on the site will serve the following purposes:

- Earthwork and excavation
- Removal of existing vegetation
- Paving and miscellaneous construction activities

For these types of activities the types of construction equipment would generally include bulldozers, compressors, front end loaders, dump trucks and pavers. At a reference distance of fifty feet, the above equipment generally has levels ranging from 70 to 95 dBA (A-weighted dBA). However, during construction the applicant will comply with all City noise ordinances or standards in order to ensure that noise related impacts do not interfere with the quiet enjoyment of nearby properties. Construction operations would commence no earlier than 7:00 AM and

would cease by 7:00 PM, Monday through Saturday. Accordingly, impacts on noise levels would not be significant.

It should be noted that proposed new planting and landscaping will provide additional natural acoustic barriers between the site and neighboring properties; and between the sub-divided parcels that make up the project site.

IMPACT ON PUBLIC HEALTH

18. Will proposed action affect public health and safety?

Proposed action will not affect public health and safety.

The proposed re-development is not the type of use that is intended to be, or is likely to be, hazardous to human health and safety. The City Zoning Ordinance specifically prohibits the types of activities that might prove harmful to human health, and the applicant does not intend to promote uses at the site that may have such an effect. No significant adverse impacts have been identified.

IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD

19. Will proposed action affect the character of the existing community?

Proposed action will cause a change in the density of land use.

The adaptive re-use of existing historic buildings for the hospitality uses will change the density of land use from a partially vacant industrial site to a commercial use with on-site parking. Construction of the new residential buildings will provide new housing consistent with the City of Beacon Master Plan. The density of the residential component is regulated by the Zoning Code for the GB Zone, and falls within the limits established by the Zoning Code. The location of the site within an established downtown area with long-established municipal and private services to support the needs the new residents is consistent with the level and type of mixed use development typical of the area. Based on this analysis no significant adverse impact related to changes in the density of land use has been identified.

Development will create a demand for additional community services (e.g. schools, police and fire, etc.).

While the proposed project would generate some additional level of demand for community services, the City of Beacon Police Department and Fire Department have determined that the project will not create a significant increased demand for their services (See letters from the Police Department and Fired Department attached in Exhibit C). Further, it is estimated that the additional tax and other revenues generated by the proposed project will more than offset the cost to the City. A Fiscal Impact Study prepared by Saccardi & Schiff, Inc., and attached as Exhibit C, determined that this project will have a significant net positive fiscal impact on the

City of Beacon and on other local service and taxing jurisdictions. In addition to generating an annual surplus of revenue over cost to the City of between \$63,918 and \$150,018 and between \$190,489 and \$331,764 to the Beacon CSD when completed, the project will generate one-time, non-property tax revenues of \$653,717 for the City over the next 4 years.

Further, the project is net revenue positive to the City across all four phases, generating between \$10,809 and \$14,733 in net revenue for the City and \$29,422 for the Beacon CSD in Phase I, between \$17,798 and \$19,490 in net revenue for the City and \$43,696 for the Beacon CSD in Phase II, between \$17,829 and \$20,085 in net revenue for the City and \$46,398 for the Beacon CSD in Phase III, between \$16,738 and \$94,590 in net revenue for the City and between \$67,717 and \$208,992 for the Beacon CSD in Phase IV, and between \$744 and \$1120 in net revenue for the City and \$3,256 for the Beacon CSD once the Powerhouse (Building 9) is completed. Further, once the Powerhouse has been reactivated, it will be assessed by the State and generate additional tax revenues at little or no additional cost to the City. Given the foregoing, no significant adverse impact has been identified.

Proposed action will create or eliminate employment.

The aforementioned Fiscal Impact Study (attached as Exhibit C) determined that the project will create approximately 139 jobs during construction, resulting in 135 person years of employment, almost \$10,000,000 in total employee compensation in New York State (125 person years and \$9,000,000, respectively, in Dutchess County alone) and nearly \$1,000,000 in non-property tax revenue. When completed, the project will contribute 35 permanent jobs to the local economy. No jobs will be eliminated as a result of the project. Accordingly, no significant adverse impact has been identified.

SUMMARY

As discussed above the potential effects of the development are related to:

- Potential impacts to land from construction activities.
- Potential impacts to surface water quality from storm event runoff.
- Potential impacts to nearby structures of local historic importance.
- Potential impacts to locally important view sheds and historic properties.
- Potential impacts from additional vehicle traffic.
- Potential impacts from noise and dust during construction activities.
- Potential impacts from additional demand for community services, potential effects on neighborhood character and a change in the density of land use.

Part 617.7(c) of the SEQRA regulations call for examination of a wide range of criteria to determine the potential effect of a project on the natural and human environment. The following environmental issues were also examined by the applicant, and a determination has been made that no significant adverse environmental impact would occur with respect to any one of them:

• *Impact on existing air quality.* The primary source of air emissions attributable to projects such this is vehicle exhaust. The number of new vehicle trips generated during the PM peak hour is estimated to be 95, excluding the Event Space. When the event space is filled to capacity, the

number of vehicle trips generated during the PM peak hour is 170. This level of additional vehicle volume was determined to have no adverse change on the operating level-of-service (LOS) for the intersections studied. Based on these same figures the project would have no significant adverse effect on air quality.

• *Impact on existing flora and fauna*. The proposed project is the redevelopment of a former industrial site. The property has been extensively graded and re-graded over many decades of use, and the terrain and vegetation presently found on the property do not lend themselves to habitat for significant plant or animal species. Additional information stating that this is not a sensitive site for plant or animal species is found on the DEC Environmental Resource Mapper and Visual Observation website. No significant adverse impacts have been identified.

• *Impact on agricultural land resources*. This project is in an urban setting with no agricultural land resources. No significant adverse impacts have been identified.

• *Impact on solid waste production*. The projected amount of additional solid waste generated by the proposed project at full occupancy is not significant, and provisions would be made for disposal of wastes at an approved local facility. No significant adverse impacts have been identified.

• Impact on or the impairment of the environmental characteristics of a Critical Environmental Area (CEA). The proposed site is not in or adjacent to a designated CEA. This issue is not applicable.

• *The creation of a material conflict with a community's current plans or goals as officially approved or adopted.* Development of the site is entirely consistent with multiple objectives of the City's Comprehensive Plan, as follows:

- Recommendation to encourage green building and develop sources of renewable energy in Beacon (specifically hydroelectric power from the Fishkill Creek).
- Recommendation to preserve and restore historic property.
- Recommendation to encourage development with a mix of uses in the former industrial sites along the Fishkill Creek and recommendation for green building.
- Recommendation to cultivate the growing artistic community.
- The goal of having 100,000 Sq. Ft. of improved floor area along Fishkill Creek by 2012. This project would ultimately contribute approximately 110,000 square feet of improved floor area.

No significant adverse impacts have been identified.

• A major change in the use of either the quantity or type of energy. All new construction must use materials that meet the energy efficiency requirements of the New York State Energy Conservation Construction Code. No significant adverse impacts have been identified. It is anticipated that the former Powerhouse (Building 9) will be reconstructed with the ability to generate hydroelectric power from the dam on Fishkill Creek.

• *The creation of a hazard to public health.* The proposed re-development is not the type of use that is intended to be, or is likely to be, hazardous to human health and safety. The City Zoning Ordinance specifically prohibits the types of activities that might prove harmful to human health, and the applicant does not intend to promote uses at the site which may have such an effect. No significant adverse impacts have been identified.

• A substantial change in the use, or intensity of use, of land including agricultural, open space or recreational resources, or in its capacity to support existing uses. The proposed project is the re-development of an existing industrial site. Presently, the site does not provide open space, recreational or agricultural uses. No significant adverse impacts have been identified.

• *The encouraging or attracting of a large number of people to a place or places for more than a few days, compared to the number of people who would come to such place absent the action.* The proposed project is the re-development of an old industrial site located in the center of the City. Larger events held in the Event Space building will be sporadic in nature. No significant adverse impacts have been identified.

• *The creation of a material demand for other actions that would result in one of the above consequences.* The proposed project would, presumably, act as a catalyst for reinvestment in the Main Street area by residents and merchants. Such reinvestment would occur in an area that has historically been in use for human settlement for many years, and the demand for "other actions" would consist of the reuse of abandoned and underutilized industrial and non-residential property for uses consistent with a vibrant downtown area.

• Changes in two or more elements of the environment, no one of which has a significant impact on the environment, but when considered together result in a substantial adverse impact on the environment. This type of impact assessment requires specific knowledge as to the nature of other projects that may occur in order to allow a proper assessment of cumulative effects. It should also be noted that each new proposal would need to be analyzed in the context of those projects that have come before it to allow for a proper cumulative assessment to be performed. Accordingly, it is respectfully submitted that based on the nature of the project, and the overall project design, that the re-development of the site would not have any potentially significant adverse environmental effects.