



Draft Environmental Assessment Form (EAF)
Central Firehouse
Main Street and South Broad Street

City of Peekskill
Westchester County, NY

June, 2011

Draft Long Environmental Assessment Form (EAF)
Central Firehouse
Main Street and South Broad Street

City of Peekskill
Westchester County, New York

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June, 2011

Peekskill Central Firehouse Environmental Assessment

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Sources and References

Appendices

- A. Streetscape Planting and Paving Concept
- B. Peekskill Newsletter (Fire Department Special Issue and containing Photographs of Existing Fire Stations), June 2010
- C. Fire Station Location Study
- D. Correspondence
- E. Photographs
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- G. City Manager Memorandum to Mayor and Common Council, July 8, 2010
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**Introduction and
Description of the Proposed Action**

Peekskill Central Firehouse Environmental Assessment

Introduction

The environmental assessment will take the form of both narrative and responses to specific items checked as part of the Part 3 of the Long Environmental Assessment Form. The environmental assessment will be organized as follows:

- **Description of the Proposed Action**
- **Long Environmental Assessment Form, Part 1**
- **Visual EAF Addendum**
- **Environmental Assessment Narrative**
- **Long Environmental Assessment Form, Part 2**
- **Long Environmental Assessment Form, Part 3**

Peekskill Central Firehouse Project Description

1.0 Description of the Proposed Action

1.1 Project Need and Purpose

The City of Peekskill is seeking to centralize the majority of its Fire Department operations at a Central Firehouse to be constructed at the southwest corner of the Main Street (US Route 6) and Broad Street in the City's downtown area. The Firehouse would allow the Fire Department to vacate five properties that are inadequate for the existing and future needs of the Fire Department and Emergency Medical Service (EMS) functions. Specifically construction of the Central Firehouse would address or alleviate the following problems and concerns at the City's existing firehouses:

- Unsafe truck entry & exit
- No driveway aprons
- Inadequate space in truck bays
- Numerous code violations
- Health risks
- No firematic support
- Negligible training capabilities
- Deteriorated conditions
- Energy inefficient buildings
- Fuel tank concerns

A sub-station would continue to operate along Washington Street; this station is intended to primarily provide service to the southern section of the City.

Current Fire Department Operations

The City of Peekskill Fire Department is composed of 6 volunteer fire companies: Columbian Engine Co. #1, Cortlandt Hook & Ladder Co. #1, Washington Engine Co. #2, Columbian Hose Co. #1, Centennial Hose Co. #4, and the Peekskill Fire Patrol. The City's Fire Department is currently housed at the following six locations:

1. 824 Main Street (between Nelson. & Decatur Ave.): Cortlandt Hook & Ladder #1
2. Crompond Road: Columbian Engine Co. #1
3. South Division Street: Washington Engine Company #2
4. Dayton Lane: Columbian Hose Co. #1
5. 701 Washington Street: Centennial Hose Company #4
6. 425 Highland Avenue near Constant Avenue: Peekskill Fire Patrol

There are approximately 107 volunteers and 25 career firefighters. The Department has one aerial or "hook and ladder" truck stationed on Main Street, one rescue truck stationed on Highland Avenue, four engines (pumper trucks) stationed on Washington Street, Dayton Lane, Crompond Road and South Division Street, and two paramedic fly cars stationed on Washington Street and Crompond Road.

Peekskill Central Firehouse Project Description

The Department responded to 750 calls in 2009, with an average response time of 3 minutes and 22 seconds.

The Department also provides EMS (basic life support) service to supplement the Peekskill Volunteer Ambulance Corps, and is an equal partner in the Cortlandt Regional Paramedic Program.

The City of Peekskill is currently served by a corps of volunteer firefighters as well as twenty-five full time firefighters who reside in the six (6) respective fire houses listed earlier.

Studies of Fire Department Operations and Requirements

Studies evaluating conditions at the City's existing firehouses, the space requirements for the City's public safety function, the feasibility and costs associated with renovations of existing firehouses and the siting of the Central Firehouse, including a study of the expected effect on response times have been posted on the City of Peekskill web-site. These studies include:

- City of Peekskill Fire Station Renovation Study (summary)
- Fire Station Location Study
- City of Peekskill Fire HQ Design Program & Specific Sites Analysis
- A Study of the Steps Required to provide for Current and Future Needs of the Peekskill Fire Department by Renovating and Adding onto the Current Facilities

All of the studies were prepared by Mitchell Associates Architects. Manitou, Inc. assisted in selecting the proposed location of the Central Firehouse.

Certain materials have been excerpted from the above studies and are provided in this report as Appendices. The entire Fire Station Location Study is provided in Appendix C. All of the reports are incorporated herein by reference.

As noted earlier, the studies concluded that the buildings that have served the volunteer and full time fire-fighters for many years are out of date and do not meet State and Federal codes, or fire protection standards. Additionally, the buildings are deteriorated and in serious need of major renovation / rebuilding. It has long been a goal of the Fire Department to address and correct this situation.

The Renovation Study assessed whether to renovate the City's six existing fire-houses or to build an entirely new Central Firehouse. Both of these options have significant operational and financial implications. The study was conducted by an architect who specializes in the design of fire stations and an expert in fire department operations and station location, and determined that the best solution would be to build a new Central Firehouse that would replace five of the existing fire houses, and to renovate the Washington Street firehouse to serve the southernmost section of the City.

Peekskill Central Firehouse Project Description

As noted earlier, the four existing fire houses on Highland Avenue, South Division Street, Cronpond Road and Main Street will be vacated and the City will cease renting space in the privately owned firehouse on Dayton Lane. The existing fire house on Washington Street would remain as a substation in the southern part of the City.

Peekskill Central Firehouse Project Description

1.2 Project Site Background

The proposed Central Firehouse project site is located at the southwest corner of Main Street and Broad Street in downtown Peekskill. Figure 1 shows the project location. Figure 2 shows a recent aerial photograph of the area. Broad Street and Main Street are designated as Routes 202 and 35. Main Street is also designated as Route 6.

The proposed project site comprises approximately 1.5 acres and currently supports a portion of an existing one-story shopping center, a one-story commercial building and a 2.5-story former residential structure that currently houses two retail spaces and two apartments.

The project site is located at the eastern edge of the City's downtown area, very nearly at the geographic center of the City. The site was one of several considered including the block to the south between Park and Brown Street, and the block to the east of Broad Street (the present location of Walgreen's) as shown on Figure 3.

It is noted that response times and considerations used in the decision to locate the Central Firehouse are discussed in more detail in the Environmental Assessment portion of this document.

The project site area is primarily non-residential in character with retail stores, offices, institutional uses such as a church and school and some residences and light industrial uses in the surrounding area. A Walgreen's drug store and associated parking area recently opened on the east side of Broad Street across from the project site. The surrounding land use pattern is shown in Figure 4. Land use on the project site is summarized in Table 2.

Historic Activities

In 1960, the project site area was designated as part of the Academy Street Urban Renewal Area; the majority of the project site was later acquired and redeveloped as the Crossroads Shopping Center. A fire station was planned on the subject block at that time but was built further south at the corner of Broad Street and Crompond Road. Figure 5 shows an Illustrative Site Plan for the Academy Street Renewal project. In 1960 the area supported a mix of residential and commercial uses and structures.

The existing shopping center was constructed in the mid 1970's. The commercial structure at 1137 Main Street was constructed in 1956. The structure at 1141 Main Street was originally constructed in 1880, and appears to have been remodeled, potentially for its current commercial / residential configuration, in the early 1930's.

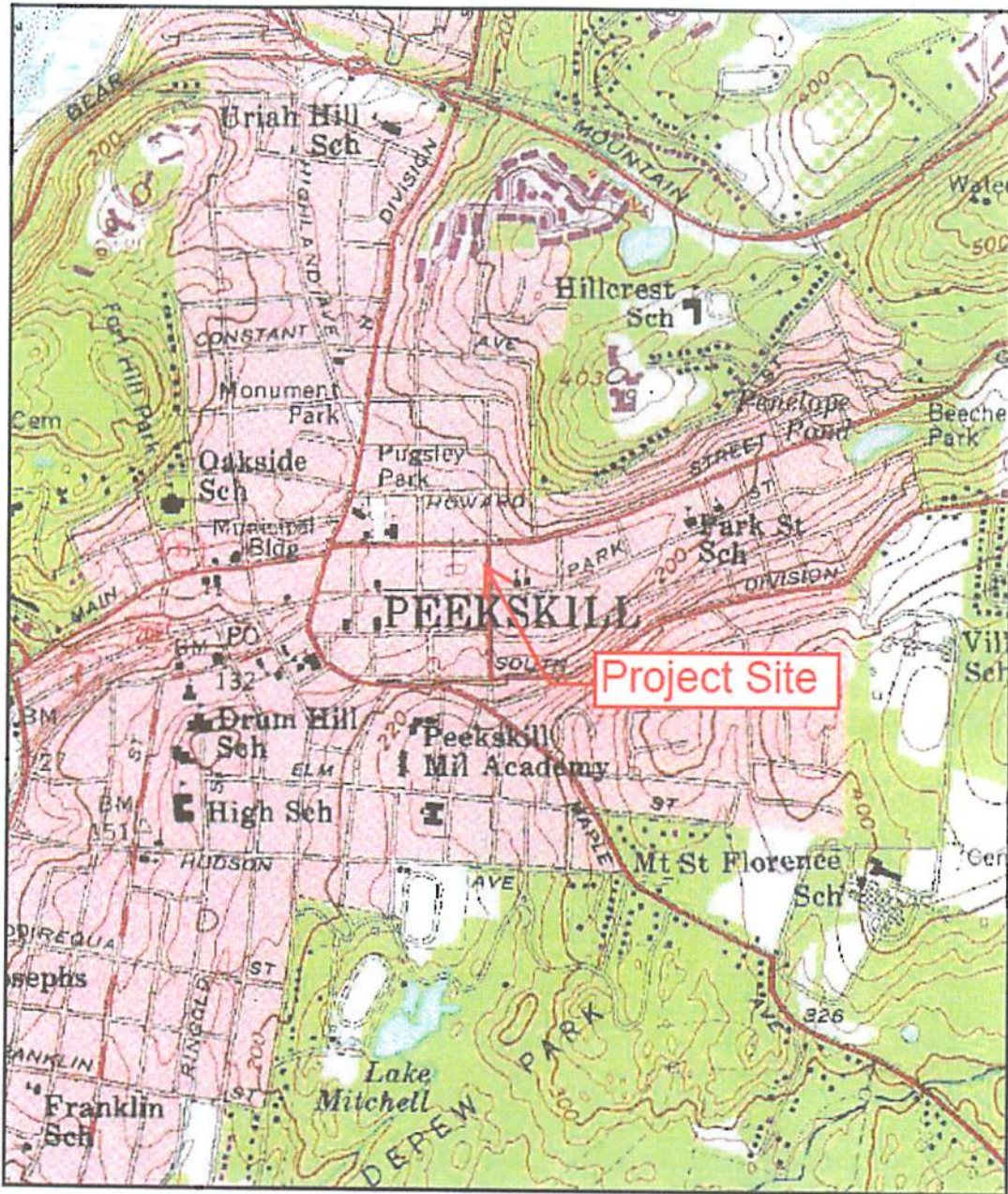


Figure 1: Project Location



Figure 2: 2010 Aerial Photo



Figure 3: Alternative Sites Analyzed



Figure 4: Land Use / Project Site and Environs

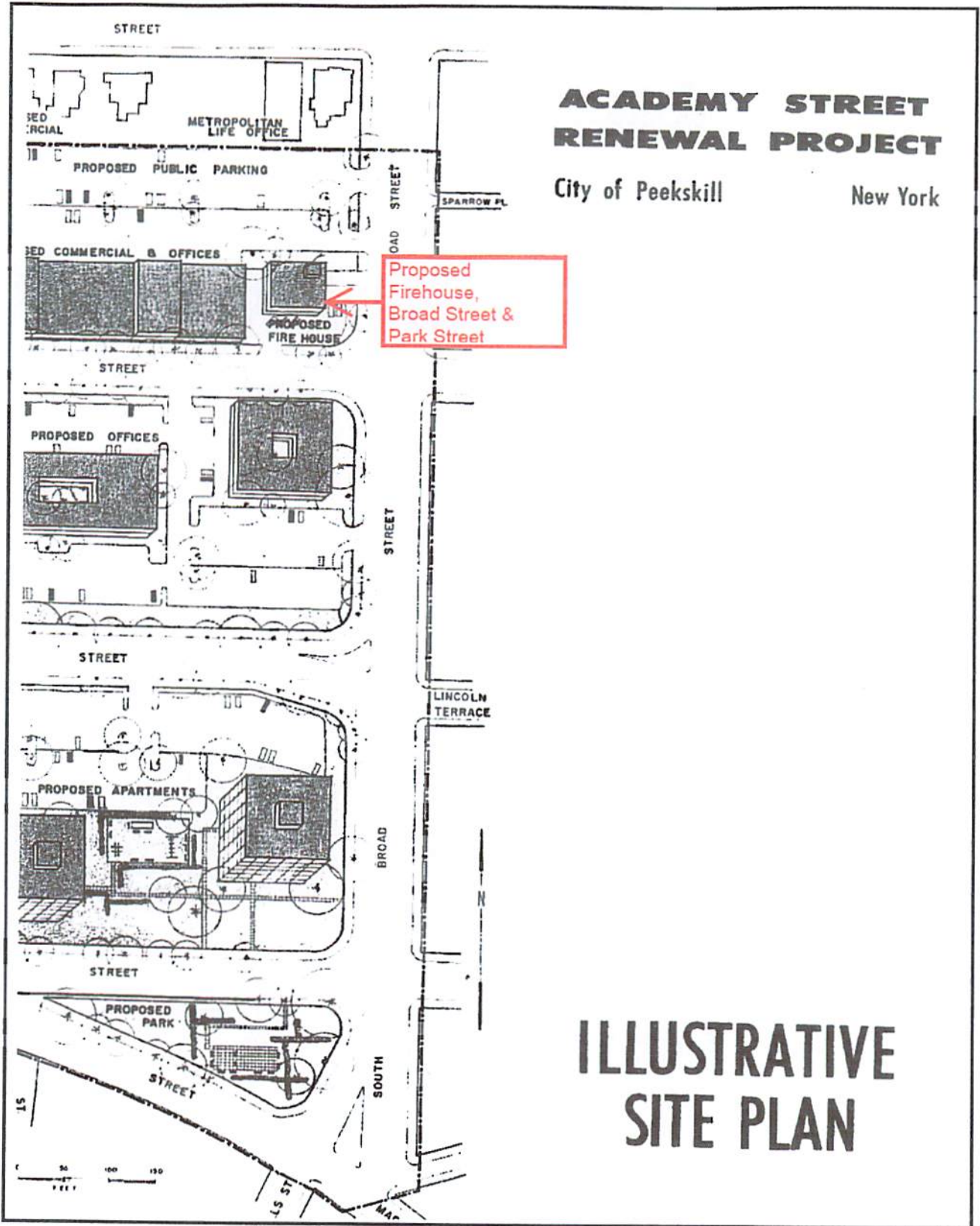


Figure 5: Academy Street Urban Renewal Project, Illustrative Site Plan

Peekskill Central Firehouse Project Description

Property to be Acquired

In order to construct the proposed Central Firehouse, the City of Peekskill proposes to acquire all or a portion of the following parcels:

Owner	Address	Tax Map #	Use	Lot Size	Bldg Size
Gerardo Escandon	1141 Main Street	33.30-3-1	418*, 3-sty offices, apts.	50 x 140 (7,000 sf)	±2,750 sf + bsmt.
Narvaez Building Corp.	1137 Main Street	33.30-3-2	484*, 1-sty comm'l	50 x 140 (7,000 sf)	40 x 100 bldg (4,000 sf)
Peekskill Heights, Inc.	1101 Main Street	33.30-3-3	452*, Neighborhood shopping ctr	Approx. 129,000 sf. City to acquire 53,276 sf	51,800 sf City to acq. 17,200 sf.

*NYS Office of Real Property Service Classification Code
Property Survey, Badey & Watson, March 30, 2011 (depicting property to be acquired)

Except for two apartments on the second story of 1141 Main Street and an accessory garage at the same lot, project site uses are all commercial. A diagram showing a schematic breakdown of the existing structures at the project site by business is provided as Figure 6.

Pictures of the project site are provided in Appendix E.

Table 2 summarizes the businesses that would be affected by the proposed property acquisition and demolition.

Property	Business Name / Type	Est. Square Footage (sf)
1101 Main Street	J's Unisex Salon	1,687 (gross)
	Urban Beauty Supply	3,505 (gross)
	Creative Nail Salon	1,704 (gross)
	Panio Liquors	6,234 (entire building)
1137 Main Street	Peekskill Furniture*	4,000
1141 Main Street	Hair Salon	Approx. 500
	Money center	Approx. 500

Note: information above is current as of April, 2011

* This location has been vacated and business has relocated.

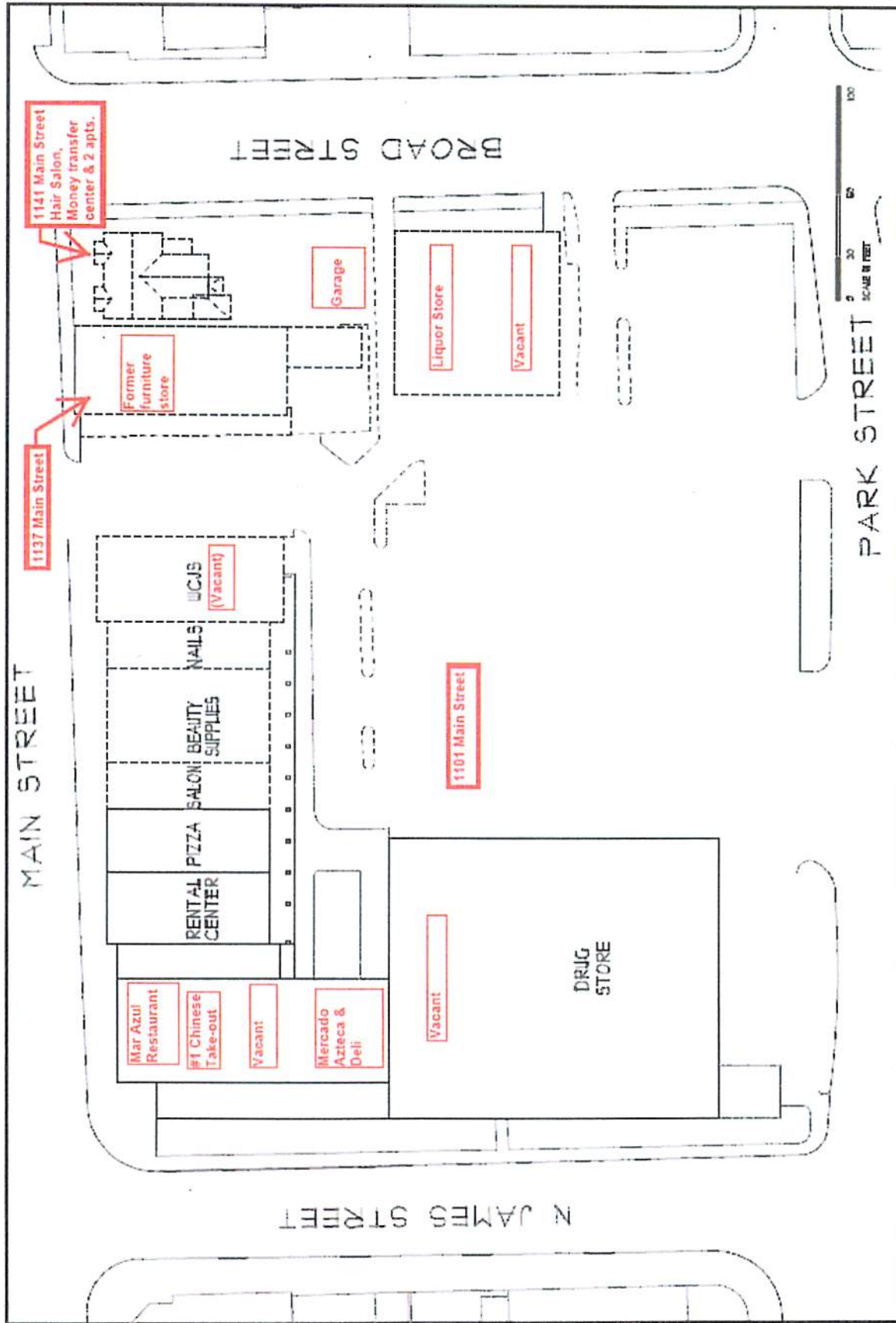


Figure 6: Diagram of Existing Businesses and Structures at Project Site

Hatched lines show structures proposed to be acquired and demolished.

Peekskill Central Firehouse Project Description

A total of seven businesses would be affected by the proposed acquisition and demolition plan. No census of the number of workers has been completed; it is estimated that fewer than 30 employees would be affected by the proposed action. As of April 2011, the business at 1137 Main Street and its employees have relocated. This property is under contract of sale to the City of Peekskill for a sales price of \$600,000.

In addition to the above businesses located in the acquisition area, two additional retail store areas in the acquisition area are currently vacant as shown on Figure 6: Diagram of Existing Businesses and Structures at Project Site. The first of these areas is labeled "WCJS" and comprises approximately 3,655 square feet. The second vacant area comprises a portion of the building presently housing the liquor store; its size is unknown.

The total land area proposed to be acquired by the City is as follows:

- 1141 Main Street: 7,000 sf
- 1137 Main Street 7,000 sf
- 1101-09 Main Street 53,276 sf

Total Acquired: 67,276 sf

After acquisition is complete, the Crossroads Plaza will comprise a single lot with an area of 84,910 square feet.

It is expected that existing and anticipated vacancies within the portion of the Crossroads Shopping Center to remain would potentially accommodate some of the businesses that have been displaced. As shown on Figure 6, two vacant spaces are located in the portion of the structure to remain, although the exact size of each space is unknown. Businesses not able to relocate within the shopping center would be offered assistance to relocate elsewhere in the City of Peekskill.

Peekskill Central Firehouse Project Description

1.3 Detailed Description of the Proposed Central Firehouse

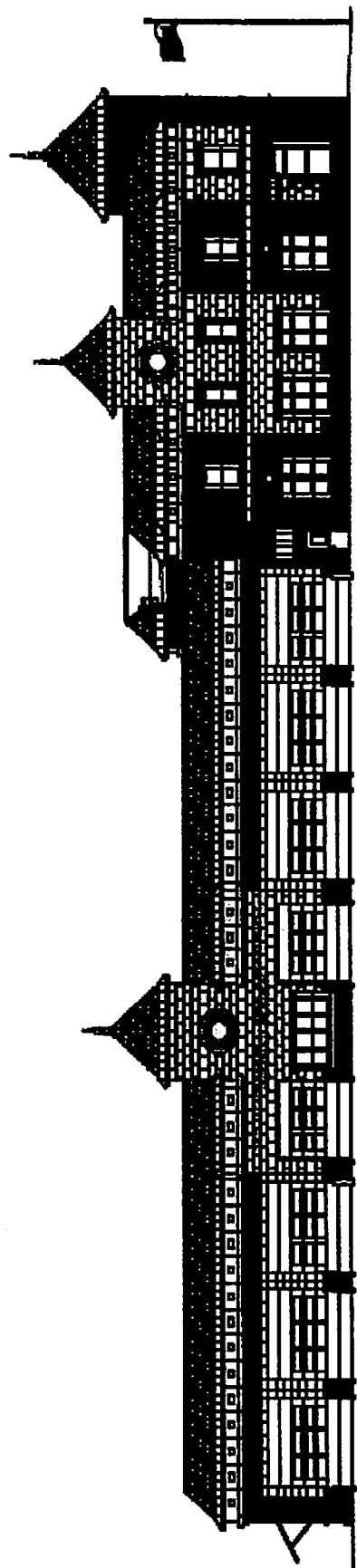
The proposed new Central Firehouse would be 36,483 square feet in size. It will comprise a full first story and partial second story. A total of 37 off-street parking spaces are also proposed. The project layout superimposed on the three affected properties (the existing shopping center, commercial building and office / apartments) is provided in Figure 7. Figures 8a and 8b provide representative elevations of the proposed Central Firehouse. A rendering of the facility is provided in Figure 9. Floor plans for the first and second floors are shown in Figures 10a and b, and 11.

As shown on Figure 10a, a total of eight (8) bays are proposed which can accommodate fire-fighting apparatus of varying lengths. Other equipment storage, office and meeting space, and training and kitchen space are located on the first floor as shown on Figures 10a and b.

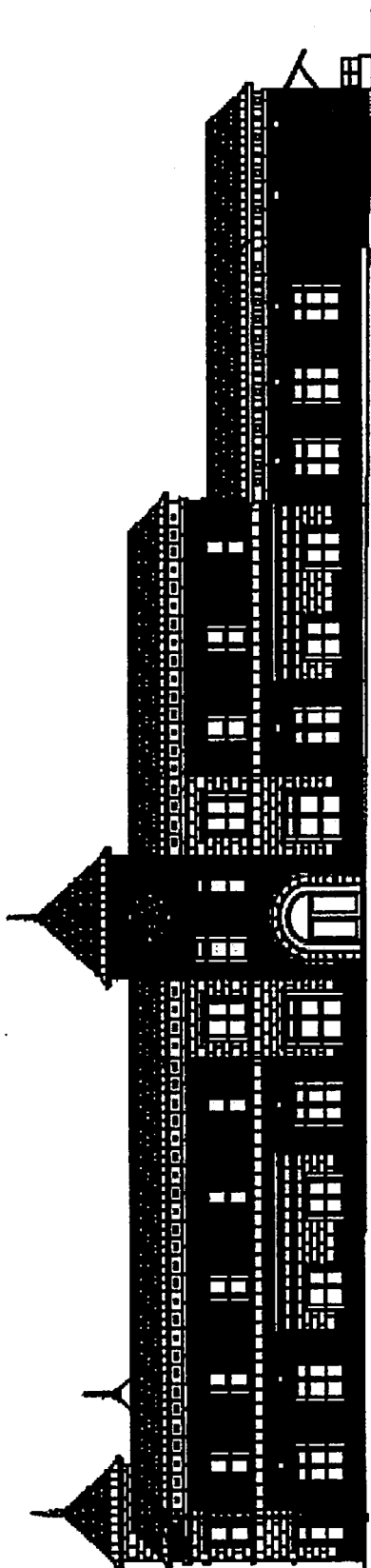
As shown on Figure 11, the second floor provides living accommodations for 14 as well as locker, exercise and recreational space.

A breakdown of the proposed facility by operational area is provided in the Table 3 below:

Office Spaces		1,844	
Public Meeting, incl. Kitchen			
	Meeting / Training & Kitchen	4,656	
	Lobby	2,520	
	Kitchen	441	
			7,617
Firefighters			
	Bunk Rooms	1,288	
	Exercise Room	1,013	
	Day / Rec. rooms	2,062	
			4,363
Apparatus Bays & Firematic Support Spaces		8,557	
	Mezzanine	2,566	
			11,123
Storage			1,200
Bathrooms			1,291
Utility/Mechanical			516
Miscellaneous			3,000
	Net Area		30,954
	Corridors & Walls (Approx)		5,529
	TOTAL BUILDING		36,483

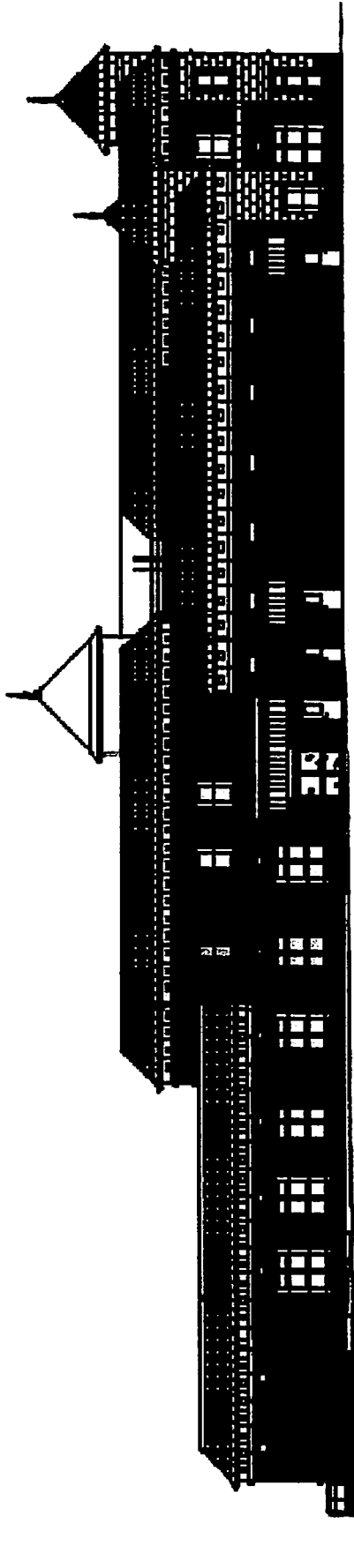


EAST ELEVATION

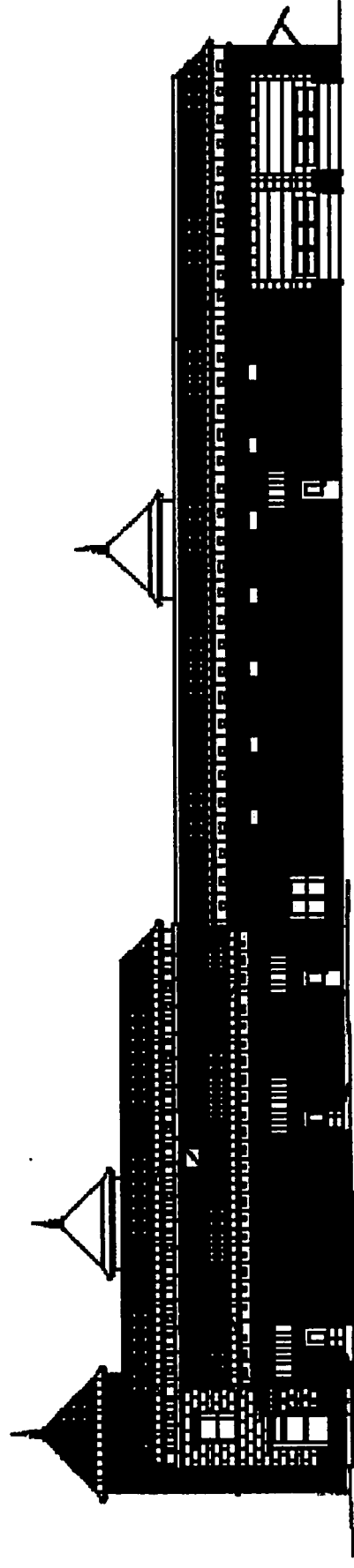


NORTH ELEVATION

Figure 8a: East and North Elevations

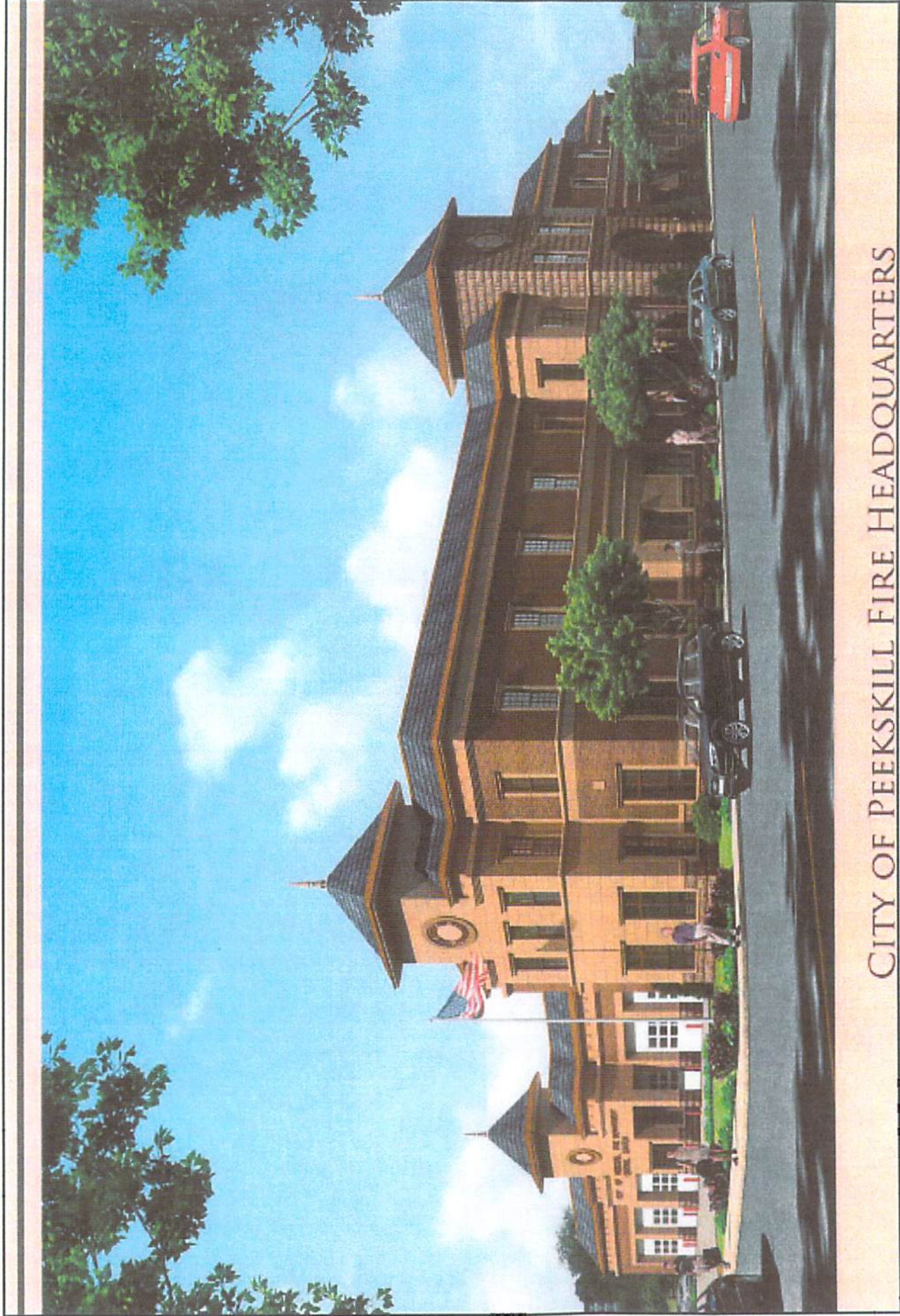


SOUTH ELEVATION



WEST ELEVATION

Figure 8b: South and West Elevations



CITY OF PEEKSKILL FIRE HEADQUARTERS

Figure 9: Architect's Rendering

Note: Final bay door color to match building tone.

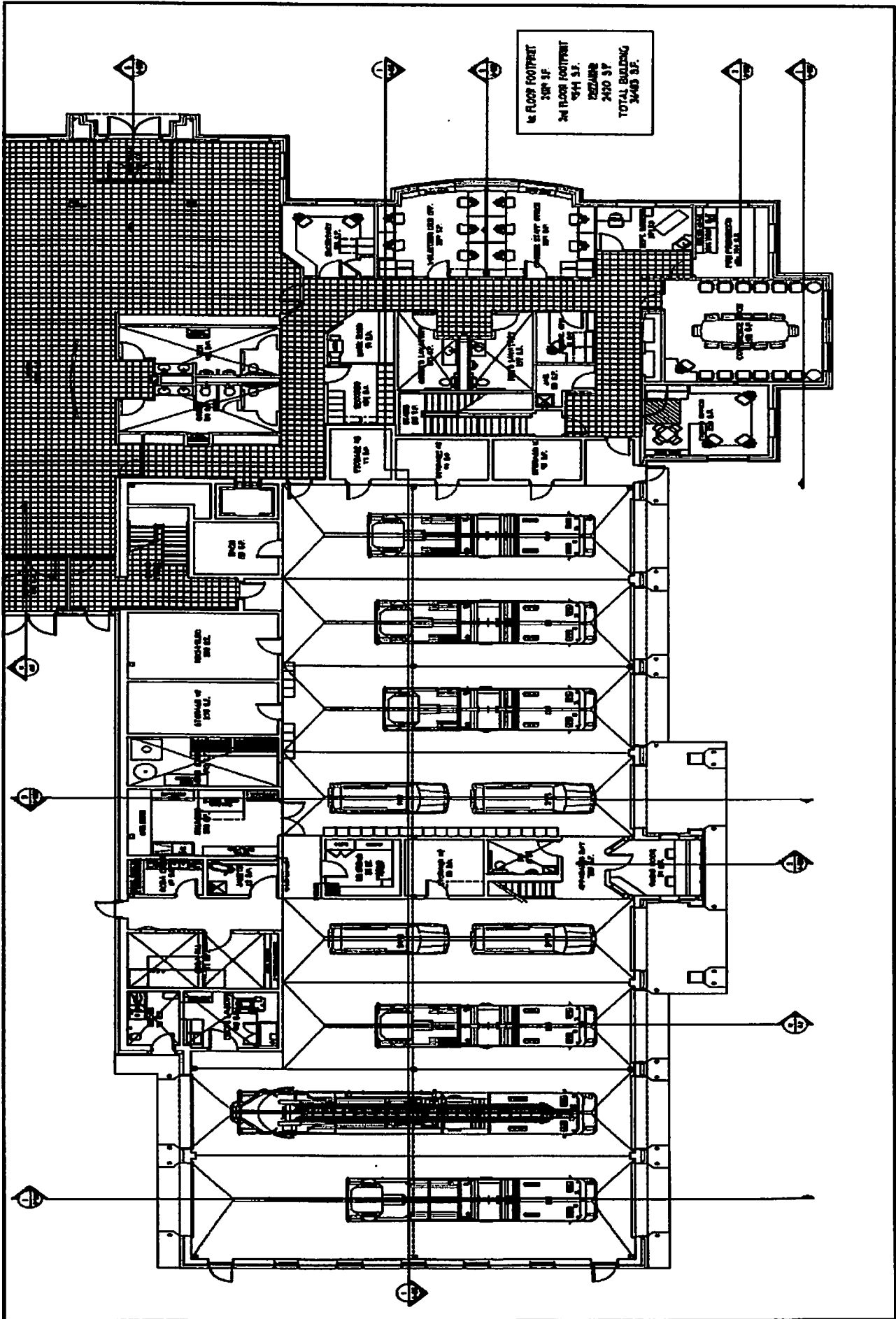


Figure 10a: First Floor Plan (Broad Street with Portion of Main Street)

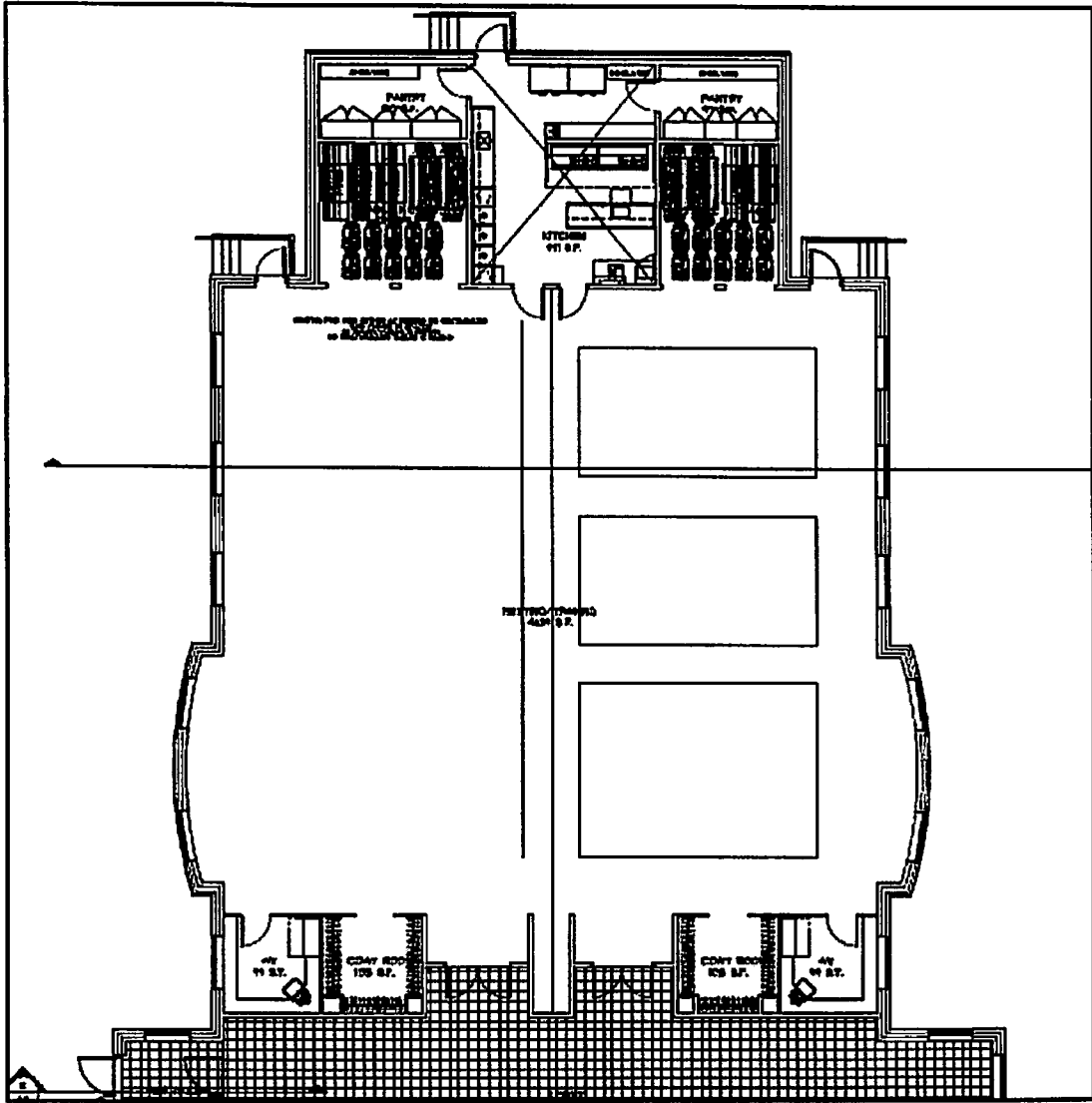


Figure 10b: First Floor Plan (Western Main Street)

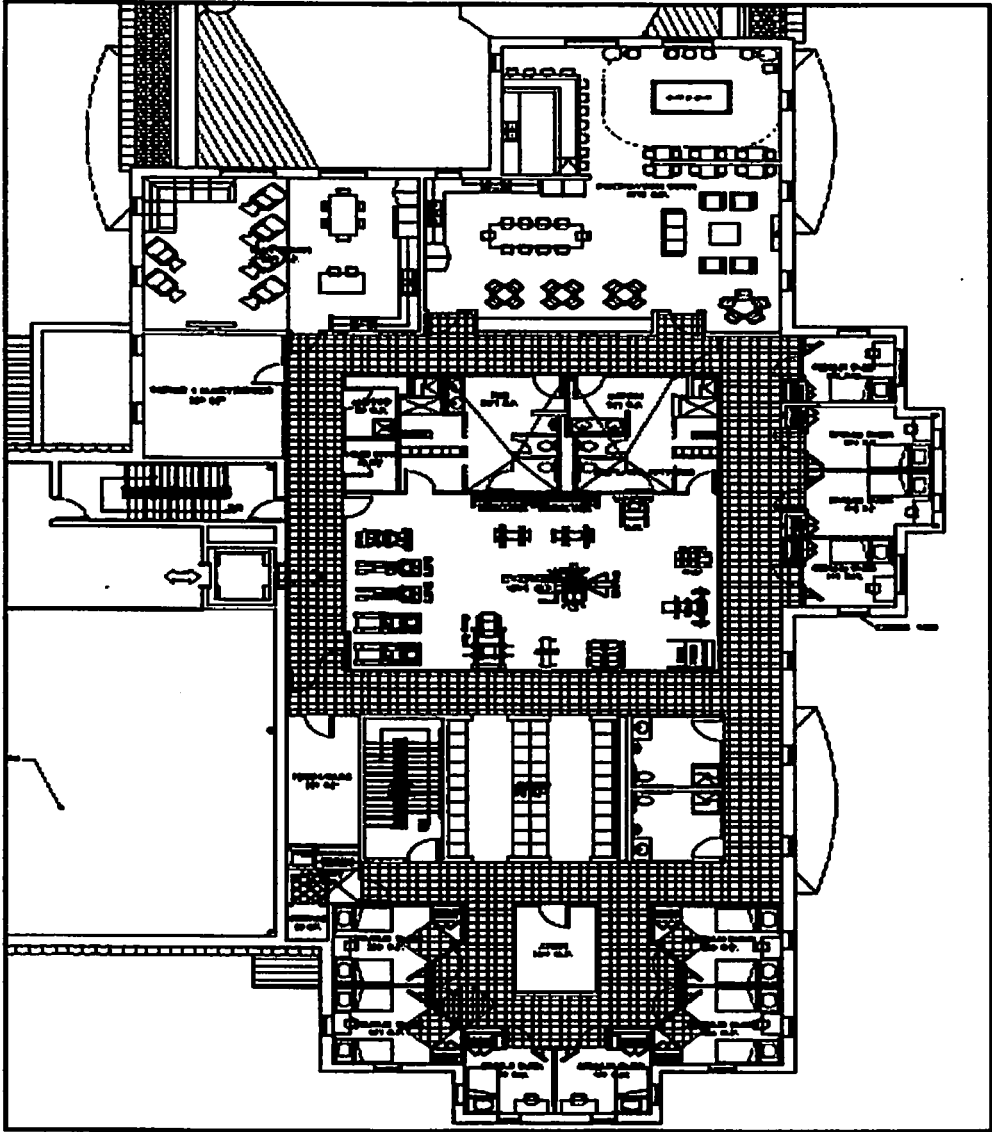


Figure 11: Second Floor Plan

Peekskill Central Firehouse Project Description

The proposed Central Firehouse offers the following benefits: improved coordination and execution of departmental operations including fire inspections, training, and fire hydrant testing. It will be an up to date facility with the ability to be retrofitted for future changes in State and Federal Codes and will allow for reduced maintenance and operating costs (two buildings rather than the existing four buildings). It will include a central training facility; a central meeting space for all fire companies; sanitary and modern sleeping and eating accommodations for career staff; modern meeting and recruiting rooms for volunteers.

The benefits of constructing the Central Firehouse will include the elimination of daily fire truck movements around to different fire houses to facilitate training and staff coverage, and the elimination of the existing hazards and violations in the current buildings.

The proposed Central Firehouse would also include public amenities such as a meeting room for the public, a fire department museum, and kitchen facilities.

Streetscape Changes / Landscaping

Foundation plantings on the north (Main Street) and the east side (Broad Street) of the proposed Central Firehouse building will be installed in a bed at the base of the building. The remaining area between the planting bed and the street curb will consist of pavers and concrete sidewalk. All plant species will be selected to minimize maintenance (watering, pruning, fertilizing), meet available sunlight levels and conform to Leadership in Energy and Environmental Design (LEED) standards. It is intended that the plant beds will be fully vegetated with woody plants, perennials and ground covers. Species will be selected to restrict height to three to four feet except for occasional accent plants.

A summary of potential plants to be selected and diagrams of a representative sidewalk, building entry and planting area, the treatment at the corner of Main Street and Broad Street, and a solar access analysis for the planting beds is provided in Appendix A.

McGregory Brook Culvert

A portion of the referenced site is located in an "A" Flood Zone as indicated on Flood Insurance Rate Map 360924. "A" zones are those areas where a specific flood elevation has not been determined, but have been identified as possibly flooding during a 100 year storm event. Portions of the site as it is currently developed, primarily the existing parking areas, are located within the Flood Zone for McGregor Brook, which is contained within a culvert through this portion of the City.

Peekskill Central Firehouse Project Description

The current site as developed does not provide any stormwater controls and runoff from the site drains directly into the McGregory Brook culvert. The redevelopment of the site will include a complete stormwater management system that will control runoff from the redeveloped portions of the site in accordance with the requirements outlined in the NYSDEC General Permit GP-0-10-001. The stormwater management system for the new fire station and associated improvements will be directed to an underground detention facility that will provide water quality treatment and a controlled discharge.

The proposed stormwater management system for the redeveloped portion of the site will be significantly improved as a result of this redevelopment and there will be no significant adverse environmental impacts relative to stormwater discharge. In addition, there will be no adverse impact on the Flood Zone; in fact there will be a small reduction in uncontrolled runoff from the site for certain storm events that would have a minor positive impact on the Flood Zone in the vicinity of the project.

Project Costs

The proposed Central Firehouse is estimated to cost \$15,685,024, which includes \$2,750,000 in estimated land acquisition costs. This amount will be funded through issuance of bonds with debt service to be funded through a deed transfer tax and property taxes.

Fiscal effects of the project are discussed in more detail in the Environmental Assessment Narrative.

Peekskill Central Firehouse Project Description

1.4 Proposed and Future Fire Department Operations

The City proposes to construct a Central Firehouse at the intersection of Main and Broad Streets to house five of the City's six volunteer fire companies: Columbian Engine Co. #1, Cortlandt Hook & Ladder Co. #1, Washington Engine Co. #2, Columbian Hose Co. #1, and the Peekskill Fire Patrol.

Equipment that would be housed at the proposed Central Firehouse includes the following seven vehicles:

1. 95-foot aerial ladder truck (diesel)
2. rescue truck (diesel)
3. 1,750 gallon per minute (GPM) pumper (diesel)
4. 1,250 GPM pumper (diesel)
5. 1,500 GPM pumper (diesel)
6. Advanced Life Support Ford Explorer (gasoline)
7. utility vehicle (gasoline and located at Chief's discretion)

As noted above, a gasoline-powered Advanced Life Support (ALS) vehicle for the Peekskill Emergency Medical Service (EMS) would be housed at the Central Firehouse. The Department has seven Emergency Medical Technicians (EMTs) and eight Paramedics on its career staff. The EMT's provide basic life support services to supplement the Peekskill Volunteer Ambulance Corps and the Paramedics provide advanced life support as partners in the Cortlandt Regional Paramedic program.

The Centennial Hose Co. #4 would remain in the 701 Washington Street sub-station.

The proposed Central Firehouse would house equipment and personnel associated with the five companies that are currently dispersed throughout the City. A total of eight (8) bays are proposed which can accommodate fire-fighting and public safety apparatus of varying sizes. Other equipment storage space, office and meeting space, and training and kitchen space are located on the first floor. The second floor provides living accommodations for 14 as well as locker, exercise and recreational space.

The majority of the Fire Department's career staff of 25 would be assigned to the Central Firehouse.

Future Operations at Central Firehouse

Currently, equipment is dispatched to incidents based on the type of incident, geographic proximity of stations to calls, and equipment availability.

Peekskill Central Firehouse Project Description

An analysis of Fire Department responses for February of 2011 reveals that over the 28-day span, the vehicles to be housed at the proposed Central Firehouse were dispatched as follows:

1. 95-foot aerial ladder truck	38
2. rescue truck	88
3. 1750 gallon per minute (GPM) pumper	27
4. 1250 GPM pumper	25
5. 1500 GPM pumper	19
6. Advanced Life Support Ford Explorer	157*
*Many of these dispatches occurred while the vehicle was already outside of its fire station.	
Note: The utility vehicle is typically not sent out on emergency calls.	

An additional 34 dispatches of fire equipment occurred from the Washington Street fire station. Of the 34 dispatches only two were responded to by fire equipment only (a 1,500 GPM pumper). The remaining 32 responses were by the Advanced Life Support (ALS) vehicle.

The incident summary for the Peekskill Fire Department for the month of February 2011 lists a total of 241 events (incidents); of this amount 183 responses were for emergency medical service and 58 were fire calls.

As can be seen in Table 4 above, the greatest number of dispatches is by the Advanced Life Support vehicle. The vehicle that was sent out with next greatest frequency was the rescue truck which is used to supplement the Peekskill Community Ambulance Corps with a firefighter / emergency medical technician (EMT).

There are four types of alarms that the Fire Department responds to. A response to a "general alarm" would require the ladder truck, two (engines) pumpers and the rescue vehicle. A "company call" would require one piece of apparatus. An "EMS Assist" call would require one apparatus only when needed to supplement the Peekskill Community Volunteer Ambulance Corps with an EMT. An "ALS Response" would require a paramedic in the fly car (the Ford Explorer).

After relocation of five of the City's six fire companies to the Central Firehouse, equipment will be dispatched similarly as it is currently. Thus, based on the information in Table 3, over a typical week public safety vehicles are expected to be dispatched from the Central Firehouse eighty eight (88) times. Of this number, 70 to 80 percent, or between 62 and 70 dispatches, would be responses to emergency medical calls, which typically involve the ALS vehicle and/or the rescue vehicle, and sometimes an engine.

Peekskill Central Firehouse Project Description

The remaining 20 to 30 percent of calls (between 18 and 26) would be fire calls which involve between one and four pieces of equipment depending on the nature of the call.

On average it is expected that there will continue to be 70 to 80 dispatches of equipment to fires per month City-wide. The majority of these would be expected to be made from the Central Firehouse.

Future City Growth

The Central Firehouse has been designed to provide for expected future growth in Fire Department and EMS operations. Peekskill's 1990 population of 19,536 grew to 22,441 in 2000 and to 23,583 in 2010, an over five percent (5%) increase. The total number of housing units in the City increased from 8,401 in 1990 to 9,053 in 2000 and to 9,709 in 2010. The increase in the number of housing units since 1990 represents a 15.6 percent increase. If the growth rate observed between 2000 and 2010 continues, Peekskill's population will grow to almost 25,000 in 2020.

Peekskill Central Firehouse Project Description

1.5 Project Approvals

Project funding and site acquisition and decisions on project construction expenditures will be made by the City's Common Council.

The Common Council will also act as Lead Agency for the purposes of SEQRA. The City is conducting a coordinated review of this Type 1 action. The proposed project is a Type 1 action since the north side of Main Street opposite the proposed project site is within a designated National Register District.

The City's Common Council is also proposing to amend the City Code to exempt public safety uses from review by the City's Historic Landmarks Preservation Board (HLPB). This action would exempt public safety uses including the Central Firehouse, the City Police station and the Washington Street Fire sub-station from City HLPB review.

The proposed facility complies with the yard, coverage and FAR requirements of the City's C-2 regulations. While not restricted in the City's Central Commercial C-2 District, the maximum 53-foot height and overall average height of the proposed facility would be in character with surrounding commercial buildings in the downtown area.

Off-street parking for the proposed Central Firehouse would be provided in a 37-space off-street parking area to be provided on the project site. It is expected that these spaces would be adequate to serve the firefighters that would be at the Central Firehouse at most times. During training, or at times that public functions are to be held at the Central Firehouse, it is expected that most visitors to the Firehouse will park on surrounding streets and parking facilities such as the James Street garage.

The City Building Department will review project construction plans for compliance with the NYS Building Code as part of the building permit application.

Approval of variances is not needed for City of Peekskill government buildings.

Final site plan approval by the City of Peekskill Planning Commission for the Central Firehouse project would not be needed if a determination of public need is made by the City's Common Council.

Subdivision and Amended Site Plan approval would be required for the portion of the Crossroads Plaza shopping center that would not be acquired as part of the proposed activities. In addition, exterior changes to the shopping center would be reviewed by the City's Historic Landmark Preservation Board (HLPB). The details of the Amended Site Plan and approvals will be finalized as negotiations with the owners of the Crossroads Plaza shopping center proceed.

The Westchester County Health Department would review aspects of the proposed kitchen facility.

Peekskill Central Firehouse Project Description

The proposed project site is located along Routes 202 and 35 (Main Street and Broad Street). Main Street is also designated as US Route 6. As such, work on both thoroughfares requires approval from the Westchester County Department of Public Works. The project location along County-administered roadways also requires referral to the Westchester County Planning Board.

The Westchester County Department of Public Works and Transportation operates Bee-Line routes 14, 15, 16, 17 and 18 in the area of the project site (primarily along Main Street). A major transfer point is located at Main Street and Broad Street. The County Department of Public Works and Transportation will be provided opportunities to comment on the proposed project plans, and will be contacted during construction as necessary to minimize effects to bus operations.

The NYS Department of Transportation (NYSDOT) will be provided information regarding the proposed facility since Main Street and Broad Street are designated as State roadways.

The NYS Department of Parks, Recreation and Historic Preservation (OPRHP) will be provided information regarding the proposed facility since the north side of Main Street opposite the proposed facility is within a designated National Register District. The project site itself is located in a locally-designated historic district.

Construction sites requiring over one acre of disturbance are subject to NYS DEC requirements regarding the preparation of a Stormwater Pollution Prevention Plan (SWPPP) and notification prior to the commencement of construction. The proposed project site comprises 1.5 acres the entirety of which will be disturbed and would be subject to these requirements.

Peekskill Central Firehouse Project Description

1.6 Project Alternatives and Site Selection

As described in more detail later in the Environmental Assessment Narrative portion of this document, the City also analyzed the cost to renovate the existing fire stations and bring them to current Federal, State and industry codes and standards. In addition to a renovation option, and the selected site on the west side of Broad Street between Main and Park Streets, the City reviewed the following three alternative sites for the Central Firehouse:

1. East side of Broad Street between Main and Park Streets
2. West side of Broad Street between Park and Brown Streets
3. East side of Broad Street between Park Street and Lincoln Terrace

Finally, the City reviewed one-, two- and three-story options for the Central Firehouse, concluding that a two-story option presented the most efficient interior layout while retaining use of outdoor space for off-street parking and exercise area.

The ramifications of doing nothing were also considered by the City.

1.7 Use and/or Disposition of Remaining City Firehouses

Depending on their disposition, a separate SEQRA determination will be made at a future date for each of the four (4) City-owned firehouses that would be vacated when the fire companies relocate to the Central Firehouse. Any sale of the firehouses would be completed in accordance with the City Charter. Re-use of the firehouses would require compliance with City of Peekskill zoning regulations.

It is anticipated that the Cortlandt Hook & Ladder firehouse will house the City's Youth Bureau. A portion of this firehouse has been used for this purpose for several years.

No decision has yet been made as to the future use or disposition of the Peekskill Fire Patrol building on Highland Avenue, the Columbian Engine Co. #1 firehouse on Crompond Road or the Washington Engine Company #2 on South Division Street.

As noted earlier, the rented firehouse on Dayton Lane housing Columbian Hose Co. #1 will no longer be leased by the City.

Long Environmental Assessment Form, Part 1

PART 1--PROJECT INFORMATION
Prepared by Project Sponsor

NOTICE: This document is designed to assist in determining whether the action proposed may have a significant effect on the environment. Please complete the entire form, Parts A through E. Answers to these questions will be considered as part of the application for approval and may be subject to further verification and public review. Provide any additional information you believe will be needed to complete Parts 2 and 3.

It is expected that completion of the full EAF will be dependent on information currently available and will not involve new studies, research or investigation. If information requiring such additional work is unavailable, so indicate and specify each instance.

Name of Action City of Peekskill Central Fire House Site Acquisition and Development Plan

Location of Action (include Street Address, Municipality and County)

Broad Street between Main and Park Streets, Peekskill, Westchester County

Name of Applicant/Sponsor City of Peekskill

Address 840 Main Street

City / PO Peekskill State NY Zip Code 10566

Business Telephone 914-734-4210

Name of Owner (if different) Property to be acquired by City.

Address _____

City / PO _____ State _____ Zip Code _____

Business Telephone _____

Description of Action:

The City of Peekskill is seeking to centralize the majority of its Fire Department operations at a new Central Firehouse to be constructed at the southwest corner of the Main Street (US Route 6) and Broad Street in the City's downtown area. The Firehouse would allow the Fire Department to vacate five properties that are inadequate for the existing and future needs of the Fire Department and Emergency Medical Service (EMS) functions.

A sub-station would continue to operate along Washington Street; this station is intended to primarily provide service to the southern section of the City.

The proposed Central Firehouse project site is located at the southwest corner of Main Street and Broad Street in downtown Peekskill. Figures are provided with the EAF that show its proposed location, a conceptual site plan, and architectural information.

The four existing fire houses on Highland Avenue, South Division Street, Crompond Road and Main Street will be vacated and the City will cease renting space in the privately owned firehouse on Dayton Lane. The proposed project does not include disposition or re-use of existing City-owned firehouses on Highland Avenue, Broad Street or Main Street.

In order to construct the proposed Central Firehouse, the City of Peekskill proposes to acquire all or a portion of three parcels as outlined in the Notice. See the Notice for additional information about the proposed project.

Please Complete Each Question--Indicate N.A. if not applicable

A. SITE DESCRIPTION

Physical setting of overall project, both developed and undeveloped areas.

1. Present Land Use: Urban Industrial Commercial Residential (suburban) Rural (non-farm)
 Forest Agriculture Other _____

2. Total acreage of project area: 1.5 acres.

APPROXIMATE ACREAGE	PRESENTLY	AFTER COMPLETION
Meadow or Brushland (Non-agricultural)	<u>0</u> acres	<u>0</u> acres
Forested	<u>0</u> acres	<u>0</u> acres
Agricultural (Includes orchards, cropland, pasture, etc.)	<u>0</u> acres	<u>0</u> acres
Wetland (Freshwater or tidal as per Articles 24,25 of ECL)	<u>0</u> acres	<u>0</u> acres
Water Surface Area	<u>0</u> acres	<u>0</u> acres
Unvegetated (Rock, earth or fill)	<u>0</u> acres	<u>0</u> acres
Roads, buildings and other paved surfaces	<u>1.5</u> acres	<u>1.4</u> acres
Other (Indicate type) <u>Grassed areas.</u>	<u>0</u> acres	<u>0.1</u> acres

3. What is predominant soil type(s) on project site? Urban Land

- a. Soil drainage: Well drained 100 % of site Moderately well drained _____ % of site.
 Poorly drained _____ % of site

b. If any agricultural land is involved, how many acres of soil are classified within soil group 1 through 4 of the NYS Land Classification System? NA acres (see 1 NYCRR 370).

4. Are there bedrock outcroppings on project site? Yes No

a. What is depth to bedrock >5 (in feet)

5. Approximate percentage of proposed project site with slopes:

- 0-10% 100 % 10- 15% _____ % 15% or greater _____ %

6. Is project substantially contiguous to, or contain a building, site, or district, listed on the State or National Registers of Historic Places? Yes No

7. Is project substantially contiguous to a site listed on the Register of National Natural Landmarks? Yes No

8. What is the depth of the water table? >5 (in feet)

9. Is site located over a primary, principal, or sole source aquifer? Yes No

10. Do hunting, fishing or shell fishing opportunities presently exist in the project area? Yes No

11. Does project site contain any species of plant or animal life that is identified as threatened or endangered? Yes No

According to:

NYSDEC correspondence. Review of on-site conditions. The site in its existing condition is fully developed.

Identify each species:

12. Are there any unique or unusual land forms on the project site? (i.e., cliffs, dunes, other geological formations?)

Yes No

Describe:

13. Is the project site presently used by the community or neighborhood as an open space or recreation area?

Yes No

If yes, explain:

14. Does the present site include scenic views known to be important to the community? Yes No

15. Streams within or contiguous to project area:

McGregory (Magregorie) Brook is culverted beneath Park Street adjacent to the project area.

a. Name of Stream and name of River to which it is tributary

Hudson River

16. Lakes, ponds, wetland areas within or contiguous to project area:

NA

b. Size (in acres):

17. Is the site served by existing public utilities? Yes No
- a. If YES, does sufficient capacity exist to allow connection? Yes No
- b. If YES, will improvements be necessary to allow connection? Yes No
18. Is the site located in an agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? Yes No
19. Is the site located in or substantially contiguous to a Critical Environmental Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617? Yes No
20. Has the site ever been used for the disposal of solid or hazardous wastes? Yes No

B. Project Description

1. Physical dimensions and scale of project (fill in dimensions as appropriate).

- a. Total contiguous acreage owned or controlled by project sponsor: 1.5 acres. To be acquired.
- b. Project acreage to be developed: 1.5 acres initially; 1.5 acres ultimately.
- c. Project acreage to remain undeveloped: 0 acres.
- d. Length of project, in miles: NA (if appropriate)
- e. If the project is an expansion, indicate percent of expansion proposed. NA %
- f. Number of off-street parking spaces existing 137; proposed 90+37 ^{137: Existing shopping center} _{90: Proposed shopping center}
- g. Maximum vehicular trips generated per hour: See narrative (upon completion of project)? 42: Central FH
- h. If residential: Number and type of housing units:
- | | One Family | Two Family | Multiple Family | Condominium |
|------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| Initially | <u>NA</u> | <u> </u> | <u> </u> | <u> </u> |
| Ultimately | <u> </u> | <u> </u> | <u> </u> | <u> </u> |
- i. Dimensions (in feet) of largest proposed structure: 53 height; 218 width; 220 length.
- j. Linear feet of frontage along a public thoroughfare project will occupy is? 780 ft.

2. How much natural material (i.e. rock, earth, etc.) will be removed from the site? 1,000 tons/cubic yards.

3. Will disturbed areas be reclaimed Yes No N/A

a. If yes, for what intended purpose is the site being reclaimed?

b. Will topsoil be stockpiled for reclamation? Yes No

c. Will upper subsoil be stockpiled for reclamation? Yes No

4. How many acres of vegetation (trees, shrubs, ground covers) will be removed from site? 0 acres.

5. Will any mature forest (over 100 years old) or other locally-important vegetation be removed by this project?
 Yes No
6. If single phase project: Anticipated period of construction: 18 months, (including demolition)
7. If multi-phased:
- a. Total number of phases anticipated NA (number)
- b. Anticipated date of commencement phase 1: _____ month _____ year, (including demolition)
- c. Approximate completion date of final phase: _____ month _____ year.
- d. Is phase 1 functionally dependent on subsequent phases? Yes No
8. Will blasting occur during construction? Yes No
9. Number of jobs generated: during construction 50 to 100 ; after project is complete 0 From exist. facilities
10. Number of jobs eliminated by this project 0. (To be relocated.) elsewhere in City.
11. Will project require relocation of any projects or facilities? Yes No

If yes, explain:

Project will involve acquisition of existing retail, office and residential structures. Two existing residential tenants and seven businesses will be relocated.

12. Is surface liquid waste disposal involved? Yes No
- a. If yes, indicate type of waste (sewage, industrial, etc) and amount To existing sanitary and drainage lines.
- b. Name of water body into which effluent will be discharged _____
13. Is subsurface liquid waste disposal involved? Yes No Type _____
14. Will surface area of an existing water body increase or decrease by proposal? Yes No

If yes, explain:

15. Is project or any portion of project located in a 100 year flood plain? Yes No Minimal area; unaffected by activities.
16. Will the project generate solid waste? Yes No
- a. If yes, what is the amount per month? <1 tons (4 lbs/firefighter/day, and 0.03 lbs
- b. If yes, will an existing solid waste facility be used? Yes No per sf/office/ week) *
- c. If yes, give name Resco ; location Charles Point, Peekskill
- d. Will any wastes not go into a sewage disposal system or into a sanitary landfill? Yes No

*NYC CEQR Technical Manual

e. If yes, explain:

Recyclables

17. Will the project involve the disposal of solid waste? Yes No

a. If yes, what is the anticipated rate of disposal? _____ tons/month.

b. If yes, what is the anticipated site life? _____ years.

18. Will project use herbicides or pesticides? Yes No

19. Will project routinely produce odors (more than one hour per day)? Yes No

20. Will project produce operating noise exceeding the local ambient noise levels? Yes No Siren noise will increase.

21. Will project result in an increase in energy use? Yes No

If yes, indicate type(s)

Space heating and cooling, cooking and electricity for equipment. Fuels for vehicles. The major portion of the energy used is currently in use at the fire company locations throughout the City. Proposed firehouse would be built to a LEED-certifiable standard and may seek LEED certification. The project would include measures to optimize energy performance, reduce overall energy and water use, manage refrigerants and utilize renewable energy sources.
Energy usage at the new central firehouse would be less than the sum of the energy usage in the buildings being replaced.
Construction of proposed Central Firehouse would require energy. Existing businesses and households to be relocated would continue to utilize energy. Existing firehouses would be re-programmed for future use and will continue to use energy.

22. If water supply is from wells, indicate pumping capacity NA gallons/minute.

23. Total anticipated water usage per day 650* gallons/day. Est. based on 75 gpd/bunk and 200 gpd for other activities.

24. Does project involve Local, State or Federal funding? Yes No

If yes, explain:

Project involves local (City of Peekskill) funding. No State or Federal funds will be utilized.

25. Approvals Required:

			Type	Submittal Date
City, Town, Village Board	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<u>Funding & Development</u> <u>Agreement; Acquisition</u>	_____ _____ _____
City, Town, Village Planning Board	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<u>Subdivision, Site Plan</u> <u>Approval</u>	_____ _____ _____
City, Town Zoning Board	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		_____ _____ _____
City, County Health Department	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<u>Kitchen</u>	_____ _____ _____
Other Local Agencies	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<u>Building Permit, Historic</u> <u>Board Review</u>	_____ _____ _____
Other Regional Agencies	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<u>WC Planning</u> <u>WC DPW&Transportation</u> <u>WC Health</u>	_____ _____ _____ _____
State Agencies	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<u>DEC Notice of Intent</u> <u>(Construction SPDES)</u>	_____ _____ _____
Federal Agencies	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No		_____ _____ _____

C. Zoning and Planning Information

1. Does proposed action involve a planning or zoning decision? Yes No

If Yes, indicate decision required:

- | | | | |
|---|---|--|---|
| <input type="checkbox"/> Zoning amendment | <input type="checkbox"/> Zoning variance | <input type="checkbox"/> New/revision of master plan | <input checked="" type="checkbox"/> Subdivision |
| <input checked="" type="checkbox"/> Site plan | <input type="checkbox"/> Special use permit | <input type="checkbox"/> Resource management plan | <input type="checkbox"/> Other |

2. What is the zoning classification(s) of the site?

C-2 Central Commercial

3. What is the maximum potential development of the site if developed as permitted by the present zoning?

2.5 FAR

4. What is the proposed zoning of the site?

No change is proposed.

5. What is the maximum potential development of the site if developed as permitted by the proposed zoning?

NA

6. Is the proposed action consistent with the recommended uses in adopted local land use plans? Yes No

Proposed action would provide for a centralized firehouse with an improved facility and quicker response times to serve the growing City of Peckskill population. Central business district zoning (C-2) allows governmental offices, such as is proposed.

7. What are the predominant land use(s) and zoning classifications within a ¼ mile radius of proposed action?

C-2 Central Commercial, C-3 General Commercial, R-1B & C One-Family, R-2 One & Two-Family, R-4 Low Density Multiple, R-6 Central Multiple

8. Is the proposed action compatible with adjoining/surrounding land uses with a ¼ mile? Yes No

9. If the proposed action is the subdivision of land, how many lots are proposed? Two

a. What is the minimum lot size proposed? Approx. 1.5 ac.

10. Will proposed action require any authorization(s) for the formation of sewer or water districts? Yes No

11. Will the proposed action create a demand for any community provided services (recreation, education, police, fire protection)?

Yes No

a. If yes, is existing capacity sufficient to handle projected demand? Yes No

12. Will the proposed action result in the generation of traffic significantly above present levels? Yes No

a. If yes, is the existing road network adequate to handle the additional traffic. Yes No

Proposed action will change existing fire truck, staff and to a lesser extent volunteer transportation patterns. The action is not expected to significantly alter traffic volumes or levels of service at area intersections.

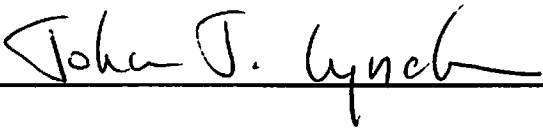
D. Informational Details

Attach any additional information as may be needed to clarify your project. If there are or may be any adverse impacts associated with your proposal, please discuss such impacts and the measures which you propose to mitigate or avoid them.

E. Verification

I certify that the information provided above is true to the best of my knowledge.

Applicant/Sponsor Name City of Peckskill Date 6.9.2011

Signature 

Title Consulting Planner

If the action is in the Coastal Area, and you are a state agency, complete the Coastal Assessment Form before proceeding with this assessment.

Visual EAF Addendum

617.20
Appendix B
State Environmental Quality Review
VISUAL EAF ADDENDUM

This form may be used to provide additional information relating to Question 11 of Part 2 of the Full EAF.

(To be completed by Lead Agency)

Visibility	Distance Between Project and Resource (in Miles)					
1.	Would the project be visible from:	0 - ¼	¼ - ½	½ - 3	3 - 5	5 +
!	<i>A parcel of land which is dedicated to and available to the public for the use, enjoyment and appreciation of natural or man-made scenic qualities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
!	<i>An overlook or parcel of land dedicated to public observation, enjoyment and appreciation of natural or man-made scenic qualities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
!	<i>A site or structure listed on the National or State Registers of Historic Places?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
!	<i>State Parks?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
!	<i>The State Forest Preserve?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
!	<i>National Wildlife Refuges and State Game Refuges?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
!	<i>National Natural Landmarks and other outstanding natural features?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
!	<i>National Park Service lands?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
!	<i>Rivers designated as National or State Wild, Scenic or Recreational?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
!	<i>Any transportation corridor of high exposure, such as part of the Interstate System, or Amtrak?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
!	<i>A governmentally established or designated interstate or inter-county foot trail, or one formally proposed for establishment or designation?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
!	<i>A site, area, lake, reservoir or highway designated as scenic?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
!	<i>Municipal park, or designated open space?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
!	<i>County road?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
!	<i>State road?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
!	<i>Local road?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.	<i>Is the visibility of the project seasonal? (i.e., screened by summer foliage, but visible during other seasons)</i>					
	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No				
3.	<i>Are any of the resources checked in question 1 used by the public during the time of year during which the project will be visible?</i>					
	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No				

DESCRIPTION OF EXISTING VISUAL ENVIRONMENT

4. From each item checked in question 1, check those which generally describe the surrounding environment.

	Within	
	*1/4 mile	*1 mile
Essentially undeveloped	<input type="checkbox"/>	<input type="checkbox"/>
Forested	<input type="checkbox"/>	<input type="checkbox"/>
Agricultural	<input type="checkbox"/>	<input type="checkbox"/>
Suburban Residential	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Industrial	<input type="checkbox"/>	<input type="checkbox"/>
Commerical	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Urban	<input checked="" type="checkbox"/>	<input type="checkbox"/>
River, Lake, Pond	<input type="checkbox"/>	<input type="checkbox"/>
Cliffs, Overlooks	<input type="checkbox"/>	<input type="checkbox"/>
.Designated Open Space	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Flat	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hilly	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mountainous	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>

NOTE: add attachments as needed

5. Are there visually similar projects within:

*1/2 mile Yes No 1 mile Yes No 2 miles Yes No 3 miles Yes No

*Distance from project site is provided for assistance. Substitute other distances as appropriate.

EXPOSURE

6. The annual number of viewers likely to observe the proposed project is 14,000?

NOTE: When user data is unavailable or unknown, use best estimate.

CONTEXT

7. The situation or activity in which the viewers are engaged while viewing the proposed action is: driving, walking

FREQUENCY

Activity	Daily	Weekly	Holidays/ Weekends	Seasonally
Travel to and from work	⊙	○	○	○
Involved in recreational activities	⊙	○	○	○○
Routine travel by residents	⊙	○	○	○○○
At a residence	⊙	○	○	○○○
At worksite	⊙	○	○	○○○
Other _____	○	○	○	○

Reset

Environmental Assessment Narrative

Peekskill Central Firehouse Environmental Assessment

2.0 Environmental Assessment Narrative

Based on consideration of the assessment areas outlined in NYS's SEQRA regulations (6NYCRR Part 617) and the Long Environmental Assessment Form, the Central Firehouse SEQRA review will include the following areas:

1. Land Use and Zoning
2. Fiscal Conditions
3. Aesthetics, Character, Visual
4. Community Services
5. Noise and Air Quality
6. Traffic and Transportation
7. Construction
8. Alternatives
9. Balancing of Interests

Each area of assessment identified above is discussed below:

Peekskill Central Firehouse Environmental Assessment

2.1 Land Use and Zoning

As noted in the Project Description, the proposed Central Firehouse project site is located at the southwest corner of Main Street and Broad Street in downtown Peekskill. Broad Street and Main Street are designated as NYS Routes 202 and 35. Main Street is also designated as US Route 6.

The proposed project site comprises approximately 1.5 acres and currently supports a portion of an existing one-story shopping center, a one-story commercial building and a 2.5-story former residential structure that currently houses two retail spaces and two apartments.

The project site is located at the eastern edge of the City's downtown area, very nearly at the geographic center of the City.

The project site area is primarily non-residential in character with retail stores, offices, institutional uses such as a church and school and some residences and light industrial uses in the surrounding area. A Walgreen's drug store and associated parking area recently opened on the east side of Broad Street across from the project site. The surrounding land use pattern is shown in Figure 4 included in the Description of the Proposed Action. Uses at the project site is summarized in Table 2 and shown on Figure 6, also included in the Project Description. Historic land use up to the beginning of the twentieth century at the project site was predominantly residential. Historic mapping is provided in Appendix F.

Historic Activities

Urban Renewal Designation

In 1960, the project site area was designated as part of the Academy Street Urban Renewal Area; the majority of the project site was later acquired and redeveloped as the Crossroads Shopping Center. A fire station was planned on the subject block at that time; a station was constructed at the corner of Broad Street and Crompond Road which currently houses two fire companies. In 1960 the area supported a mix of residential and commercial uses and structures.

Background of Existing Structures to be Acquired

The existing Crossroads Plaza shopping center was constructed in the mid 1970's. Based on its layout and configuration, the plaza initially was intended to serve as a community shopping center. Historically such centers have been typically anchored by supermarkets, and a review of the City records indicate this was the case for the first few years when Crossroads Plaza first opened in the mid-1970's. More recently due to the increase in the average size of supermarkets and changes in retailing, many spaces formerly occupied by supermarkets or groceries (and also smaller variety stores) are now occupied by drug stores. This is the case at Crossroads Plaza, where Rite-Aid, a drug store chain has been a tenant in the main portion of the largest commercial space for many years.

Peekskill Central Firehouse Environmental Assessment

Banks were also typically sub-anchors of community shopping centers; Crossroads Plaza has two spaces that appear to have been outfitted for banking tenants. These spaces have long been either vacant or occupied by community institutional uses.

The remaining smaller commercial spaces at the Crossroads Plaza would typically house smaller retail establishments, personal service establishments such as barbers and beauty salons, and small storefront offices such as those for insurance and real estate agents and brokers. These spaces are sometimes referred to as “satellite” retail.

Vacancy and turnover of the “satellite” retail spaces at the Crossroads Plaza has long been observed. Typically, spaces in a relatively recently constructed planned shopping center would carry a premium over similar free-standing or existing ground-floor space elsewhere in the downtown. This vacancy is reflective of overall weakness in demand for retail space in downtown Peekskill.

In the case of Crossroads Plaza, it is likely to also be a function of the Plaza’s design and the manner in which it has been integrated into the downtown pedestrian environment. The Center was designed as a zero lot line structure (along Main, South Broad and South James Streets) with separate entrances to satellite retail spaces along the store frontage on the street and from the parking lot side. No doubt this was intended to allow ease of access for both those walking along the street and arriving by car, and it may have been a selling point when the spaces were initially offered.

As time went on, it became clear that most patrons would arrive by car and some would walk to the center as a destination (that is, they would not be window-shopping) and these patrons could just as easily enter the stores from the parking lot side. Moreover, keeping two access doors open compromised the selling floor and storage areas available to merchants, especially those merchants needing the floor space to sell goods. As of this writing, every retail space takes its primary pedestrian access if not exclusively then almost so from the entry door on the parking lot side.

The chronic underutilization at Crossroads Plaza is also evidenced by its relatively deteriorated and out-dated appearance. Common areas such as the parking lot have not been renovated or substantially repaired in many years.

Pictures of the shopping center are provided in Appendix E

Without a broader change in the market for retail space in downtown Peekskill, a significant population increase in the surrounding area or a redesign of the shopping center it appears that vacancy and underutilization at Crossroads Plaza will continue for the foreseeable future.

The commercial structure at 1137 Main Street was constructed in 1956. This structure most recently housed Peekskill Furniture and Electronics. Prior to that La Placita market was located there for several years; prior to that a social service agency was housed there, although the building was vacant for a number of years as well. The market’s growth

Peekskill Central Firehouse Environmental Assessment

necessitated a move to larger space on Park Street. For a number of years before La Placita was housed in the building it was vacant; it had housed a social service agency for many years prior to that. This property is under contract of sale to the City. Pictures of 1137 Main Street are provided in Appendix E.

The structure at 1141 Main Street was constructed in 1880 and subsequently remodeled for professional use on the first floor. Historically this structure was part of Doctors' Row and housed doctors' and dentists' offices on the first floor with residential use above. Currently the two first-floor spaces are occupied by a salon and a money transfer center. Two apartments are located on the second floor. This structure was inventoried as part of the City's Cultural Resource Survey prepared in support of the local designation of the Downtown Historic Area. Pictures of 1141 Main Street are provided in Appendix E.

It is noted that additional detail regarding the building's historic character and the locally-designated historic district of which the entire project site is part, and the National Register-designated downtown historic district (mapped on the north side of Main Street opposite the project site) is provided later in this Assessment in the Aesthetics / Historic Character / Visual section.

All pictures provided in this Environmental Assessment were taken from the Appraisals for each of the subject properties prepared by Lane Appraisals, Inc. in January 2011. The Appraisals are incorporated herein by reference.

Potential Effects of the Proposed Action

For a full description of the proposed changes to the project site please refer to the Description of the Proposed Action, and to the Aesthetics / Historic Character / Visual section of this Environmental Assessment Narrative. A description of the proposed changes to the Crossroads Plaza shopping center is provided later in this sub-section.

As a government use and public safety function, the proposed project would be consistent with land use in the surrounding downtown area which include governmental and institutional uses, similar public safety uses, offices, retail commercial uses, light industrial and some residential uses. The City's generalized zoning for the site and surrounding area are shown in Figure 12: Generalized Zoning.

The conditions of the Crossroads shopping plaza were detailed earlier as part of the background discussion. As noted earlier, without a broader change in the market for retail space in downtown Peekskill, a significant population increase in the surrounding area or a redesign of the shopping center it appears that vacancy and underutilization at Crossroads Plaza will continue for the foreseeable future. It is expected that the acquisition and demolition of a portion of the shopping center that has often been vacant or partially vacant will allow the remaining portion of the center to be more fully and regularly occupied.

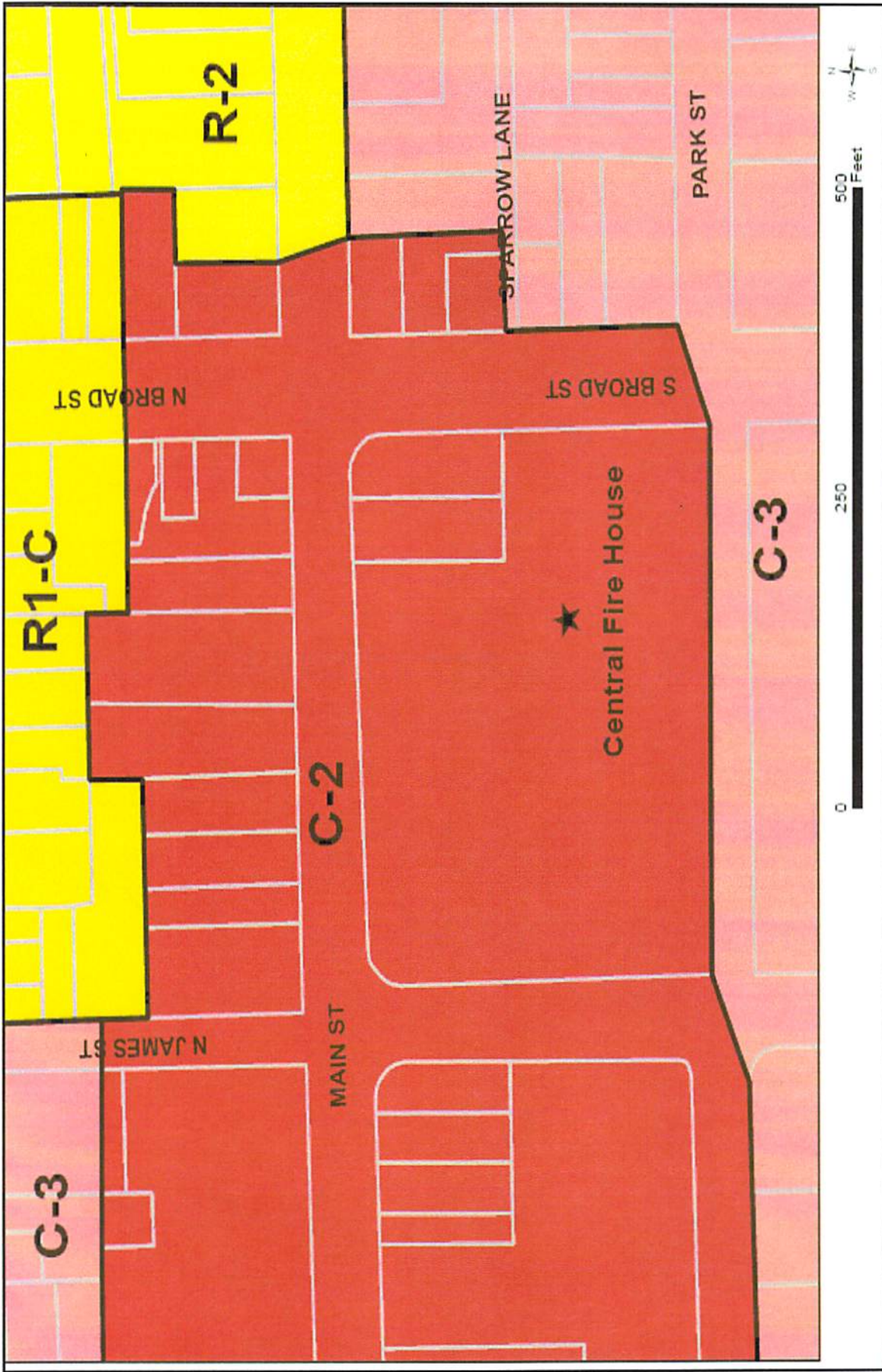


Figure 12: Generalized Zoning, Central Firehouse Project Site Area

Peekskill Central Firehouse Environmental Assessment

Use of the proposed project site for a governmental public safety use would not be expected to significantly affect the availability of land or improved space for commercial use in and surrounding the downtown area. The proposed project site comprises 1.5 acres. The amount of retail commercial floor area that would be permanently removed from the downtown commercial inventory of space would amount to a total of approximately 22,200 square feet. This includes 17,200 square feet at the Crossroads Plaza, 4,000 square feet at 1137 Main Street and approximately 1,000 square feet at 1141 Main Street.

The 1.5-acre proposed project site represents approximately three percent of the commercially-zoned developable land area (i.e., less streets) in and immediately adjacent to downtown Peekskill. The commercial floor space proposed to be demolished represents a small percentage of the total amount of similar improved commercial space in commercially-zoned areas downtown. In addition, the space to be demolished represents a fraction of the similar commercial space that is currently vacant in commercially-zoned areas in downtown Peekskill. Additional vacant commercial space is also located in other sections of the City including along Washington Street.

After project construction is complete and displaced businesses have relocated and reopened it is expected that the downtown area will continue to have a significant inventory of vacant commercial space. Likewise, little to no effect would be expected on pricing for such space from the removal of vacant and occupied commercial space as part of the proposed action.

It is noted that the City's Comprehensive Development Plan prepared in the late 1950's envisioned a total of three firehouses; one was to be located at Broad and Park Streets. The other two were to be located near the intersection of North Division, Highland and Orchard Streets, and on Washington Street in the southern part of the City.

Property Acquisition

As noted earlier, appraisals for each of the three properties affected by the proposed action were prepared in January 2011 by Lane Appraisals, Inc. Pictures taken as part of each of the appraisals are included in the Appendix.

One property – 1137 Main Street – is under contract of sale to the City of Peekskill.

The City is currently negotiating with the property owners for Crossroads Plaza (1101-09 Main Street) and 1141 Main Street. It is expected that negotiations with both property owners will be concluded without the need to implement eminent domain proceedings.

Relocation of existing businesses and residences displaced by the proposed action would occur prior to the commencement of demolition activities. It is expected that businesses displaced by the proposed action would be relocated within the remaining area of the Crossroads Plaza or in nearby downtown areas. Any residents of the two apartments in 1141 Main Street would be relocated to appropriate locations in the City.

Peekskill Central Firehouse Environmental Assessment

Environmental Incidents Review, Property and Surroundings

The following information is provided to familiarize the reviewer with information that is publicly available on US EPA, NYS DEC and Westchester County web-sites; it is not intended to replace a Phase 1 Environmental Site Assessment.

A review of Westchester County's online mapping in May of 2011 revealed that neither the project site nor any sites within a mile of the site are listed on the Toxic Release Inventory (TRI) list. The TRI contains information about more than 650 toxic chemicals that are being used, manufactured, treated, transported, or released into the environment.

Westchester County's mapping also provides an inventory of hazardous waste sites. Such sites typically include sites at which hazardous materials are used or stored and often include dry cleaners and auto body establishments, and other locations where hazardous substances are stored in bulk. No establishment at the project site is listed on the inventory of hazardous waste sites. The nearest such sites are located to the west and southwest in the downtown area.

A review of EPA's Superfund and CERCLIS (Comprehensive Environmental Response, Compensation, and Liability Information System) databases also in May 2011 revealed no sites in Peekskill.

A review of NYS Department of Environmental Conservation spill incidents database, bulk storage database and the Environmental Site Remediation Database (again in May 2011) revealed no sites at the proposed project site or in the blocks surrounding the site.

It is noted that historic mapping from 1867 and 1893 is included in Appendix F. The subject block was composed of primarily residential properties as shown on both maps. Park Street was known as Centre Street at the time.

Amended Site Plan Approval / Crossroads Plaza

A portion of the Crossroads Plaza shopping center will remain on a smaller site after acquisition and demolition activities associated with the Central Firehouse are complete. This residual portion will require approval of an amended site plan and potentially subdivision approval.

Changes to the Crossroads Plaza site plan would involve relocating off-street parking spaces and circulation aisles, changes to the structural footprint of the shopping center buildings, pedestrian walkways and lighting. Occupancy of the shopping center will be reviewed as it relates to the potential relocation of businesses within the center. Site plan review will also include the approval of a reduced number of parking spaces to serve the remaining floor area at the center. The City is committed to maintaining the same proportional relationship between the number of parking spaces to serve the modified shopping center as serve the shopping center currently.

Peekskill Central Firehouse Environmental Assessment

In addition to changes to the parking area, the Amended Site Plan for the Crossroads Plaza shopping center is expected to reflect a new eastern exterior wall (along the Main Street row of stores) and a new sign which is expected to be located in the southwest corner of the Center's newly subdivided lot (along Park Street).

As needed, water, electrical and sprinkler services may also be upgraded at the shopping center.

Public Participation

The City of Peekskill Common Council and Fire Department organized five (5) public meetings in June of 2010 on the Firehouse proposals including the selected new Central Firehouse. A sixth public meeting was held on July 19, 2010. In addition to the selected design option, the analyses of renovations at each of the existing firehouses were discussed. Prior to the meetings, a newsletter was sent to City residents providing background on the existing conditions at the existing firehouses and to solicit public feedback on the available solutions.

A memorandum from the City Manager dated July 8, 2010 summarized the comments received at the public meetings and provided responses to specific questions raised. The memo and accompanying attachments is included herein as Appendix G.

Washington Street Sub-station

The existing Washington Street firehouse houses Centennial Hose Company No. 4 and is proposed to continue to do so. This firehouse has long been at this location along Washington Street and its continued presence would not be anticipated to present any problems to the surrounding area.

It is anticipated that this facility will be renovated at a future date.

Disposition of Existing Firehouses

The City has not yet determined the future use or disposition of the firehouses that would be vacated.

As noted earlier, the four existing fire houses on Highland Avenue, South Division Street, Cronpond Road and Main Street would be vacated and the City will cease renting space in the privately owned firehouse on Dayton Lane. It is noted that portions of the Main Street firehouse currently house the City's Youth Bureau.

Based on the above discussion and analysis the proposed project is not expected to have significant adverse effects on land use and zoning conditions.

Peekskill Central Firehouse Environmental Assessment

2.2 Fiscal Conditions

Potential Additional Annual Costs

The City has reviewed alternatives that involve the construction of a new Central Firehouse and that involve renovations to the existing firehouses. The proposed Central Firehouse project is projected to cost \$15,685,024 including an estimated \$2,750,000 for land acquisition costs. The costs outlined above would be bonded; that is, paid for from the proceeds of the sale of bonds.

Annual debt service costs over the 25-year amortization period are projected to be \$1,004,029. Total interest paid over the 25-year term of the bonds would amount to \$9.415 million.

In addition to the annual debt service cost associated with property acquisition costs and construction of the Central Firehouse, the City has assumed annual new energy costs associated with the new Central Firehouse facility of \$48,338.

Based on the above, total annual expenditures in the City's annual budget would increase by a projected \$1,052,367.

Potential Savings

Viewed over the 25-year amortization time frame, a number of cost savings would be realized by construction of a new Central Firehouse as compared to continued operation and renovation of the City's existing firehouses. These are summarized in Table 5 below:

Potential Projected Savings	Amount
Recovered rent for one firehouse (#4)	\$11,500
An expected 20-year fire truck life as compared to 15 years (6 trucks over 5 years @ \$9,600 / year)	\$57,600
Fuel savings (less truck movement between stations will be needed)	\$ 3,200
Vehicle maintenance savings	\$ 8,000
TOTAL	\$80,300
Source: City of Peekskill Comptroller; Mitchell Associates, June 2010	

In addition to the anticipated annual cost savings outlined in Table 5, costs of the Central Firehouse could be defrayed by the value received by the City for use or sale of the existing firehouses. These amounts have not been listed in Table 5 above.

Peekskill Central Firehouse Environmental Assessment

Net Annual Increase in City Expenditures

Based on the analysis above, total annual City expenditures would be projected to increase by \$972,067.

Comparative Cost of Renovating Existing Firehouses

Renovations to the City's existing firehouses have been estimated to cost approximately \$14,326,182, approximately \$1.35 million below the \$15,685,024 cost associated with the Central Firehouse. The renovation costs are summarized and discussed in detail in "A Study of the Steps Required to Provide for Current and Future Needs of the Peekskill Fire Department by Renovating and Adding on to the Current Facilities."

In addition to the construction cost savings noted above, annual fuel costs of just under \$50,000 would not be realized with renovations of the existing firehouses.

In addition, the taxable assessed valuation associated with the property acquired in order to construct the Central Firehouse would not be removed from the City tax rolls if renovation of the existing firehouses were undertaken. Based on the current assessments of the properties acquired, overall taxable City assessed valuation would decline by \$163,500 from \$65,945,852 to \$65,782,352. This represents a decrease of approximately 0.25 per cent. Based on the 2011 city tax rate, this valuation represents a total of \$35,229 in property tax revenue.

Central Fire Station Funding

As noted earlier, the proposed Central Firehouse is estimated to cost approximately \$15.4 million which includes an estimated \$2.75 million in property acquisition costs. Hard construction costs are estimated at \$10.5 million and soft costs (planning and design, etc.) are estimated at \$4.9 million.

The City proposes to utilize bonds to cover the costs associated with property acquisition and planning, design, and construction of the Central Firehouse. Annual debt service costs on the bonds are projected to be approximately \$1.004 million. Payment of these costs would be funded through a recently-instituted one percent (1%) deed transfer tax, and property tax increases of one percent in 2011, one percent (1%) in 2012 and one percent (1%) in 2013. Proceeds from the deed transfer tax and the property tax increases would be dedicated to servicing the debt associated with the proposed Central Firehouse.

Based on the estimated total cost, total interest paid over the 25-year term of the bonds would amount to \$ 9.415 million.

Peekskill Central Firehouse Environmental Assessment

Implementation of the deed transfer tax is projected to provide \$410,000 per year in current economic conditions. Once the pace of land sales increase with improvement in the overall economy, the transfer tax is projected to generate over \$500,000 per year. Each one percent (1%) annual increase in the City's property tax is projected to yield an average of approximately \$140,000 annually. By 2013, with the three one percent (1%) annual increases in effect, a minimum total of \$420,000 annually would be generated.

City Debt Limit

In New York State, constitutional debt limits constrain the amount of debt that a local government can incur. Debt limits for counties, cities, towns, villages and school districts in cities are percentages of the five-year average full valuation of taxable property within a municipality. Debt issued for the purpose of water supply and distribution and certain types of short term borrowings are excluded from the debt limit for counties, cities, towns and villages.

The City of Peekskill's current constitutional debt limit is \$145,917,338, or seven (7) percent of the City's five-year average valuation of taxable property.

The bond money to be used to acquire property and to construct the proposed Central Firehouse would be included in the City's debt. The \$15.4 million increase in debt associated with the Central Fire House represents 10.6 percent of the City's current \$145,917,338 constitutional debt limit.

Net Effect on Taxable Property

The 2011 City of Peekskill tax rate is \$215.47 per \$1,000 of assessed valuation. A typical home valued at \$285,000 is currently assessed at \$10,000. Annual city taxes on this home for 2011 are \$2,155.

The proposed increases of one percent (1%) per year to cover the debt service expenditures for the Central Firehouse are projected to increase annual taxes on a home valued at \$285,000 by approximately \$65 by 2013. An annual increase of approximately \$21.50 would be levied in 2011, and of approximately \$43 in 2012.

The City's property tax rate was \$213.19 in 2008, \$211.49 in 2009, and \$211.49 in 2010. On average, the property tax rate increases 0 percent per year. The projected one percent annual increases associated with the debt service for the proposed Central Firehouse are slightly above the rate of increase experienced between 2008 and 2010.

Net Effect on Sales Taxes

The City of Peekskill does not collect its own sales taxes. Rather, Westchester County collects a County-wide sales tax that is then divided among the County's municipalities (that do not collect sales taxes) and school districts based on a formula using resident population data.

Peekskill Central Firehouse Environmental Assessment

The proposed acquisition of a commercial floor area at the Central Firehouse project site has little potential to affect overall sales tax revenues since the collections and allocations are on a County-wide basis, and it is expected that businesses displaced by the proposed action will relocate nearby.

The investment in the Central Firehouse and the acquisition of currently underutilized space at the Crossroads Plaza shopping center may lead to greater utilization of the shopping center's remaining space. If so, commercial activity may increase and with it so would sales tax revenues.

Disposition of Existing Firehouses

It is noted that future use of the existing firehouse properties has not been programmed at this time. The City will need to consider its existing and future space needs for City programs, after which time a decision can be made regarding the use or disposition of the firehouse properties. To the extent that properties are sold to private parties they would return to the City tax rolls.

Based on the above discussion and analysis the proposed project is not expected to have significant adverse effects on the City's fiscal conditions.

Peekskill Central Firehouse Environmental Assessment

2.3 Aesthetics / Historic Character / Visual

In addition to the following discussion, please review the Visual EAF Addendum included with this document for relevant information.

The proposed action involves the acquisition of a portion of the existing Crossroads Plaza shopping center which was constructed in the mid 1970's as well as the existing structures at 1137 and 1141 Main Street. Each property is discussed in more detail below.

1101-09 Main Street (Crossroads Plaza)

Crossroads Plaza's style can best be described as *utilitarian modern shopping center*. Its uniform, one-story, unembellished style, and grayish-tan brickwork are similar to a development style popular in urban renewal projects in the 1970's and often associated with construction sponsored by NYS's Urban Development Corporation. The center's architecture does not blend with or reflect the surrounding historic district architecture which includes French Second Empire, Italianate, American Foursquare and Queen Anne styles.

Its one-story height is not out of scale with surrounding uses which include commercial and converted residential structures generally ranging in height from one to four stories. Its original design along Main Street included placing structures and doors at or near the front property lines to provide continuity of retail frontage along Main Street. However, this did not occur since merchants use the doors facing away from Main Street as their customer entry off the parking lot.

Except for the liquor store building which stands separate from the main shopping center structures at the eastern property line of the shopping center, no structures are located along Park Street or Broad Street. In addition, activity at the center and the majority of its signage and store entry ways are oriented in toward the parking lot away from central downtown Peekskill and street frontages. The small public landscaped space provided by the center does not relate to the surrounding streets but rather only to the center's parking area.

The Main Street façade – with its uniform, almost vacant appearance, the unused street-side entryways and small, unused and uninteresting showcase windows, and relative lack of landscaping or street amenities – has not fostered pedestrian activity. The Main Street façade offers little of interest to the Main Street streetscape and is a major contributor to the desolate character of the segment of Main Street between James and Broad Streets. This is the view of the center that travelers along Main Street witness. Figures 13 and 14 on the following page show portions of the Main Street façade of the Crossroads Plaza shopping center.

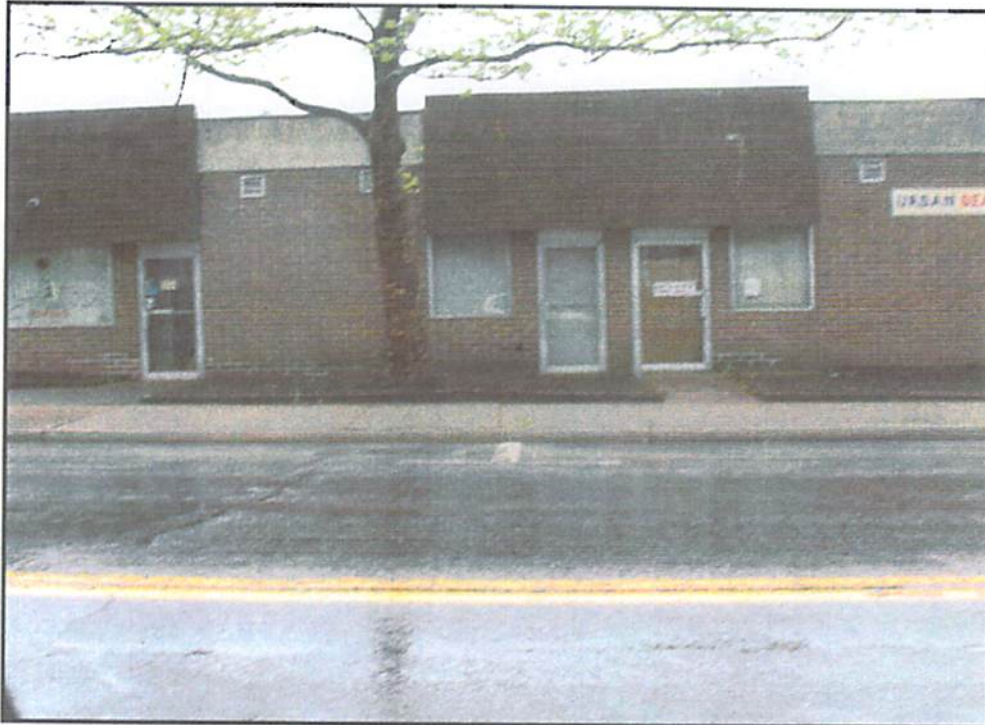


Figure 13: Crossroads Plaza, Main Street Facade

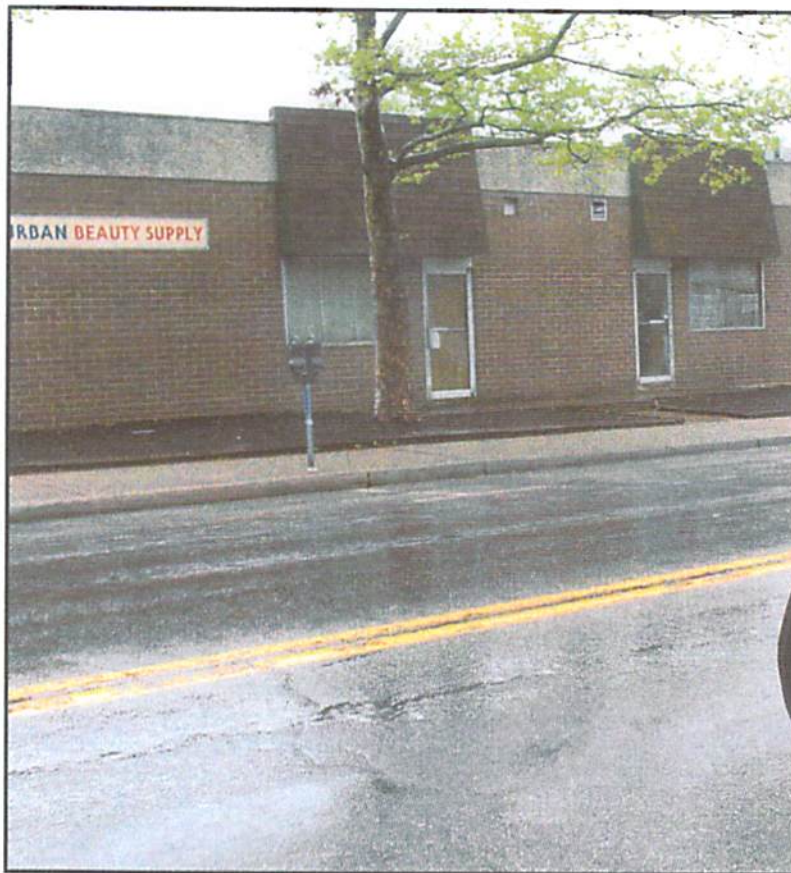


Figure 14: Crossroads Plaza, Main Street Facade

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The center has a long history of vacancy; soon after it opened in the mid-1970's its anchor store – a supermarket – vacated it. Currently four of the center's 14 store spaces are vacant. The chronic underutilization at Crossroads Plaza is evidenced by its relatively deteriorated and out-dated appearance. Common areas such as the parking lot have not been renovated or substantially repaired in many years.

The center's parking lot is typically used by workers in businesses in surrounding buildings since convenient at-grade, on-street parking spaces are limited in this area of downtown Peekskill. The parking area has not been well-maintained; its current typical appearance is shown in Figure 15 below:



Figure 15: Crossroads Plaza Shopping Center Parking Area

Pictures of the shopping center are also provided in Appendix E. The pictures included in Appendix E show the most visually interesting façades of the shopping center, that is, the façades that face the center's off-street parking area. These façades do not relate to and are out of context with surrounding uses or structures in the downtown area, so they tend to only be viewed by those destined to them, primarily from or through the center's off-street parking area.

Peekskill Central Firehouse Environmental Assessment

The off-street parking area for Crossroads Plaza faces Park Street and Broad Street; its relatively large paved expanse must be traversed if one were to walk from areas to the south or east to the storefronts and entry ways. Figure 16 below illustrates the relationship and distance between the shopping center's main building and Broad Street.



Figure 16: View of Shopping Center from East Side of Broad Street at Park Street

As noted earlier in this environmental assessment, without a broader change in the market for retail space in downtown Peekskill, a significant population increase in the surrounding area or a redesign of the shopping center it appears that vacancy and underutilization at Crossroads Plaza will continue for the foreseeable future.

1137 Main Street

The commercial structure at 1137 Main Street was constructed in 1956. This structure most recently housed Peekskill Furniture and Electronics. Prior to that La Placita market was located there for several years; prior to that a social service agency was housed there, although the building was vacant for a number of years as well. This cinderblock almost zero-lot line structure is in good condition. Like the adjacent shopping center this one-story commercial structure is utilitarian in appearance. A small area at the rear of this lot is open area and was typically used for loading, limited parking, and storage of packaging and trash when the building was in use.

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This property is under contract of sale to the City. Pictures of 1137 Main Street are provided in Appendix E.

1141 Main Street

The structure at 1141 Main Street was constructed in 1880 and subsequently remodeled for professional use on the first floor. Historically this structure was part of Doctors' Row and housed doctors' and dentists' offices on the first floor with residential use above. Currently the two first-floor spaces are occupied by a salon and a money transfer center. Two apartments are located on the second floor. This structure was inventoried as part of the City's Cultural Resource Survey (August 2000) prepared in support of the local designation of the Downtown Historic Area and it is listed as a contributing building. Pictures of 1141 Main Street are provided in Appendix E.

Much of the structure's visual value is in its relative size, its white color and in its corner location at a major entry way into the City's downtown area. The building is also interesting for its facade and on closer inspection its remaining architectural features, which stand out because of the building's juxtaposition to 1137 Main Street and Crossroads Plaza.

It is noted that the structure at 1141 Main Street was the only structure on the block bounded by Main Street, South James, South Broad and Park Street to be surveyed as part of the Cultural Resource Survey discussed above.

This structure is shown in Figure 17 below as it appeared recently.



Figure 17: 1141 Main Street

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Cultural Resource Survey inventory sheets for the three properties are included in Appendix F. Pictures of each property are provided in Appendix E.

Peekskill Downtown Historic District

All three of the properties proposed to be acquired are situated within Peekskill's Downtown Historic District. They are not within the National Register-designated downtown historic district which is mapped on the north side of Main Street opposite the proposed project site.

Neither the 1970's vintage Crossroads Plaza nor the concrete block 1137 Main Street structure possesses historic character. Neither property contributes to the historic character of the District. As shown in Figure 17 above the structure at 1141 Main Street does have architectural character that contributes to the Historic District.

Proposed Construction

The proposed action involves the acquisition and demolition of the structures and pavements at the properties described above. Elevations and a visual rendering of the proposed Central Firehouse were provided earlier in the Description of the Proposed Action. The cover of this document contains a smaller version of the visual rendering.

The Central Firehouse structure would have an iconic appearance that would be appropriate for one of the main gateways into the City – Main Street at Broad Street. This intersection is a major transfer point for local travelers on public transportation and is where Route 202/35 meets Route 6. The Central Firehouse would provide a visual cue and identity for this section of the City's downtown area.

The Main Street façade of the Firehouse would be two to 2.5 stories with a central tower feature at the main entranceway. The façade will be articulated and setback at varying distances from the front street line. Material used as a finish for the tower and the building base will be a rusticated stone in a light brown tone with matching finishes used for brick and brickwork of the façade. The articulated, set-back façade would provide visual interest especially with the different materials utilized, and the changing light conditions of the day and season. The gray shingle mansard roof is evocative of similar roofs in Peekskill including the portion of the Crossroads Plaza to remain to the west and structures to the north opposite the project site.

The Broad Street façade would be dominated by the bay doors for the garage portion of the Firehouse. This façade includes two towers; one just south of Main Street and similar in height to the Main Street tower but with a smooth finish stone in a matching color. Another shorter tower will be located at the mid-point between the two sets of four garage bay doors. It is noted that bay doors are represented as white on the renderings provided herein. The City's Historic Preservation Planner has requested that a tan color be used for the bay doors.

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The appearance of the southern side of the Firehouse building is shown the South elevation included on Figure 8b included in the Description of the Proposed Action. The south-facing façade will be similar in color and finishes as the Main Street and Broad Street facades. Entry doors will be located as needed and oriented to the adjacent walkways and the parking area.

An area behind the proposed Central Firehouse will be used for outdoor recreation and will be enclosed a six-foot masonry wall. The wall would be similar in look and texture to the proposed Central Firehouse. North of the enclosed area, ornamental fencing and a gate will be used to secure the area between the rear of the Central Firehouse building and the masonry wall. Areas adjacent to the wall and the existing shopping center parking area will be landscaped and mulched.

An area south of the enclosed recreation area will support a trash enclosure, and a concrete pad for an emergency generator. This area is proposed to be enclosed in chain link fencing.

Landscaping will also be installed around the perimeter of the proposed off-street parking area. This landscaping is intended to partially screen views into the proposed parking area/

Streetscape Changes

The foundation planting concept and pavement treatments along the Main Street façade and at the corner of Broad and Main Streets are presented in Appendix A.

As shown a three-foot planting strip will follow the outline of the Firehouse. Plantings will be chosen from the list provided in Appendix A based on their expected exposure to sunlight. As noted it is intended that planting beds will be fully vegetated with a mix of woody plants, perennials and ground covers. Species will be selected to restrict heights to three to four feet except for occasional accent plants.

A concrete sidewalk will be maintained along Main Street and Broad Street. Red brick pavers (4' by 8") installed parallel to Main Street would be used for the bulk of the paved areas, with tan pavers (24" by 24") used to break up and define the red brick areas. Brown pavers (17.5 " by 35 ") intended to relate to stone foundation finishes would be used at building entrances and around flagpoles. Trees will be placed in the paved walking area on either side of the main building entrance.

The treatment at the corner of Main Street and Broad Street is shown in plan view and in a schematic rendering in Appendix A. In terms of paving treatments will be similar as along Main Street with red brick pavers used. It is expected that artwork or a memorial will be placed at the corner; if a memorial is placed it is expected to honor Peekskill firefighters and be similar to that shown in the schematic rendering. Fencing, a sloped wall and a change in grade would be placed as shown in the plan and rendering to define the area of the memorial, control pedestrian flow and to focus attention on the memorial.

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The 220-foot length of the Central Firehouse structure on Main Street will create a long expanse for shoppers to walk between commercial uses. On the south side of Main Street shoppers will walk approximately 375 feet between the last store of the new Crossroads Plaza and the next commercial use – Walgreen’s drug store. This contrasts with the majority of downtown Peekskill where stores are located adjacent to or in close proximity to each other.

Surrounding Views

The proposed project site is located at a low point with respect to the lands surrounding it to the east, north and south. Properties in the immediate surrounding area are zoned for commercial use and with few exceptions are used for non-recreational, commercial purposes. Some residential uses are located in historic structures across Main Street from the site, and also across Broad Street. In any event, construction of the proposed Central Firehouse is not expected to adversely affect significant views from residential or other uses that currently enjoy them. As the proposed Central Firehouse will be generally higher than the current structures at the project site currently open views over the existing structures will be altered. This change is not deemed to be significant.

Likewise, the taller Central Firehouse structure will reduce the duration of direct sunlight at properties immediately to its north. This change is also not deemed to be significant.

Lighting

A final decision on lighting standards for the outside of the Central Firehouse and the proposed off-street parking area has not yet been made. It is expected that fixtures will be specified that will focus light as needed for safety and to reduce glare and the off-site spillage of light. Lighting in the parking area would be similar in intensity to that in the existing Crossroads Plaza lot.

It is expected that the façades of the Central Firehouse will be illuminated as needed to highlight the architecture and appearance of the building, and entry ways.

Peekskill Downtown Historic District

The removal of the structure at 1141 Main Street is not expected to adversely affect the City’s Downtown Historic District, nor affect the National Register Historic District mapped on the north side of Main Street across from the proposed project site.

As noted earlier, neither the 1970’s vintage Crossroads Plaza nor the concrete block 1137 Main Street structure possesses historic character. Neither property contributes to the historic character of the District.

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The 1141 Main Street structure does contribute to the character of the Historic District. As noted earlier, much of the structure's visual value is in its relative size, its white color and in its corner location at a major entry way into the City's downtown area. The building is also interesting for its facade and on closer inspection its remaining architectural features, which stand out more because of the building's juxtaposition to 1137 Main Street and Crossroads Plaza.

However, the building current first-floor retail commercial use, its juxtaposition to the non-historic 1137 Main Street and Crossroads Plaza which form the remainder of both the Main Street and Broad Street block front on which it sits limit its value as an element of the Historic District. The removal of this building and site as contributing elements of the Historic District would not be expected to have a significant adverse effect on the City's Downtown Historic District or the adjacent National Register designated District.

The iconic stature and architectural elements associated with the proposed Central Fire House would be compatible with and complement the Downtown Historic District and the adjacent National Register designated District.

By removing dissonant elements from the existing Historic District along Main Street and replacing them with newly constructed elements that are more in keeping with the historic character of the District, the proposed Central Fire House would be expected to enhance the District.

Based on the above discussion and analysis the proposed project is not expected to have significant adverse effects on aesthetics, historic character or visual conditions.

Peekskill Central Firehouse Environmental Assessment

2.4 Community Services

As outlined in the Description of the Proposed Action, conditions at City Fire Department facilities have been below firematic standards for many years. In addition, the facilities have continued to deteriorate over time and do not meet current Code requirements. To address the problem the City has reviewed several alternatives including doing nothing, renovating the existing firehouses and constructing one Central Firehouse.

Specifically the following problems exist at the City's existing firehouses:

- Unsafe truck entry & exit
- No driveway aprons
- Inadequate space in truck bays
- Numerous code violations
- Health risks
- No firematic support
- Negligible training capabilities
- Deteriorated conditions
- Energy inefficient buildings
- Fuel tank concerns

Existing Fire Department Operations

Existing Fire Department operations are outlined in the Description of the Proposed Action. To briefly recap, the Department responded to 750 calls in 2009, with an average response time of 3 minutes and 22 seconds. The Fire Department is composed of six volunteer fire companies housed at six separate locations. See map of locations in the Fire Station Location Study in Appendix C. There are approximately 107 volunteers and 25 career firefighters. Apparatus is stored throughout the six existing firehouses as noted in the Fire Station Location Study.

Expected Life of Existing Firehouses

The following are estimates of the useful life of the existing firehouses prepared by the project architect, along with accompanying explanations.

- Station 1 (Cortlandt Hook & Ladder) – This station has significantly exceeded its useful life and cannot be renovated or added on to. Its remaining life should be considered zero.
- Station 2 (Peekskill Fire Patrol) – This station has significantly exceeded its useful life and cannot be renovated or added on to. Its remaining life should be considered zero.

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- Station 3 & 5 (Washington Engine & Columbian Engine) – If significant sums of money were spent on its renovation, this station could remain in operation for many years. However, it will never be able to properly function as a modern fire station due to the constraints of the site it is located on. With no further investment, the building could remain in operation for perhaps a decade; however, useful life implies that it can function correctly in accordance with current codes and standards. The station cannot do this without a substantial investment, so on that basis, without investment, it has no useful remaining life.
- Station 4 (Columbian Hose) – This station is leased by the City.
- Station 6 (Centennial Hose) – If sufficient sums of money were spent on its renovation, this station could remain in operation for many years. With no further investment, the building could remain in operation for perhaps twenty years; however, useful life implies that it can function correctly in accordance with current codes and standards. The station cannot do this without investment, so on that basis, without investment, it has no useful remaining life.

Studies of Fire Department Operations and Requirements

Studies have been undertaken to assess whether to renovate the City's six existing firehouses or to build an entirely new Central Firehouse. Both of these options have significant operational and financial implications. The studies were conducted by an architect who specializes in the design of fire stations and an expert in fire department operations and station location. The studies determined that the best solution would be to build a new Central Firehouse that would replace five of the existing fire houses, and to renovate the Washington Street firehouse to serve the southernmost section of the City.

Specific information regarding the evaluation of conditions at the City's existing firehouses, the space requirements for the City's public safety function, the feasibility and costs associated with renovations of existing firehouses and the siting of the Central Firehouse, including a study of the expected effect on response times, are provided in the following studies:

- City of Peekskill Fire Station Renovation Study (on City web-site)
- Fire Station Location Study (on City web-site)
- City of Peekskill Fire HQ Design Program & Specific Sites Analysis (on City web-site)
- A Study of the Steps Required to provide for Current and Future Needs of the Peekskill Fire Department by Renovating and Adding onto the Current Facilities (at City Hall)

All of the studies were prepared by Mitchell Associates Architects. Manitou, Inc. assisted in selecting the proposed location of the Central Firehouse.

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Certain materials have been excerpted from the above studies and are provided in this report as Appendices. The entire Fire Station Location Study is provided in Appendix C. All of the reports are incorporated herein by reference.

A discussion of the comparative costs and benefits of the options reviewed by the City is provided later in this Environmental Assessment Narrative under Alternatives.

Proposed Action

The City of Peekskill has chosen to centralize the majority of its Fire Department operations at a Central Firehouse to be constructed at the southwest corner of the Main Street (US Route 6) and Broad Street in the City's downtown area. The Firehouse would allow the Fire Department to vacate five properties that are inadequate for the existing and future needs of the Fire Department and Emergency Medical Service (EMS) functions.

A sub-station would continue to operate along Washington Street; this station is intended to primarily provide service to the southern section of the City.

Fire Station Location Study

The Fire Station Location Study is provided in Appendix C. The Study, conducted in 2010 by Mitchell Associates Architects and Manitou, Inc. studied alternative sites and reviewed existing Fire Department operations and workload information, response time mapping, and trends in demand for service. The study assessed each potential Central Firehouse location.

As shown in the Study, response times for Existing Engines (i.e., dispatched from their existing dispersed locations) are within four (4) minutes for the entire City. One area within the City's Fire Patrol area but outside of the City limits has a four to five minute response time. The majority of the City would be within three minutes.

The Existing Ladder truck which is based at Cortlandt Hook and Ladder on Main Street also has a similar response time profile with responses to the entire City and Fire Patrol area within four minutes.

Please note that the City's Fire Patrol area generally follows the City's boundaries with two deviations, the small area north of the City noted above and the property at 1 Bayview Road near Roa Hook Road. Please also note that in order to allow for black and white copying, numbers corresponding to the number of minutes have been entered on the response maps in the Fire Station Location Study.

With the Engines located at the proposed Central Firehouse, response times throughout the City and the Fire Patrol area would be within four minutes. Like the existing condition, the majority of the City would be reached within three minutes.

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It is noted that small areas located at the higher elevations of the Forestview Development (i.e., the end of Benefield Boulevard) and Society Hill (the Winchester Avenue, Edinburgh Drive vicinity) may experience a slight increase in average response time from within two minutes to within three minutes with the closure of the Dayton Lane firehouse.

Expected Life of New Central Firehouse

The project architect estimates that the Central Firehouse should have a useful life of well over 100 year if it is properly maintained, and systems are replaced as needed.

Proposed and Future Fire Department Operations

The following is repeated from the Description of the Proposed Action for convenience:

The City proposes to construct a Central Firehouse at the intersection of Main and Broad Streets to house five of the City's six volunteer fire companies: Columbian Engine Co. #1, Cortlandt Hook & Ladder Co. #1, Washington Engine Co. #2, Columbian Hose Co. #1, and the Peekskill Fire Patrol. Additional background on the project site is provided later in this section.

Equipment that would be housed at the proposed Central Firehouse includes the following seven vehicles owned by the Fire Department:

1. 95-foot aerial ladder truck (diesel)
2. rescue truck (diesel)
3. 1,750 gallon per minute (GPM) pumper (diesel)
4. 1,250 GPM pumper (diesel)
5. 1,500 GPM pumper (diesel)
6. Advanced Life Support Ford Explorer (gasoline)
7. utility vehicle (gasoline and located at Chief's discretion)

A gasoline-powered Advanced Life Support (ALS) vehicle for the Peekskill Emergency Medical Service (EMS) would be housed at the Central Firehouse. The Department has seven Emergency Medical Technicians (EMTs) and eight Paramedics on its career staff. The EMT's provide basic life support services to supplement the Peekskill Volunteer Ambulance Corps and the Paramedics provide advanced life support as partners in the Cortlandt Regional Paramedic program.

The Centennial Hose Co. #4 would remain in the 701 Washington Street sub-station.

The proposed Central Firehouse would house equipment and personnel associated with the five companies that are currently dispersed throughout the City. A total of eight (8) bays are proposed which can accommodate fire-fighting and public safety apparatus of varying sizes. Other equipment storage, office and meeting space, and training and kitchen space are located on the first floor. The second floor provides living accommodations for 14 as well as locker, exercise and recreational space.

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The majority of the Fire Department's career staff of 25 would be assigned to the Central Firehouse.

Future Operations at Central Firehouse

Currently, equipment is dispatched to incidents based on the type of incident, geographic proximity of stations to calls, and equipment availability.

An analysis of Fire Department responses for February of 2011 reveals that over the 28-day span, the vehicles to be housed at the proposed Central Firehouse were dispatched as follows:

Dispatches of Equipment (to be Housed at Central Firehouse) (February 2011)	
1. 95-foot aerial ladder truck	38
2. rescue truck	88
3. 1750 gallon per minute (GPM) pumper	27
4. 1250 GPM pumper	25
5. 1500 GPM pumper	19
6. Advanced Life Support Ford Explorer	157*
*Many of these dispatches occurred while the vehicle was already outside of its fire station.	
Note: The utility vehicle is typically not sent out on emergency calls.	

The information above was initially provided in Table 4 of the Description of the Proposed Action.

An additional 34 dispatches of fire equipment occurred from the Washington Street fire station. Of the 34 dispatches only two were responded to by fire equipment only (a 1,500 GPM pumper). The remaining 32 responses were by the Advanced Life Support (ALS) vehicle.

The incident summary for the Peekskill Fire Department for the month of February 2011 lists a total of 241 events (incidents); of this amount 183 responses were for emergency medical service and 58 were fire calls.

As can be seen in the table above, the greatest number of dispatches is by the Advanced Life Support vehicle. The vehicle that was sent out with next greatest frequency was the rescue truck which is used to supplement the Peekskill Community Ambulance Corps with a firefighter / emergency medical technician (EMT).

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There are four types of alarms that the Fire Department responds to. A response to a "general alarm" would require the ladder truck, two (engines) pumpers and the rescue vehicle. A "company call" would require one piece of apparatus. An "EMS Assist" call would require one apparatus only when needed to supplement the Peekskill Community Volunteer Ambulance Corps with an EMT. An "ALS Response" would require a paramedic in the fly car (the Ford Explorer).

After relocation of five of the City's six fire companies to the Central Firehouse, equipment will be dispatched similarly as it is currently. Thus, over a typical week public safety vehicles are expected to be dispatched from the Central Firehouse eighty eight (88) times. Of this number, 70 to 80 percent, or between 62 and 70 dispatches, would be responses to emergency medical calls, which typically involve the ALS vehicle and/or the rescue vehicle, and sometimes an engine. The remaining 20 to 30 percent of calls (between 18 and 26) would be fire calls which involve between one and four pieces of equipment depending on the nature of the call.

On average it is expected that there will continue to be 70 to 80 dispatches of equipment to fires per month City-wide. The majority of these would be expected to be made from the Central Firehouse.

Future City Growth

The Central Firehouse has been designed to provide for expected future growth in Fire Department and EMS operations. Peekskill's 1990 population of 19,536 grew to 22,441 in 2000 and to an estimated 24,476 in 2009, an over ten percent (10%) increase. (2010 Census data were still not released as of the date of this writing). The total number of housing units in the City increased from 8,401 in 1990 to 9,053 in 2000, a 7.8 percent increase over that decade. The rate of increase is expected to be similar for the 2000-2010 decade.

Volunteer and Paid Firefighter Operations

The proposed Central Firehouse would be designed to accommodate use both by existing and potential future volunteers and by existing and potential future paid firefighters.

The facility will provide ample and up-to-date space for existing vehicles and equipment, potential future vehicles and equipment, space to accommodate current training requirements and materials, space for living quarters for the existing and potential future career firefighters, and space to allow for greater social interaction among existing personnel and for public or City use. Training is currently done on a piecemeal basis; the proposed training space is a major benefit of the Central Fire House.

Finally the facility may allow for greater retention rates for existing volunteers and may attract new volunteers.

Based on the above discussion and analysis the proposed project is not expected to have significant adverse effects on community services.

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2.5 Noise and Air Quality

Noise Background

Community noise (also called environmental noise) is defined as noise emitted from all sources except noise at the industrial workplace. Main sources of community noise include road, rail and air traffic; industries; construction and public work; and the neighborhood. The main indoor noise sources are ventilation systems, office machines, home appliances and neighbors.

In modern industrialized countries typically about forty percent (40%) of the population is exposed to road traffic noise with an equivalent sound pressure level exceeding 55 dBA daytime, and twenty percent (20%) are exposed to levels exceeding 65 dBA. When all transportation noise is considered, it is estimated that more than half of all citizens live in areas where noise levels are a problem. At night, more than thirty percent (30%) are exposed to equivalent sound pressure levels exceeding 55 dBA, which disturb sleep. Noise pollution is also typically more severe in urban areas. It is caused mainly by traffic and alongside densely-travelled roads equivalent sound pressure levels for 24 hours can reach 75–80 dBA.

Most environmental sounds are made up of a complex mix of many different frequencies. Frequency refers to the number of vibrations per second of the air in which the sound is propagating and it is measured in Hertz (Hz). The audible frequency range is normally considered to be 20–20 000 Hz for younger listeners with unimpaired hearing. However, our hearing systems are not equally sensitive to all sound frequencies, and to compensate for this various types of filters or frequency weighting have been used to determine the relative strengths of frequency components making up a particular environmental noise. The A-weighting is most commonly used and weights lower frequencies as less important than mid- and higher-frequencies. It is intended to approximate the frequency response of the human hearing system.

The effect of a combination of noise events is related to the combined sound energy of those events (the equal energy principle). The sum of the total energy over some time period gives a level equivalent to the average sound energy over that period. Thus, $L_{Aeq,T}$ is the energy average equivalent level of the A-weighted sound over a period T. $L_{Aeq,T}$ should be used to measure continuing sounds, such as road traffic noise or types of more-or-less continuous industrial noises. However, when there are distinct events to the noise, as with aircraft or railway noise, measures of individual events such as the maximum noise level (L_{Amax}), or the weighted sound exposure level (SEL), should also be obtained in addition to $L_{Aeq,T}$. Time-varying environmental sound levels have also been described in terms of percentile levels.

To simplify discussion, “Leq”, not “ L_{AeqT} ”, is the term typically used to describe the continuous noise energy experienced at a given receptor location typically over a minimum 15-minute period. L_{max} is usually thought of and expressed as the maximum noise level experienced.

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The variability of noise levels produces a noise profile at a given location that consists of the maximum and minimum noise levels and the average noise level, or more properly, the averaged equivalent noise level. In addition to the variability of noise its composition can also be described in terms of continuous versus impulsive noise (such as that associated with pile driving), and high-pitched versus low-pitched. Perceptible high-pitched (frequency) noises tend to produce more disturbance to humans than low-pitched noises. Many noise ordinances regulate dBA levels at varying frequencies.

In addition to understanding the variable aspects of sound energy and noise it is important to realize that noise levels at night are typically much more disturbing than equivalent noise levels during the day. For this reason, acceptable noise levels at night are typically regulated at levels 10 dBA below daytime levels. The City of Peekskill Noise Code distinguishes between acceptable daytime and nighttime noise levels.

The US Department of Housing and Urban Development has developed site acceptability standards for residential uses. Typically noise at *acceptable* sites does not exceed 65 dBA; noise at *unacceptable* sites is above 75 dBA. Noise levels between 64 dBA and 75 dBA are normally considered *unacceptable*. The Federal Highway Administration (FHWA) uses 67 dBA as a threshold whereby residential uses would typically require sound attenuation as mitigation for the effects of noise.

Noise studies have revealed that the primary sources of noise are transportation corridors with the busiest roadways (i.e., those carrying the highest numbers of vehicles) typically producing the highest average noise levels. Truck traffic and siren noise such as is associated with fire engines and ambulances typically produce the highest maximum levels of noise along roadways.

Noise levels are most affected by the distance between the noise source and the receptor. For example, as described in more detail later in this sub-section under Construction Noise, noise from a generator at 50 feet would range between 71 dBA and 87 dBA; at 200 feet the same noise would range between 59 dBA and 75 dBA and at 500 feet the noise would range between 51 dBA and 67 dBA. In addition to distance, intervening topography and vegetation can greatly affect noise levels as can the geomorphic relationship (topographic surface features) between the noise source and the receptor. A receptor shielded by a berm from a noise source will experience less noise than a similarly situated receptor with no change in topography or vegetation between him or her and the noise source.

The World Health Organization sets a guideline Leq value of 70 dBA for commercial and high traffic areas with a maximum noise level of 110 dBA.

In an urban area such as downtown Peekskill, background noise during the day would typically be on the order of 61 to 62 dBA, especially along busy thoroughfares in commercial areas such as Main Street and Broad Street in downtown Peekskill.

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Finally, to the average person, a noise level increase of one to two dBA is barely perceptible; an increase of 5 dBA is definitely noticeable, an increase of 10 dBA is a large increase; and an increase of 20 dBA or more is perceived as a dramatic change. Annoyance of people frequently results from increases of 10 dBA or more, depending on the frequency and duration of the noise events.

City of Peekskill Noise Code

Chapter 391 of the City of Peekskill Code regulates noise within the City. Permissible sound levels are established by Chapter 391.

For residential zones such as those that lie approximately 100 feet east and north of the Central Firehouse project site, the maximum sound level shall not exceed 65 dBA between 6:30 AM and 10:00 PM, and 55 dBA between 10:00 PM and 6:30 AM Monday through Saturday. On Sunday sound levels shall not exceed 55 dBA all day.

For non-residential zones such as the C-2 in which the project site is located or the C-3 District to the south the maximum sound level shall not exceed 70 dBA between 6:30 AM and 10:00 PM, and 55 dBA between 10:00 PM and 6:30 AM. On Sunday sound levels shall not exceed 55 dBA all day.

Construction activities are controlled by the City Noise Code and are permitted only at the following times:

- Monday to Friday from 7:30 AM to 8:00 PM
- Saturday, except holidays, from 9:00 AM to 5:00 PM

Typical Fire Engine / Ambulance Noise

Measurements of typical fire engine noise were conducted as part of a community-wide noise modeling effort in San Francisco in 2010. Observed noise values for fire engine sirens and air horns measured at ten feet from the front of the vehicle ranged between 113 dBA and 115 dBA. Similar measurements for ambulance noise ranged between 111 dBA and 116 dBA.

Vehicle pass-by noise was also measured from corner to corner on a typical block. Ambulance pass-by noise ranged between 92 dBA and 106 dBA with an equivalent one-second sound pressure level (Leq) of 112 dBA. Fire engine pass-by noise ranged between 80 dBA and 104 dBA with an equivalent one-second sound pressure level (Leq) of 110 dBA.

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Anticipated Effects of Central Firehouse Operations

In terms of noise, the noise from Fire Department dispatching operations at the proposed Central Firehouse would not be expected to be substantially different from the noise currently experienced near firehouses in and around the downtown area. Currently Fire Department calls are dispatched as needed from the various firehouses, three of which are located in the downtown area. Of the remaining three firehouses, one is located just north of the downtown area on Highland Avenue.

Equipment dispatched from the Central Firehouse would be the same as is currently dispatched from the existing firehouses. Like the current practice, no more than three vehicles would be dispatched at any one time.

Equipment routing on Broad Street and likely Main Street near Broad Street would increase as the majority of the Fire Department's equipment will be dispatched from the new Central Firehouse facility rather than the five firehouses that would no longer be used. Since two existing firehouses are located at Broad Street and Crompond Road, and Broad Street and South Division Street, many current dispatches are routed via Broad Street at this time.

As noted in the Description of the Proposed Action, after relocation of five of the City's six fire companies to the Central Firehouse, equipment will be dispatched similarly as it is currently. Thus, over a typical week public safety vehicles are expected to be dispatched from the Central Firehouse eighty eight (88) times. Of this number, 70 to 80 percent, or between 62 and 70 dispatches, would be responses to emergency medical calls, which typically involve the ALS vehicle and/or the rescue vehicle, and sometimes an engine. The remaining 20 to 30 percent of calls (between 18 and 26) would be fire calls which involve between one and four pieces of equipment depending on the nature of the call.

On average it is expected that there will continue to be 70 to 80 dispatches of equipment to fires per month City-wide. The majority of these would be expected to be made from the Central Firehouse.

With the proposed vehicle bay doors along Broad Street, it is expected that average noise levels along Broad Street between Main and Park Street with the new Central Firehouse would increase during vehicle dispatches but continue to be below the 70 dBA guideline for commercial and high traffic areas.

Average noise levels along Main Street would not be expected to appreciably change from existing levels which generally reflect those of a busy commercial thoroughfare as a result of the proposed Central Firehouse.

In addition, the proposed Central Firehouse is not surrounded by any sensitive receptors such as schools, hospitals or nursing homes that could be adversely affected by a change in noise levels.

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Equipment routing to neighborhoods to the south and east of the Central Firehouse would not be expected to substantially differ from that experienced today since the two firehouses responding to these areas are already located along Broad Street. Based on a review of the City's roadway network and existing topography, a perceptible change in noise levels would be expected on area roadways that would accommodate Fire Department equipment destined to the west and north.

Based on existing roadway geometrics and traffic conditions, and area topography it is likely that Broad Street would be utilized at times for dispatches destined to the north more than it is currently. Residences in this area are likely to experience an increased number of equipment dispatches and resulting noise levels. No other neighborhoods have been identified that would be expected to experience appreciably different noise levels than those experienced currently due to Fire Department operations.

Other noise generating characteristics of the proposed Central Firehouse such as passenger vehicle noise from those destined to and leaving the facility, from deliveries, vehicle repairs maintenance or washing, or from the occasional use of interior spaces for public or civic functions would not be expected to be substantially different from the existing background downtown noise environment.

The proposed Central Firehouse bay doors on Broad Street would be over 150 feet from the nearest residential structure, and approximately 175 feet from nearest residential district boundary.

On a City-wide basis, the overall noise environment, like the air quality environment to be discussed later in this sub-section, is not expected to materially differ in the future as compared to the current situation. Although growth of the City has been planned for in the design of the Central Firehouse, no new equipment is planned for the facility. Existing equipment is maintained to keep unnecessary noise to a minimum, and activities in the proposed Central Firehouse facility bays such as maintenance and repair would be shielded by the overhead doors.

It is noted also that properties in and around the existing firehouses can expect a reduction in noise levels after the firehouses are vacated by the Fire Department. Future noise levels at the vacated firehouses would be a function of future activities programmed at these locations.

Finally, as noted earlier Chapter 391 of the City Code which regulates noise, exempts governmental functions including public warning devices from regulation.

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Construction Noise

Noise levels during construction will be expected to increase during daytime hours. All construction noise will be temporary and it cannot be avoided; some construction noise is expected to be substantial. Construction will involve several discrete stages including the demolition of existing structures. The demolition of structures will involve substantial noise, and their removal will also change the way noise is experienced by those who reside, work and visit within the surrounding area.

Site preparation activities are not expected to generate substantial amounts of noise as the site has long supported structures and substantial below-grade activities are not needed. With relatively little preparation activities needed this phase of construction is not expected to generate obtrusive noise such as blasting or other rock removal.

Table 6 below summarizes the range of noise levels experienced at various distances from construction equipment:

Table 6				
Construction Noise Levels				
Equipment	Maximum Sound Level			
	50 feet	200 feet	500 feet	1000 feet
Backhoe	82 - 84	70 - 72	62 - 64	56 - 58
Concrete Pump	74 - 84	62 - 72	54 - 64	48 - 58
Generator	71 - 87	59 - 75	51 - 67	45 - 61
Hauler	83 - 86	71 - 74	63 - 66	57 - 60
Loader	86 - 90	74 - 78	66 - 70	60 - 64
Trucks	81 - 87	69 - 75	61 - 67	55 - 61

Source: Tim Miller Associates; Quarry Pond PDD DGEIS; November 2004

Noise levels from construction activities will vary widely depending on the phase of construction. In addition to demolition and site preparation activities noted above, construction activities will include the delivery of construction materials to the project site, installation and connection of utilities to the extent needed, and personnel and construction equipment on the site. After the building is constructed interior work including installation of equipment and fixtures will generate noise but much of this noise will be insulated by the building walls.

Construction noise is anticipated to be experienced primarily by those in the surrounding structures. Residences to the north, northeast and east are also likely to experience construction noise during daytime hours. The nearest residence is located between 50 and 100 feet from the Central Firehouse project site. At this distance when in use construction equipment noise would be in the 70 to 90 dBA range and can be disturbing to daily activities.

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The highest levels of construction noise are expected to occur during weekday, daytime hours over a 3 to 6 month period. Construction noise of the type and duration proposed would not be expected to adversely affect nearby property values or present a public health concern.

Air Quality

A significant change in air quality in the City is not expected since no new vehicles or other equipment that could generate air emissions are proposed. Existing equipment that is currently housed at the Washington / Columbian station on Crompond Road / South Division Street, at the Columbian Hose station on Dayton Lane and at the Cortlandt Hook and Ladder station on Main Street will be housed at the proposed Central Firehouse.

The centralization of operations at one Central Firehouse facility does have the potential to slightly increase ambient concentrations of certain air pollutants in the immediate area surrounding the facility. These pollutants would primarily be associated with diesel emissions.

In addition, vehicle operations in the facility have the potential to expose firefighters to elevated levels of diesel emissions in the garage bays.

However, to evaluate the risk to public or firefighter health, the changes in combustion engine and diesel engines and engine emission standards over the past 25 years must be understood. Changes to emissions standards have led to lower polluting engines and the use of lower sulfur diesel fuels today.

In a nutshell, the emission standards for carbon monoxide and hydrocarbons from all vehicles were tightened over the 1960's to 1980's period. From 1985 onward, emissions standards for nitrogen oxides and particulate matter were also set and beginning in 1990 these standards have also been tightened.

In addition, as of 2007, the use of diesel particulate filters on diesel engines has been mandated by US EPA to lower emissions. An ultra-low-sulfur diesel fuel must be used with this device. When implemented these diesel engine standards were expected to reduce smog-causing nitrogen oxide (NOx) emissions nearly 2.6 million tons and soot or particulate matter (PM) by 110,000 tons a year. For use in the new diesel engines, the sulfur content in diesel fuel has been reduced from 500 parts per million to 15 parts per million.

Table 7 on the following page shows the changes in emission standards for nitrogen oxides and particulate matter over the past 25 years. Note that the standard for carbon monoxide and hydrocarbons has remained constant over the same period. Note also that by 1998, vehicle emission standards for particulate matter are a small fraction of what they were at the beginning of the decade.

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The rows shaded in Table 7 are the rows that apply to the City of Peekskill fleet (except for the heavy rescue vehicle). Note that with respect to emissions requirements, except for one pumper which is subject to slightly higher nitrogen oxide and particulate matter standards, the City's fleet at manufacture met stringent emissions criteria. If maintained properly the equipment would continue to comply with the emissions standards outlined below.

Model Year	Carbon Monoxide (CO)	Hydrocarbons (HC)	Nitrogen oxides (NO _x)	Particulate Matter (PM)
1985-1987	15.5 g/bhp-hr *	1.3 g/bhp-hr	10.7 g/bhp-hr	None
1988-1989	15.5 g/bhp-hr	1.3 g/bhp-hr	10.7 g/bhp-hr	6.0 g/bhp-hr
1990	15.5 g/bhp-hr	1.3 g/bhp-hr	6.0 g/bhp-hr	6.0 g/bhp-hr
1991-1992	15.5 g/bhp-hr	1.3 g/bhp-hr	5.0 g/bhp-hr	0.25 g/bhp-hr
1993	15.5 g/bhp-hr	1.3 g/bhp-hr	5.0 g/bhp-hr	0.25 g/bhp-hr
1994-1995	15.5 g/bhp-hr	1.3 g/bhp-hr	5.0 g/bhp-hr	0.10 g/bhp-hr
1996-1997	15.5 g/bhp-hr	1.3 g/bhp-hr	5.0 g/bhp-hr	0.10 g/bhp-hr
1998-2003	15.5 g/bhp-hr	1.3 g/bhp-hr	4.0 g/bhp-hr	0.10 g/bhp-hr
*grams/brake horsepower				
Source: "Diesel Emissions in Fire Stations" by Greg Michalak, July 2004				

The following summary from the article "Diesel Emissions in Fire Stations" describes the pollutants of concern and also illustrates the potential public health issues:

Firefighters are exposed to diesel emissions from idling fire trucks and generators inside fire stations. Diesel exhaust is a mixture of gases and microscopic solids. Gases include carbon monoxide (CO), carbon dioxide (CO₂), hydrocarbons (HC), and nitrogen oxides (NO_x), sulfide oxides (SO_x). The microscopic solids mainly consist of unburned fuel and oil in addition to other possible substances that are attached to [the] carbon atom and [are] referred to as diesel particulate matter (DPM). Diesel exhaust causes health problems including pulmonary disease and may be carcinogenic. It is mostly harmful to children, elderly, those with pulmonary and cardiovascular disease and other susceptible people.

Even when vented from fire stations, diesel emissions can be circulated back into fire stations through air intakes. In addition, vented emissions can disperse up to 650 feet, creating an exposure pathway for people living near fire stations.

New emission standards for diesel vehicles are not retroactive. Some fire trucks are twenty years old and started daily and emit dangerous fumes in fire stations.

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Even older fire truck emissions can be reduced up to 90 percent using diesel exhaust filters, ultra low sulfur diesel or biodiesel. The air quality in firehouses can be increased by in-duct filters capable of removing ultra fine particles.

2007 and 2010 Emission Standards

The 2007 EPA regulations further limit pollutants from diesel engines, as follows:

- Oxides of Nitrogen (NO_x) – 1.2 g/bhp-hr (grams/brake horsepower-hour)
- Non Methane Hydrocarbons (NMHC) – 0.14 g/bhp-hr
- Carbon Monoxide (CO) – 15.5 g/bhp-hr
- Particulates – 0.01 g/bhp-hr

Note that carbon monoxide emissions have remained at 15.5 g/bhp-hr over the entire 1985 to 2010 period. During this period, the limits on hydrocarbons were also constant between 1985 and 2007; in 2007, these limits were lowered from 1.3 g/bhp-hr to 0.14 g/bhp-hr.

In 2010, NO_x emissions limits were further reduced to 0.2 g/bhp-hr).

City of Peekskill Equipment

Table 8 below list the City of Peekskill's firefighting equipment, its year of manufacture and its fuel type. The shaded equipment will be housed at the Central Firehouse.

Table 8 Summary of City of Peekskill Firefighting Equipment		
Equipment	Year of Manufacture	Fuel Type
95' Tower Ladder Truck	2002	Diesel
Heavy Rescue Unit	2007	Diesel
1,750 GPM Pumper	1998	Diesel
1,250 GPM Pumper	1995	Diesel
Medic 1 (ALS Unit)	---	Gasoline
1,500 GPM Pumper	1993	Diesel
Medic 2 (ALS unit)	---	Gasoline
Marine 23 (Boat)	---	Gasoline
1,500 GPM Pumper	2001	Diesel
Utility Vehicle*	1999	Gasoline

Source: City of Peekskill Fire Department
*May be housed at Central Firehouse per Chief's discretion.

Equipment not shaded will be located at the Washington Street sub-station.

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As shown above, a total of five (5) pieces of diesel equipment and one (and potentially two) gasoline-powered vehicles will be housed at the proposed Central Firehouse.

It is noted that all of Peekskill's firefighting vehicles are in compliance with the emissions standards in place at the time of manufacture.

Indoor Air Quality

In addition to the US EPA emissions standards for engines discussed above, the Occupational Safety and Health Administration (OSHA) has established indoor air quality limits applicable to firehouses as per 29CFR§1900.1000.

- Nitric Oxide (NO) – 30 mg/m³(milligram per cubic meter) (eight hour average)
- Nitrogen Dioxide (NO₂) – 9 mg/m³ (ceiling)
- Carbon Monoxide (CO) – 55 mg/m³ (eight hour average)

In addition, particulates not otherwise regulated are likewise restricted as follows:

- Total Dust – 15 mg/m³ (eight hour average)
- Respirable Fraction – 5 mg/ m³ (eight hour average)

Testing for fire vehicles indicates the time by which OSHA limits are reached varies by the substance involved. For nitrous oxide, the limit is reached in 15 minutes of idling in a closed environment. For carbon monoxide, the time limit is 16 minutes, while nitrogen dioxide reaches the limit in 18 minutes. It takes almost four hours before the limit on particulate matter is exceeded. It has been determined also that pulling apparatus into a garage bay and shutting down the engine within a minute or two should not exceed the OSHA indoor air quality limits, and that exhaust extraction should be used if operations require vehicle engines to be running while indoors.

Proposed Fire Department Operations

Peekskill's fleet of firefighting vehicles meets relatively stringent emissions standards, so the total potential emissions from idling or traveling fire vehicles is a fraction of what it was when the fleet was older. Peekskill's fleet is well-maintained and in a state of good repair.

Newer vehicles will be transitioned into the fleet over the coming years that will meet the very stringent 2010 standards and older vehicles will be retired thus further reducing the potential emissions.

Repair and maintenance activities will occur at the proposed Central Firehouse with the bay doors closed.

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The proposed Central Firehouse will be equipped with an indoor exhaust reclamation system which is expected to trap the majority of diesel pollutants emitted by idling vehicles.

Dispatches from the Central Firehouse would occur approximately 13 times per day, and would involve no more than three vehicles per call. When three vehicles are called it would be a mix of both gasoline and diesel vehicles. Fire calls would be by diesel vehicles. Residential uses are located at distances greater than 150 feet from the proposed Firehouse bay doors.

Vehicles using the proposed off-street parking area would not be expected to generate emissions at a substantially different rate than occurs at this time in the existing off-street parking area.

Construction effects on air quality would be limited to emissions from construction vehicles and from passenger vehicles transporting construction workers and from delivery vehicles. In addition, demolition and grading at the site have the potential to generate dust which could migrate off of the site by air or with runoff. Dust is typically controlled at construction sites with a variety of management practices including wetting, and minimizing the amount of material on roadways.

It is noted that an assessment of the likelihood for asbestos in existing building construction materials will be made prior to demolition of any of the existing on-site structures. Appropriate remediation including measures to protect surrounding residents and area air quality will be implemented during demolition if asbestos is found.

Based on the above discussion and analysis the proposed project is not expected to have significant adverse effects on surrounding and overall City noise conditions or air quality. Some short-term construction effects will be experienced by those residing, working or visiting the area surrounding the proposed project site.

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2.6 Traffic and Transportation

Introduction

The proposed project includes the construction of a single central fire house to replace five existing fire stations generally within one half mile of the new facility and the conversion of a sixth firehouse to a sub-station. The proposed facility will be a total of 36,483 square feet with approximately 14,000 square feet designated for fire personnel. The facility is designed to accommodate up to fourteen (14) career firefighters who will reside at the facility and ten (10) volunteer firefighters. The space designated for fire personnel also includes offices and training facilities.

The roadways used to access the current facilities which will be closed are the same roadways that will be used to access the new facility. Because this is a consolidation of existing facilities in close proximity to the proposed central station a significant increase in traffic volumes is not anticipated. For this reason we have developed a qualitative versus quantitative analysis of the potential impacts.

Existing Roadway Conditions

The proposed Central Firehouse will be constructed at the intersection of Broad Street and Main Street and extend along Broad Street tot Park Street. Access to the facility will include a major driveway along Broad Street. This driveway will used by fire equipment exiting the station. There is also a secondary driveway from Broad Street that provides access to a proposed parking lot. Some returning fire equipment will access the station by means of a driveway off Park Street that allows the equipment to enter the station from the rear. A new common drive off Main Street will provide access to the rear of the station as well as the adjacent retail shopping center.

The following is a description of the major intersections and roadways that will be potentially impacted by this project:

- The intersection of Main Street and Broad Street is a signalized intersection. The Broad Street approaches to this intersection include one (1) left-turn lane and one (1) shared through/right turn lane. The Main Street approaches to this intersection are one (1) shared left-turn/through/right-turn lane. Based on a traffic study conducted for the adjacent Walgreens development, the 2010 evening peak hour (4:30pm to 5:30pm) are approximately 414 trips and 358 trips along Main Street and Board Street respectively. This intersection is operating at an overall Level of Service "C" during the evening peak hour and an overall Level of Service" B" during the Saturday peak hour (12:00 pm to 1:00 pm).
- The intersection of Broad Street and Park Street is an unsignalized STOP-controlled intersection. The approach from Park Street is STOP-Controlled and the continuation of Park Street is signed one-way. The approaches from Broad Street include a single lane for all turning movements. This intersection generally operates at an overall

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Level of Service "A" during both the peaking evening hour and the Saturday peak hour, except for the eastbound and westbound approaches which operate at a Level of Service "D" and "C" in the weekday evening peak hour and the Saturday peak hour, respectively. These levels of service which were taken from the referenced study conducted for Walgreens would be expected to have improved since Park Street has been converted to a one-way traffic pattern in this area.

Proposed Conditions

The Institute of Traffic Engineers (ITE) does not offer trip generation rates for fire stations for this type of land use, because it is presumed traffic is not generated on a regular basis and typically only in the case of emergency. Although specific trip generation rates are not available for this type of facility, taking into consideration the potential occupancy of this facility by as many as fourteen (10 career firefighters and some volunteer firefighters), we have estimated the daily trip generation rate to be in the range of 50 to 75 trips per day, excluding emergencies and special events such as training. A majority of these trips currently are made by the affected roadways (Main Street, Broad Street and Park Street) to access the existing facilities and respond to emergencies. It is the opinion of the City Engineer that a conservative projection of additional traffic generated by this facility will be less than 45 trips per day, or approximately 15 trips in the peak evening hour.

It is noted that the majority of volunteer firefighter are notified by radio and meet dispatched equipment at the site of the call, not at the firehouse.

The projected increase in additional traffic volume from this new facility will result in an overall increase in traffic volumes on the major adjacent roads of less than five percent (5%). This increase in traffic volumes, based on the Volume/Capacity and Level of Service analyses conducted for the Walgreen's project, will not impact the overall Level of Service at nearby intersections.

Parking

The effects on parking are discussed in the Description of the Proposed Action and in the Construction sub-section of the Environmental Assessment Narrative

Public Transportation

As noted earlier, the Westchester County Department of Transportation (Bee-Line) operates routes 14, 15, 16, 17 and 18 in the area of the project site (primarily along Main Street). A major transfer point is located at Main Street and Broad Street. The County Department of Transportation will be provided opportunities to comment on the proposed project plans, and will be contacted during construction as necessary to minimize effects to bus operations, including travel through the area, passenger loading and unloading, customer waiting areas and transfers.

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Pedestrian use of Main Street and existing walkways will be limited as needed during construction to maintain safety. Provisions will be made as needed for pedestrian access to public transportation and onsite uses.

Based on the above discussion and analysis the proposed project is not expected to have significant adverse effects on traffic conditions or transportation. See also discussion of construction effects later in this narrative.

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2.7 Construction

Activities at the proposed Central Firehouse project site are expected to begin in late 2011 after final approvals have been received, and the property has been acquired.

The proposed project would be constructed over an 18-month timeframe once acquisition activities are complete. Funding, design and bidding activities are expected to be completed early in the 18-month timeframe. Demolition of existing buildings and pavements is expected to occur during the first month. Site preparation and construction activities are expected to occur over an approximate 12 month timeframe. Installation of landscaping and fixtures and finishes in the Central Firehouse building are expected to occur during the last six months.

The proposed project site currently supports structures and pavements and small landscaped yard areas. The major portion of the project site was disturbed by construction as part of the Academy Street Urban Renewal Project in the 1970's; this portion now supports Crossroads Plaza. The remainder of the project site has supported structures for many years as well. As such, with respect to grading activities and the construction of a foundation the site would require little preparation to support the proposed Central Fire House. Little to no fill will be needed to be brought into or from the proposed project site.

Closure and Relocation Activities

As noted in the Description of the Proposed Action, a total of seven businesses would be affected by the proposed acquisition and demolition plan. No census of the number of workers has been completed; it is estimated that fewer than 30 employees would be affected by the proposed action. As of April 2011, the business at 1137 Main Street and its employees have relocated.

In addition to the seven businesses located in the acquisition area, two additional retail store areas in the Crossroads Plaza portion of the acquisition area are currently vacant as noted earlier in the Description of the Proposed Action.

It is expected that existing and anticipated vacancies within the portion of the Crossroads Shopping Center to remain could potentially accommodate some of the businesses that have been displaced. Businesses not able to relocate within the shopping center would be offered assistance to relocate elsewhere in the City of Peekskill.

Demolition and Construction Activities

As noted earlier in this Environmental Assessment Narrative, an assessment of the likelihood for asbestos in existing building construction materials will be made prior to demolition of any of the existing on-site structures. Appropriate remediation including measures to protect surrounding residents and area air quality will be implemented if asbestos is found. If asbestos is found, abatement activities will precede any demolition activities.

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During demolition and construction, operations at the Crossroads Plaza will be affected. Demolition and construction operations will be scheduled to minimize disruption to shopping center commercial operations, onsite parking and traffic destined to and from the center.

Prior to the start of construction sediment and erosion control measures will be installed as needed, along with temporary construction and traffic circulation signage.

It is expected that the majority of the shopping center parking area will be kept available for parking at all times during construction of the proposed Central Firehouse. It is noted that the existing driveway to Main Street primarily used by existing traffic from the Crossroads Plaza will be closed early in construction; a new access drive will be constructed but will not be open until construction is substantially complete.

After construction of the Central Fire House is complete, construction work on the portions of the parking area to remain in service for the Crossroads Plaza shopping center will be scheduled. It is expected that this construction will be completed at times of relatively low use, and provisions will be made for patrons to park on nearby streets and at the James Street garage during construction if necessary.

The shopping center owner, shopping center businesses and surrounding property owners and businesses will be notified as needed of temporary changes in traffic direction, parking availability or closures affecting surrounding City streets. Temporary changes are expected during the delivery of equipment and materials to the project site over the course of the 18-month construction period, during demolition and when in-street utility work is being completed.

It is expected that construction traffic associated with construction personnel would be able to be accommodated by existing unutilized metered and unmetered on-street spaces in the area surrounding the proposed project site.

The City of Peekskill will make every effort to maintain an adequate supply of parking spaces in the area surrounding the site during construction. City Staff will monitor the progress of demolition and construction closely, and will respond to issues and concerns as they arise.

A more detailed construction staging plan including locations for the storage of construction equipment and materials will be developed by the City before demolition or construction begins.

Potential construction noise is described in detail in the section on Noise in this Environmental Assessment Narrative (pp. 32, 33).

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Construction Practices

It is expected that the grading and excavation contractors at the proposed project site will utilize the most current practices to control noise from equipment and activities at the site, to control fugitive dust and dirt from migrating off-site by air or water and to prevent erosion or other adverse effects on surrounding properties, in-street utilities, and existing infrastructure including nearby drainage inlets and the culvert that carries the McGregory Brook (located beneath southern portions of the project site and Park Street). Activities at the proposed project will be monitored by an engineer hired by the City.

Transfer of Fire Department Operations

It is expected that the transfer of Fire Department operations will occur after construction of the proposed Central Firehouse is complete.

Based on the above discussion and analysis demolition and construction of the proposed project is expected to have some short-term effects on the surrounding area. These effects are not deemed to be significant. No long-term adverse effects have been identified.

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2.8 Alternatives

The City also analyzed the cost to renovate the existing fire stations and bring them to current Federal, State and industry codes and standards. The City currently owns four fire houses and rents space in a privately owned fifth fire house – on Dayton Lane. Two of the existing fire houses cannot be brought to State and Federal codes and must be retired. The remaining three houses can be expanded and renovated to accommodate all six fire companies based on *current* codes and standards. In this scenario, there would be no excess room to add on to these three houses or to do future code required renovations. The cost to bring the fire houses up to all relevant standards and codes will be \$14,326,182.

While the *renovation* option requires \$1.3 million less to build, it will result in approximately \$65,000 in higher annual operating costs than the proposed Central Firehouse and substation. Furthermore, the renovation option does not provide for improved communication, coordination, training and operational efficiencies. There will still be daily truck movements and houses taken off-line during the day or evening. The Fire Department currently lacks a common meeting and training space, and the efficiency and effectiveness of operations suffer from having the trucks and personnel located at different houses. The physical problems with the existing fire stations are significant and addressing them cannot be delayed any longer.

The City study entitled “A Study of the Steps Required to Provide for Current and Future Needs of the Peekskill Fire Department by Renovating and Adding onto the Current Facilities” was prepared by the project architect, Mitchell Associates, in March 2010 and outlines the costs associated with the renovation option. This study is incorporated into the EAF by reference but due to its size is available for review at City Hall or on the City’s web-site. The Fire Station Renovation Study summarizes the above-mentioned study and can be found on the City’s web-site.

In addition to a renovation option, and the selected site on the west side of Broad Street between Main and Park Streets, the City reviewed the following three alternative sites for the Central Firehouse:

1. East side of Broad Street between Main and Park Streets
2. West side of Broad Street between Park and Brown Streets
3. East side of Broad Street between Park Street and Lincoln Terrace

Like the site selected each of the above sites is roughly at the geographic center of the City. Site no. 1 is no longer available as it supports the recently-opened Walgreens drug store.

Sites no. 2 and 3 would require more grading and disturbance to sloped area, and hence higher land preparation costs, as compared to the selected site.

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Site no. 2 has an approximately twenty foot elevation change across the site, running from north to south. This would result in both extraordinary construction costs. Limitations in the possible site plan would preclude drive-through bays that were a stated design goal, and would result in a significant percentage of the building spaces being located in subterranean rooms.

Site no. 3 has an approximately twelve foot elevation change across the site, running from north to south. The apparatus bays would need to exit onto Broad Street, so that the bays would need to be subdivided into a number of separate bays, each at a different elevation, requiring stairs between adjacent fire trucks. This would be an extreme accident risk, and would violate the Americans with Disabilities Act. Furthermore, the exiting truck would enter Broad Street in the middle of a steep downgrade, near the bottom of a several block long steep hill. Under icy conditions, this would present an extreme risk of collisions with passenger vehicles coming down the hill.

Site no. 2 presented the advantage of no demolition of existing structures or relocation businesses and residents.

In reviewing the impact of the proposed Central Firehouse on response times the City also determined that the response times of having all engines located at the Central Firehouse would be similar to the response times experienced currently except for neighborhoods in the southern part of the City. The City determined this operation scenario to be unacceptable. The Centennial Hose Company will continue to operate from the existing Washington Street firehouse as a sub-station in order to maintain adequate response times in the southern section of the City.

Finally, the City reviewed one-, two- and three-story options for the Central Firehouse, concluding that a two-story option presented the most efficient interior layout while retaining use of out door space for off-street parking and exercise area.

The ramifications of doing nothing were also considered by the City.

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2.9 Balancing of Interests

The following is excerpted from NYS Department of State (NYSDOS) guidance to agencies and municipalities such as the City of Peekskill to assist when decisions are being made on the site of a new municipal use or facility. The excerpt specifically addresses a dispute between an encroaching governmental entity (the County of Monroe) over a siting decision within the jurisdiction of a host entity (the City of Rochester). However, according to the NYS Department of State the “balancing of public interests” approach should be applied to all government siting decisions including those of a City or municipal agency within its own borders:

In making a determination as to whether the actions of governmental units with limited immunity are ‘exempt’ from local zoning regulations, the New York Court of Appeals in the 1988 case of Matter of County of Monroe v City of Rochester 72 N.Y.2d 338, 533 N.Y.S.2d 702, established a new method for resolving inter-governmental land use disputes using the ‘balancing of public interests’ analytic approach. Unless a statute exempts it, the encroaching governmental unit is presumed to be subject to the zoning regulations of the host community where the land is located. Working from that premise, a host community then considers several factors to determine whether or not it is in the public interest to continue to subject the encroaching government to its land use regulations. The host community is to weigh the following nine factors:

- 1. the nature and scope of the instrumentality seeking immunity;*
- 2. the encroaching government’s legislative grant of authority;*
- 3. the kind of function or land use involved;*
- 4. the effect local land use regulation would have upon the enterprise concerned;*
- 5. alternative locations for the facility in less restrictive zoning areas;*
- 6. the impact upon legitimate local interests;*
- 7. alternative methods of providing the proposed improvement;*
- 8. the extent of the public interest to be served by the improvements; and*
- 9. intergovernmental participation in the project development process and an opportunity to be heard.*

Thus, the NYSDOS guidance outlines nine factors to be considered in determining whether the siting of a facility by a public entity should be subject to the land use approval requirements applicable to private entities. Consideration of these nine factors has become known as the County of Monroe balancing test. For the proposed Central Firehouse project in the City of Peekskill, each of the nine factors is considered separately later in this section.

In addition to the nine factors above, it must be shown that relevant interests have been given a voice in the vetting of a siting decision, and that opportunities have been afforded for public comment to be heard.

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The NYS DOS guidance further notes that a “subsequent case indicated that a public hearing should be held to elicit public input on the nine factors”, and that “[n]either the New York Court of Appeals nor the New York State statutes specify which board in the host municipality makes the determination of governmental immunity.”

Finally, the NYS DOS guidance notes that “several questions regarding the application of the [balancing] test remain unanswered. First, the case dealt with site plan regulations which were adopted as part of the local zoning law. Whether the decision of the court would apply to the application of site plan regulations adopted independently of zoning, or for that matter to compliance with subdivision review or other land use regulations has not been resolved. Also ambiguous is *when* in the development process that decision is made.”

In this instance, the City’s Common Council initiated the review of City firefighting facilities soliciting proposals and advice from qualified professionals in the area of firefighting and emergency services. The Common Council authorized expenditures to systematically and thoroughly study the City’s current and future public safety needs and the costs, advantages and disadvantages involved in the various approaches identified.

The City’s Common Council has held public meetings which have been noticed in the local newspaper and broadcast to the community (via cable television and the Internet) at which the City’s public safety needs. The City’s Common Council has also held six (6) public meetings on the specific Central Firehouse proposal. The Common Council has directed the City Manager and City Staff to work with consultants, City departments and others to prepare studies, examine proposals and meet statutory requirements.

The City’s Common Council will be responsible for the final siting and acquisition and all funding decisions.

The City’s Common Council will be the Lead Agency under the State Environmental Quality Review Act (SEQRA) making it responsible for the required determination of significance for the siting decision, property acquisition and funding as well as for the construction of the Central Firehouse and its future operation.

As such, the City of Peekskill Common Council should conduct the balancing of public interests analysis.

A public hearing will be held by the City’s Common Council before a decision is made on whether or not an Environmental Impact Statement will be prepared under SEQRA (i.e., a determination of significance). This public hearing will also be noticed to solicit public feedback on the nine factors of the balancing of public interests test and to hear public comment on proposed amendments to the Historic and Landmarks Preservation Code to exempt public safety uses from the requirements of such Code.

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Balancing of Public Interests Analysis

Each of the nine factors in the balancing of public interests analysis is discussed below:

1. the nature and scope of the instrumentality seeking immunity;

As outlined above the City of Peekskill through the actions of its legislative body – the Common Council – is seeking immunity. The Common Council is the publicly-elected legislative body for the City. Its members including the Mayor are elected by the City voters at large. The City operates under a Council / Manager form of government.

2. the encroaching government's legislative grant of authority;

According to NYS General City Law, cities have the power to construct and maintain public buildings, public works and public improvements; to prevent and extinguish fires and to protect the inhabitants of the city and property within the city from loss or damage by fire or other casualty; and to maintain order, enforce the laws, protect property and preserve and care for the safety, health, comfort and general welfare of the inhabitants of the city and visitors thereto.

The City's Common Council determines and enacts the policies of the city that further the powers and responsibilities outlined above. In addition, the City accepted full responsibility for the former village of Peekskill's Fire Department at the time of the City's incorporation in 1940. The City Manager appoints all paid firefighters and promulgates and enforces regulations that apply to the Fire Department.

In performing its responsibilities the City must:

- acquire real property in appropriate locations,
- construct and/or maintain facilities to house equipment necessary for fire protection and emergency response and
- provide the space necessary to house personnel, records, and supplies used in fire protection and emergency response, and for social and training functions.

3. the kind of function or land use involved;

The function involved is the City's public safety (fire protection and emergency response) and the land use is a central fire station. Calls for fire protection or emergency medical response to the majority of the City of Peekskill would be dispatched from the proposed facility which would be located near the geographic center of the City in its downtown area. The facility would house most of the City Fire Department's vehicles, which would also be maintained and repaired at the proposed facility. The facility would include living space for

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career firefighters, and social and training space for both career and volunteer firefighters.

4. the effect local land use regulation would have upon the enterprise concerned;

Local land use regulations were followed in the design of the proposed Central Firehouse facility. The proposed facility complies with the yard, coverage FAR and height requirements of the City's C-2 regulations.

The City of Peekskill Planning Commission will be afforded an opportunity to comment on the proposed site plan for the Central Firehouse as well as the City's Historic Landmarks Preservation Board (HLPB).

Public comment will be solicited on the proposed Central Firehouse site plan at a public hearing to be held by the City's Common Council. A comment period will be established by the Common Council allowing for submission of written comments.

City Staff has participated throughout the entire period during which the site plan has been developed for the Central Firehouse. City Staff has also been consulted with respect to property acquisition and development issues, the surrounding neighborhood and commercial community, traffic patterns, utilities, expected growth, and the architectural appearance of the proposed Central Firehouse, among other things.

Because of the above, the application of local land use regulations (i.e., requiring formal approval) would not be expected to change the location, size, appearance of or any other feature of the proposed Central Firehouse, the proposed project site, the provision of access to or utilities to the project site, construction plans, or property acquisition and construction financing.

5. alternative locations for the facility in less restrictive zoning areas;

The proposed Central Firehouse project site is located in the City's C-2 Central Commercial District. This District is one of least restrictive in the City, allowing for a variety of uses including businesses and offices, governmental uses, educational uses, restaurants, theaters, cultural uses such as libraries and museums and certain types of residential uses. While locating the Central Firehouse in either of the City's other commercial or industrial Districts is feasible, it would not accomplish the objective of siting the facility in the most central location. Downtown Peekskill, the majority of which is zoned C-2 Central Commercial, is the most geographically central location of the City.

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It is noted that the C-2 Central Commercial District currently is home to one fire station – the Cortlandt Hook and Ladder Company is based on Main Street just west of Nelson Avenue. It is further noted that three other stations – the shared station at Broad Street and Crompond Road / South Division Street, and the Peekskill Fire Patrol are also located just outside of the C-2 District.

6. the impact upon legitimate local interests;

The subject action involves the action of a City within its own borders. The proposed Central Firehouse project addresses the legitimate municipal interest of assuring adequate public safety for the City. In addition the proposed property acquisition and development plan for the Central Firehouse would affect interests in three properties in the downtown area by acquiring all or a portion of them.

The proposed construction and operation of the Central Firehouse would be expected to change the local downtown environment as described in more detail in this Environmental Assessment Form. Significant permanent adverse effects have not been revealed by the environmental assessment.

7. alternative methods of providing the proposed improvement;

As discussed earlier in this Environmental Assessment Narrative, the City also analyzed the cost to renovate the existing fire stations and bring them to current Federal, State and industry codes and standards. In addition to a renovation option, and the selected site on the west side of Broad Street between Main and Park Streets, the City reviewed the following three alternative sites for the Central Firehouse:

1. East side of Broad Street between Main and Park Streets
2. West side of Broad Street between Park and Brown Streets
3. East side of Broad Street between Park Street and Lincoln Terrace

The City also reviewed one-, two- and three-story options for the Central Firehouse, concluding that a two-story option presented the most efficient interior layout while retaining use of outdoor space for off-street parking and exercise area.

The ramifications of doing nothing were also considered by the City.

8. the extent of the public interest to be served by the improvements; and

As noted earlier, the proposed Central Fire House will address the City's need to provide public safety. The City has determined that construction of the Central Firehouse is the most cost-effective means to address the aging physical plant of the City Fire Department, to provide adequately for the existing City

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population and future City growth, to assure appropriate storage locations for City Fire and emergency medical vehicles and equipment and provide for their repair, and to provide for the City's salaried and volunteer fire personnel.

9. intergovernmental participation in the project development process and an opportunity to be heard.

The subject action involves the action of a City within its own borders. The involved governmental entities include the City's Common Council, the City Manager and City Departments including the Fire Department, the Department of Planning & Development, and the Department of Public Works / City Services.

The project development process – including decisions on siting the proposed Firehouse, whether to renovate existing City firehouses, funding, property acquisition and design and construction – will be completed by the City's Common Council after public work sessions, meetings and hearings. At the completion of SEQRA, the public including affected property owners, neighboring residents, businesses, institutions, and City residents throughout the City will have been afforded many opportunities to comment on the proposed project before the Common Council.

Long Environmental Assessment Form, Part 2

PART 2 - PROJECT IMPACTS AND THEIR MAGNITUDE

Responsibility of Lead Agency

General Information (Read Carefully)

- ! In completing the form the reviewer should be guided by the question: Have my responses and determinations been reasonable? The reviewer is not expected to be an expert environmental analyst.
- ! The Examples provided are to assist the reviewer by showing types of impacts and wherever possible the threshold of magnitude that would trigger a response in column 2. The examples are generally applicable throughout the State and for most situations. But, for any specific project or site other examples and/or lower thresholds may be appropriate for a Potential Large Impact response, thus requiring evaluation in Part 3.
- ! The impacts of each project, on each site, in each locality, will vary. Therefore, the examples are illustrative and have been offered as guidance. They do not constitute an exhaustive list of impacts and thresholds to answer each question.
- ! The number of examples per question does not indicate the importance of each question.
- ! In identifying impacts, consider long term, short term and cumulative effects.

Instructions (Read carefully)

- a. Answer each of the 20 questions in PART 2. Answer **Yes** if there will be any impact.
- b. **Maybe** answers should be considered as **Yes** answers.
- c. If answering **Yes** to a question then check the appropriate box(column 1 or 2)to indicate the potential size of the impact. If impact threshold equals or exceeds any example provided, check column 2. If impact will occur but threshold is lower than example, check column 1.
- d. Identifying that an Impact will be potentially large (column 2) does not mean that it is also necessarily significant. Any large impact must be evaluated in PART 3 to determine significance. Identifying an impact in column 2 simply asks that it be looked at further.
- e. If reviewer has doubt about size of the impact then consider the impact as potentially large and proceed to PART 3.
- f. If a potentially large impact checked in column 2 can be mitigated by change(s) in the project to a small to moderate impact, also check the **Yes** box in column 3. A **No** response indicates that such a reduction is not possible. This must be explained in Part 3.

	1	2	3
	Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

Impact on Land

1. Will the Proposed Action result in a physical change to the project site?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|--------------------------|-------------------------------------|---|-----------------------------|
| • Any construction on slopes of 15% or greater, (15 foot rise per 100 foot of length), or where the general slopes in the project area exceed 10%. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction on land where the depth to the water table is less than 3 feet. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction of paved parking area for 1,000 or more vehicles. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction on land where bedrock is exposed or generally within 3 feet of existing ground surface. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction that will continue for more than 1 year or involve more than one phase or stage. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Excavation for mining purposes that would remove more than 1,000 tons of natural material (i.e., rock or soil) per year. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Construction or expansion of a sanitary landfill.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction in a designated floodway.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Project will introduce a firehouse at location planned for in Academy Street Urban Renewal Plan. A firehouse has been located in this area historically.

2. Will there be an effect to any unique or unusual land forms found on the site? (i.e., cliffs, dunes, geological formations, etc.)

NO YES

• Specific land forms:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
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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)

NO YES

Examples that would apply to column 2

• Developable area of site contains a protected water body.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Dredging more than 100 cubic yards of material from channel of a protected stream.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Extension of utility distribution facilities through a protected water body.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction in a designated freshwater or tidal wetland.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

4. Will Proposed Action affect any non-protected existing or new body of water?

NO YES

Examples that would apply to column 2

• A 10% increase or decrease in the surface area of any body of water or more than a 10 acre increase or decrease.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction of a body of water that exceeds 10 acres of surface area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

6. Will Proposed Action alter drainage flow or patterns, or surface water runoff?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Proposed Action would change flood water flows | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action may cause substantial erosion. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action is incompatible with existing drainage patterns. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will allow development in a designated floodway. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

IMPACT ON AIR

7. Will Proposed Action affect air quality?

NO YES

Examples that would apply to column 2

- | | | | | |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Proposed Action will induce 1,000 or more vehicle trips in any given hour. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will result in the incineration of more than 1 ton of refuse per hour. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Emission rate of total contaminants will exceed 5 lbs. per hour or a heat source producing more than 10 million BTU's per hour. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will allow an increase in the amount of land committed to industrial use. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will allow an increase in the density of industrial development within existing industrial areas. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

IMPACT ON PLANTS AND ANIMALS

8. Will Proposed Action affect any threatened or endangered species?

NO YES

Examples that would apply to column 2

- | | | | | |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Reduction of one or more species listed on the New York or Federal list, using the site, over or near the site, or found on the site. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Removal of any portion of a critical or significant wildlife habitat.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Application of pesticide or herbicide more than twice a year, other than for agricultural purposes.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

9. Will Proposed Action substantially affect non-threatened or non-endangered species?

NO YES

Examples that would apply to column 2

• Proposed Action would substantially interfere with any resident or migratory fish, shellfish or wildlife species.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action requires the removal of more than 10 acres of mature forest (over 100 years of age) or other locally important vegetation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON AGRICULTURAL LAND RESOURCES

10. Will Proposed Action affect agricultural land resources?

NO YES

Examples that would apply to column 2

• The Proposed Action would sever, cross or limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction activity would excavate or compact the soil profile of agricultural land.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• The Proposed Action would irreversibly convert more than 10 acres of agricultural land or, if located in an Agricultural District, more than 2.5 acres of agricultural land.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• The Proposed Action would disrupt or prevent installation of agricultural land management systems (e.g., subsurface drain lines, outlet ditches, strip cropping); or create a need for such measures (e.g. cause a farm field to drain poorly due to increased runoff).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON AESTHETIC RESOURCES

11. Will Proposed Action affect aesthetic resources? (If necessary, use the Visual EAF Addendum in Section 617.20, Appendix B.)
 NO YES

Examples that would apply to column 2

• Proposed land uses, or project components obviously different from or in sharp contrast to current surrounding land use patterns, whether man-made or natural.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed land uses, or project components visible to users of aesthetic resources which will eliminate or significantly reduce their enjoyment of the aesthetic qualities of that resource.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Project components that will result in the elimination or significant screening of scenic views known to be important to the area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Proposed Action will introduce an architecturally significant structure at a major intersection along a primary traffic corridor through the City's downtown area. An existing residential and commercial structure, a commercial structure, and a portion of an existing shopping center would be acquired and demolished.

IMPACT ON HISTORIC AND ARCHAEOLOGICAL RESOURCES

12. Will Proposed Action impact any site or structure of historic, prehistoric or paleontological importance?
 NO YES

Examples that would apply to column 2

• Proposed Action occurring wholly or partially within or substantially contiguous to any facility or site listed on the State or National Register of Historic Places.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
• Any impact to an archaeological site or fossil bed located within the project site.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will occur in an area designated as sensitive for archaeological sites on the NYS Site Inventory.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

1
Small to
Moderate
Impact

2
Potential
Large
Impact

3
Can Impact Be
Mitigated by
Project Change

• Other impacts:

Yes No

Project site is located in a locally-designated historic district. Project would enhance historic character by introducing an architecturally significant, historically sensitive prominent structure to replace out-of-character uses in local District.

IMPACT ON OPEN SPACE AND RECREATION

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

NO

YES

Examples that would apply to column 2

• The permanent foreclosure of a future recreational opportunity.

Yes

No

• A major reduction of an open space important to the community.

Yes

No

• Other impacts:

Yes

No

IMPACT ON CRITICAL ENVIRONMENTAL AREAS

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

NO

YES

List the environmental characteristics that caused the designation of the CEA.

Examples that would apply to column 2

• Proposed Action to locate within the CEA?

Yes

No

• Proposed Action will result in a reduction in the quantity of the resource?

Yes

No

• Proposed Action will result in a reduction in the quality of the resource?

Yes

No

• Proposed Action will impact the use, function or enjoyment of the resource?

Yes

No

• Other impacts:

Yes

No

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

IMPACT ON TRANSPORTATION

15. Will there be an effect to existing transportation systems?
 NO YES

Examples that would apply to column 2

- | | | | | |
|--|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Alteration of present patterns of movement of people and/or goods. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will result in major traffic problems. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

IMPACT ON ENERGY

16. Will Proposed Action affect the community's sources of fuel or energy supply?
 NO YES

Examples that would apply to column 2

- | | | | | |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Proposed Action will cause a greater than 5% increase in the use of any form of energy in the municipality. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two family residences or to serve a major commercial or industrial use. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

NOISE AND ODOR IMPACT

17. Will there be objectionable odors, noise, or vibration as a result of the Proposed Action?
 NO YES

Examples that would apply to column 2

- | | | | | |
|--|-------------------------------------|--------------------------|---|-----------------------------|
| • Blasting within 1,500 feet of a hospital, school or other sensitive facility. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Odors will occur routinely (more than one hour per day). | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will produce operating noise exceeding the local ambient noise levels for noise outside of structures. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will remove natural barriers that would act as a noise screen. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |

Proposed action will re-configure five existing firehouses (housing five companies) into one central location. Most calls will be dispatched from the new central facility. Siren noise will increase since calls from existing firehouses located outside of downtown will now be downtown.

1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
-------------------------------------	-----------------------------------	--

IMPACT ON PUBLIC HEALTH

18. Will Proposed Action affect public health and safety?

NO YES

- | | | | | |
|--|-------------------------------------|--------------------------|------------------------------|--|
| • Proposed Action may cause a risk of explosion or release of hazardous substances (i.e. oil, pesticides, chemicals, radiation, etc.) in the event of accident or upset conditions, or there may be a chronic low level discharge or emission. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action may result in the burial of "hazardous wastes" in any form (i.e. toxic, poisonous, highly reactive, radioactive, irritating, infectious, etc.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Storage facilities for one million or more gallons of liquefied natural gas or other flammable liquids. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action may result in the excavation or other disturbance within 2,000 feet of a site used for the disposal of solid or hazardous waste. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |

Fire and emergency medical response times would be comparable or better than at the present time. New facility would meet building code and firematic standards, increase readiness, allow for cost savings and personnel flexibility and accommodate future needs.

IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD

19. Will Proposed Action affect the character of the existing community?

NO YES

Examples that would apply to column 2

- | | | | | |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|
| • The permanent population of the city, town or village in which the project is located is likely to grow by more than 5%. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • The municipal budget for capital expenditures or operating services will increase by more than 5% per year as a result of this project. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will conflict with officially adopted plans or goals. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will cause a change in the density of land use. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will replace or eliminate existing facilities, structures or areas of historic importance to the community. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Development will create a demand for additional community services (e.g. schools, police and fire, etc.) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Proposed Action will set an important precedent for future projects.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will create or eliminate employment.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Proposed action will displace a total of 21,200 sf of retail commercial space, and a 2,750 square foot mixed use (office and apartment) building. Much of this retail space is currently vacant.

20. Is there, or is there likely to be, public controversy related to potential adverse environment impacts?

NO YES

Not expected since public meetings have already been held and no controversy was noted.

If Any Action in Part 2 Is Identified as a Potential Large Impact or If you Cannot Determine the Magnitude of Impact, Proceed to Part 3

Long Environmental Assessment Form, Part 3

Part 3: Evaluation of Importance of Impacts

Items checked “Small to Moderate Impact” and “Potential Large Impact” on the EAF, Part 2 are discussed below. Where mitigation can be provided or is proposed discussion is also provided.

IMPACT ON LAND

1. Will the Proposed Action result in a physical change to the project site?

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

The proposed project would be constructed over an 18 month timeframe once acquisition activities are complete. Funding, design and bidding activities are expected to be completed early in the 18-month timeframe. Demolition of existing buildings and pavements is expected to occur during the first month. Site preparation and construction activities are expected to occur over an approximate 12 month timeframe. Installation of landscaping and fixtures and finishes in the Central Firehouse building are expected to occur in the last six months.

The proposed project site currently supports structures and pavements and small landscaped yard areas. The major portion of the project site was disturbed by construction as part of the Academy Street Urban Renewal Project in the 1970's; this portion now supports Crossroads Plaza. As such, with respect to grading activities and the construction of a foundation the site would require little preparation to support the proposed Central Fire House.

- Project will introduce a firehouse at location planned for in Academy Street Urban Renewal Plan. A firehouse has been located in this area historically.

The construction of a firehouse at this location would be compatible with the objectives outlined in the Urban Renewal Plan.

IMPACT ON WATER

5. Will the Proposed Action affect surface or groundwater quality or quantity?

- Proposed Action will require a discharge permit.

All construction projects involving disturbance to greater than 1 acre of land area are required to notify the NYS Department of Environmental Conservation (NYSDEC) and meet NYSDEC requirements relative to preparation of a Stormwater Pollution Prevention Plan (SWPPP). The proposed project site comprises 1.5 acres which would be entirely disturbed by the proposed activities.

A SWPPP will be prepared that complies with the NYSDEC requirements.

Part 3: Evaluation of Importance of Impacts

The construction contractor will be required to notify the NYSDEC shortly before construction activities commence at the project site.

IMPACT ON AESTHETIC RESOURCES

11. Will the Proposed Action affect aesthetic resources?

- Proposed Action will introduce an architecturally significant structure at a major intersection along a primary traffic corridor through the City's downtown area. An existing residential and office structure, commercial structure, and a portion of an existing shopping center would be acquired and demolished.

Please refer to detailed background and discussion regarding aesthetics, community character and historic resources in the Environmental Assessment Narrative.

IMPACT ON HISTORIC AND ARCHEOLOGICAL RESOURCES

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

- Proposed Action occurring wholly or partially within or substantially contiguous to any facility or site listed on the State or National Register of Historic Places.
- Project site is located in a locally-designated historic district. Project would enhance historic character by introducing an architecturally significant, historically sensitive prominent structure to replace out-of-character uses in local District.

The proposed action is located in the Peekskill Downtown Historic District, a portion of which is designated as a Nationally Registered Historic Place. The proposed project site is not located within the portion of the historic district that is on the National Register, but is adjacent to National Register listed area along Main Street across from the proposed project site.

The proposed project would involve the demolition of a structure that has been deemed to have contributing influence on the City's Downtown Historic District. Please refer to discussion regarding aesthetics, community character and historic resources in the Environmental Assessment Narrative for additional background and analysis.

Part 3: Evaluation of Importance of Impacts

NOISE AND ODOR IMPACT

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

- Proposed action will re-configure five existing firehouses (housing five companies) into one central location. Most calls will be dispatched from the new central facility. Siren noise will increase since calls from existing firehouses located outside of downtown will now be downtown.

Please refer to detailed background and discussion re: noise in the Environmental Assessment Narrative.

IMPACT ON PUBLIC HEALTH

18. Will Proposed Action affect public health and safety?

- Fire and emergency medical response times would be comparable or better than at the present time. New facility would meet building code and firematic standards, increase readiness, allow for cost savings and personnel flexibility and accommodate future needs.

Please see detailed background and discussion re: community services in the Environmental Assessment Narrative.

IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD

19. Will Proposed Action affect the character of the existing community?

- Proposed action will displace a total of 21,200 square feet of retail commercial space, and a 2,750 square foot mixed use (office and apartment) building. Much of this retail space is currently vacant.

The action would include the demolition of a total of approximately 23,950 square feet of existing improvements including a two-story commercial structure comprising approximately 2,750 square feet (two stores and two apartments) on a 50 x 140 (7,000) square foot lot (Lot 1), a one-story 4,000 square foot commercial structure (one store) on a 50 x 138 (6,900) square foot lot (Lot 2), and 17,200 square feet of floor area of a one-story local shopping center (Crossroads Plaza shopping center) comprising four (4) stores (Lot 3). In addition, paved parking and circulation area associated with Crossroads Plaza shopping center would be acquired.

Part 3: Evaluation of Importance of Impacts

Much of the space to be acquired is currently vacant, but seven businesses and residents of two apartments would be displaced by the proposed action and would need to be relocated. One business has already vacated space and relocated.

20. Is there, or is there likely to be, public controversy related to potential adverse environmental impacts?

Six (6) public meetings were held in the spring and summer of 2010 to discuss the Fire Department's current building conditions and future needs, and to apprise City residents of the choices available, including doing nothing, renovation of the City's existing firehouses and construction of a Central Firehouse at one of four (4) alternative sites in central Peekskill, and to invite public comment. A newsletter mailing preceded the public meetings which provided background for residents, and which directed them to studies prepared by the City and placed on the City's web-site.

The studies commissioned by the City and placed on the City's web-site address the Fire Department's current and future needs, the financial and programmatic costs of proceeding with renovations of the existing firehouses or doing nothing, potential changes in response times from construction of a centralized firehouse (and maintaining a sub-station along Washington as is proposed), siting studies for the Central Firehouse and costs of site acquisition and construction of a Central Firehouse. The summary studies have been on the City's web-site for approximately one year.

Initiation of the studies was authorized by the City's Common Council who also received information and updates at public meetings over the course of 2009 and 2010.

While some public comment has been received to date, significant public controversy has not materialized as of the spring of 2011.

SOURCES AND REFERENCES

- World Health Organization: Guidelines for Community Noise, 1999.
- City of San Francisco Noise Modeling Study, June 2010
- City of Peekskill Noise Code
- Tim Miller Associates, Inc., Quarry Pond DEIS, 2004
- City of Peekskill Zoning Code
- City of Peekskill Historic and Landmarks Preservation Code
- City of Peekskill Sign Code
- Raymond & May Associates, "Academy Street Urban Renewal Area Project Summary", December 1960
- NYS Department of Environmental Conservation, Environmental Remediation Databases
- US Census Bureau
- US Environmental Protection Agency
- Westchester County Geographic Information System
- Mitchell Associates Architects
- Ken Costello Design, LLC
- City of Peekskill Fire Station Renovation Study
- Fire Station Location Study
- City of Peekskill Fire HQ Design Program & Specific Sites Analysis
- A Study of the Steps Required to provide for Current and Future Needs of the Peekskill Fire Department by Renovating and Adding onto the Current Facilities
- NYS Department of State, Local Government Guidance
- Taylor & Taylor Associates City of Peekskill Cultural Resources Survey, August 2000
- Property Survey, March 30, 2011, Badey & Watson
- NYS Comptroller's Office
- Fire Engineering, vol. 162, no.6, "What Changes Can We Expect with the 2010 Emission Standards?" by William C. Peters
- Industrial Fire World, vol. 23, no. 5, September 2008, "Emissions Mandate" by Mark Sackett & Roger Lakore
- "Diesel Emissions in Fire Stations" by Greg Michalak, July 2004
- City of Peekskill City Charter
- NYS General City Law
- Old Peekskill's Destruction by John Curran, Peekskill City Historian; 2000 (published by the Office of the City Historian at the Peekskill Museum)

Persons Contacted

- Chuck Utschig, City of Peekskill Engineer
- Charles Emberger, City Comptroller
- Anthony Ruggiero, Director of Planning & Development
- Victor Pizzella, City Building Inspector
- Jean Friedman, Historic Preservation Planner
- Brian Havranek, Deputy City Manager
- Bernis Nelson, Corporation Counsel
- Jim Howard, Fire Inspector and Deputy Fire Chief, City of Peekskill Fire Department
- Chief Leonard Varella, City of Peekskill Fire Department
- Richard M. Finn, City Manager

Appendices

Appendix A:

Streetscape Planting and Paving Concept

Brick Red Paver
4" x 8"
Running Bond
- to reflect brick of building
- potential for engraving for
memorial or fund raising
purposes



Tan Paver
24" x 24"
Stacked Bond
- to reflect upper stone of building
- potential for engraving for
memorial or fund raising
purposes



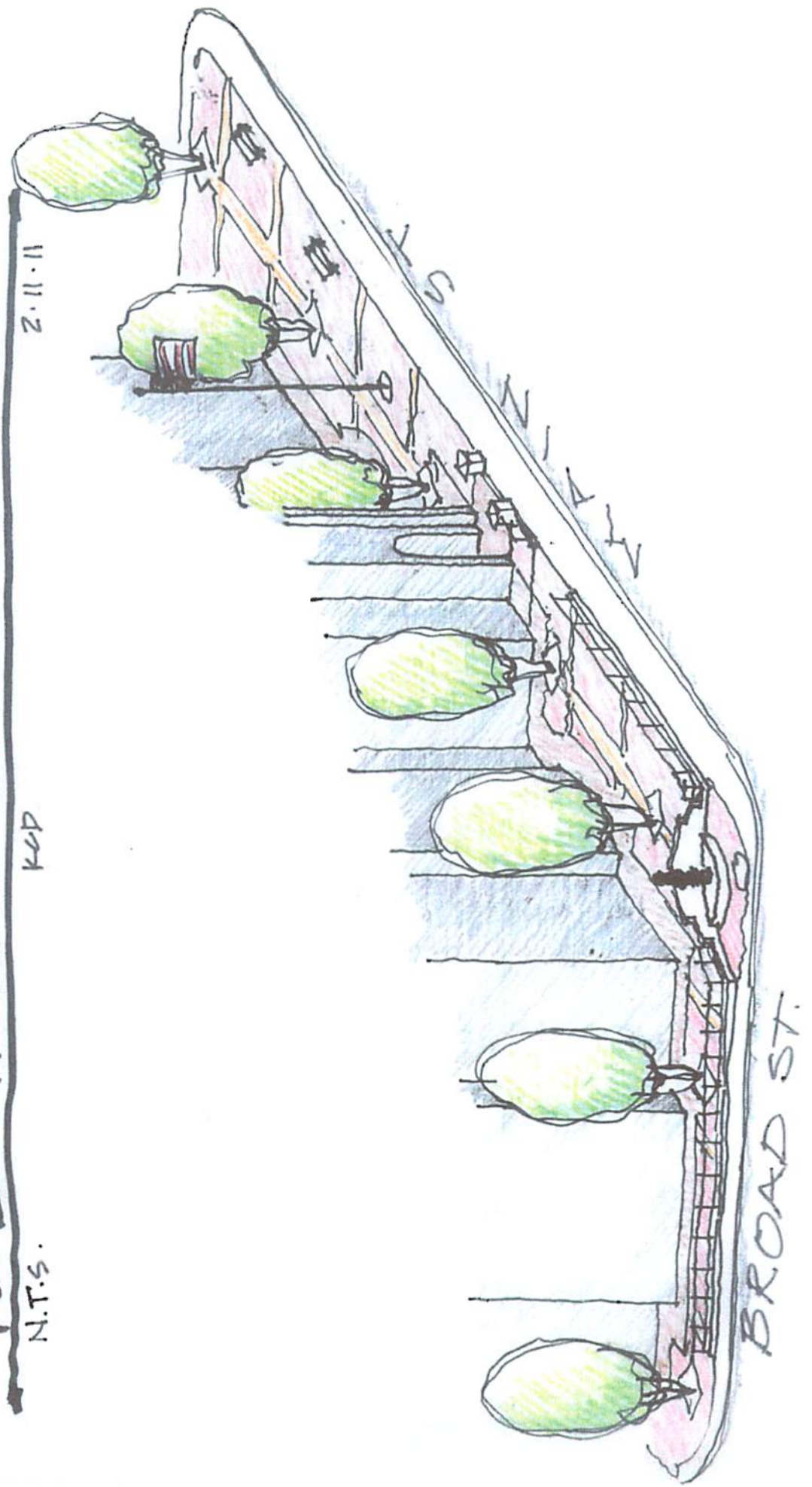
Brown Paver
17.5" x 35"
Stone Texture
Running Bond
- to ground building on site by continuing stone base

PEEKSKILL CENTRAL FIRE PLAZA PAYER STUDY

N.T.S.

KOP

2.11.11

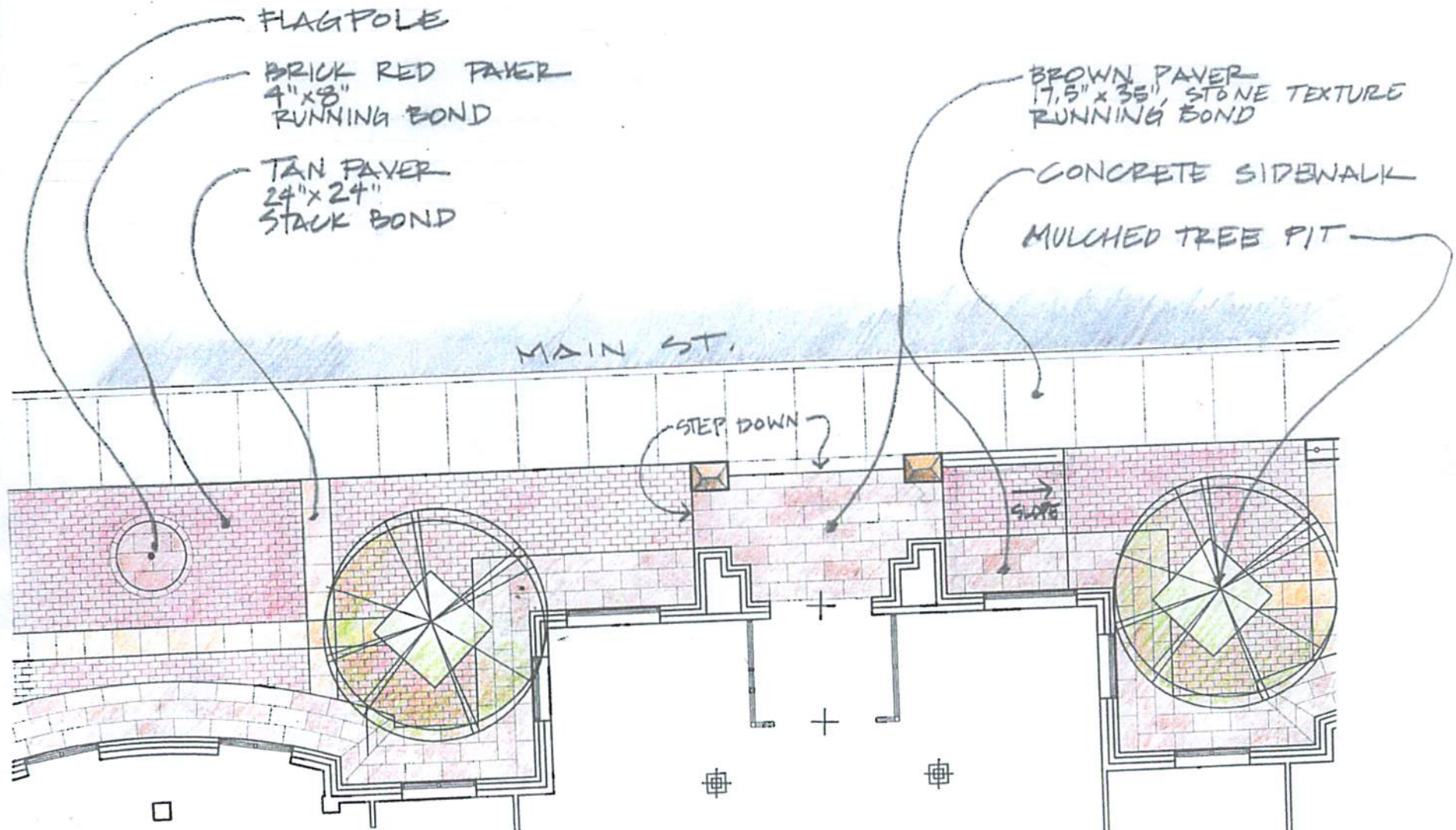


PEEKSKILL CENTRAL FIRE PLAZA PAVER STUDY

1"=10'-0"

KDC

2.10.11



PEEK-SKILL CENTRAL FIRE PLAZA PAVER STUDY

1" = 10'-0"

KCD

2.10.11



RAISED PLINTH BASE
FOR ARTWORK/MEMORIAL

MALTESE CROSS
INLAID MEDALLION

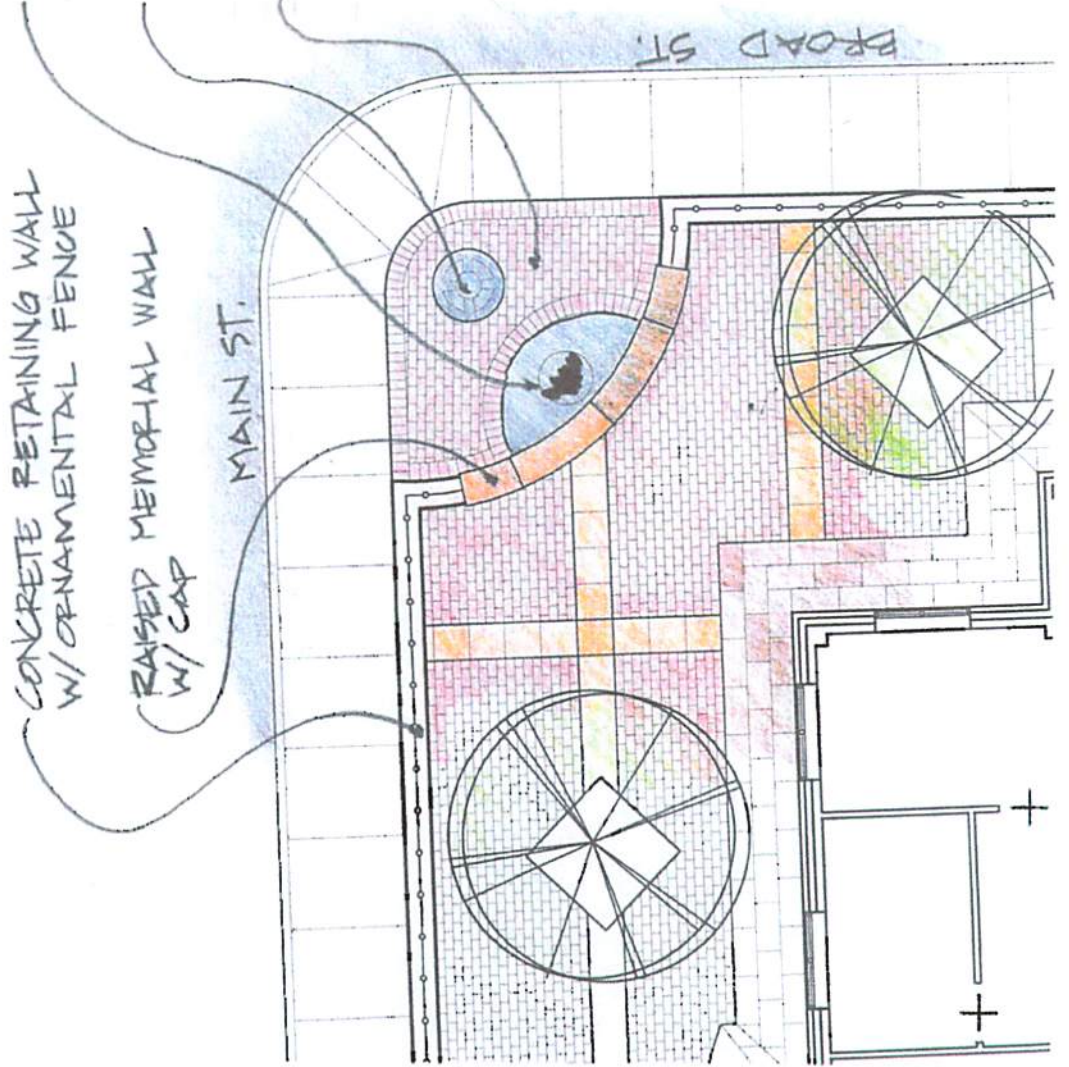
RED BRICK PAVEMENT
4" x 8" RUNNING BOND W/
HEADER

CONCRETE RETAINING WALL
W/ ORNAMENTAL FENCE

RAISED MEMORIAL WALL
W/ CAP

MAIN ST.

BROAD ST.

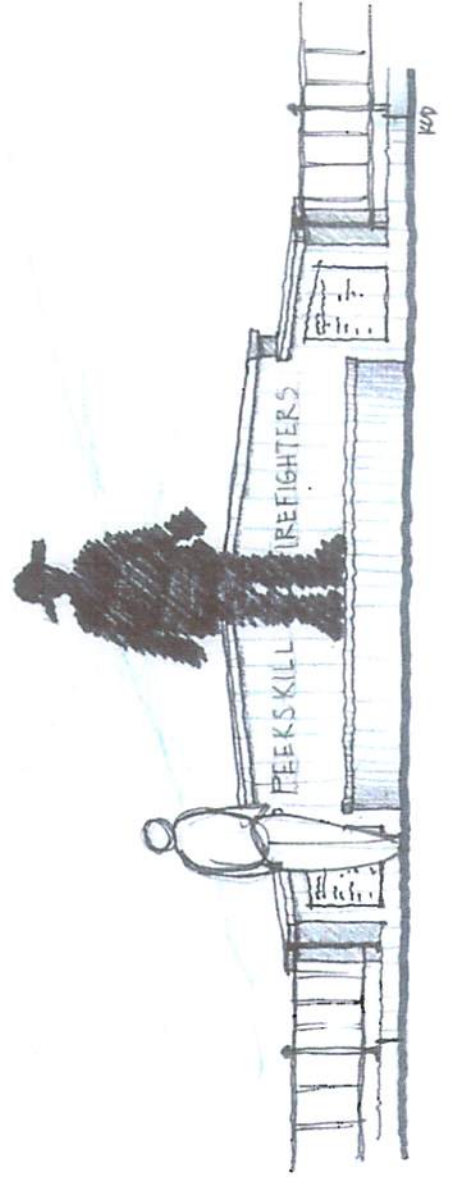
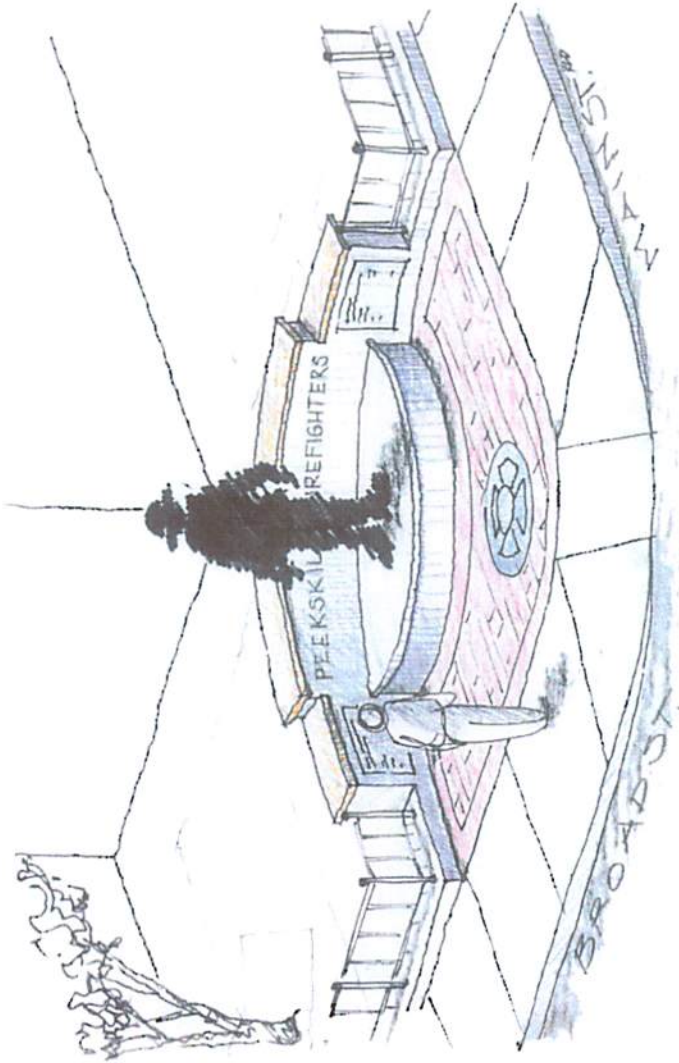


PEEKSKILL CENTRAL FIRE PLAZA PAVEMENT STUDY

1" = 10'-0"

KPC

2.10.11



Appendix B:

**Peekskill Newsletter (Fire Department Special Issue and
containing Photographs of Existing Fire Stations), June
2010**

CITY OF PEEKSKILL NEW YORK

Special Edition
June 2010



Celebrating Our
70th Anniversary



1940-2010

CENTENNIAL HOSE CO. No 4

Inside this issue:

Description of New Central Station	2
Fire Department Statistics	3
Summary of Renovation Analysis	3
Meeting Dates, Times	4
Appeal for Volunteers	4

Fire Department Special Issue

Public Meetings on Fire House Proposals

The City of Peekskill is served by a corps of dedicated volunteer firefighters as well as twenty-five full time firefighters who reside in the 5 respective fire houses. Unfortunately, the buildings that have served our volunteers and full time firefighters for so many years are out of date and do not meet State and Federal codes, or fire industry standards. Additionally, they are deteriorated and in serious need of major renovation/rebuilding. It has long been a goal of the Fire Department in correcting this situation.

Studies have been undertaken to assess whether to renovate the existing fire-houses or to build an entirely new Central Fire Station. Both of these options have significant operational and financial implications.

The purpose of this Special Edition of the City Newsletter is to explain each option and why the City is committed to correcting the problem. The second page discusses the details of building a new Central Fire Station. The third page discusses the details of renovating the existing fire-houses.

The Common Council and the Fire Department is committed to keeping our residents informed about this critical project and invites you to attend one of 5 meetings scheduled for June to review and discuss the existing conditions of the fire houses and to examine the available

solutions. The Common Council and the Fire Department wants you to learn more about our fire operations, to hear your questions and concerns about building or renovating our fire houses, and to have your questions answered. The dates and times of these meetings are as follows:

June 9, 2010 – 7:00pm
Centennial Hose Co 4
701 Washington Street

June 16, 2010 – 7:00pm
Peekskill Fire Patrol
425 Highland Avenue*

June 23, 2010 – 7:00pm
Centennial Hose Co 4
701 Washington Street

June 29, 2010, 7:00pm
Nutrition Room,
Neighborhood Center

June 30, 2010 – 7:00pm
Peekskill Fire Patrol
425 Highland Avenue

***Parking at the Peekskill Fire Patrol is limited and is on-street parking only.**

For more information on the options and to review the reports prepared by the City's Consultant, Mitchell Associates, Inc. please visit the City's web site www.cityofpeekskill.com/fire.



City of Peekskill, N.Y.
Fire Department

Saving Lives. Protecting Property Since 1826

DIAL 911

FIRE

DIAL 911

*Did you know that
Columbian Engine was first
established back in June of 1826?
That's 184 years ago!*

New Central Fire Station Description

Several years ago the City began reviewing the concerns related to the conditions and locations of the existing five fire houses. A study was conducted by an architect who specializes in the design of fire stations and an expert in fire department operations and station location. The study determined that the best solution was to build a new Central Fire Station that would replace four of the existing fire houses.

The proposed new Central Fire Station will be 36,583 square feet in size and is estimated to cost \$15,685,024, which includes \$2,750,000 in land acquisition costs. The existing fire stations on Highland Avenue, Broad Street and Main Street will either be sold or used for another municipal purpose and the City will cease renting space in the privately owned firehouse on Dayton Lane. The fire house on Washington Street would remain as a substation in the Southern part of the City.

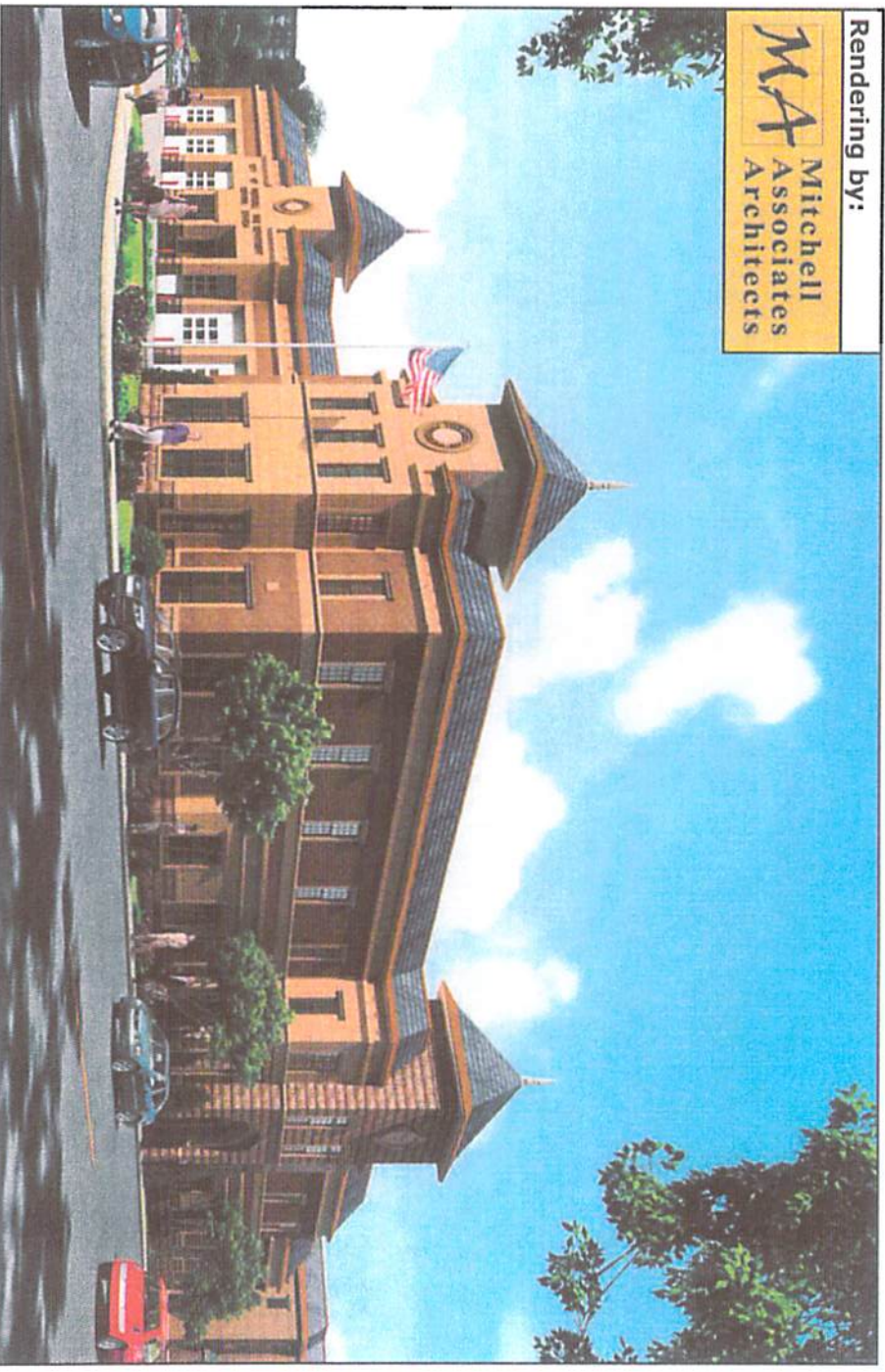
The proposed Central Fire Station offers the following benefits: improved coordination and execu-

tion of departmental operations including fire inspections, training, fire hydrant testing; up to date facility with the ability to be retrofitted for future changes in State and Federal Codes; reduced maintenance and operating costs (two buildings rather than four buildings), a central training facility; a central meeting space for all fire companies resulting in improved communication and coordination of organizational policies and procedures; sanitary and modern sleeping and eating accommodations for career staff; modern meeting and recruiting rooms for volunteers; the elimination of daily fire truck movements around to different fire houses to facilitate training and staff coverage; and the elimination of the existing hazards and violations in the current buildings.

The proposed Central Fire Station would also include public amenities such as a meeting room for the public, a fire department museum, and catering facilities. A new municipal building with public amenities will help to revitalize a key entryway into downtown Peekskill, providing a handsome gateway to the City for people coming from the East.

Rendering by:

MA
Mitchell
Associates
Architects



Summary of Renovation Analysis

The City also analyzed the cost to renovate the existing fire stations and bring them up to current Federal, State and industry codes and standards. The City currently owns four fire houses and rents space in a privately owned fifth fire house - on Dayton Lane. Two of the existing fire houses will be impossible to bring up to State and Federal codes and will need to be retired. The remaining three houses can be expanded and renovated to accommodate all 6 fire companies based on *current* codes and standards. There is no excess room to add on to these three houses or to do future code required renovations. The cost to bring the fire houses up to all relevant standards and codes will be \$14,326,182.

While the "renovation" option is \$1.3 million less to build, it will result in approximately \$65,000 higher annual operating costs than one new, green fire house and substation discussed on the opposite page. Furthermore, the renovation option does not provide for improved communication, coordination, training and operational efficiencies in our Fire Department. There will still be daily truck movements and houses taken off-line during the day or evening. The Fire Department currently lacks a common meeting and training space, and the efficiency and effectiveness of operations suffer from having the trucks and personnel located at different houses. The physical problems with the existing fire stations are significant and the solutions cannot be put off.

The Common Council has reviewed all of this information and they have directed City staff to reach out to the residents and business community to get gather public input. Your participation in this process is extremely important. Please review the dates and times and attend one of the scheduled public meetings to learn more about these two alternatives and to share your thought and suggestions.



Fire Department Statistics

The City of Peekskill Fire Department is composed of 6 volunteer fire companies: Columbian Engine Co. #1, Cortlandt Hook & Ladder Co. #1, Washington Engine Co. #2, Columbian Hose Co. #1, Centennial Hose Co. #4, and the Peekskill Fire Patrol. There are approximately 107 volunteers and 25 career firefighters. The Department has one aerial or "hook and ladder" truck stationed on Main Street, one rescue truck stationed on Highland Avenue, four pumpers stationed on Washington Street, Dayton Lane, and Broad Street, and two paramedic fly cars stationed on Washington Street and Broad Street. The Department responded to 750 calls last year, with an average response time of 3 minutes and 22 seconds. The Department Chief is Lenny Varella, the First Assistant Chief is Robert Florio, and Second Assistant Chief is Vinny Malaspina.



City of Peekskill
840 Main Street
Peekskill, NY 10566



The Honorable Mary F. Foster
Deputy Mayor Donald Bennett, Jr.
Councilwoman Drew Claxton
Councilwoman Marybeth McGowan
Councilwoman Patricia Riley
Councilman Joseph Schuder
Councilman Andrew Torres

Richard M. Finn, City Manager

Brian Havranek, Assistant City Manager

Pamela Beach, City Clerk

PRSR STD
U.S. POSTAGE

PAID

PERMIT NO. 6618
WHITE PLAINS
NEW YORK 10610

POSTAL PATRON

United States
Census
2010

**Share and Recycle
Your Newsletter**



Newsletter Editor: Leah Quinn
Graphic Design & Photography:
Leah Quinn, DesignsAnything.com



IT'S IN OUR HANDS

Appeal for Volunteers

Do you want to help your neighbors? Learn valuable skills? Then join the Peekskill Fire Department! Volunteer firefighters are local heroes who help their neighbors, save lives and earn respect every time they work.

If you're interested or would like to learn more, please call 914.737.2760.

Become a Hero Today!



Public Meeting Schedule

The City intends to host a number of public meetings about the firehouses over the coming months. The dates and times of these meetings are as follows:

June 9, 2010 – 7:00pm
Centennial Hose Co 4, 701 Washington St.

June 16, 2010 – 7:00pm
Peekskill Fire Patrol, 425 Highland Ave.*

June 23, 2010 – 7:00pm
Centennial Hose Co 4, 701 Washington St.

June 29, 2010, 7:00pm
Nutrition Room, Neighborhood Center

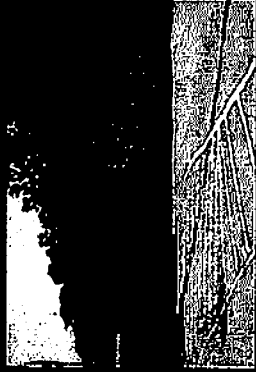
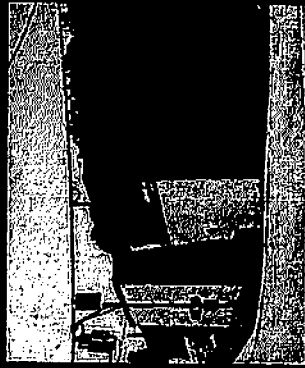
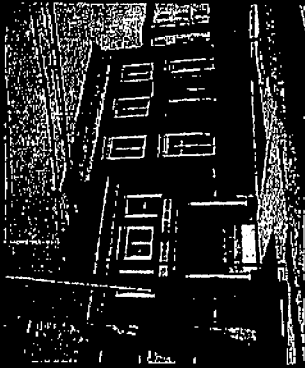
June 30, 2010 – 7:00pm
Peekskill Fire Patrol, 425 Highland Ave.

*Parking at the Peekskill Fire Patrol is limited and is on-street parking only.

Appendix C:

Fire Station Location Study

City of Peekskill, New York



Fire Station Location Study

Project Team



**Mitchell
Associates
Architects**

Robert Mitchell, AIA



Charles Jennings, PhD

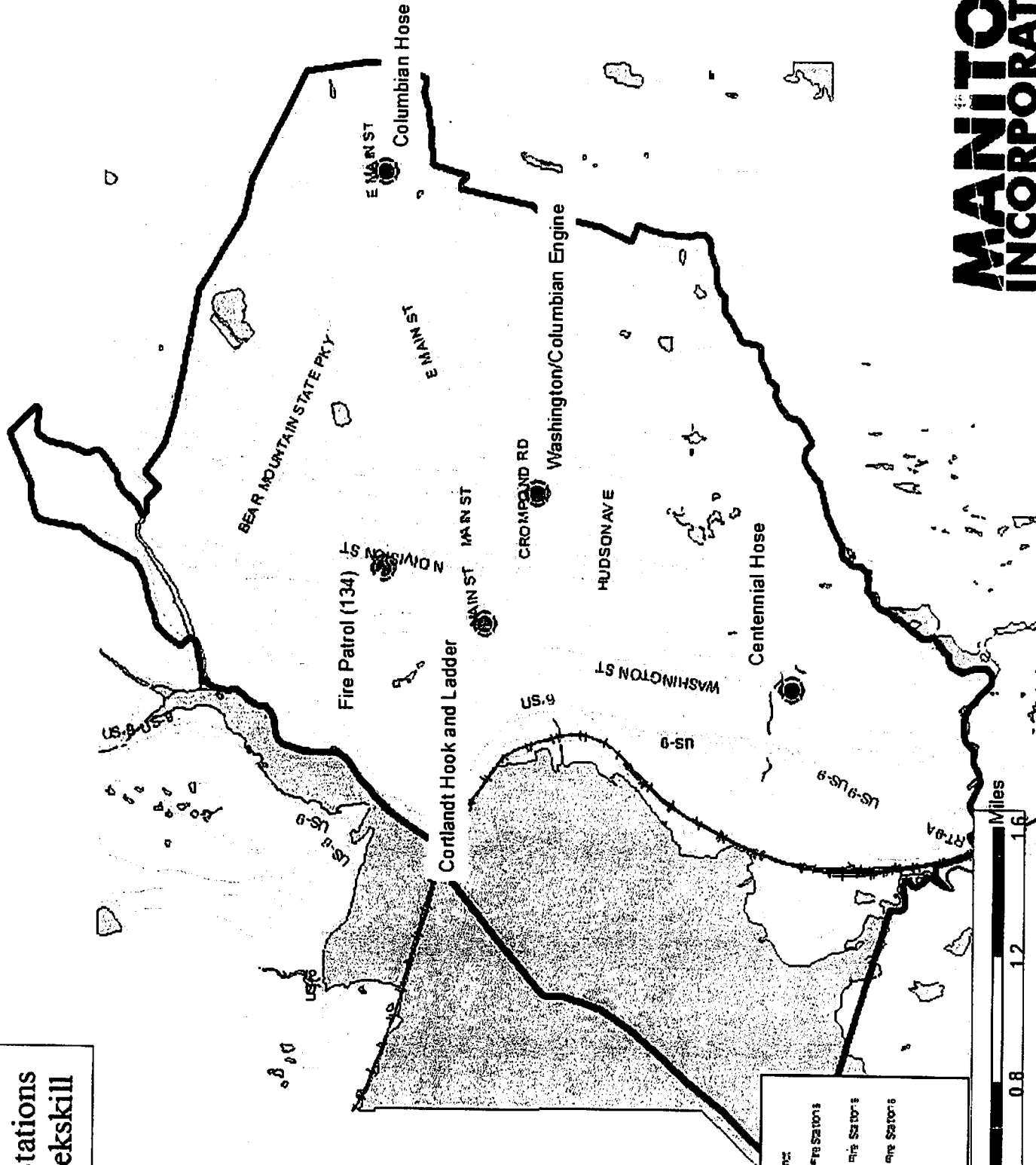
The Project

- As part of Mitchell Associates Architects design project for new fire station, Manitou, Inc. was retained to study alternate sites defined by the City
- Study included review of workload information, response time mapping, and assessment of station location
- Can stations be consolidated? And if so, where?

Study Methodology

- Review of Community Characteristics and Development
- Trends in Demand for Service
- Fire Department operations and staffing
- Response Time Analysis
- Site Selection

**Existing Stations
City of Peekskill**



	PEEKSKILL FIRE DEPT.
	EXISTING FIRE STATIONS
	EXISTING LADDERS - FIRE STATIONS
	EXISTING ENGINES - FIRE STATIONS
	RAIL
	STREETS - CT.



**MANITOU
INCORPORATED**

Alternate Sites

- Area of Present Station at Broad Street and Crompond Road
 - Current Site
 - Park and Broad Streets
 - James and Park Streets (Municipal Garage)
- Current Centennial Hose at 701 Washington Street

Existing Apparatus Locations

Table 1: Peekskill Fire Department Station and Unit Information

Station Number	Location	Apparatus	Description
1	1800 Block Main Street	TL-45	Cortlandt Hook and Ladder
3	Broad St. and Crompond Rd.	E133	Washington Engine
4	Dayton Lane	E132	Columbian Hose
5	Broad St. and Crompond Rd.	E131, 32 Medic 1	Columbian Engine
6	701 Washington St	E130, 32 Medic 2	Centennial Hose

Natural Heritage Report on Rare Species and Ecological Communities



NY Natural Heritage Program, NYS DEC, 625 Broadway, 5th Floor,
Albany, NY 12233-4757
(518) 402-8935

HISTORICAL RECORDS

The following plants and animals were documented in the vicinity of the project site at one time, but have not been documented there since 1979 or earlier.

There is no recent information on these plants and animals in the vicinity of the project site and their current status there is unknown. In most cases the precise location of the plant or animal in this vicinity at the time it was last documented is also unknown and therefore location maps are generally not provided.

If appropriate habitat for these plants or animals is present in the vicinity of the project site, it is possible that they may still occur there.

Natural Heritage Report on Rare Species and Ecological Communities



VASCULAR PLANTS

Aplectrum hyemale

Puttyroot

NY Legal Status: Endangered

Federal Listing:

Last Report: 1869-05-25

County: Westchester

Town: Peekskill - City

Location: Peekskill

Directions: Specimen label: Peekskill.

General Quality
and Habitat:

NYS Rank: S1 - Critically imperiled

Global Rank: G5 - Secure

EO Rank: Historical, no recent
information

Office Use
413

Habitat - Moist, rich deciduous
woods

Dynch

Ludwigia sphaerocarpa

Globe-fruited
Ludwigia

NY Legal Status: Threatened

Federal Listing:

Last Report: 1840-08

County: Westchester

Town: Peekskill - City

Location: Peekskill

Directions: Peekskill.

General Quality
and Habitat:

NYS Rank: S2 - Imperiled

Global Rank: G5 - Secure

EO Rank: Historical, no recent
information

Office Use
6227

Habitat: Coastal Plain Ponds
set in Pine Barrens

Dynch



Onosmodium virginianum

Virginia False
Gromwell

NY Legal Status: Endangered

NYS Rank: S1 - Critically imperiled

Office Use
3202

Federal Listing:

Global Rank: G4 - Apparently secure

Last Report: 1868-07

EO Rank: Historical, no recent
information

County: Westchester
Town: Peekskill - City
Location: Peekskill
Directions: Peekskill, roadside.
General Quality
and Habitat: Roadside.

Habitat: Inland Red Cedar
Barrens
Dyck

Platanthera hookeri

Hooker's Orchid

NY Legal Status: Endangered

NYS Rank: S1 - Critically imperiled

Office Use
4641

Federal Listing:

Global Rank: G4 - Apparently secure

Last Report: 1860-06-20

EO Rank: Historical, no recent
information

County: Westchester
Town: Peekskill - City
Location: Peekskill
Directions: Woods near Peekskill.
General Quality
and Habitat:

Habitat: Moist woodlands +
forests
Dyck

4 Records Processed

More detailed information about many of the rare and listed animals and plants in New York, including biology, identification, habitat, conservation, and management, are available online in Natural Heritage's Conservation Guides at www.acris.nynhp.org, from NatureServe Explorer at <http://www.natureserve.org/explorer>, from NYSDEC at <http://www.dec.ny.gov/animals/7494.html> (for animals), and from USDA's Plants Database at <http://plants.usda.gov/index.html> (for plants).



CITY OF PEEKSKILL
RECEIVED

MAY 23 2011

Robert P. Astorino
County Executive

Cheryl Archbald MD MPH
Acting Commissioner of Health

CITY HALL
PLANNING DEPARTMENT

May 19, 2011

Anthony Ruggiero, AICP
Director of Planning
Department of Planning and Development
City of Peekskill
840 Main Street
Peekskill, NY 10566

RE: Proposed Central Firehouse at Main Street

Dear Mr. Ruggiero:

The Westchester County Department of Health (WCDH) has reviewed the submitted Environmental Assessment Form for the above referenced development and has the following comments.

1. *Brief Description of Action (page 2 "The action would include the acquisition and demolition of a total of approximately 23,950 square feet of existing improvements including a 2.5-story residential and commercial structure comprising approximately 2,750 square feet on a 50 x 140 (7,000) square foot lot (Lot 1), a one-story 4,000 square foot commercial structure on a 50 x 138 (6,900) square foot lot (Lot 2), and 17,200 square feet of floor area of a one-story, 51,800 square foot local shopping center (Crossroads shopping center) comprising six (6) store spaces. (Lot 3)."*

The proposed development may require approval as a realty subdivision from this Department in accordance with Article X of the Westchester County Sanitary Code.

Any proposed public water main extension(s) to serve this development will require approval from this Department in accordance with Article VII, Section 873.707 of the Westchester County Sanitary Code.

Any proposed public sewer main extension(s) to serve this development will require approval from this Department in accordance with Article XXII, Section 873.2202 of the Westchester County Sanitary Code.

Should you have any questions please feel free to contact this writer at 914-813-5149.

Respectfully,

Natasha Court, PE
Associate Engineer
Bureau of Environmental Quality

cc: Lou Carrea, PE
Delroy Taylor, PE
J. Carlos Torres
File

145 Huguenot Street
New Rochelle, New York 10801

Telephone: (914) 813-5020

Fax: (914) 813-5158



Robert P. Astorino
County Executive

County Planning Board

May 9, 2011

Anthony Ruggiero, AICP, Director of Planning
Department of Planning and Development
City of Peekskill
840 Main Street
Peekskill, NY 10566-2099

Subject: Referral File No. PKS 11-005 – Central Fire House; Designation of Lead Agency

Dear Mr. Ruggiero:

The Westchester County Planning Board has received a notification of designation of Lead Agency pursuant to the NYS Environmental Quality review Act (SEQR) and supporting materials for the proposed construction of a 36,483 square foot Central Fire House for the City of Peekskill. The new facility is described as intended to consolidate both fire protection and emergency medical service (EMS) operations into a central facility. Currently those services are coordinated out of five firehouses scattered throughout the city. As part of the consolidation plan, four of those facilities would close, with the remaining facility (on Washington Street) remaining as a sub-station to provide service to the southern portion of the city.

The proposed Central Fire House would involve the acquisition of approximately 1.5 acres of land located on the south side of Main Street (US Route 6 – County Road 25) west of Broad Street. This land comprises two tax lots and a portion of a third and currently contains 23,950 square feet of commercial and residential space which is proposed to be demolished. While much of this space is currently vacant, seven businesses and the residents of two apartments would be displaced by the proposed project.

The submission identifies the applicant as the City of Peekskill and notes that subdivision and site plan approval will be required from the Peekskill Planning Board.

We have no objection to the Peekskill Common Council assuming Lead Agency status for this project.

We look forward to receiving additional materials, including proposed site plans, as they become available as this proposal moves through the review process. The County Planning Board review will be coordinated with appropriate Westchester County departments and referral response letters will include comments from all County agencies. We recommend that the County Department of Public

Works and Transportation (formerly two separate departments) be listed as an involved agency due to the site's frontage along Main Street (County Road 25) and the fact that Bee-Line buses stop adjacent to the front of the site.

Thank you for calling this matter to our attention.

Respectfully,
WESTCHESTER COUNTY PLANNING BOARD

Sr:

By:

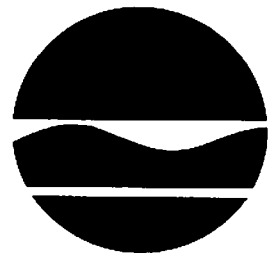


Edward Buroughs, AICP
Commissioner

EEB/LH

cc: Michael Dispenza, Contract Administrator, County Department of Public Works and Transportation
Michael Swee, Associate Planner, County Department of Public Works and Transportation

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION
Division of Fish, Wildlife & Marine Resources
New York Natural Heritage Program
625 Broadway, 5th Floor, Albany, New York 12233-4757
Phone: (518) 402-8935 • Fax: (518) 402-8925
Website: www.dec.ny.gov



Alexander B. Grannis
Commissioner

September 10, 2010

CITY OF PEEKSKILL
RECEIVED

SEP 14 2010

CITY HALL
PLANNING DEPARTMENT

John J. Lynch
City of Peekskill – City Hall
840 Main Street
Peekskill, NY 10566

Dear Mr. Lynch:


In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to an Environmental Assessment for the proposed Central Firehouse at Broad Street at Main Street, site as indicated on the map you provided, located in the City of Peekskill, Westchester County.

Enclosed is a report of rare or state-listed animals and plants, significant natural communities, and other significant habitats, which our databases indicate occur, or may occur, on your site or in the immediate vicinity of your site. For most sites, comprehensive field surveys have not been conducted; the enclosed report only includes records from our databases. We cannot provide a definitive statement as to the presence or absence of all rare or state-listed species or natural communities. This information should not be substituted for on-site surveys that may be required for environmental impact assessment.

The enclosed report may be included in documents that will be available to the public. However, any enclosed maps displaying locations of rare species are considered sensitive information, and are intended only for the internal use of the recipient; they should not be included in any document that will be made available to the public, without permission from the New York Natural Heritage Program.

The presence of the plants and animals identified in the enclosed report may result in this project requiring additional review or permit conditions. For further guidance, and for information regarding other permits that may be required under state law for regulated areas or activities (e.g. regulated wetlands), please contact the appropriate NYS DEC Regional Office, Division of Environmental Permits, as listed at www.dec.ny.gov/about/39381.html.

Our databases are continually growing as records are added and updated. If this proposed project is still under development one year from now, we recommend that you contact us again so that we may update this response with the most current information.

Sincerely,

Tara Salerno, Information Services
New York Natural Heritage Program



Enc.
cc: Region 3

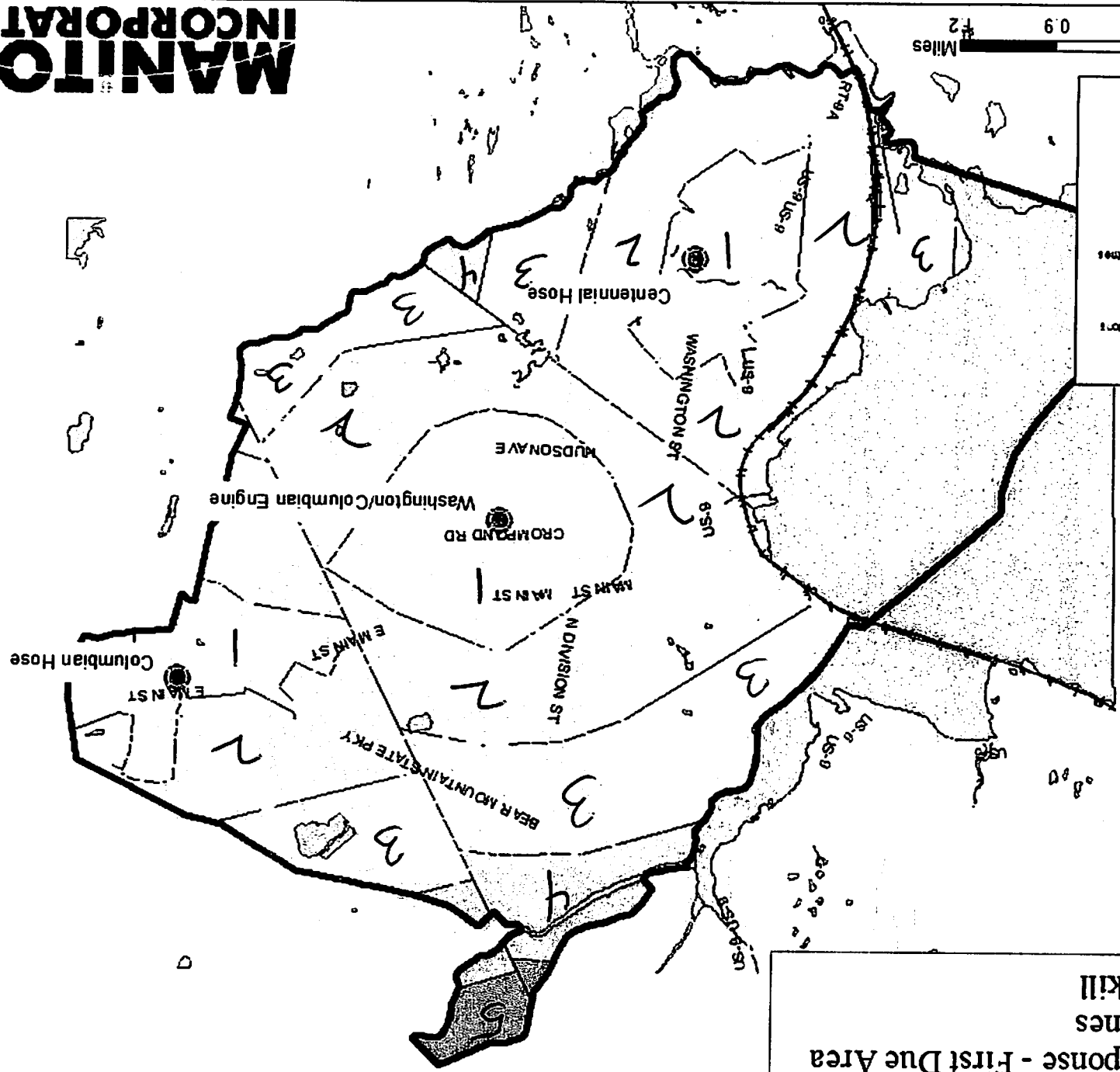
952

Limits of Response - First Due Area
Existing Engines
City of Peekskill

	Perimeter of District
	Existing Engines - Fire Stations
	RA II
	Street - CD
	LOA - First Due Area - Existing Engines
	Travel Time
	One Minute
	Two Minutes
	Three Minutes
	Four Minutes
	Five Minutes
	Over 5 Minutes

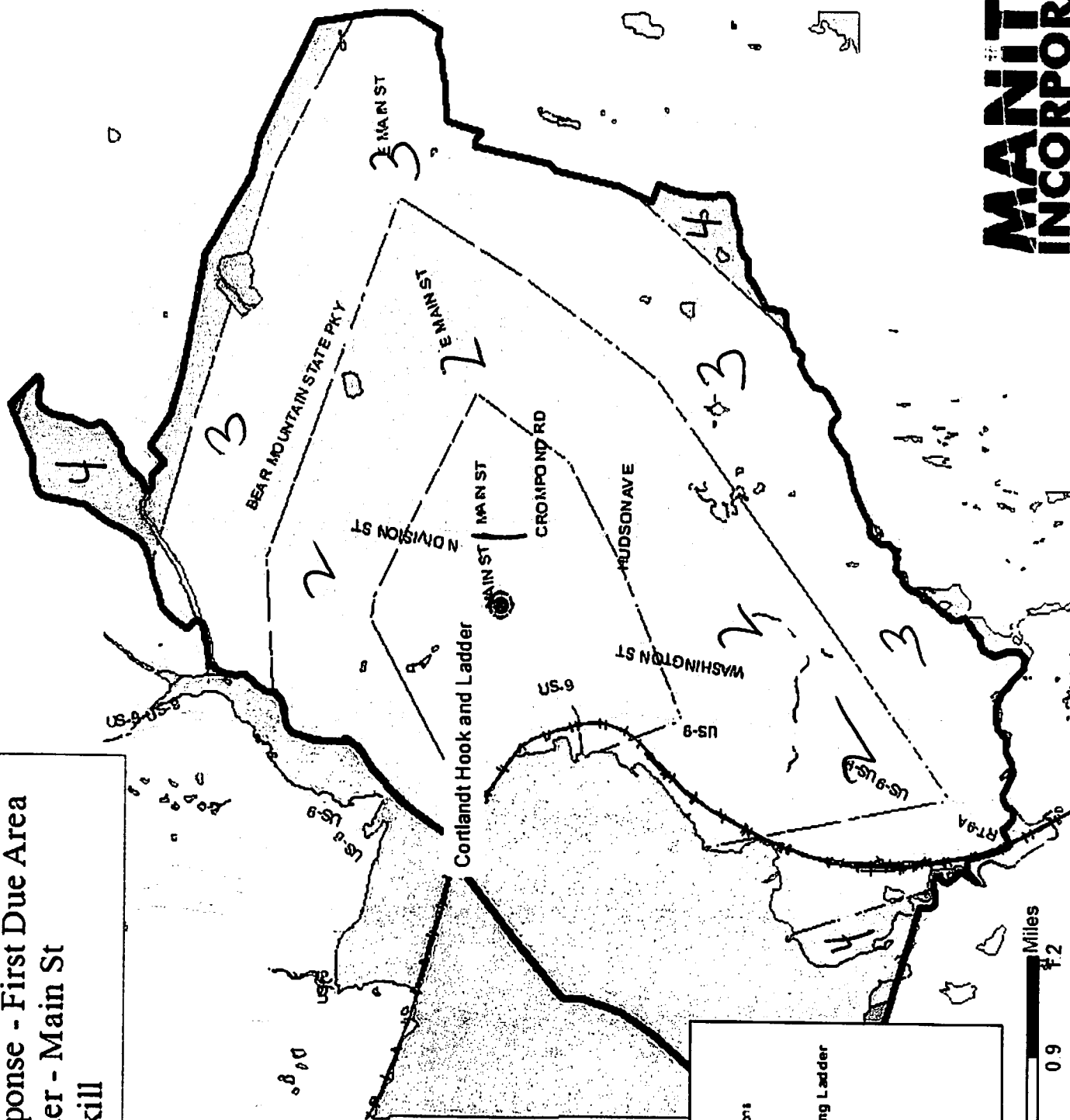
Miles 0 0.15 0.3 0.6 0.9 1.2

MANTOU
INCORPORATED





Limits of Response - First Due Area
Existing Ladder - Main St
City of Peekskill



Peekskill Fire District
Existing Ladders - Fire Stations

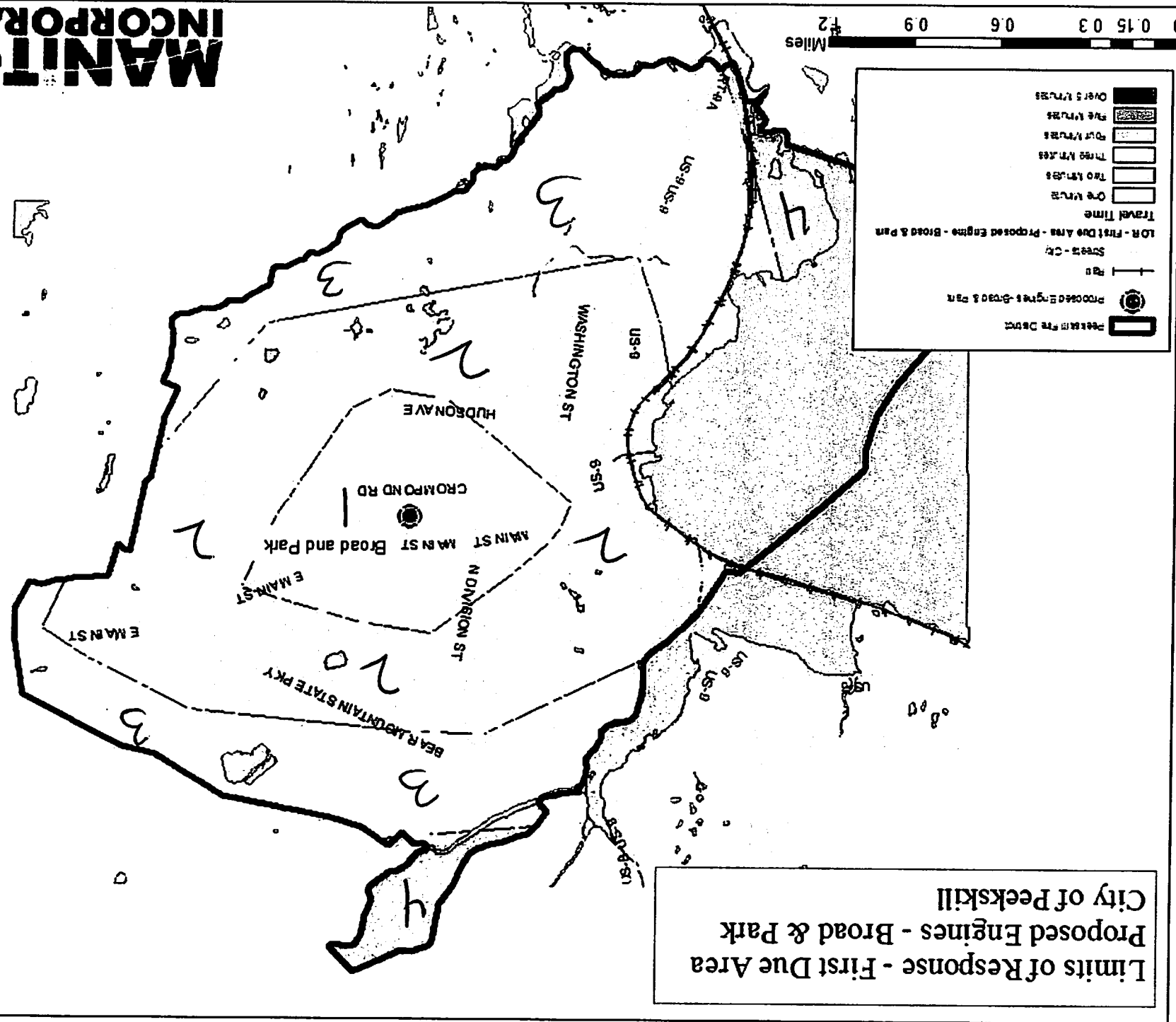
LOR - First Due Area - Existing Ladder

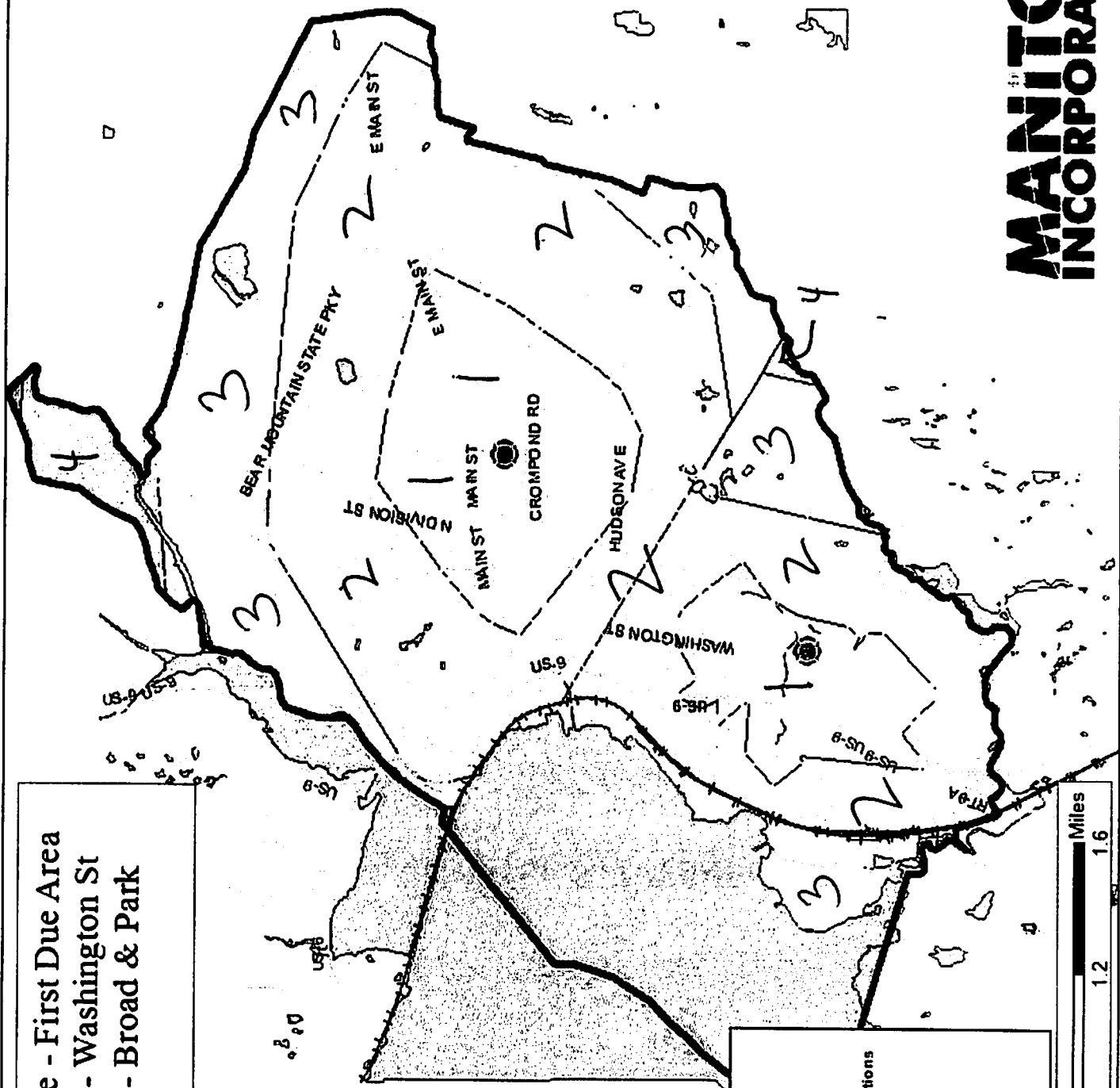
Travel Time

- One Minute
- Two Minutes
- Three Minutes
- Four Minutes
- Five Minutes
- Six Minutes



MANTOU
INCORPORATED





Limits of Response - First Due Area
 Proposed Engines - Washington St
 Proposed Engines - Broad & Park
 City of Peekskill

PEEKSKILL FIRE DISTRICTS

- 1
- 2
- 3
- 4

STREETS - CITY

- Proposed Station

LOR - First Due Area - Proposed Stations

Engine Travel Time

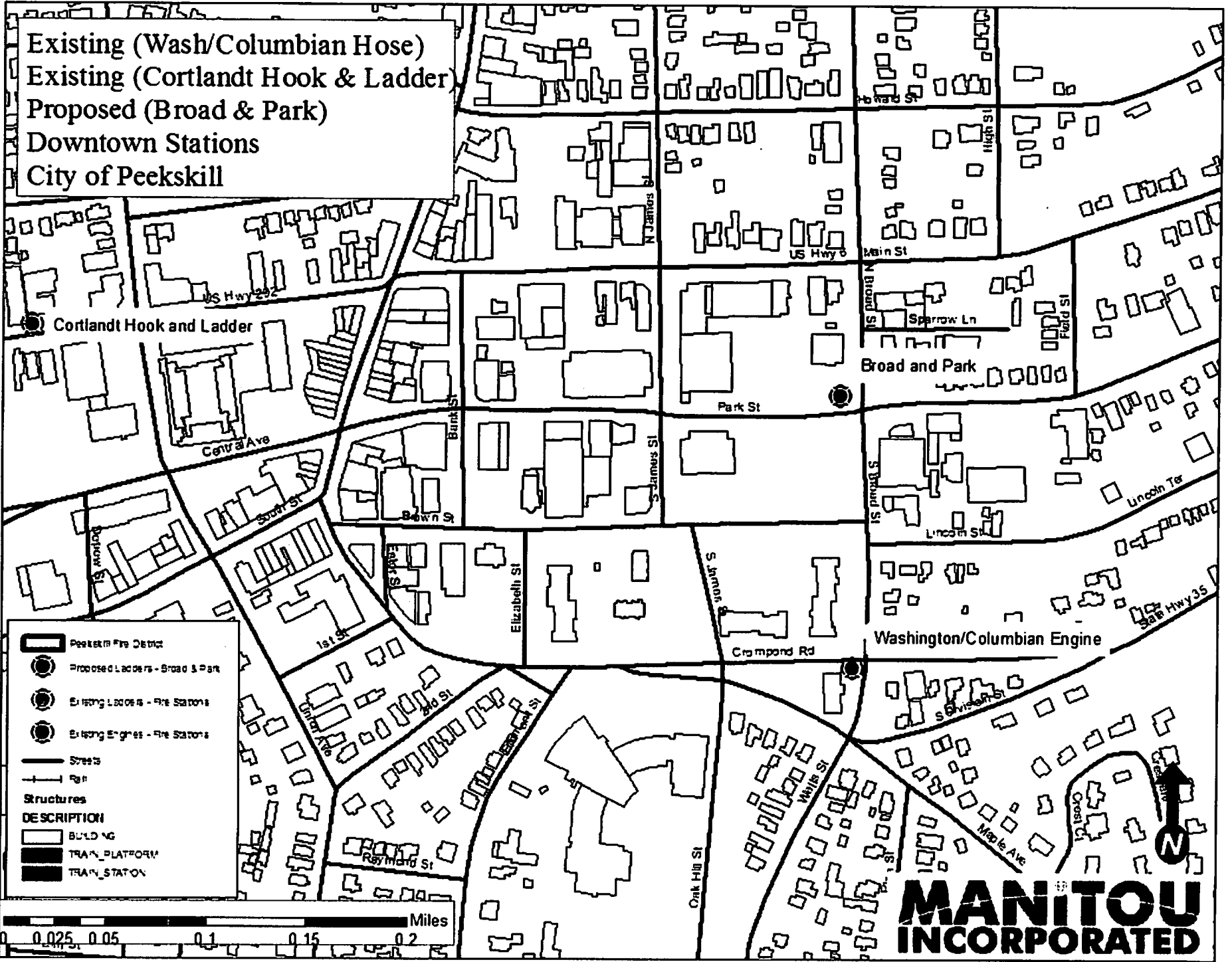
- One Minute
- Two Minutes
- Three Minutes
- Four Minutes
- Five Minutes
- Over 5 Minutes



Recommendation

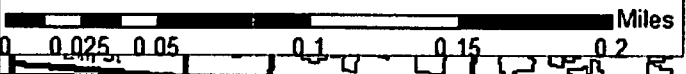
- Consolidation Makes Sense
 - More flexible use of staff
 - Lower maintenance costs of facilities
- Downtown location at Park and Broad Streets is a good location
- Washington Street station should be retained to provide response coverage for south end of City

Existing (Wash/Columbian Hose)
 Existing (Cortlandt Hook & Ladder)
 Proposed (Broad & Park)
 Downtown Stations
 City of Peekskill



Peekskill Fire District

- Proposed Ladders - Broad & Park
- Existing Ladders - Fire Stations
- Existing Engines - Fire Stations
- Streets
- Rail
- Structures**
- BUILDING
- TRAIN PLATFORM
- TRAIN STATION



**MANITOU
 INCORPORATED**

Appendix D:
Correspondence



CITY OF PEEKSKILL
CITY HALL

840 MAIN STREET
PEEKSKILL, NEW YORK 10566

(914) 737-3400
FAX NO. (914) 737-2688

August 25, 2010

Ms. Tara Salerno,
NYS Department of Environmental Conservation
Division of Fish, Wildlife & Marine Resources
Natural Heritage Program
625 Broadway
Albany, New York 12233-4757

Re: Broad Street at Main Street, Peekskill New York

Dear Ms. Salerno:

The City of Peekskill is pursuing plans to construct a central firehouse at the above-referenced location. The location is fully improved and almost entirely covered by buildings and pavements. A map identifying the site and an overhead aerial shot are enclosed. As part of the environmental assessment being completed for the proposal, we are seeking information on rare and endangered species and habitat, and other pertinent information that may be in your files.

Could you please forward to me any information that your office may have with respect to the identified site? You can reach me at 914 734 4215 if you have any questions.

Thank you.

Sincerely,

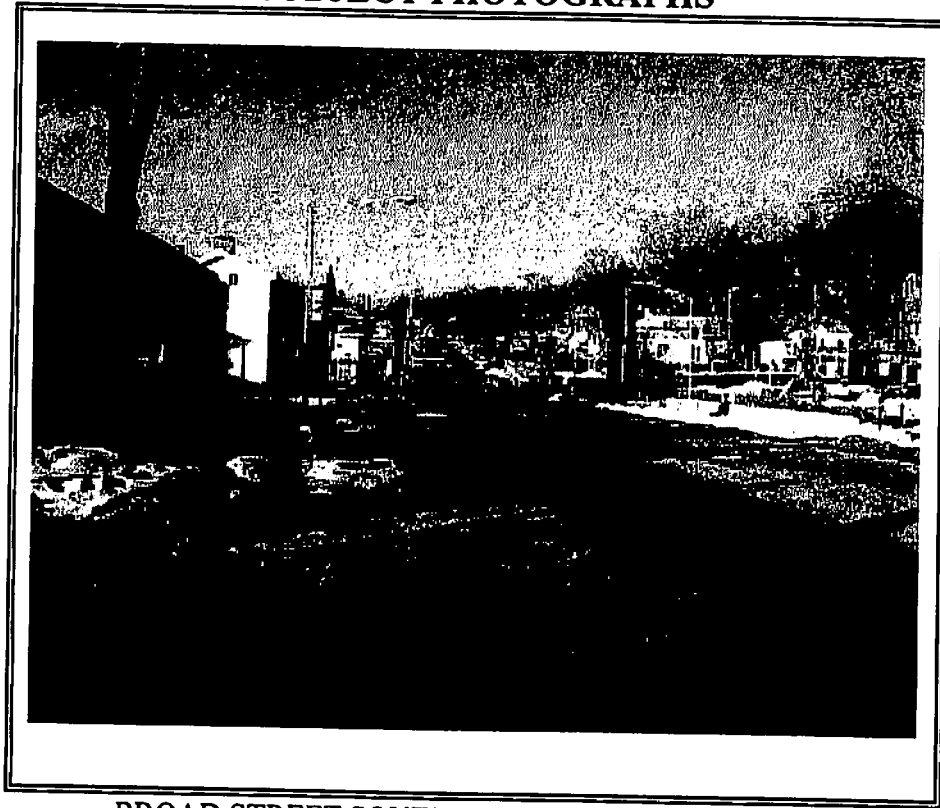

John J. Lynch, AICP
Consulting Planner

c: Central Firehouse SEQRA
A Ruggiero

Appendix E:

Photographs

SUBJECT PHOTOGRAPHS

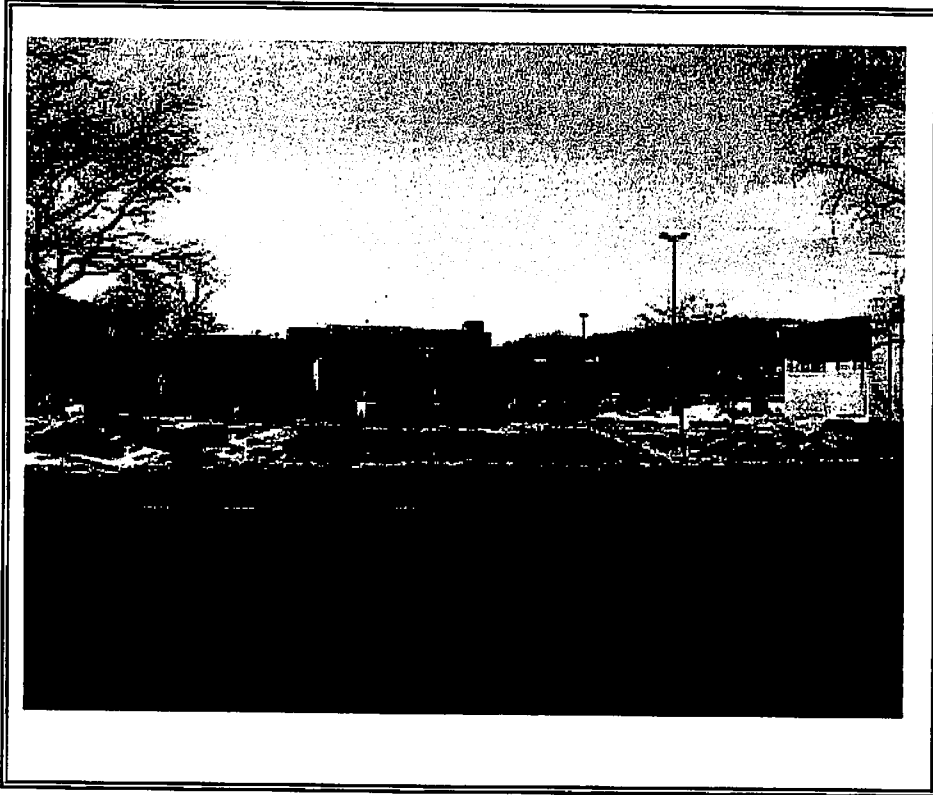


BROAD STREET SOUTHBOUND, SUBJECT AT LEFT

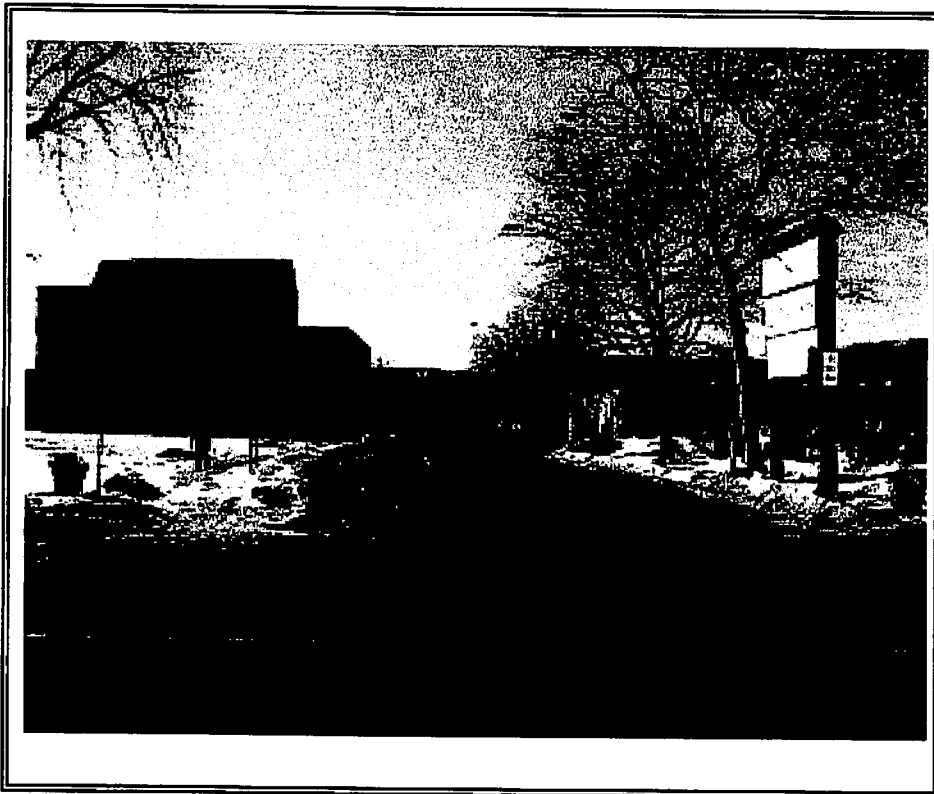


BROAD STREET NORTHBOUND, SUBJECT AT IMMEDIATE RIGHT

SUBJECT PHOTOGRAPHS



VIEW OF SHOPPING CENTER, LOOKING WEST FROM BROAD STREET



PARK STREET WESTBOUND, CROSSROADS PLAZA CENTER AT RIGHT

SUBJECT PHOTOGRAPHS



VIEW LOOKING NORTHWEST, FROM CORNER OF BROAD AND PARK

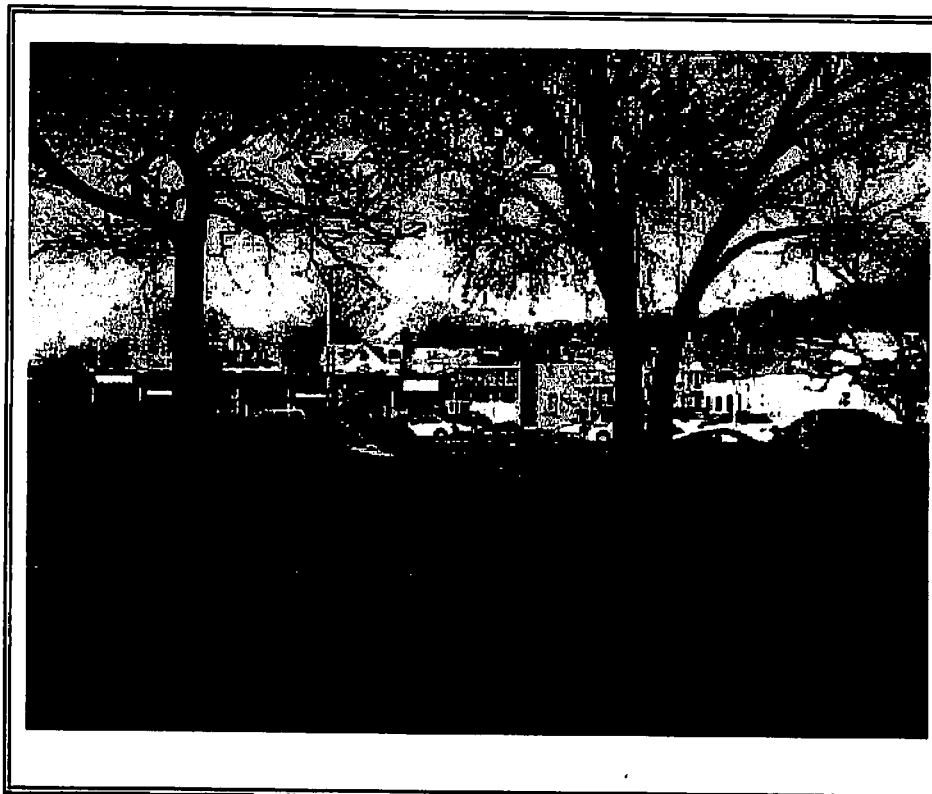


VIEW OF CENTER LOOKING NORTH, BROAD STREET AT RIGHT

SUBJECT PHOTOGRAPHS



ENTRANCE TO CENTER FROM PARK STREET



NORTHERLY VIEW FROM PARK STREET, EAST OF LINE OF PROPOSED TAKING

SUBJECT PHOTOGRAPHS

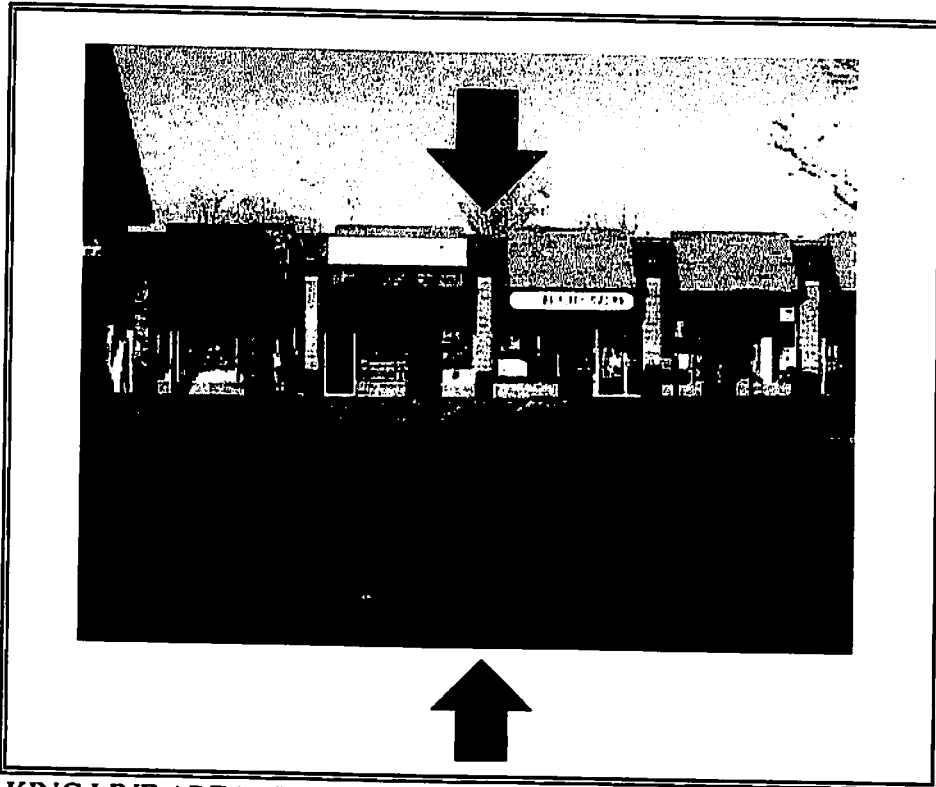


NORTHERLY VIEW FROM PARK STREET, WEST OF LINE OF PROPOSED TAKING

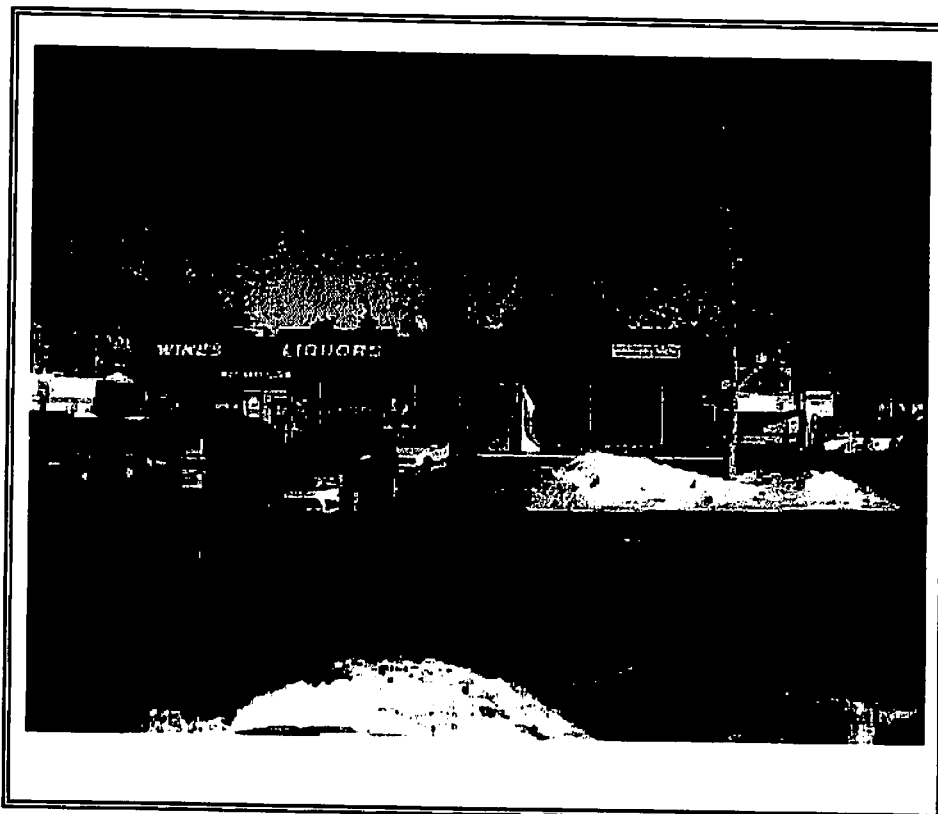


CLOSE UP VIEW, LOOKING NORTH; WEST OF TAKING LINE

SUBJECT PHOTOGRAPHS

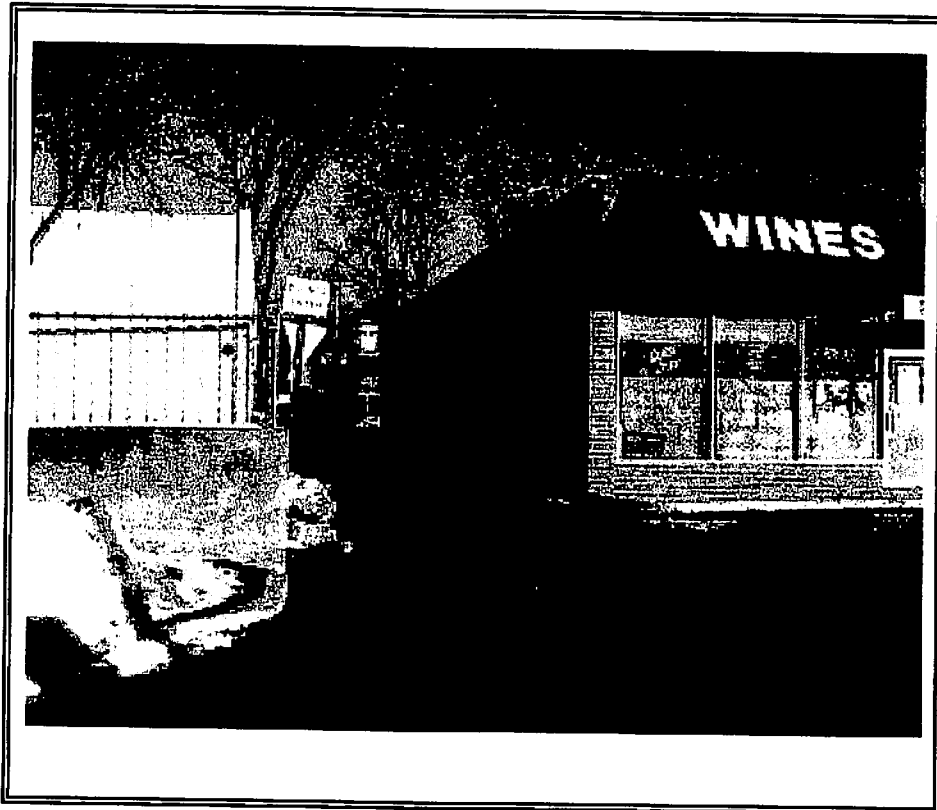


TAKING LINE AREA - PIZZA STORE REMAINS, BEAUTY STORE TAKEN.

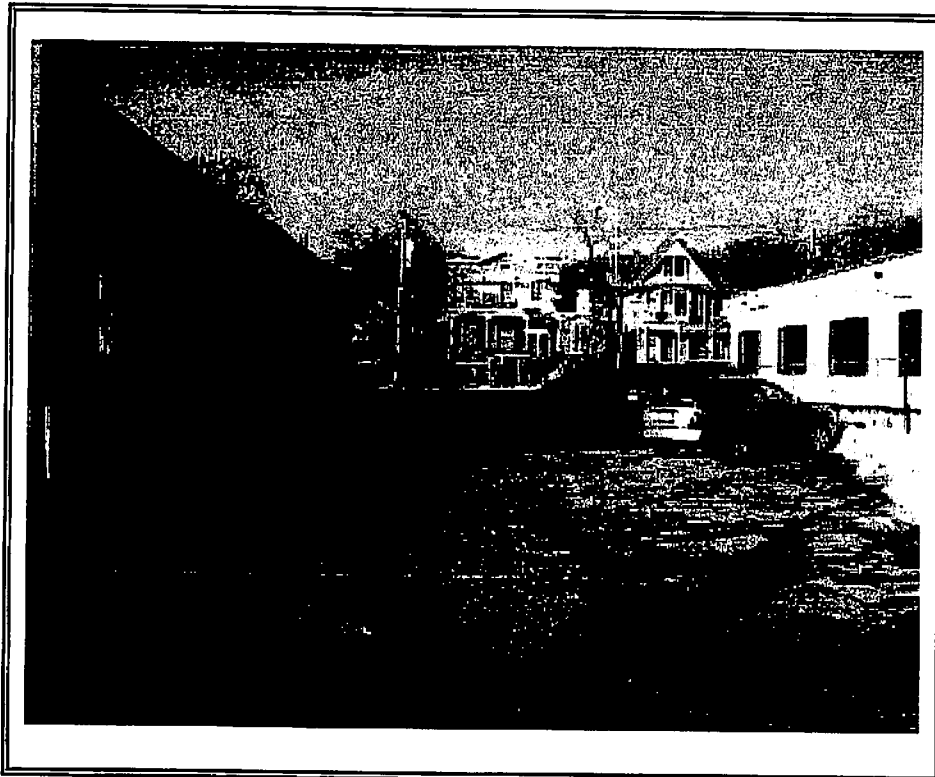


CENTER'S STAND-ALONE BUILDING, NEAR BROAD STREET;
(BUILDING AND UNDERLYING LAND TO BE FULLY TAKEN)

SUBJECT PHOTOGRAPHS



ENTRANCE TO CENTER FROM BROAD STREET

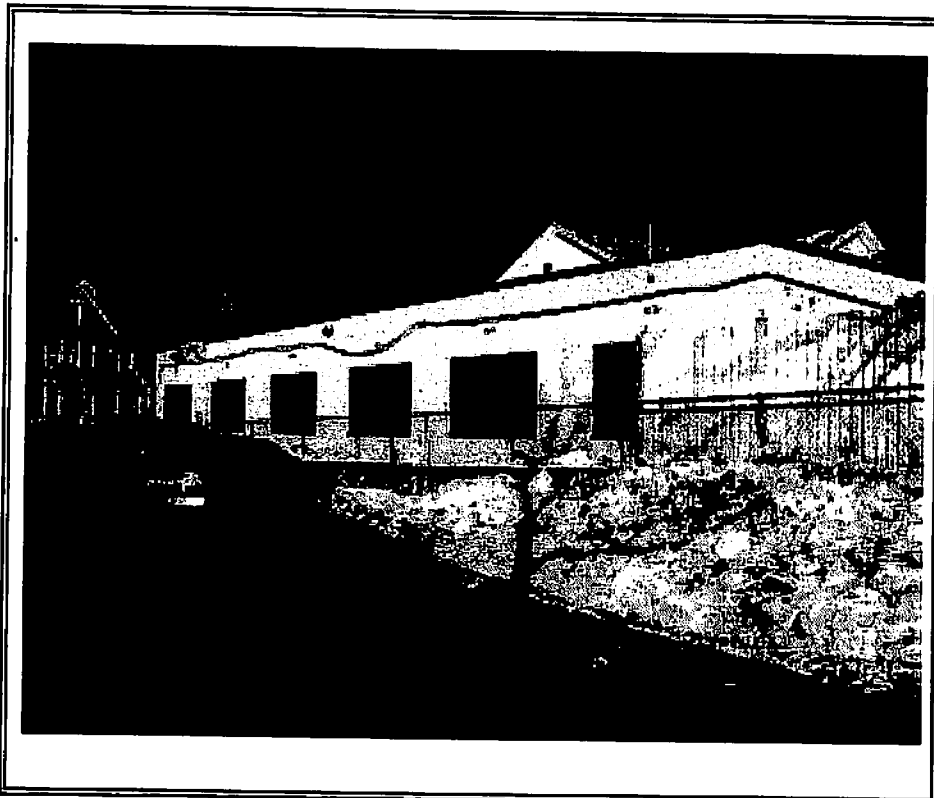


MAIN STREET ENTRANCE/EXIT TO CENTER

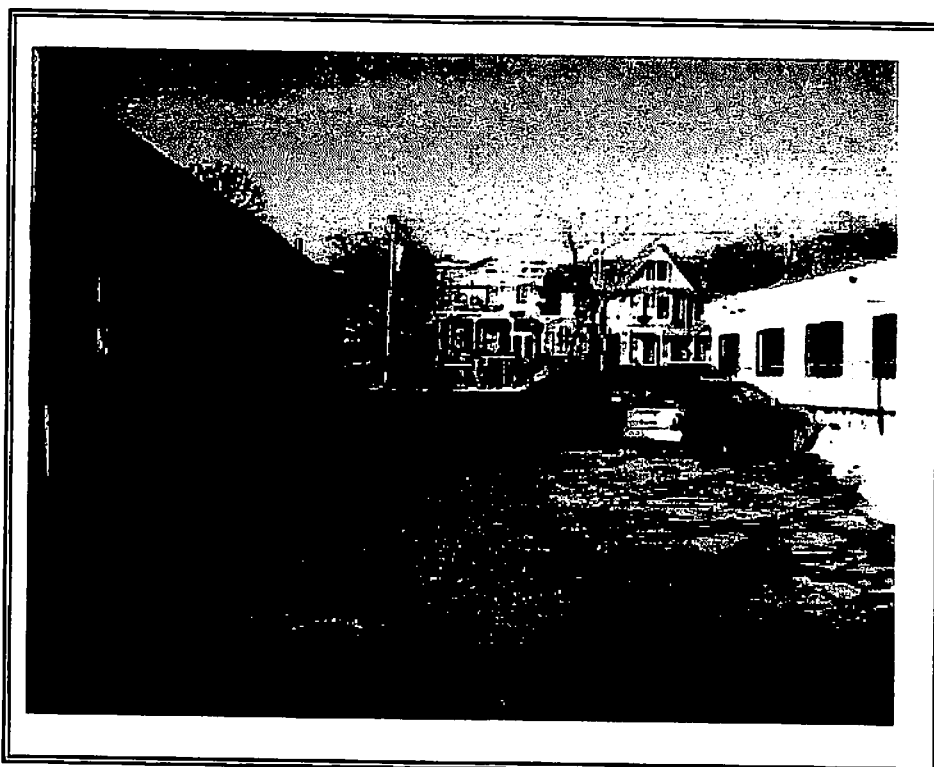
SUBJECT PHOTOGRAPHS



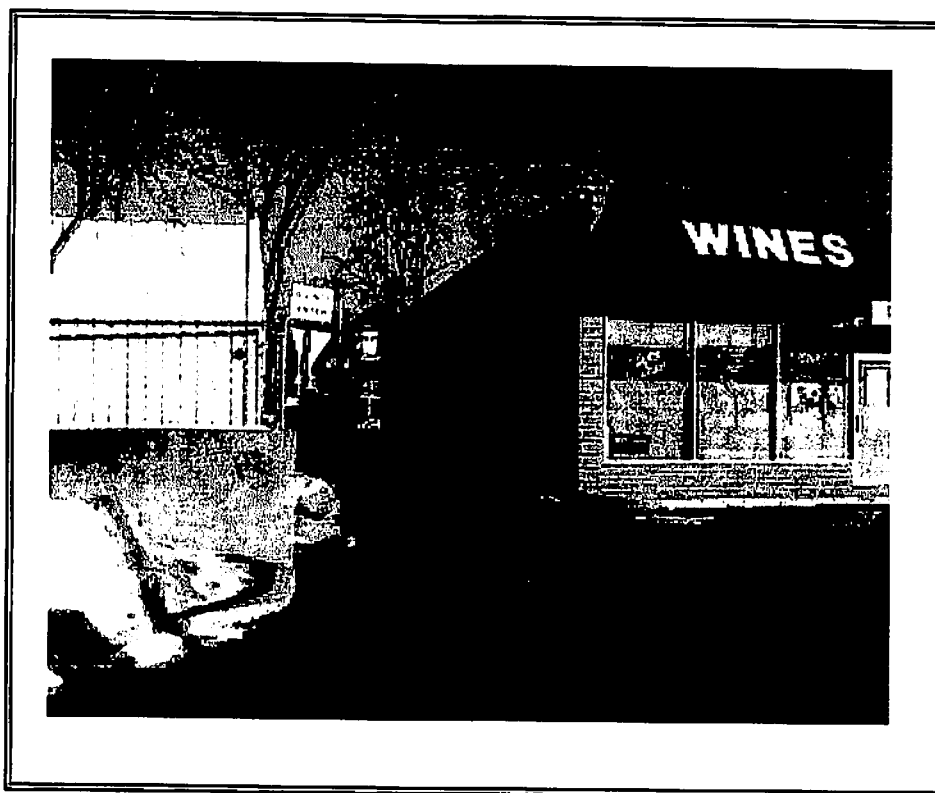
VIEW OF PROPERTY FROM MAIN STREET



REAR VIEW OF PROPERTY FROM ADJACENT SHOPPING CENTER DRIVEWAY



SHOPPING CENTER DRIVEWAY - SUBJECT AT RIGHT



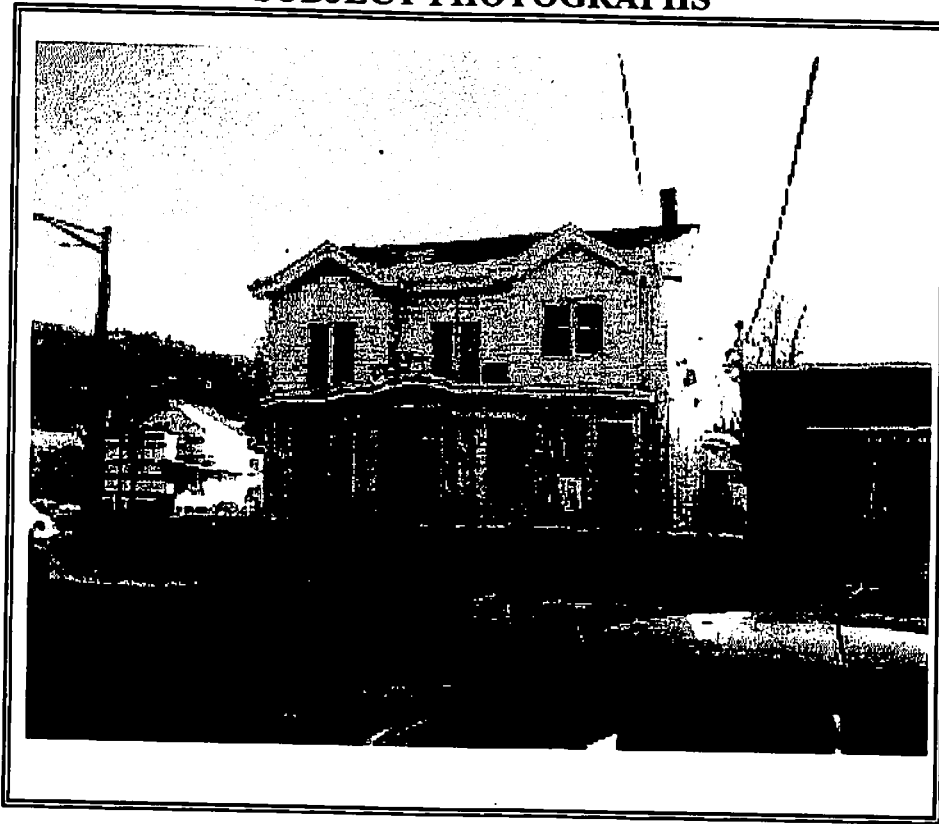
REAR OF PROPERTY AND SHOPPING CENTER ENTRANCE

SUBJECT PHOTOGRAPHS



MAIN STREET WESTBOUND, SUBJECT AT LEFT

SUBJECT PHOTOGRAPHS



VIEW OF FRONT OF PROPERTY



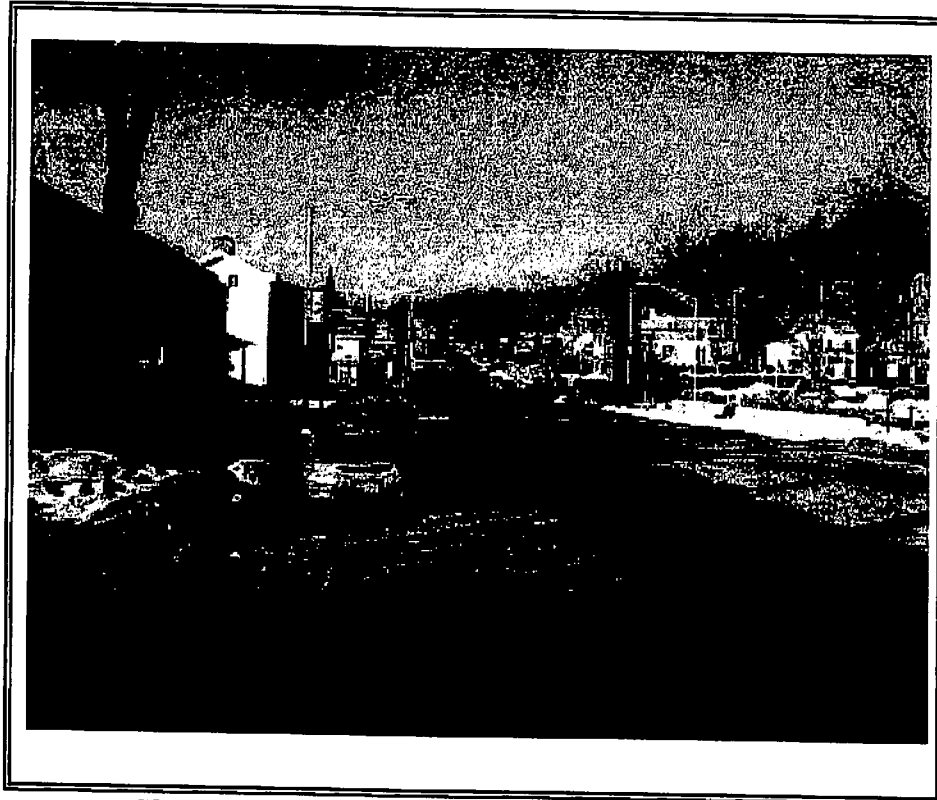
VIEW OF PROPERTY FROM CORNER

SUBJECT PHOTOGRAPHS

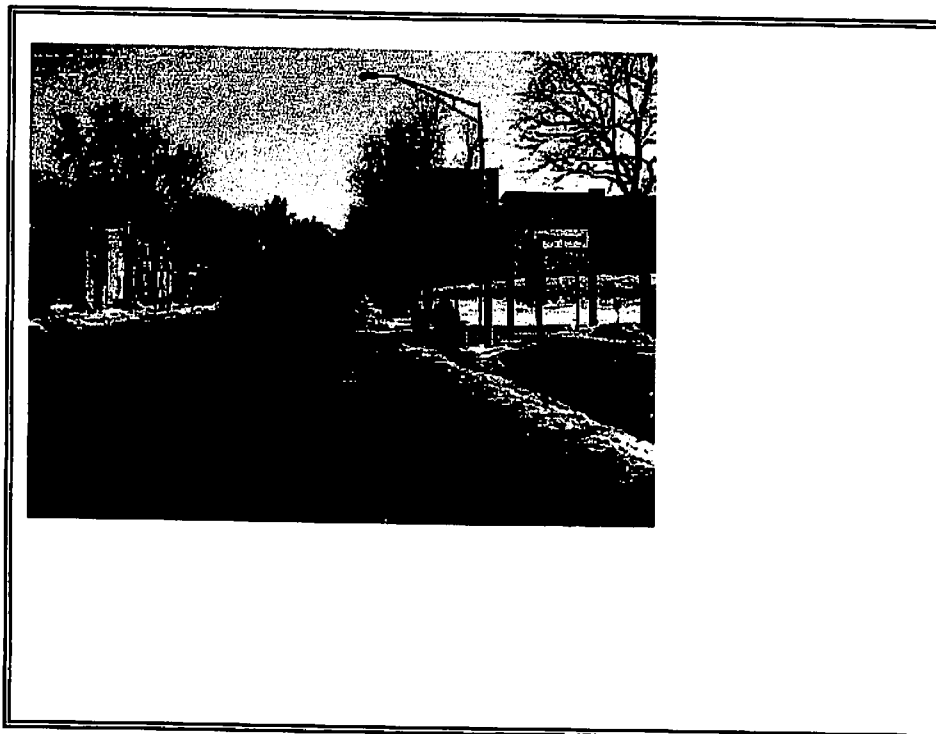


VIEW OF PROPERTY FROM BROAD STREET

SUBJECT PHOTOGRAPHS

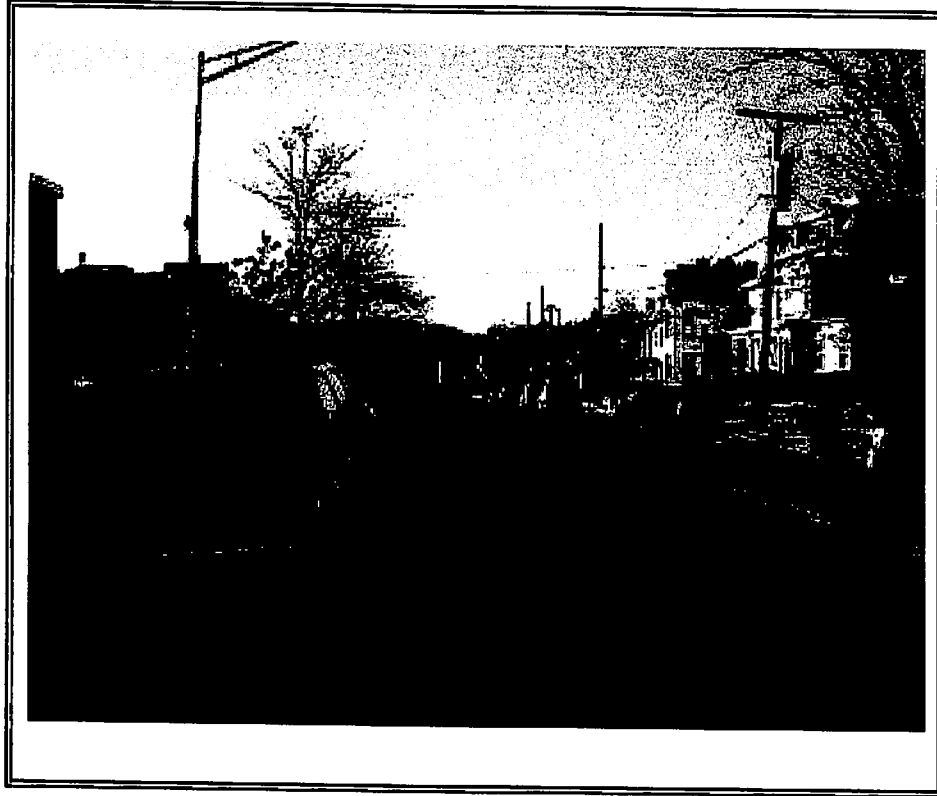


STREET SCENE, BROAD STREET NORTHBOUND



BROAD STREET SOUTHBOUND

SUBJECT PHOTOGRAPHS



MAIN STREET WESTBOUND

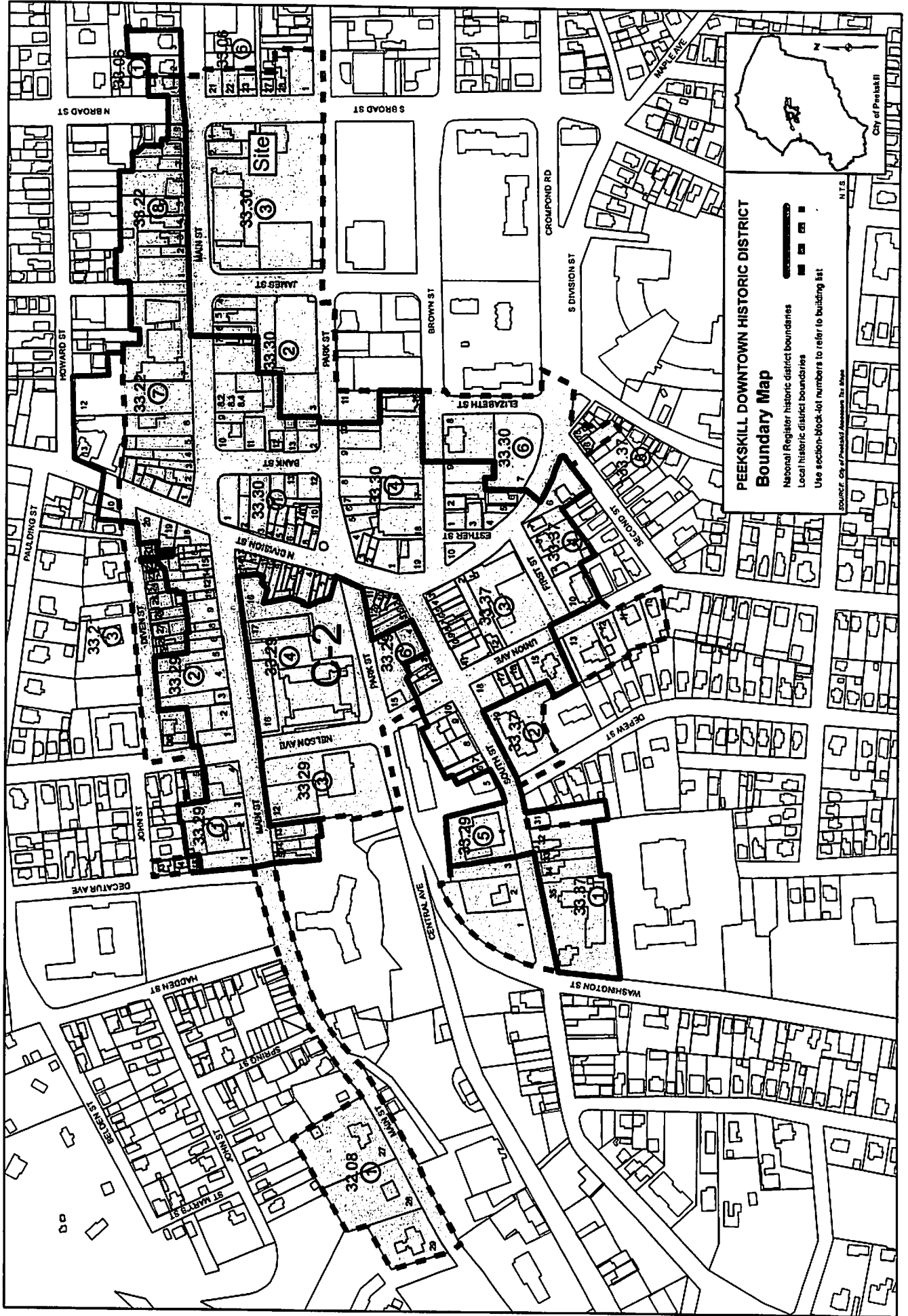


MAIN STREET EASTBOUND

Appendix F:

Historic Information

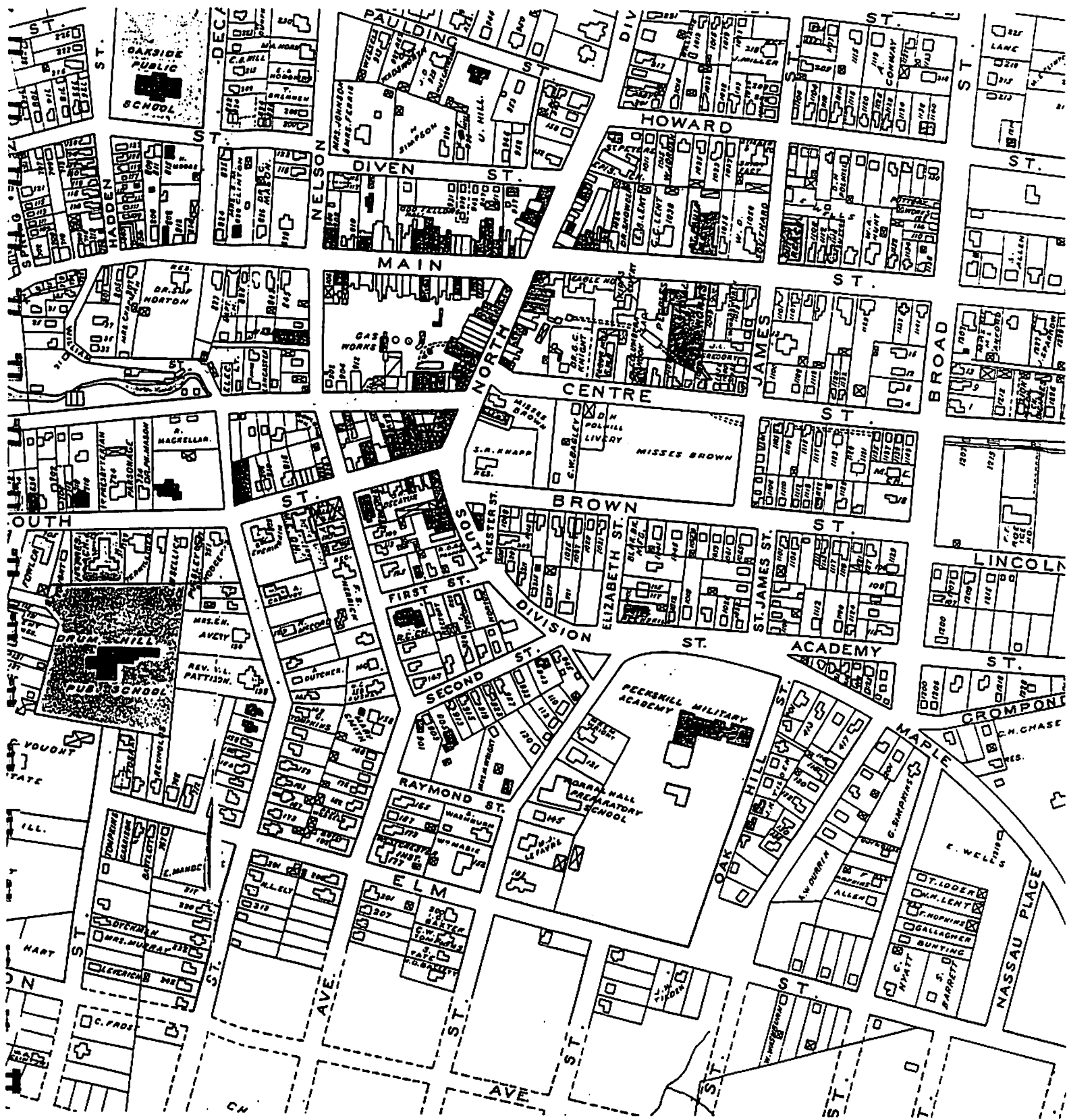
PEEKSKILL DOWNTOWN HISTORIC DISTRICT



This map is excerpted from the 1867 Beers & Soule Atlas of Westchester County and shows the downtown area of the community as it existed at that time.



Joseph R. Bein's 1893 Atlas of Westchester County illustrates the growth in the downtown area between the publication of the Beers & Soule Atlas and the latter years of the nineteenth century. The Brown tract between Centre, North Division, Brown and James Streets remains vacant. The short street running between South Division and Brown Streets is shown here as "Hester" Street; it is typically shown as "Esther" Street.



FOR OFFICE USE ONLY
 UNIQUE SITE NO. _____
 QUAD _____
 SERIES _____
 NEG. NO. _____

SURVEYOR NAME: David L. Taylor DATE: March, 2000
 ADDRESS: 9 Walnut Street, Brookville, PA 15825 TELEPHONE: 814-849-4900
 ORGANIZATION (if any): Taylor & Taylor Associates, Inc., for the Department of Planning & Development, City of Peekskill

IDENTIFICATION:

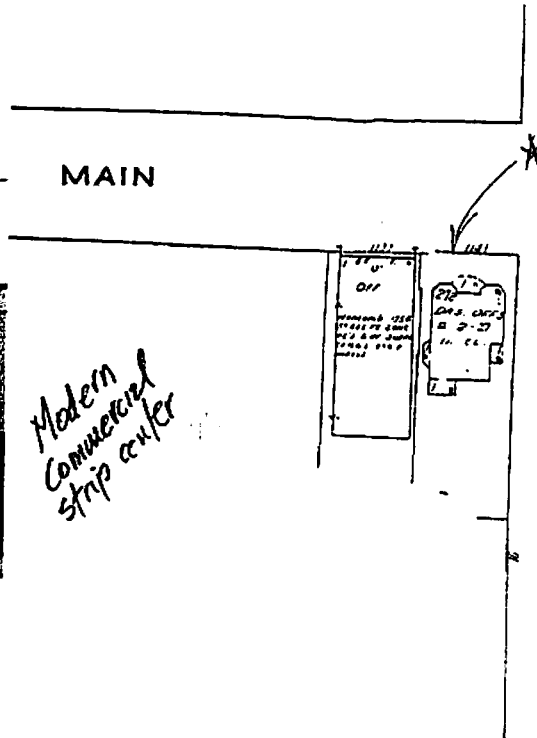
1. BUILDING NAME(S): 1141 Main Street
- 1a. SECTION 33.30 BLOCK 3 LOT 1
2. COUNTY: Westchester TOWN/CITY: Peekskill VILLAGE: _____
3. STREET LOCATION: 1141 Main Street
4. OWNERSHIP: a. public b. private
5. PRESENT OWNER: G. C. & M. R. Realty ADDRESS: 1141 Main Street, Peekskill, NY 10566
6. USE: Original: residential Present: commercial
7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes No
 Interior accessible: Explain: only with permission of owner

DESCRIPTION

8. BUILDING MATERIAL: a. clapboard b. stone c. brick d. board and batten
 e. cobblestone f. shingles g. stucco other: non-historic siding
9. STRUCTURAL SYSTEM (if known): a. wood frame with interlocking joints
 b. wood frame with light members
 c. masonry load-bearing walls
 d. metal (explain): _____
 e. other _____
10. CONDITION: a. excellent b. good c. fair d. deteriorated
11. INTEGRITY: a. original site b. moved if so, when? _____
 c. list major alterations and dates (if known): Non-historic siding applied at indeterminate time

12. PHOTO (Sheet No. 5 Frame No. 15):

13. MAP (Scale: 1" = c. 100'):



Property number, keyed to map	Address	Owner/address	Section, Block, & Lot Number	Architectural style or influence	Approximate Date of Construction	Condition	Character: contributing/ Non-Contributing
53	109 North Broad Street	John & Kellett Brewer, 1204 Main Street, Peekskill, NY 10566	33.06-1-12	vernacular	1870	G	C
54	17 South Broad Street	William Geis, 17 South Broad Street, Peekskill, NY 10566	33.06-6-22	vernacular	1970	G	NC (age)
55	* 1141 Main Street	G. C. & M. R. Realty, 1141 Main Street, Peekskill, NY 10566	33.30-3-1	Italianate vernacular	1880	G	C
56	1137 Main Street	Philip N. Snyder, 36-C Eastgate Drive, Boynton Beach, FL 33436	33.30-3-2	vernacular	1956	G	NC (age)
57	1119 Main Street	Peekskill Heights, Inc. 369 E. 62 nd Street, New York, NY 10021	33.30-3-3	modern	1980	G	NC (age)
58	1038 Park Street	Oma Real Estate, LLC, 352 Pinebrook Dr., Poughquay, NY 12570	33.30-2-1	modern	1970	G	NC (age)
59	1 Bank Street	Yun Sok & Maria Bae, 209-218 30 th Ave., Bayside, NY 11361	33.30-2-2	modern	1970	G	NC (age)
60	Main, Park, James Street	City of Peekskill, 840 Main Street, Peekskill, NY 10566	33.30-2-3	modern	1970	G	NC (age)
61	1061 Main Street	Doris Benzenberg, 150 Marjorie Dr., Ridgeville SC 29472	33.20-2-4	modern	1970	G	NC (age)
62	1057 Main Street	Paul's Valley Brook Realty, 2 High Meadow, Peekskill, NY 10566	33.20-2-5	vernacular	1850	F	NC (addition)
63	1053 Main Street	Paul's Valley Brook Realty, 2 High Meadow, Peekskill, NY 10566	33.20-2-6	vernacular	1970	G	NC (age)
64	1049 Main Street	Kimilke Corp., 180 Valley Street, N. Tarrytown, NY 10591	33.20-2-7	Italianate	1900	G	C
65	1035-1041 Main Street	Peekskill Area Health Center, Inc., 1037 Main Street, Peekskill, NY 10566	33.20-2-8	Art Deco	1930	G	C
66	1027 Main Street	Peekskill Area Health Center, Inc., 1037 Main Street, Peekskill, NY 10566	33.20-2-10	English Cottage	1930	G	C
67	19 Bank Street	Ernest & Frances Fusco, 19 Bank Street, Peekskill, NY 10566	33.20-2-11		1960	G	NC (age)
68	13 Bank Street	New Center Diner, Inc., 13 Bank Street, Peekskill, NY 10566	33.20-2-12	Moderne	1940s	G	C
69	9 Bank Street	OPA Real Estate, LLP, Pinebrook Drive, Peekskill, NY 10566	33.20-2-13				
70	41-47 N. Division Street	Peekskill Local Development Corporation, 840 Main Street, Peekskill, NY 10566	33.30-1-1	Moderne	1947	G	C

BUILDING-STRUCTURE INVENTORY FORM
 NYS OFFICE OF PARKS, RECREATION
 & HISTORIC PRESERVATION
 DIVISION FOR HISTORIC PRESERVATION
 (518) 474-0479

FOR OFFICE USE ONLY	
UNIQUE SITE NO.	_____
QUAD	_____
SERIES	_____
NEG. NO.	_____

SURVEYOR NAME: David L. Taylor **DATE:** March, 2000

ADDRESS: 9 Walnut Street, Brookville, PA 15825 **TELEPHONE:** 814-849-4900

ORGANIZATION (if any): Taylor & Taylor Associates, Inc., for the Department of Planning & Development, City of Peekskill

IDENTIFICATION:

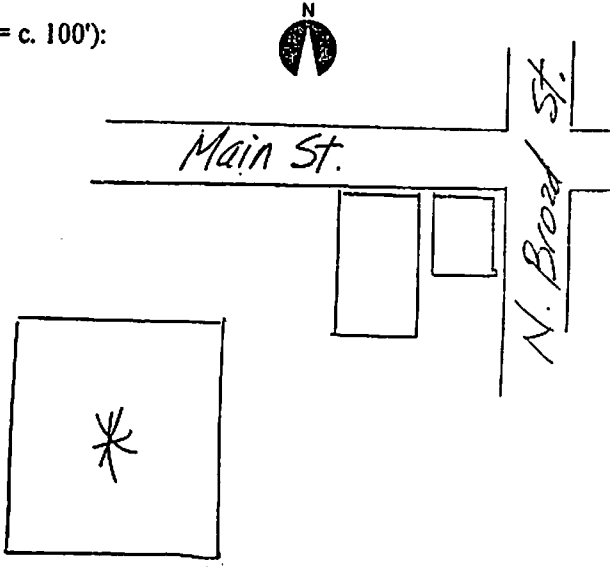
1. BUILDING NAME(S): 1119 Main Street
- 1a. SECTION 33.30 BLOCK 3 LOT 3
2. COUNTY: Westchester TOWN/CITY: Peekskill VILLAGE: _____
3. STREET LOCATION: 1119 Main Street
4. OWNERSHIP: a. public b. private
5. PRESENT OWNER: Peekskill Heights, Inc. ADDRESS: 369 E. 62nd Street, New York, NY 10021
6. USE: Original: commercial Present: commercial
7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes No
 Interior accessible: Explain: only with permission of owner

DESCRIPTION

8. BUILDING MATERIAL: a. clapboard b. stone c. brick d. board and batten
 e. cobblestone f. shingles g. stucco other: concrete block
9. STRUCTURAL SYSTEM (if known) a. wood frame with interlocking joints
 b. wood frame with light members
 c. masonry load-bearing walls
 d. metal (explain): _____
 e. other _____
10. CONDITION: a. excellent b. good c. fair d. deteriorated
11. INTEGRITY: a. original site b. moved if so, when? _____
 c. list major alterations and dates (if known): _____

12. PHOTO (Sheet No. 9 Frame No. 10):

13. MAP (Scale: 1" = c. 100'):



BUILDING-STRUCTURE INVENTORY FORM
 NYS OFFICE OF PARKS, RECREATION
 & HISTORIC PRESERVATION
 DIVISION FOR HISTORIC PRESERVATION
 (518) 474-0479

FOR OFFICE USE ONLY	
UNIQUE SITE NO.	_____
QUAD	_____
SERIES	_____
NEG. NO.	_____

SURVEYOR NAME: David L. Taylor DATE: March, 2000

ADDRESS: 9 Walnut Street, Brookville, PA 15825 TELEPHONE: 814-849-4900

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IDENTIFICATION:

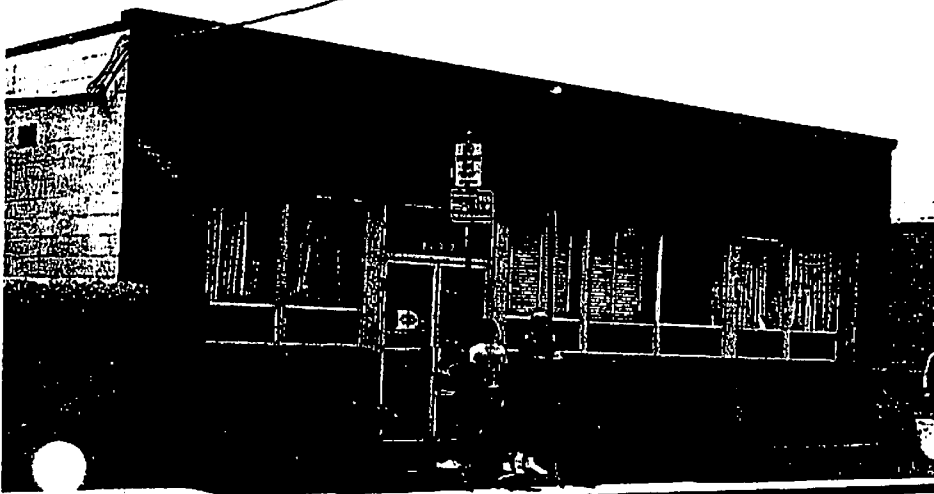
1. BUILDING NAME(S): 1137 Main Street
- 1a. SECTION 33.30 BLOCK 3 LOT 2
2. COUNTY: Westchester TOWN/CITY: Peekskill VILLAGE: _____
3. STREET LOCATION: 1137 Main Street
4. OWNERSHIP: a. public b. private
5. PRESENT OWNER: Philip N. Snyder ADDRESS: 36-C Eastgate Drive, Boynton Beach, FL 33436
6. USE: Original: commercial Present: commercial
7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes No
 Interior accessible: Explain: only with permission of owner

DESCRIPTION

8. BUILDING MATERIAL: a. clapboard b. stone c. brick d. board and batten
 e. cobblestone f. shingles g. stucco other: concrete block
9. STRUCTURAL SYSTEM (if known): a. wood frame with interlocking joints
 b. wood frame with light members
 c. masonry load-bearing walls
 d. metal (explain): _____
 e. other _____
10. CONDITION: a. excellent b. good c. fair d. deteriorated
11. INTEGRITY: a. original site b. moved if so, when? _____
 c. list major alterations and dates (if known): _____

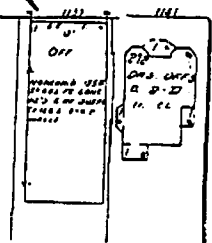
12. PHOTO (Sheet No. 9 Frame No. 5):

13. MAP (Scale: 1" = c. 100'):



MAIN

Modern commercial strip development



N. BROAD

Appendix G:

**City Manager Memorandum to Mayor and Common
Council (July 8, 2010)**

MEMORANDUM

Office of the City Manager

TO: Mayor Mary F. Foster and Members of the Common Council

FROM: Richard M. Finn, City Manager

DATE: July 8, 2010

RE: Review of the Fire Station Public Meetings – Recommended Next Steps

As you are aware, the City has just completed a series of five (5) public informational meetings (June 9, June 16, June 23, June 29, and June 30) on the report and analysis of constructing a new Central Fire Station or Rehabilitating the existing five (5) Fire Stations. Both reports were prepared by Mitchell and Associates and have been made public.

Please note that two (2) of the five (5) meetings were televised, the June 9th and the June 29th meetings. Most public comments were positive in nature and some questions focused on the financial aspect of constructing a new Central Fire Station. Attached is a list of comments made during the five (5) Public Meetings (Exhibit "A"), along with other correspondence submitted by residents pertaining to the Fire Station Project.

At this time, the City has spent several years studying and analyzing the Fire Station question. Working closely with the management of the Fire Department, two (2) major studies were prepared by Mitchell and Associates. The first study reviewed the possibility and cost of implementing a Central Fire Station. The plan called for a centralized Fire Station which had an estimated cost of approximately \$15,685,024 which included \$2,750,000 in land acquisition costs. The plan, if implemented, would include having the new Central Fire Station and keep one existing Fire Station (Washington) and eliminate the use of the remaining five (5) Fire Houses.

The second study, also prepared by Mitchell and Associates, examined the feasibility of renovating the existing Fire Houses. The results of the study indicated that two of the Fire Houses could not be renovated because there was no additional space available to expand and meet established codes. The Plan recommended taking three (3) Fire Stations and expanding and renovating each respective building. The approximate cost of the renovation alternative was \$14,326,182.

The Fire Department through the involvement of the respective Fire Chiefs have played a major role in reviewing the two alternatives. The Fire Chief and his two Assistants, have indicated that the Volunteer Department is in full support of the Central Fire Station option. The Fire Chief will be present at Monday night's meeting to present the Department's recommendation.

As City Manager, I have reviewed the two (2) studies and participated in much of the public process. Based on the current conditions of the City's six (6) Fire Houses, it is of critical importance that the City take action to correct the problems that have been identified and documented by Mitchell and Associates. I have reviewed both options and have concluded that the construction of a new Central Fire Station at Main Street and Broad is in the City's best interest and will provide the City with the most cost effective fire service.

Recommended Next Steps

It is recommended that the City Council hold one final Public Hearing to allow the public one last opportunity to provide their comments on the subject of the Fire Department project.

This Public Hearing would be scheduled on Monday, July 19, 2010. Subsequent to the Public Hearing at the following Council Work Session (Monday, August 9, 2010), it is recommended that this item be placed on the Council's Agenda for discussion and for a decision to be made.

Recommend Approach to Funding the Central Fire Station

City Staff has been reviewing the options for the City to fund the Central Fire Station proposal. Based on Council's direction, the Staff started its review with the understanding that the City property tax should not be the primary funding source. It is my recommendation that the City fund the Central Fire Station as follows:

1. Implement the Transfer Tax at one (1%) percent, effective September 1, 2010. This will provide an estimated \$410,000 per year, based on the last twelve (12) month period. This dollar amount is considered low given the slow down in the sale of real estate. However, once the economy improves (back to pre-recession times), the potential for the Transfer Tax will be well over \$500,000 per year.
2. Increase the City property tax effective for the F.Y. 2011 by two (2%) percent. This property tax increase would bring in approximately \$270,000 (\$135,000 per each one (1%) percent increase).

3. Provide a second property tax increase of one (1%) percent during the F.Y. 2012 budget which again would bring in approximately \$135,000.
4. Utilize the one (1%) percent property tax levied during F.Y. 2010 and reserved for the Central Fire Station (approximately \$135,000 per year).

Add together the transfer tax and two (2) year property tax increase would bring in the following:

Transfer Tax	\$410,000 annually
F.Y. 2011 Property Tax Increase (2%)	\$270,000 annually
F.Y. 2012 Property Tax Increase (1%)	\$135,000 annually
Property Tax Allocated in F.Y. 2010 Budget	<u>\$135,000</u> annually
TOTAL	\$950,000

The \$950,000 would be enough to pay the annual cost of the twenty-five (25) year loan. I look forward to presenting this information to you on Monday evening.

:le

EXHIBIT "A"

Attendance of the five (5) special meetings are as follows:

		<u>General Public</u>	<u>Fire Service Personnel</u>
6/9/10	Centennial Hose	0	30
6/16/10	Fire Patrol	5	22
6/23/10	Centennial Hose	3	20
6/29/10	Neighborhood Center	6	16
6/30/10	Fire Patrol	12	17

A summary of comments and questions are as follows:

6/9/10 **None of the General Public in attendance.**

6/16/10 **Complements to all for the hard work and thanks to the fire department but..... 15 million dollars is tough to accept in these difficult times. There is concern that 5% contingency costs were not real based on the Middle School Project; and with the City's failing infrastructure; and with the increase of crime; where are the City's priorities?**

Response: Bob Mitchell responded that several of his most recent projects have been completed with only a 2% cost overrun and the City just completed a water filtration plant with a cost overrun of 2.38%. The existing fire houses are in extreme condition of disrepair and council's priority is that action needs to take place by rehabilitating the existing facilities or build a new Central Firehouse.

Did the City consider the Highland Avenue the current White Plains Linen Site as the New Location of the New Central Fire house after they move to John Walsh Blvd.?

Response: A computer generated model for response time was developed and identified an area of the city best suited for the location of the Central Fire house. This location was in the Broad Street/Main Street location. The Highland Avenue site would generate a higher response time than what currently exists.

6/23/10 **There was concern as to how the City was going to pay for this; and how much money is in the construction budget to upgrade Centennial Fire House? Also, how can the City use the meeting room at Columbia Hose (behind the Beach Shopping Center) when it was privately owned?**

Response: The City would be looking for partial payment by property tax increase and then other possible revenue sources such as a transfer tax and a gross utility tax.

Out of the 15 million dollar construction budget there is a contingency if not used would be reallocated to the Centennial Fire House and that amount is approx. \$500,000.

The City would do a lease arrangement for the use of the meeting room if we were not going to build the Central Firehouse and modify the existing firehouses.

6/29/10 What happens to response time with the proposed Central Fire House?

Response: Response time has the 2 to 3 minute areas remains the same and we reduced the amount of the 4 and 5 minute response time areas. Overall a general response time will improve with the new Central Fire House.

Will the new Central Fire House proposal require renovations to the Centennial Fire House and how much will it cost?

Response: It will require renovations \$500,000 could be allocated.

Does 15 million dollars also include land costs?

Response: Yes, the 15 million dollars includes the land acquisition.

Don't construct towers and other Architectural details and drive thru bay to save some construction costs and the "Fire Patrol" truck should be at the new Central Fire House.

Response: the City's concern is that the building needs to be and architecturally Attractive building since it will be one of the Gateways into our City and yes, the City is open minded to cost saving items and that this will be revisited at a later date and yes, the Fire Patrol Truck will be stationed in the new central fire house.

Why now are there violations on the existing buildings?

Response: The existing buildings have been deteriorating over the last 30 years. The City commissioned Bob Mitchell to do a full evaluation of the existing facilities and these are the finding of his report.

What is the Life expectancy of the new Central Fire House and will it be designed to last? How did you know what needs will be required in 30, 40, 50 years?

Response: If constructed as per the concept drawing it is anticipated to last 100 years. It is difficult to predict the future, but appropriated space is being allocated into the building that should serve for many years.

**Will there be any “Green Technology” incorporated into the new project?
Storm Water Management, Green Roofing?**

Response: Yes. We will be looking at high efficiency boilers, installation, and possible green roofing if the budget allows.

6/30/10 If the new Central Fire House is built what will happen to the Fire Patrol Building, the Hook and Ladder building, and the Youth Bureau Department?

Response: No decisions have been made, options would be to sell or lease the Fire Patrol. The Hook and ladder apparatus would be relocated, but the building is still home to the Youth Bureau.

There are concerns that the old fire houses, once vacated, will not be reused in a timely fashion and will become eye sores from neglect by the City.

Response: The City will take every step necessary to not let that happen.

Has the City looked at alternate sites away from Broad Street? Example: Construction yards in the adjoining areas to reduce costs and reduce property tax loss; and what happened to the three story concept?

Response: Yes, but because of narrow street widths, the ideal location is on Broad Street.

A three story building would increase construction costs and it is deemed to be more economical to be a two story building.

Why destroy old fire houses, they should be kept and fixed.

Response: That is the point of this meeting to weigh the pros and cons of repairing the existing facilities or building a new Central Fire House. a final decision has not been rendered yet and this will be on for discussion for July 12th City Council work session.

Why build now in these difficult times?

Response: Bob Mitchell indicated that this is a good time to build and that construction costs are at approx. 20% lower than they were three years ago and along with low interest rates so this makes very good sense.

How can the City consider “Eminent Domain: when the people were against it several yeas ago during the special meeting on the Downtown redevelopment concept plan?

Response: The City is not planning on using Eminent Domain for Economic Development but for public purpose; and municipal Fire House is a public purpose project. This administration recently passed a law that restricted them from using Eminent Domain for Economic Development reasons.

Who gave cost of land for CrossRoads Shopping Center and how does the Eminent Domain process work and the timeframe for completion?

Response: The cost were given to us by a certified appraiser, Lane Appraisals.

According to State Law the process would be that the property owner would be notified, they would not have the legal right to stop the city from taking the property; but what would be argued in court is the price of the property. The City could move forward with the project while court action would continue over the final cost of the property.

If the City can't sell old firehouses, what would the cost of demolition be?

Response: We do not have any numbers of that right now it would take environmental studies and asbestos abatement surveys in order to obtain a firm number.

What "LEED" technology would be incorporated into the new building?

Response: We would be providing high performance windows, boilers HVAC equipment high performance insulation and possible green roofing.

Why weren't all the meetings televised and what makes this meeting different than others?

Response: The City chose to televise two meetings, one at the Centennial Fire house and the other at the neighborhood Center. The power point presentation was identical in all meetings and was a live presentation lecture, so there may have been time variations.

What is the cost of operation for the existing fire houses?

Response: The funds allocated in the City budget are currently for basic operations.

What is the next step, where do we go from here?

Response: A summary recap with the City council of the five meetings at the July 12th Common Council Meeting.

How long of a process would this be to complete?

Response: Bob Mitchell anticipates 4 to 6 months to develop contract specifications; a two month bidding and award period; and an 18 month construction schedule.

With the New Central Fire House, closing the Hook & Ladder and Fire Patrol will compromise response time to Bowman Towers and Dunbar Heights!

Response: As per the computer generated model, there would no decrease in response time to these areas.

Mr. and Mrs. Fitzgerald wanted to go on record that they fully support the new Central Fire House.

See attached additional e-mails and support from Mary Crescenzo, Paul Mesches and Mike Sellers.

Appendix H:

SEQRA Lead Agency Notice

**State Environmental Quality Review
Notice of Intent to Act as Lead Agency**

TO: All Involved and Interested Agencies
FROM: Anthony Ruggiero, AICP, Director of Planning
DATE: April 25, 2011
SUBJECT: Lead Agency Determination and Coordinated Review – **Proposed Central Fire House at Main Street (US Route 6 and NYS Route 35) and Broad Street in Peekskill's (Local) Downtown Historic District**

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law.

If no written objections are received within 30 days of the date of this notice, the City of Peekskill Common Council will assume the role of Lead Agency.

Objections to the designation of the City of Peekskill Common Council must be received in writing within 30 days of the date of this notice at the address listed below.

For Further Information: Anthony Ruggiero, AICP, Director of Planning
Department of Planning and Development
City of Peekskill
840 Main Street
Peekskill, New York 10566

SEQRA Status: Type I, pursuant to Section 617.4 (b) (9)

Location of Action: Section 33.30, Block 3, Lot 1 (1141 Main Street)
Section 33.30, Block 3, Lot 2 (1137 Main Street)
Section 33.30, Block 3, Lot 3 (1101-9 Main Street)

As represented on the official Tax Assessment Map of the City of Peekskill, Westchester County, New York 10566.

Brief Description of Action:

The City of Peekskill is seeking to centralize the majority of its Fire Department operations at a Central Firehouse to be constructed at the southwest corner of the Main Street (US Route 6) and Broad Street in the City's downtown area. The Firehouse would allow the Fire Department to vacate five properties that are inadequate for the existing and future needs of the Fire Department and Emergency Medical Service (EMS) functions. A sub-station would continue to operate along Washington Street; this station is intended to primarily provide service to the southern section of the City.

Studies have been undertaken to assess whether to renovate the City's six existing fire-houses or to build an entirely new Central Firehouse. Both options have significant operational and financial implications. The studies determined that the best solution would be to build a new Central Firehouse that would replace five of the existing fire houses, and to renovate the Washington Street firehouse to serve the southernmost section of the City.

Specific information regarding the evaluation of conditions at the City's existing firehouses, the space requirements for the City's public safety function, the feasibility and costs associated with renovations of existing firehouses and the siting of the Central Firehouse, including a study of the expected effect on response times, are provided in the following studies, all of which are on the City of Peekskill web-site:

- City of Peekskill Fire Station Renovation Study
- Fire Station Location Study
- City of Peekskill Fire HQ Design Program & Specific Sites Analysis
- A Study of the Steps Required to provide for Current and Future Needs of the Peekskill Fire Department by Renovating and Adding onto the Current Facilities

In addition to the above studies, the City of Peekskill Common Council and Fire Department organized five (5) public meetings in June of 2010 on the Firehouse proposals including the selected option of a new Central Firehouse. A sixth public meeting was held on July 19, 2010. In addition to the selected option, the analyses of renovations at each of the existing firehouses were discussed. Prior to the meetings, a newsletter was sent to City residents providing background on the existing conditions at the existing firehouses, the proposed solutions and to solicit public feedback.

The City of Peekskill proposes to acquire 1137 Main Street (Lot 1), 1141 Main Street (Lot 2) and a portion of 1101-9 Main Street (Lot 3) to construct a central firehouse facility that would consolidate the operations of four (4) of the City's five (5) firehouses. The existing firehouse buildings are obsolete, deteriorated and in need of renovation and do not meet current State and Federal codes, or fire industry standards.

The action would include the acquisition and demolition of a total of approximately 23,950 square feet of existing improvements including a 2.5-story residential and commercial structure comprising approximately 2,750 square feet on a 50 x 140 (7,000) square foot lot (Lot 1), a one-story 4,000 square foot commercial structure on a 50 x 138 (6,900) square foot lot (Lot 2), and 17,200 square feet of floor area of a one-story, 51,800 square foot local shopping center (Crossroads shopping center) comprising six (6) store spaces. (Lot 3).

In addition, approximately 1.08 acres ($\pm 47,000$ sf) of the existing paved off-street parking and circulation area of the shopping center would be acquired. The remaining paved parking area would be re-configured to provide a total of 90 off-street parking spaces for the remaining 34,600 square feet of shopping center area, maintaining the current proportion of parking spaces to floor area for the remaining portion of the shopping center.

The total site area affected by demolition and construction of the new Central Firehouse comprises approximately 1.5 acres.

A total of 37 off-street parking spaces would be provided for the proposed central firehouse. A proposed easement over a portion of the shopping center parking area to remain would allow access to the rear doors of the central firehouse structure (most southerly two bays) by articulated and other fire vehicles.

Much of the space to be acquired is currently vacant, but seven businesses and residents of two apartments would be displaced by the proposed action and would be provided with relocation assistance.

After demolition of existing buildings and pavements is complete, the 1.5 acre site would be prepared for construction. Site preparation and construction, and installation of utilities are anticipated to take 18 months to complete. A proposed conceptual site plan layout is attached as is a location map and architectural information about the proposed Central Firehouse.

The proposed Central Firehouse is estimated to cost approximately \$15.4 million which includes an estimated \$2.75 million in property acquisition costs. Hard construction costs are estimated at \$10.5 million and soft costs (planning and design, etc.) are estimated at \$4.9 million.

The City proposes to utilize bonds to cover the costs associated with property acquisition and planning, design, and construction of the Central Firehouse. Annual debt service costs on the bonds are projected to be approximately \$1.004 million. Payment of these costs would be funded through a recently-instituted one percent (1%) deed transfer tax, and property tax increases of one percent (levied in 2010), one percent (1%) in 2011, one percent (1%) in 2012 and one percent (1%) in 2013. Proceeds from property taxes would be dedicated to servicing the debt associated with the proposed Central Firehouse.

Based on the estimated total cost, total interest paid over the 25-year term of the bonds would amount to \$9.415 million.

The proposed Central Fire Station would comprise a total of 36,483 square feet in two stories and would include a central training facility, a central meeting space for all fire companies and sleeping and eating accommodations for career staff, day and exercise rooms, meeting and recruiting rooms for volunteers and office space. Equipment housed at the proposed central fire house facility would include one hook and ladder truck, five pumper and related trucks, and EMS vehicles.

Portions of the site would also support 37 parking spaces (as described earlier), and outdoor recreation space for firefighters.

The proposed Central Fire Station would also include public amenities such as a meeting room for the public, a fire department museum, and catering facilities.

Daily fire truck movements to the five existing houses to facilitate training and staff coverage would be eliminated.

The proposed action is located in the Peekskill Downtown Historic District, a portion of which is designated as a Nationally Registered Historic Place. The proposed project site is not located within the portion that is Nationally Registered, but is adjacent to this area which is located north and northeast of the proposed project site.

The culverted McGregory Brook and its associated 100-year floodplain lie along the southern boundary of the project site. No disturbance of the brook is proposed, nor is any effect anticipated on its associated 100-year floodplain.

The existing City of Peekskill fire stations on Highland Avenue, Broad Street and Main Street will be vacated and the City will cease renting space in the privately owned firehouse on Dayton Lane.

The disposition of the City-owned firehouses has not been programmed at this time and is not part of the proposed action.

The fire house on Washington Street would remain as a substation in the Southern part of the City.

Based on consideration of the assessment areas outlined in NYS's SEQRA regulations (6NYCRR Part 617) and the attached Long Environmental Assessment Form, SEQRA review of the proposed action will include the following areas:

1. Land Use and Zoning
2. Fiscal Effects
3. Aesthetics, Character, Visual
4. Community Services
5. Noise and Air Quality
6. Traffic and Parking
7. Construction
8. Alternatives
9. Balancing of Interests

A copy of this notice, a Full EAF, Parts 1 and 2 including a Visual Addendum and accompanying Figures 1 through 6 depicting the project location, a conceptual site plan and architectural information have been sent to the Involved and Interested Agencies listed below:

Involved Agencies:

1. Westchester County Planning Board
2. Westchester County Department of Public Works
3. Westchester County Health Department
4. City of Peekskill Planning Commission
5. City of Peekskill Historic Landmarks Preservation Board
6. City of Peekskill Building Department (Building Permit)


Interested Agencies:

1. City of Peekskill Fire Department
2. City of Peekskill Water Department
3. Westchester County Department of Transportation
4. New York State Office of Parks, Recreation, and Historic Preservation
5. New York State Department of Transportation
6. New York State Department of Environmental Conservation (Construction SPDES notification)

The City of Peekskill Common Council requests your agreement that it act as Lead Agency. If you agree that it is appropriate that the City of Peekskill Common Council be the designated Lead Agency, please sign the enclosed copy of this letter and return it to the address listed below as soon as possible.

If your agency signs the enclosed letter or does not submit a written objection to the Common Council within thirty (30) days of the mailing of this notification, then the Common Council will assume the Lead Agency role for this project. Objections to the designation of the Common Council as lead agency must be received in writing within thirty (30) days from the date of this notice at the address listed below.

For further information, contact the Department of Planning and Development at (914) 734 - 4210, or write to City of Peekskill Department of Planning and Development, City Hall, 840 Main Street, Peekskill, New York 10566.

Signed 
Anthony Ruggiero, AICP, Director of Planning
Department of Planning and Development

Copies w/ attachment:

City of Peekskill Planning Commission
City of Peekskill Historic Landmarks Preservation Board
Victor Pizzella, City of Peekskill Building Inspector
Jean Friedman, Historic Preservation Planner
Chief Leonard Varella, Peekskill Fire Department
Ed Khuns, City of Peekskill Water Department
Bernis Nelson, City of Peekskill Corporation Counsel
Susan Colvin, Zoning Coordinator

Westchester County Planning Board
432 Michaelian Office Building
White Plains, New York 10601

Westchester County Department of Public Works
148 Martine Avenue
White Plains, New York 10601

Westchester County Health Department
145 Huguenot Street, 8th floor
New Rochelle, New York 10801

Westchester County Department of Transportation
100 East First Street
Mount Vernon, NY 10550
Attn: Planning Department

New York State Department of Transportation, Region 8, Regional Planning
Eleanor Roosevelt State Office Building
4 Burnett Boulevard
Poughkeepsie, NY 12603

New York State Department of Environmental Conservation, Region 3
21 South Putt Corners Road
New Paltz, NY 12561

New York State Office of Parks, Recreation and Historic Preservation
Empire State Plaza Agency Building 1
Albany NY, 12238