

ELECTRIC OWL STUDIOS

ENVIRONMENTAL ASSESSMENT FORM SUPPLEMENT (PART 3)

September 14, 2023

Revised November 21, 2023

PROJECT LOCATION:

1 South Broadway
Hastings-on-Hudson, NY
10706

LEAD AGENCY:

Hastings-on-Hudson Village
Board of Trustees
7 Maple Avenue
Hastings-on-Hudson, NY
10706

PREPARED FOR:

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Holdings, LLC**

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Environmental Assessment Form, Part 3 Supplement

This Environmental Assessment Form (“EAF”) Part 3 Supplement provides additional detail to the information provided in EAF Part 1 (attached herein for reference in APPENDIX A), including a Project Description (Section I) and discussion of potential adverse impacts and proposed mitigation measures (Section II).

The EAF Part 3 supplemental information is provided to assist the Lead Agency (the Village of Hastings-on-Hudson Board of Trustees) to inform its Determination of Significance regarding the Proposed Action (or “Project”) as part of the New York State Environmental Quality Review (“SEQR”) process. The report is organized utilizing the standard SEQR impact assessment topics, in the same order as the EAF Part 2, which is the form used by the Lead Agency to identify potential impacts and includes an inventory of all potential resources that could be affected by a proposed action. The following report includes every potential impact area listed in the Part 2, even when no potential significant adverse impacts are anticipated, in order to address all of the topics.

EAF Part 3: Supplemental Information

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APPENDIX A - SEQR

Environmental Assessment Form Part 1, December 1, 2022

Village of Hastings on Hudson Village Board of Trustees SEQRA Notice of Intent to Serve as Lead Agency, February 7, 2023

Memorandum to Village Board of Trustees from Patrick Cleary, AICP, re: Electric Owl Studios, Initial SEQR Document Review, April 27, 2023

APPENDIX B – ZONING PETITION SUPPLEMENT

Supplemental Submission to the Village Board of Trustees, Prepared by Cuddy & Feder LLP, April 17, 2023

APPENDIX C - VISUAL

Visual Addendum, prepared by Kimley-Horn Engineering and Landscape Architecture of New York, PC, August 2023

APPENDIX D - FISCAL

Fiscal/Community Benefits Memorandum, prepared by Kimley-Horn Engineering and Landscape Architecture of New York, PC, December 15, 2022

APPENDIX E- GEOTECHNICAL

Preliminary Geotechnical Engineering Report – Electric Owl Studios, prepared by GZA GeoEnvironmental of New York, April 13, 2023

APPENDIX F – OPERATIONS + CONSTRUCTION

Electric Owl Operations Plan/Narrative, prepared by Electric Owl Studios, August 31, 2023

Construction Management Plan V3.0, prepared by Griffco Design Build Inc., June 2023

APPENDIX G – LANDSCAPE + LIGHTING

Landscape Plans, prepared by Granoff Architects, July 24, 2023

Lighting Specifications

APPENDIX H – PRELIMINARY SITE PLANS

Preliminary Site Plans, prepared by Kimley-Horn Engineering and Landscape Architecture of New York, PC, August 3, 2023

APPENDIX I - TREE SURVEY

Tree Survey, prepared by SAV-A-TREE, March 30, 2023

APPENDIX J - WILDLIFE

Threatened and Endangered Species Screening, prepared by Kimley-Horn Engineering and Landscape Architecture of New York, PC, June 19, 2023

IPaC Resource List, prepared by U.S. Fish & Wildlife Service

Email from Heidi Krahling, Natural Heritage Program, to Max Ojserkis, Engineering and Landscape Architecture of New York, PC, June 9, 2023

APPENDIX K - HISTORIC

Project Initiation Letter, prepared by Historical Perspectives, Inc., December 3, 2022

Resource Evaluation, prepared by New York State Parks, Recreation and Historic Preservation, December 29, 2022

Approximate Construction Dates for Buildings, prepared by Historical Perspectives, Inc., January 2023

Alternatives Analysis, prepared Historical Perspectives, Inc., April 12, 2023

NYSOPRHP correspondence, dated March 16, 2023 and May 12, 2023

SHPO Request for Alternatives Analysis, January 9, 2023

APPENDIX L - TRAFFIC

Traffic Impact Study Development of Electric Owl Studios, prepared by Kimley-Horn Engineering and Landscape Architecture of New York, PC, April 2023

Atypical Traffic Conditions Assessment of Electric Owl Studios, prepared by Kimley-Horn Engineering and Landscape Architecture of New York, PC, July 17, 2023

Traffic Response memorandum to Village from Kimley-Horn Engineering and Landscape Architecture of New York, PC, September 6, 2023

APPENDIX M - ENERGY

Electric Owl Studios Hastings-on-Hudson Solar Assessment, prepared by Cherry Street Energy

Electric Owl Studios – Hastings-on-Hudson Electrical Service Narrative, prepared by Griffco Design Build Inc.

APPENDIX N - SOUND

Sound Study of Film Studio, Hastings-on-Hudson, NY, prepared by Tech Environmental, Inc., October 31, 2022

APPENDIX O – WATER SUPPLY

Veolia correspondence

Water Supply Applications to Veolia and utility plan (7/28/23)

Flow test letter (8/1/23)

Water Supply Report, prepared by Kimley-Horn Engineering and Landscape Architecture of New York, PC, August 28, 2023

APPENDIX P – PRELIMINARY SWPPP

Preliminary SWPPP, prepared by Kimley-Horn Engineering and Landscape Architecture of New York, PC, August 2023

APPENDIX Q - SUPPLEMENTAL SUBMISSION to Board of Trustees

Response letter prepared by Cuddy + Feder LLP, October 31, 2023, with attachments:

- Revised Plans prepared by Granoff Architects (10/30/23)
- Revised plan prepared by Kimley-Horn (10/23/23) – revised parking garage, zoning tables, sidewalks
- Conceptual Subdivision prepared by Kimley-Horn (08/03/23) – addition of easements
- Previously submitted photosimulations (18 pgs.)
- Two new photosimulations
- Updated Tree Inventory
- Kimley Horn Memorandum with raw traffic data for warrant analyses

APPENDIX R - RESPONSE TO HAHN ENGINEERING REVIEW COMMENTS

Response Memorandum prepared by Kimley Horn 11/7/23

I. Description of the Proposed Action

The Electric Owl Studios, LLC, (“the Applicant”), as Applicant for the Proposed Action, proposes a text amendment to establish a “Multimedia Production Studio Overlay District,” to construct and operate the Multimedia Production Studio on the Site, which will require Site Plan and Subdivision Approval, as well as other discretionary approvals from the Village of Hastings-on-Hudson (the “Proposed Action” or “Project”). Accordingly, the Applicant has petitioned the Village of Hastings Board of Trustees (“BOT”) requesting such zoning text amendment. The BOT has declared itself the Lead Agency for SEQR review of this Proposed Action.

The Proposed Action also includes Site Plan Approval, subdivision approval and redevelopment of the 23.97-acre Site into two separate parcels; one 17.30-acre lot for the proposed multimedia production Studio development (“the Studio”) to the south, and one 6.67-acre lot for the existing Greenburgh-Graham Union Free School District (“the School”) to remain to the north. The Project includes removing and/or re-purposing several existing buildings, constructing additional production buildings, and increasing on-Site parking. The Studio use will utilize Stage buildings (6 stages), Mill Shops, the existing Administration Buildings and certain existing out-buildings.

A. Studio Use

The Applicant’s request for the Village to amend its Zoning Law to create a “Multimedia Production Studio Overlay District” is designed to facilitate the establishment of a “Multimedia Production Studio” use on this Site (the “Studio”). Accordingly, it is important to describe the nature of that use and its typical operating characteristics.

The Applicant has 20 years of experience in the business of multimedia production, including construction and operation of the nation’s first sustainable Studio located in Atlanta, Georgia, which is certified under the standards set by Leadership in Energy and Environmental Design (“LEED”).

Unlike typical businesses, a Studio operation has a schedule that changes depending upon whether a production is underway and, even then, the volume of activity changes depending upon the Phase of production, as described below (which could vary from time to time but are consistent with the Applicant's experience). The number of parking spaces proposed to be constructed on the Site has been set to accommodate demand during one or two days per year when there might be a scene that requires an exceptionally large cast. Since there is no other parking in the area, it is necessary to provide the requisite number of spaces to accommodate this possible need.

The parking deck occupancy and traffic will generally be much lower during normal filming days and even lower still during the non-filming portion of the processes described below. Typical delivery, landscape and other maintenance, pest control and trash activity associated with any business will occur throughout the operations of the Studio.

Production is typically a six-month (+/-), multi-step process which is described below for a single production tenant. Each production takes time to plan and prepare. Given the complexities of any production, they do not start production on short notice but rather have sufficient lead time to enable coordination of activities on the Site. A production typically takes six (6) months to complete with the following Phases regularly involved for the time referenced:

1. **Months 1 & 2: Show preparation** – Involving Studio executives and office workers working weekdays between 9 am and 7 pm, possibly generating 30 passenger vehicles. Approximately 75% of these vehicles are expected to arrive between 9 am and 10 am and to depart between 6 pm and 7 pm, with the remaining 25% arriving and departing in the hour before or after. During this Phase, there is little or no production truck activity (other than the typical delivery and trash activity associated with any business). There will only be a nominal amount of traffic activity on weekends (two or 3 cars at most).

2. **Months 3 & 4: Show preparation/Set Construction within Mill Shops** – Weekdays, Monday through Friday, 50 cars are expected at the Site daily. Approximately 75% of these vehicles are expected to arrive between 7am and 8am and to depart between 7pm and 8pm, with the remaining 25% arriving and departing in the hours before or after. During this Phase, two (2) semi-trailers (Grip & Electric, Costume) will arrive at the Site and remain. six (6) to eight (8) cube trucks (Camera, Props, Set Dec, Special Effects, Talent trailers, Catering) will also arrive at, and generally remain on Site for this Phase. Again, there will only be a nominal amount of traffic activity on weekends.
3. **Month 5: Filming Phase / Maximum occupancy** – Weekdays, Monday through Friday, averaging 50 cars at the Site daily. Approximately 50% of these vehicles are expected to arrive between 7 am and 8 am and to depart between 7 pm and 8 pm, with the remaining 50% arriving and departing in the hours before or after. During this Phase of the process, one (1) semi-trailer will arrive and remain on Site. Three (3) cube trucks will also arrive at and generally stay on the Site for this Phase with little traffic on weekends.
4. **Month 6: “Strike” – Set Breakdown and Exit Phase** – Weekdays, Monday through Friday, 30 cars are expected at the Site daily. Approximately 75% of these vehicles are expected to arrive between 9 am and 10 am and to depart between 6 pm and 7 pm, with the remaining 25% arriving and departing in the hours before or after. During this Phase, there is little or no truck activity (other than the typical delivery and trash activity associated with any business). There will be only nominal weekend traffic.

Usually, there is only one “Large” production occurring on Site at any given time, but it is possible for two “Small” productions to be active on the Site concurrently. A Large production would be defined as occupying all six (6) stages, all office and all mill space and there would be no room for any additional productions on the campus. A Small production would be defined by only occupying half the stages, office and mill shop and a maximum of two such productions would be on site at any one time. If two (2) Small productions are on site simultaneously, the process schedule described above would commonly be staggered, so that

filming of the two productions is not at the same time. The updated Traffic Study (see Appendix L) provided a sensitivity analysis for a worst-case scenario. Based upon the Applicant's studio operations experience, it is expected that the worst-case annual activity for the Site will involve four (4) Small productions in any one year, but at a maximum two (2) Small productions would be on the Site at any one time. Incoming and outgoing shows will be staggered and rarely have the same move in and move out dates.¹ An overall Operations Narrative for the project with additional details prepared by the Applicant is attached in Appendix F of this report.

Electric Owl will have first-rate green rooms and dressing rooms inside the buildings minimizing the use of "star trailers" or dressing trailers. It is possible though that productions will use "trailers" for this purpose. However, such use would be more limited than is typical at other studios. If any of these types of trailers are used, the Applicant will designate locations on site for them and they will not be allowed to park off-site. The Applicant will encourage the use of solar-powered trailers, which are common throughout the industry.

Electric Owl will direct production tenants to use the existing catering facilities in the lower level of the Administration building, which has 2 full kitchens available to tenants that can accommodate multiple productions. There will not be any portalets needed, as the Applicant has designed adequate bathroom facilities throughout the site located inside buildings. Electric Owl will maintain lighting and grip equipment on site for rental by productions thereby minimizing the need for deliveries of lighting and grip equipment.

¹ If a TV or film production is being filmed predominantly in the studio sound stages, the larger trucks will remain on the studio lot for the entirety of the production, with no in or out trips for several months. If a TV or film production splits time between the sound stages and "on location" filming, the trucks will intermittently drive onto the studio lot (on average, 5 days per month, with no activity on weekends). Although there will be 6 sound stages, the maximum number of projects in production at any given time would be 2 and production activity would be staggered (on different schedules).

B. Site Location

The 23.97-acre property (“the Site”), known as the Graham School campus, is located at 1 South Broadway, Village of Hastings-on-Hudson, Westchester County, New York. The Site includes two (2) tax parcels: 4.130-139-1.1.LY (Hastings-on-Hudson) and 3.3514-1 (Yonkers).² Approximately 23.51 acres of the Site are within the Village of Hastings-on-Hudson.

The southeast portion of the Site (Tax ID 3.3514-1), comprised of approximately 0.46 acres, is situated within the City of Yonkers and is currently improved with tennis courts, which will be removed. No new structures or use will be established therein. This portion of the Site has frontage on South Broadway to the east and Dudley Street to the south. (See Exhibit 1, Exhibit 2, Exhibit 3, and Exhibit 5).

The land uses within one mile of the Site consist primarily of residential, open space/parks, Schools, hotels, retail/commercial, medical office/hospital, and religious uses. (See Exhibit 5). Old Croton Aqueduct State Historic Park (“OCA”) is located west of the Site and runs north-south adjacent to the Site. The Hudson River is located approximately 0.25 miles west of the Site. The area adjacent to the Site to the east, on the east side of Broadway, contains Andrus, a social welfare organization. Immediately north of the Site are single family homes. The area adjacent to the Site to the northeast contains the Mita Church.

South of the Site is Dudley Street and Lenoir Preserve. Lenoir Preserve is a 40-acre nature preserve within the City of Yonkers, owned by Westchester County. It is adjacent to the OCA and contains slopes overlooking the Hudson River. Multifamily residences are located on the end of Dudley Street, adjacent to the Lenoir Preserve.

C. Site History and Existing Site Conditions

The Subject Site historically contained a residential/educational campus complex known as the Graham-Windham School. The south side of the Site is primarily and the north side of the Site contains the more recently constructed Greenburgh-Graham Union Free School District

² Langan Engineering, Environmental, Surveying, Landscape Architecture and Geology, D.P.C. (“Langan”) survey dated 12/23/2022

complex (“the School”). The history and existing conditions of the northern and southern portions of the Site are described below.

Graham-Windham School

The Subject Site formerly contained the Graham Windham Hastings Housing Campus (“former Graham Campus”) including some buildings dating back to 1902 (see Exhibit 4). Prior to its consideration for reuse by the Applicant, the Site was operated as a childcare campus, which closed in 2020. Existing structures on the south side of the Site include:

- Administration Building (approximately 43,705 SF square feet, 55’ height) constructed in 1902.
- Fifteen (15) cottages, in varying conditions of maintenance and varying states of disrepair, of varying architectural styles, building heights, sizes, and construction dates (1902-1998+). The cottages served as housing for students and faculty.
- Gymnasium constructed in 1964.
- Maintenance building constructed in 1902.

Greenburgh-Graham Union Free School District

On the north side of the Site are two post-1998 public Schools of the Greenburgh-Graham Union Free School District: the Ziccolella Elementary/Middle School (grades K-8) and the Martin Luther King, Jr. High School (MLK School, grades 9-12), hereafter referred to as “the School”. The School was formerly a residential facility that utilized structures on site for housing for many years, but is now a day school where students are brought to campus by bus. It is a school district for students with special needs and has a high staff-to-student ratio.

The current ingress/egress for the school buildings is through the main gate on South Broadway. The former Graham campus currently allows the staff to park their vehicles throughout the southern portion of the Site. The school buildings are located on a loop road which intersects with South Broadway and is surrounded to the north and west by wooded slopes.

D. Project History

The Proposed Action was first introduced to the Village of Hastings Board of Trustees (BOT) in Fall 2022. As noted, the Applicant requested the Village to adopt a zoning text amendment to establish a “Multimedia Production Studio Overlay District,” as described in a Petition submitted to the Village. The Petition was submitted to the Village Board of Trustees on 12/29/22, along with a Concept Plan and Environmental Assessment Form Part 1. Subsequently, on 2/7/23, the Village BOT declared its Intent to be Lead Agency pursuant to SEQR (see Appendix A for BOT Resolution and circulated its SEQR documents to involved and interested agencies (see agency list in Chapter I.F. Project Approvals and Involved Agencies). A supplemental submission to the BOT was prepared and submitted on April 17, 2023 (included as Appendix B), upon which this EAF 3 is based. The Application was the subject of a joint meeting between the BOT and the Hastings-on-Hudson Planning Board on September 21, 2023. Comments made at that meeting were responded to in writing by the Applicant on October 31, 2023 (response is included as Appendix Q). This EAF 3 has been updated to reflect those responses as well as responses to the Village Consulting Engineer provided on 11/7/23 (included herein as Appendix R).

E. Proposed Development Plan

Concept Plan

As described above, the Proposed Action includes redevelopment of a portion of the Site for use as a multimedia production Studio. The Site will be subdivided into 2 separate parcels, as previously described: one for the School use to remain (6.67 acres); and one for the Studio use to be redeveloped (17.30 acres). Within the Studio parcel, the Project includes removing and/or re-purposing several existing buildings, constructing additional production buildings, and increasing on-site parking. Approximately 182,270 square feet of new buildings (total) to be utilized for Studio and work space. The proposed new buildings will be designed to LEED specifications. The Proposed Action will utilize green roofs to minimize proposed impervious cover.. Rooftop solar panels will generate a portion of the energy required to power the Studios. Extensive green roofs are proposed on the Mill and Wardrobe Buildings (approximately 43,000 sf total green roof area).

As described above, the subdivided parcels each will be served by a separate driveway accessing Route 9/Broadway to provide distinct access for the Studio and the School uses (see Exhibit 6). The multimedia production Studio lot is proposed to be Applicant-owned and will be tax-generating. The School parcel is proposed to remain owned by the Greenburgh-Graham School District, retaining the currently used School structures that exist today. The respective property owners will be required to maintain their portions of the Site, the roads, sidewalks, common areas and open space on each lot.

As shown in Exhibit 7, four existing structures will remain on the Site and be adaptively reused on the Studio parcel. Three of the structures, including the Administration Building (1902), Satterlee Cottage (1902), and Fraser (1902), face the open lawn in the center of the Site. The fourth structure is Matthews Cottage, which is the gatehouse building, located in the southeast corner of the Site near the existing access driveway.

West of the Administration Building, the “Mill Shops” are proposed. The Mill Shops are designed to be lower in height and elevation than the Administration Building, in order to maintain views to the Hudson River. Studio Buildings 1-3 (containing Stages 1 through 6), will be located along the southern property line and staggered in order to minimize the mass of the new Studio façades. A new building for wardrobe (the “Wardrobe Building”) will be located east of Studio Building 1, adjacent to the Matthews Cottage at the gateway, where a pollinator garden is also proposed.

A proposed parking garage will be constructed and located centrally on the Site, at the top of the existing slopes, facing northwest. Although the proposed garage is four levels (34,000 per level, reduced from 40,068 SF per level originally proposed), it is set at the top of the hillside topography to minimize its potential visual impact from adjacent properties and from the OCA to the west. (See Exhibit 8, Exhibit 9, Exhibit 10, and APPENDIX C and Q, for further description of the visual aspects of the Project). The number of parking spaces proposed for the garage has been reduced since the original proposal in response to comments. The current plans indicate a total of 363 spaces in the garage (262 spaces for the Studio use and 101 spaces for the School). This is a reduction of 70 spaces from the original plan. The

Applicant set the number of parking spaces to accommodate maximum projected demand for on-site parking, which number of spaces is necessary to provide in order to deliver a competitive Studio project. The garage previously was reduced in size but it cannot be further reduced without jeopardizing the project.

The table below summarizes the proposed structures and sizes, as well as the existing structures to remain.

Table 1: Proposed Studio Structures

<u>Proposed Structures -Studio Parcel</u>	<u>Gross Floor Area (SF)/Height</u>
Mill Shop 1	13,710 SF/22 FT
Mill Shop 2	17,290 SF/22 FT
Studio Building/Stage 1	21,290 SF/48 FT
Studio Building/Stage 2	19,990 SF/48 FT
Studio Building/Stage 3	20,050 SF/48 FT
Studio Building/Stage 4	20,050 SF/48 FT
Studio Building/Stage 5	20,030 SF/48 FT
Studio Building/Stage 6	20,030 SF/48 F
Wardrobe Building (1+2)	24,020 SF/35FT/2 stories
Total support spaces (within above buildings)	5,810 SF
Total studio/mill/wardrobe space	182,270 SF
Parking Structure	136,000 SF/4 levels
<u>Existing Structures to Remain- Studio Parcel</u>	
Administration Building	43,705 SF/approx. 2.5 stories
Satterlee Cottage	3,302 SF/approx. 2.5 stories
Fraser Cottage	6,960 SF/approx. 2.5 stories
Matthew Cottage (gatehouse)	3,000 SF/approx. 2 stories
Total structures to remain	56,967 SF

Site Circulation and Access

All the roadways on Site are proposed to be privately owned and maintained by the respective property owner(s) of the two subdivided parcels. The existing driveway on South Broadway will be shifted north and improved for access to the Studio portion of the Site. This driveway will encircle the existing buildings and provide access to the new parking facilities and multimedia production Studio buildings. (See Exhibit 11, Exhibit 12, and Exhibit 13).

A new driveway, dedicated exclusively to the School, is proposed north of the proposed

Studio driveway on South Broadway. This new driveway will separate Studio and School traffic circulation for the future condition. The proposed School driveway will provide access to a new surface parking lot, the ground floor of the new parking garage dedicated to the School, and existing School parking.

The School driveway will continue to connect to the existing westerly driveway, where it intersects off-site with the OCA. The existing westerly driveway will provide emergency-only access from Warburton Avenue as it does today. The westerly driveway on the Site will be widened to 20 feet to provide a navigable travelway for a non-aerial fire apparatus if needed. The existing emergency-only driveway on Site will not be widened beyond 20 feet to minimize the impact to the OCA and existing vegetation and slopes.

Preliminary site plans indicate a sidewalk along South Broadway from the existing bus stop at the south end of the site to the new Graham School driveway entrance, continuing internally along the School's driveway to provide pedestrian access from South Broadway to the School building. The proposed sidewalk along South Broadway also will provide separate pedestrian access to the Studio site passing adjacent to Matthews Cottage at the entry gate.

As described above, the design of the Studio project includes a sidewalk along South Broadway extending to both the Studio and the School sites. There is no anticipated increased pedestrian activity on Dudley Street, along which it would be difficult to provide an ADA compatible sidewalk given the steep grades. The project itself does not include a sidewalk along Dudley Street for these reasons.

Proposed Parking

The new parking garage is proposed to be located north of the Administration Building and will be used by the Studio and School, but with separate access driveways. Three levels of the garage (262³ spaces) will be dedicated only to the Studio, accessed from the Studio driveway and the loop road. In addition, the first level of parking garage will have a separate entrance from the School driveway, and parking there will be dedicated only to the School (101 spaces)

³ Garage has been reduced by 70 spaces from original proposal.

and completely separate from the Studio levels. It is noted that the parking garage will include Electric Vehicle (EV) charging stations.

The Studio space requires parking at a ratio of 1 space /1,000 sf x 202,270 sf (202 spaces) and the Studio office use requires parking at a rate of 1 space /250 sf x 36,967 sf (149 spaces) = 281 total parking spaces. An additional 70-80 vehicles are able to be accommodated in the garage using “valet” style parking on Peak Days. The Zoning amendment will be updated to incorporate the ability for the Planning Board, in connection with Site Plan approval, to allow “valet” parking to minimize the size and number of parking spaces required to be constructed for such use.

In order to comply with existing zoning, parking for the School will be supplemented by addition of a new proposed surface parking lot on the School parcel (76 spaces), as well as existing parking under the building and along the existing driveways (35 spaces). The new surface lot and parking garage combined will increase the parking available to the school and make it compliant with zoning. The School requires 212 total parking spaces as follows:

1 parking space for every 12 students = 28 parking spaces (for 336 students)

1 parking space per staff member = 184 parking spaces (184 staff)

As summarized below, the 212 total parking spaces are provided in a combination of the existing parking areas (35 spaces), the proposed surface lot (76 spaces), and one level of the garage (101 spaces). See Tables in Exhibits 21, 22 for parking requirements.

It is noted that the proposed parking lot in front of the School cannot be reduced in size. This surface parking lot has been designed to accommodate bus loading and queuing, as well as to provide convenient parking proximate to the School. It is noted that a bus drop-off and pick-up area cannot be relocated to the first level of the garage, nor can a structured garage be located on the area of the site where the School's proposed parking lot is shown. The structure of the garage and its columns, the height of the buses and the proximity of the at-grade parking lot to the School buildings render that option infeasible to implement.

See Table below for proposed parking summary. It is noted that the Applicant has reduced the number of total spaces in the garage by 70 spaces, further mitigating potential impacts of the parking garage, including but not limited to visual impact, construction traffic and land disturbance. The reduced parking count is the minimum number of spaces the Applicant believes it can construct in order to deliver a competitive Studio project.

Table 2: Proposed Parking

<u>Proposed Parking</u>	<u>Number of Spaces</u>
Studio Parcel:	
Parking Garage – level 1 (School only)	101
Parking Garage– levels 2, 3, 4 (Studio only)	262 ⁴
On street parking (Studio)	19
Studio total provided	281 (+ up to 80 valet = 351)
School Parcel:	
Surface parking lot (School)	76
Existing parking (School)	35
School total provided	212

Natural Open Space

The areas immediately surrounding buildings and roads will be landscaped and maintained by the respective property owner. The South Broadway frontage of the site will remain in its current conditions, except for the two access points proposed. The character of the frontage (including landscaped lawns and brick walls) will be retained or replicated in character, as part of the final landscape plan for the Site. The majority of the perimeter of the Site will remain as natural wooded open space, including the steep slopes on the west side of the site.

The westerly driveway, which intersects the OCA, will be retained as a pedestrian and emergency-only access connection to Warburton Avenue from the Site.

⁴ As noted, the total number of parking spaces in the garage has been reduced by 70 spaces.

Utilities/Water and Sewer Infrastructure

Sanitary

The Site is currently served by the North Yonkers Sewer District (a Westchester County related entity) for sanitary sewage. Sanitary sewage from the proposed development will be collected in new infrastructure and treated at the Westchester County Wastewater Treatment Plant located on Fernbrook Street in Yonkers . Chapter II.C. Impact on Surface Water provides more detail about projected sanitary sewage demand, and proposed infrastructure system for the proposed action.

Water Supply

Though the majority of the Site is situated within the Village of Hastings-on-Hudson, water supply for all of the existing uses on the Site, including the School, are currently provided by the Yonkers Water Department, via a water main located in the southeast corner of the Site. The water provider in the Village of Hastings-on-Hudson is Veolia Water New York (“Veolia”, formerly Suez North America), and the closest Veolia water main to the Site is located on Broadway, north of the Site. An Application for potable water and fire protection water supply service has been made to Veolia for the Proposed Project. Although a final determination has not been made, continuation of the School’s water service connection to Yonkers is the preferred approach given its ability to provide greater water pressure for the School’s use. Potential impacts to water supply are described further in Chapter II.C. Impact on Surface Water and Appendix O.

Construction Phasing

The construction of the Proposed Action would be undertaken in one phase of 18 months. Sequencing of construction activities will be refined as Site Plans are developed. See Chapter II. Potential Impacts and Mitigation are detailed in Appendix F including construction management, methodology, noise and vibration, security, safety, site logistics, phasing, and haul routes.

Studio Operations

As described previously, the Applicant has provided an operational narrative detailing the day-to-day activity (see Appendix F). The volume of activity at the Studio depends upon whether a production is occurring and, further, what phase of production is active at any given time. Accordingly, traffic will vary over the course of a typical production process, with maximum occupancy occurring during the period of filming. The number of parking spaces on site has been set to accommodate maximum occupancy of two productions operating on staggered schedules. The parking deck occupancy and traffic will generally be much lower during the non-filming portion of the processes described in the narrative. Although there will be 6 sound stages, the maximum number of projects in production at any given time would be 2 and production activity would be on different schedules. Typical delivery, landscape and other maintenance, pest control and trash activity associated with any business will occur throughout the operations of the studio.

Production is typically a six-month (+/-), multi-step process which is described in the narrative for a single production tenant. Each production takes time to plan and prepare, so none commence on short notice. Often, there is only one “Large” production occurring at a time, but it is possible that two “Small” productions could be on lot concurrently. A Large production is defined by occupying all six stages, all office and all mill space and there would be no room for any additional productions on the campus⁵. A Small production would be defined by only occupying half the stages, office and mill shop and a maximum of two such productions would be on site at any one time. If two Small productions are on site simultaneously, the process schedule described below would commonly be staggered. Based upon Electric Owl’s studio operations experience, it is expected that the worst-case⁶ annual activity for the site will involve 4 small productions in any one year, but at a maximum 2 on site at any one time. Incoming and outgoing shows will be staggered and rarely have the same

⁵ A second production will not move in until a “Large” production is completely gone. The Large production will be paying rent for the whole site until they have completely vacated and they will not let anyone use the site until the lease ends.

⁶ The “worst-case scenario” is 2 Small productions that don’t stagger perfectly – *they would never film at the same time* but one Small production may have prep days alongside the (atypical 300+) filming day of another Small production.

move in and move out dates. On balance, with a maximum of 4 productions on the lot each year, actual filming maximums would occur 4 out of 12 months. The Electric Owl Operations Plan/Narrative describes the typical multi-step process for production tenant(s) and is described in detail in the full narrative in APPENDIX F.

Truck loading and unloading will occur within the studio buildings at-grade (i.e., Trucks will drive into the studio space to unload cargo). Electric Owl has used a similar design at its other studio locations. This film studio will not have typical loading dock that uses elevated bays exposed to the outside. Interior truck loading and unloading will minimize exterior noise. (See Appendix F). The Applicant advises the only trucks that would come to the site daily would deliver mail, FedEx, and UPS. Garbage trucks for trash removal are expected to come to the site two times per week and landscaping maintenance trucks are expected to come to the site one time per week. All these vehicles would be box trucks (tractor trailer truck arrivals and departures are infrequent and not regular). It is also noted that the traffic counts for truck volumes was generated based upon the set-up and breakdown cycle associated with operation of the Studio, including production breakdowns. During productions, when set pieces are no longer needed, set pieces will be recycled as often as possible, minimizing the number of trucks required to remove set pieces from the location. As noted, the number of parking spaces proposed for the Studio has been set to accommodate peak demand during only a few days per year when there might be a need for such parking and off-site parking is not convenient. An option for “valet” parking is proposed to accommodate any (infrequent) Peak periods.

F. Project Purpose, Needs and Benefits

The Proposed Action would provide benefit the Village of Hastings-on-Hudson and to the wider Westchester County community to meet the need, described in the Village's Comprehensive Plan, for an increase in land uses with the potential to generate greater tax revenues than expenses/costs to the Village, while continuing to preserve large lots and the community character.

The Proposed Action would also provide economic benefits to the area, including generating construction spending from permits, construction jobs, permanent jobs, and annual property taxes to the Village, County, Hastings-on-Hudson Union Free School District, and other local taxing jurisdictions. In relation to local services (police, sanitation, road maintenance), many of these services will be supplemented or accommodated by the Proposed Project, which will have its own security on-site (see the Fiscal/Community Benefits Memorandum in APPENDIX D and Operations Narrative in Appendix F). In addition, the School will be maintained and will benefit from a separate, new driveway, upgrades to infrastructure and new parking facilities.

The Applicant has designed the new development to meet the Comprehensive Plan objectives of both economic development and preservation of community character and large lots. The Proposed Action will be situated on previously developed areas, with a large portion of the Site remaining in its natural condition due to Site constraints. Thereby, potential adverse impacts will be mitigated to the maximum extent practicable.

G. Project Approvals and Involved Agencies

Approvals for the Proposed Action are required by several local, county and state agencies. Involved Agencies are those that have approval authority over the Project, as listed in the table below. Interested Agencies are included in the process, but do not have approval authority. The Hastings-on-Hudson Village Board of Trustees is the Lead Agency for SEQR review of the Project.

Table 3: Reviews and Approvals

<u>Involved Agency</u>	<u>Approval/Review</u>
Hastings-on-Hudson Village Board of Trustees (Lead Agency)	Zoning amendment
Hastings-on-Hudson Planning Board	Site plan, subdivision, steep slope permit, tree removal
Hastings- on-Hudson Building Department	Building permit
Veolia Water of New York	Water Supply
Westchester County Department of Health, Bureau of Environmental Quality	Sanitary Sewer
New York State Department of Environmental Conservation (“NYSDEC”) Region 3	State Pollutant Discharge Elimination System (SPDES)
New York State Office of Parks Recreation and Historic Preservation, Peebles Island NY	Cultural resources effect determination
New York State Department of Transportation (“NYSDOT”)	Highway work permit

Interested Agencies:

- Hastings-on-Hudson Union Free School District
- Greenburgh-Graham Union Free School District
- Hastings-on-Hudson Fire Department 218 – Battalion 14
- Hastings-on-Hudson Police Department
- Hastings-on-Hudson Department of Public Works
- City of Yonkers, City Clerk
- City of Yonkers, Water Department
- Westchester County Department of Planning, Planning Board
- NYSOPRHP Taconic Regional Office

II. Potential Impacts and Mitigation

This section is organized to correspond with the order and content of the potential impact topics, as outlined in EAF Part 2, and consistent with the comments from the Village Consulting Planner⁷.

A. Impact on Land

Geology

A preliminary geotechnical investigation and report was conducted by GZA geotechnical consultants (the GZA Report⁸, see APPENDIX E). The purpose of the report was to evaluate conditions at the Site and to provide preliminary geotechnical recommendations for the project. A review of available sources, including the *Surficial Geological Map of New York Lower Hudson Sheet*, indicate the Site is comprised of glacial till deposits, typically consisting of sand, gravel, silt, clay, and cobbles/boulders of various textures and clasts. The preliminary geotechnical investigation included a subsurface exploration program with nineteen test borings and geotechnical laboratory testing of selected soil samples from those borings. Gravel with fine to medium sand and trace silt was encountered directly beneath the asphalt pavement. A layer of topsoil one to two feet thick was encountered directly beneath the gravel. The topsoil stratum was underlain by glacial till, decomposed bedrock, and bedrock, (in order of increasing depth below the ground surface).

Preliminary geotechnical recommendations were based on GZA’s site investigation and are as summarized below.

Based on the preliminary geotechnical report, shallow foundations (spread footings or structural mats) are recommended for support of the proposed stage buildings and mill shop. Additional excavation may be required to reach the recommended bearing stratum.

⁷EAF Part 2 is to be completed by the Lead Agency. This report is organized to reflect order as described in memorandum from Cleary Consulting to BOT dated April 27, 2023.

⁸ Preliminary Geotechnical Engineering Report – Electric Owl Studios, April 3, 2023, GZA GeoEnvironmental of New York (“the GZA Report”)

As stipulated in the New York State Building Code (“NYSBC”), all footings must be located at or below a depth of four feet below the lowest adjacent exposed ground surface to protect from frost. The preliminary geotechnical report recommends that the edges of the footings be installed deep enough to avoid the footing influence area of the adjacent footing. Isolated footings should bear entirely on soil or decomposed rock. The geotechnical report recommends constructing a transition zone for continuous footings where the subgrade changes from granular fill or glacial till to decomposed bedrock.

The parking garage construction will require excavation of 20 to 35 feet in depth below the existing grade. The preliminary geotechnical report anticipates that the structure will rest on a mat foundation bearing on decomposed bedrock and bedrock. Groundwater-based uplifted or lateral pressure should be considered for the parking garage structure. A design elevation of 249 feet is recommended.

Groundwater was not encountered within any of the boring locations; it is anticipated to be perched on top of the bedrock surface. Changes in groundwater will naturally occur due to seasonal variations, precipitation, surface runoff and other factors. Supplemental geotechnical investigations (including additional test pits and/or borings) will be conducted to collect data for stormwater management design and inform final design parameters for the Project. Supplemental investigations will be completed after Preliminary SWPPP review, prior to final SWPPP preparation and construction document completion. The locations of the borings are noted in the subsurface exploration location plan and the logs contain information of the respective samples in increments of about two feet, included in the GZA report in APPENDIX E.

As groundwater was not encountered within the test boring locations, foundations for the mill shop and sound stage buildings are not anticipated to require waterproofing. The preliminary geotechnical report recommends waterproofing all below-grade foundation walls, cellar walls, and floor slabs to reduce the potential for water infiltration. An under-slab drainage system will be provided for the parking structure. Blind-side waterproofing should be installed behind the parking garage retaining walls.

Soils

The USDA Soil Survey⁹ indicates 16 soil types (plus open water) on the Site, as indicated on the table below. There are no hydric soils on Site according to the USDA soils map.

Table 4: Soils

Soil Symbol	Map Unit Name	Approximate Area on Site (acres)	% of Site
ChC	Charlton fine sandy loam, 8 to 15 percent slopes	1.5	6.3%
ChE	Charlton loam, 25 to 35 percent slopes	0.5	2.1%
CrC	Charlton-Chatfield complex, 0 to 15 percent slopes, very rocky	0.1	0.4%
CsD	Chatfield-Charlton complex, 15 to 35 percent slopes, very rocky	0.9	3.6%
PnB	Paxton fine sandy loam, 3 to 8 percent slopes	0.1	0.4%
Ub	Udorthents, smoothed	3.6	15.1%
UhC	Urban land-Charlton complex, 8 to 15 percent slopes	1.1	4.6%
UhD	Urban land-Charlton complex, 15 to 25 percent slopes	6.5	27.4%
UIC	Urban land-Charlton-Chatfield complex, rolling, very rocky	8.5	35.8%
UvC*	Urban land-Riverhead complex, 8 to 15 percent slopes	1.0	4.2%
Total		23.9	100.0%

Source: US Department of Agriculture, Natural Resources Conservation Service, Custom Soil Resource Report (10/06/22)

The preliminary grading plan for the Site indicates that approximately 16.6 acres of land (70% of the Site) will be disturbed as a result of construction (clearing, excavating, and grading). Of this area, approximately 9.0 acres will be impervious surfaces (roads, driveways, sidewalks, and buildings) and the remainder (7.6 acres) will be revegetated with new lawn or landscaped areas. The area of disturbance is indicated by a “limit of disturbance” (“LOD”) line on the preliminary grading plan.

The approximate amount of each soil type to be impacted is described in the table below:

⁹ US Department of Agriculture, Natural Resources Conservation Service, Custom Soil Resource Report (06/13/2023)

Table 5: Soil Impacts

Soil Symbol	Map Unit Name	Approximate Area to be disturbed (acres)
ChC	Charlton fine sandy loam, 8 to 15 percent slopes	1.3
ChE	Charlton loam, 25 to 35 percent slopes	0.2
CrC	Charlton-Chatfield complex, 0 to 15 percent slopes, very rocky	0.1
CsD	Chatfield-Charlton complex, 15 to 35 percent slopes, very rocky	0.1
PnB	Paxton fine sandy loam, 3 to 8 percent slopes	0.1
Ub	Udorthents, smoothed	3.2
UhC	Urban land-Charlton complex, 8 to 15 percent slopes	0.9
UhD	Urban land-Charlton complex, 15 to 25 percent slopes	1.8
UIC	Urban land-Charlton-Chatfield complex, rolling, very rocky	7.4
UvC*	Urban land-Riverhead complex, 8 to 15 percent slopes	1.5
total		16.6 acres

The goal of the grading for construction will be to get as close to a balance of cut and fill as possible, in order to reduce the amount of soil that is disposed of off-Site and minimize impact to soils. An unadjusted earthwork volume analysis based on preliminary grading resulted in 83,000 cubic yards of excess. There are opportunities to utilize this excess cut (~20,000 cubic yards or more) on Site to limit off-Site hauling and minimize the total number of truck trips. Approximately 5,300 truck trips will be required during the overall 18-month construction phase, however, more trucks will be present during the first 12 months. Potential reduction to this amount could be accomplished via reuse of soils on site, and/or rock crushing. The final amount of soil removal and method are to be confirmed and coordinated through the design process. The reduction in the size of the parking deck could also beneficially reduce the extent of excavation on the site by approximately 20 percent. See APPENDIX F, Construction Management Plan for more detail regarding construction sequencing and phasing.

Erosion and sediment control measures will be provided to stabilize earthwork and prevent sedimentation. Soil disturbance exceeding 5 acres at one time will be compliant with Village Code Chapter 250 and New York State Standards; a 5-acre waiver will be requested, if required. Minimizing the disposal of excess soil off-Site and minimizing the extent of disturbed area at one time will mitigate potential impacts to soil.

Steep Slopes

Slopes on the Site have been placed into three categories: 0-15%, 15-25%, and 25% or greater (see Exhibit 15). The majority of the Site is within the 0-15% (flattest) category. The existing slope areas to be impacted during construction are described in the table below.

Table 6: Slope Impacts

Slope Category	Existing Area (acres)	Area to be impacted* (acres)
0-15%	18.01	15.0
15-25%	1.90	0.65
25% or greater	4.06	0.95
Total	23.97	16.6

*Area within the Limit of Disturbance

The Proposed Action will require a Steep Slope Permit from the Planning Board, per Chapter 249 of the Village Code (<https://ecode360.com/10990330>). Erosion and Sediment Control Plans are included on sheets C-6.0, 6.1, 6.2, 6.4 of the plan set in Appendix H.

To mitigate and minimize soil erosion and sedimentation on and off-Site during construction, Soil Erosion and Sediment Control Plan will be prepared. Typical measures to be implemented include silt fence, straw bale, inlet protection, temporary sediment trap, concrete washout area, stabilized construction entrance, mulching, and/or hydroseeding. Disturbance to slopes over 15% will be mitigated with the proposed erosion control measures. Proposed mitigation measures, including Project phasing, site and stabilization, implementation of appropriate geotechnical guidance, balance of earthwork, implementation of best management practices and soil/erosion control measures (to reflect practices in the NYSDEC “blue book” design manual) will prevent adverse impacts to geology, soils, and steep slopes.

Blasting

The Geotechnical Report indicated that there is a presence of rock within the subsurface of the site, primarily at the area of the proposed parking structure. Rock blasting is not anticipated to be required, as rock excavation will be accomplished through mechanical methods. Approximately 20,000 CY of rock crushing is proposed on-Site in order to reduce export of material off site via trucks. The removal, processing, crushing and re-use of rock for building sub-base will also reduce need for trucks to import that material onto the site from external sources. It is estimated that the mechanical breakdown and extraction process for the bedrock removal will take between 40 to 60 days. See Construction Management Plan in APPENDIX F or more detail about trucks and on site construction operations.

Construction

Construction of the proposed development is anticipated to be completed over a period of approximately 18 months, as described in more detail in the Construction Management Plan provided in APPENDIX F. The three distinct phases envisioned include: Phase 1 (site establishment, earthwork and excavation), Phase 2 (structure and systems) and Phase 3 (finishes). These phases will happen simultaneously at different points in the process to optimize schedule progress.

As described in Appendix F, a Traffic Control Plan for the construction period will be provided as part of the Building Permit submission to the Building Department. See also Chapter II.O. Impact on Noise, Odor, and Outdoor Lighting, Chapter II.C. Impact on Surface Water, and Chapter II.G. Impact on Plants and Animals. Temporary mitigation techniques will be applied during the construction phase of the Proposed Action, including stabilization of construction entrance(s), containment/stabilization of material stockpiles at the end of each workday, limiting the disturbance area of each phase to minimize extent of soil disturbance at one time, control of idling of construction vehicles, limiting construction hours to the local noise ordinance, and providing a watering truck to dust control.

B. Impact on Geologic Features

The Site does not contain any unique or unusual geologic features (e.g., cliffs, dunes, minerals, fossils, caves). There are no adjacent geologic features listed as registered National Natural Landmark(s) on or adjacent to the Site. The Site has been previously disturbed with prior development, most recently as a School campus. Therefore, no impacts to unique or unusual landforms on the Site are anticipated since no such resources exist on the Site.

C. Impact on Surface Water

Regulated surface water resources (wetlands, waterbodies, and/or watercourses) are not present on the Site.

Wetlands and Waterbodies

The Site does not contain wetlands as defined and regulated by either the New York State Department of Environmental Conservation (NYSDEC) or the US Army Corps of Engineers (ACOE). There are no wetlands or other waterbodies immediately adjacent to the Project Site.

Watercourses and Ponds

The Hudson River is located off Site to the west. Disturbance on steep slopes with high erosion potential is proposed, however, sediment and erosion control measures will be provided during construction according to NYSDEC standards. In addition, proposed condition runoff flowrates will be less than the existing condition runoff flowrates. With these measures it is anticipated that the Proposed Action will not lead to siltation or degradation of receiving water bodies.

Sanitary Wastewater

The Proposed Action will utilize public sanitary sewer infrastructure, therefore, construction of new/additional on-Site wastewater treatment facilities or wastewater discharges are not necessary. The Yonkers Wastewater Treatment Plant (a Westchester County Wastewater Treatment Plant) of the North Yonkers district will be used. This wastewater treatment plant is expected to be able to handle the estimated 5,349 gallons per day (“GPD”) of total anticipated liquid waste generation. The Project is not anticipated to require formation of a new wastewater treatment district. The Applicant is currently discussing the proposed action with the wastewater agency to determine what mitigation measures, if any, would be required as a result of the project. The property has existing and proposed segregated storm and sanitary sewer systems, rather than such services being combined. The project is located within a MS4 District, where storm and wastewater discharge will comply with local MS4 (Hastings) and NYSDEC stormwater requirements.

D. Impact on Ground Water

Groundwater

No direct impacts are anticipated to wells, groundwater, or aquifers. Existing groundwater conditions and regulated areas are described below.

The Site is not located near an aquifer system and will not utilize on-Site wells for water supply. The activities on Site will not include generation or disposal of hazardous materials. Therefore, no impact to aquifers or groundwater is anticipated.

Water Supply

The Proposed Action will connect to the municipal water supply system(s) and will not obtain water from private wells. Water service to the entire property, including the School, is currently provided by the City of Yonkers (see Exhibit 14), although Veolia Water New York (“Veolia”) is the current water provider for all of the other areas of the Village of Hastings on Hudson. Although continuation of the School’s water service connection to Yonkers is the preferred approach by the Applicant, an Application for potable water and fire protection water supply service has been made to Veolia for both the new Studio uses, as well as for the existing School use, as requested by Veolia. Although a final determination has not been made, continuation of the School’s water service connection to Yonkers is the preferred approach by the Applicant.

Domestic flows and fire flows were estimated for both the new Studio use and for School, as documented in the Water Supply report in Appendix O. The proposed Studio use is estimated to have a peak hourly domestic flow of 494 GPM and requires 2,250 GPM minimum fire flow throughout the new development. Based on the best available information provided by the School, the Graham School buildings at their maximum potential capacity (indicated to be 715 occupants) with an un-sprinklered status, have an estimated peak hourly domestic flow of 238 GPM and require a minimum 5,750 GPM fire flow. The existing swimming pool will be removed and not replaced.

According to information provided by the City of Yonkers, the average monthly usage of the existing property (total 17-acre developed campus) is approximately 206,323 gallons. This is

greater than the conservatively estimated monthly demand of the Proposed Condition described above of approximately 149,300 gallons.

It is anticipated that Veolia will be able to handle increased demand as a result of the combined Project (both uses) but will require capital improvements to its system. The Applicant is coordinating with the water purveyor(s) to obtain a “will serve” letter and assess design requirements. The closest Veolia water main, in Broadway, would need to be extended south in order to serve the Site. Flow testing was conducted by Veolia in late July 2023. It is anticipated that the supply will be able to meet the domestic and fire demands of the Project. The Applicant is coordinating with Veolia to determine what specific infrastructure upgrades may be necessary to serve the Site and meet domestic and fire demands of both uses on site. The Applicant’s preferred alternative is to maintain the existing water service to the School with the City of Yonkers, and only servicing the new Studio use through Veolia Water New York. Discussions with the water purveyors are underway to finalize the water service to the Site.

Correspondence, flow tests, and preliminary Water Study relating to water supply are included in Appendix O.

The Proposed Action is not anticipated to create significant adverse impacts to local groundwater resources or water supply. Therefore, no additional mitigation is proposed or required for ground water impacts or water supply.

E. Impact on Flooding

The Proposed Action will modify some of the existing drainage patterns on Site. New stormwater management facilities are a component of the Project, resulting in an overall beneficial impact to water quantity and quality as compared to existing conditions.

Stormwater Management

Currently, stormwater runoff on the Site flows east to the Hudson River. Stormwater from existing impervious areas is captured by inlets and conveyed by storm drain pipes to existing flow paths that ultimately outfall at the Hudson River. The Proposed Action will include stormwater management improvements designed to comply with NYSDEC stormwater management guidelines, satisfying the runoff reduction, water quality, and water quantity requirements.

Approximately 8.35 acres of the Site (35 %) is currently impervious. In the future condition, impervious area will increase to approximately 9.0 acres (an additional 0.65 acres). Approximately 14.9 acres of the site (62 %) will remain pervious. The proposed stormwater design will utilize NYSDEC standard stormwater management practices, such as on-Site stormwater management structures, to satisfy the runoff reduction, water quality, and water quantity requirements of each drainage area. The design will be refined with further in situ soil testing, but initial data indicates the proposed practices will comply with NYSDEC guidelines.

Pre-Development and Post-Development Drainage Maps (included in the preliminary site plan set in APPENDIX H) identify the three design points that were studied. The proposed stormwater management concept will detain flows and treat water quality of runoff coming from proposed disturbed areas. Overall, the proposed condition flowrates result in reductions of 28%, 19%, 20%, and 16% for the 24-hour 1-year, 10-year, 25-year, and 100-year storm events, respectively.

Specific to the neighboring property south, the pre- vs. post-development stormwater volumes will be reduced by approximately 30%. Nearly all the runoff from the proposed site

will be conveyed away from discharging south, mitigating impacts to the storm sewer systems, drainage swales, and slopes adjacent to Dudley Street. Refer to Existing and Proposed Drainage area exhibits in the Preliminary SWPPP (EAF3 Appendix P). Stormwater from existing impervious areas is captured by inlets and conveyed by storm drainpipes or sheet flows off the site to existing flow paths that ultimately outfall at the Hudson River.

A preliminary geotechnical soils investigation was performed by GZA Environmental. Per the report (April 2023 in EAF3 Appendix E), limited portions of the site were observed to be feasible for subgrade infiltration. Additional field investigations will be performed based on the final design to confirm if permeability will achieve the minimum required infiltration rates per code. The plans show permeable pavers in selected walkways within the interior campus and within the proposed school surface parking lot. The area around the parking garage is not conducive to permeable pavement.

Green roofs are proposed on Mill and Wardrobe Buildings. With a combined footprint of approximately 43,000 square feet in green roof systems incorporating 3" of growing media over a capillary retention mat, the green roofs will reduce the peak stormwater runoff as part of the overall proposed best management practices proposed. See Preliminary SWPPP in Appendix P.

While rain is not entirely retained by the green roof system, the green roof will significantly help stormwater management by capturing and detaining rain until the system is fully saturated. Any volume that exceeds the absorption capacity of the green roof will be discharged with a time lag at a lower flow rate over an extended period. Once rainwater that has percolated through the system starts to find its way to the building's drains, the overall volume of stormwater runoff will have effectively been reduced and delayed, helping to shrink peak intensity. The civil engineering plans will incorporate the proposed green roof systems into the stormwater management plan. The stormwater management plan, existing drainage conditions, and future drainage conditions are described in the Preliminary Stormwater Pollution Prevention Plan (SWPPP) (see Appendix P). The Proposed Action is required to comply with Village Code Chapter 250 – Stormwater Management, Erosion, and

Water Pollution. The Project will not create any significant adverse impact to the floodplain, stormwater, or flooding, and new stormwater management facilities, which include improvements to stormwater quantity and quality controls will result in beneficial impacts from the Proposed Action. Overall, the proposed condition flowrates result in pre- vs. post development reductions of the 24-hour 1-year, 10-year, 25-year, and 100-year storm events. The proposed stormwater management improvements are designed to comply with NYSDEC stormwater management guidelines, and local MS4 (Hastings) requirements, satisfying the runoff reduction, water quality, and water quantity requirements.

The project proposes to implement various green infrastructure practices including green roofs, porous pavement, infiltration basins, and other water quality systems as best practices. Vegetated swales are proposed in the rear of the property, south of the sound stage buildings.

Floodplain Management

The Site is located within Zone X (area of minimal flood hazard). The Site is not located in the 100- or the 500-year floodplain. All buildings and amenity spaces will be built outside of the floodplain, above the base flood elevation.

The Project will not create any significant adverse impact to the floodplain, stormwater, or flooding, and new stormwater management facilities which include improvements to stormwater quantity and quality controls will be a beneficial impact of the Proposed Action.

F. Impacts on Air

The Proposed Action will not result in the release of air pollutants from open-air operations or processes. The Proposed Action will not include a state regulated air emission source or a state federal air emission permit. Temporary localized impacts to air quality may occur from operating construction equipment during the construction period. For the proposed development after construction, no significant adverse impacts to air quality are anticipated, and no mitigation measures are proposed.

G. Impacts on Plants and Animals

Vegetation

The existing vegetative communities on Site include mowed lawn, unmaintained fringe area, and forested areas.

A Tree Survey of the proposed development area on the Site, dated March 30, 2023 (prepared by SavATree Consulting Group), is included in APPENDIX I. The tree survey includes assigned tree tag number, size, species, and quality/health of each tree over 8” diameter at breast height (“DBH”) within the area of disturbance on the Site. In total, 486 trees were tagged and surveyed. There are 410 trees that have a DBH less than 24” and 70 trees that have a DBH greater than 24” in the area surveyed.

The Proposed Action includes 270 existing trees to remain, 271 existing trees to be removed of which 186 trees (68 percent) are in critical condition or are dead. Trees that are to be removed that are considered to be invasive include: Black Locust (28), Callery Pear (14), Norway Maple (107), Siberian Elm (1), Sycamore Maple (19) Tree of Heaven (3)¹⁰. See updated tree removal list in APPENDIX Q As part of the Project, 417 trees are proposed to be planted on site as indicated on the Landscape Plan (See Exhibit 16 and Appendix Q).

Wetlands

There are no regulated wetland areas on Site, therefore, there will be no impact to wetlands.

Wildlife

Common Species

The animal (fauna) species present on Site are typical of those found in an urban setting in lower New York State. Common species found on Site include deer, squirrel, mice, racoon, birds, and similar common local species of birds and mammals.

¹⁰ The Tree of Heaven (*Allanthus altissima*) is a vigorous invasive species recognized host plant to the Spotted Lantern Fly

Rare, Threatened or Endangered Species

Investigation into rare, threatened or endangered species was conducted as defined by federal and state regulatory agencies. According to a screening conducted for threatened and endangered species, the NYSDEC Environmental Resource Mapper shows two species of Sturgeon, which are two species of fish likely to be present in the nearby Hudson River. These species are not present on the Site, as no streams were observed. An inquiry was made to the NYS Natural Heritage Program (“NHP”) as well (June 2023). Their response on August 4, 2023 indicated that “we have no records of concern from our tracked list of rare or State-listed animals or plants, or significant natural communities at the project site or in this immediate vicinity”. See Appendix J for correspondence.

Federally listed species were screened using the U.S. Fish and Wildlife Service’s (“USFWS”) Information for Planning and Consultation (“IPaC”) tool. This screening returned two species: northern long-eared bat (endangered) and monarch butterfly (candidate for listing). After further screening, it was determined that the Project will have no effect on northern long-eared bat (no effect letter included in APPENDIX J). There are no critical habitats, fish hatcheries, national wildlife refuge lands, or other significant species recognized by Federal Agencies on Site.

The Monarch Butterfly is not listed as an endangered species; therefore, it has no legal protections, and there are no requirements to protect it. The August 4, 2023 email from the New York Natural Heritage Program stated that the agency does not include the locations of monarch butterflies in their database. However, in April 2023, the Village of Hastings-on-Hudson) passed a resolution aimed at protecting the monarch butterfly and its habitat. The majority of the Site is maintained lawn that appears to be mowed frequently. The areas immediately adjacent to most buildings are landscaped with ornamental trees, shrubs, and grasses. Forested areas around the edge of the Site are dominated by black locust (*Robinia pseudoacacia*), American sycamore (*Platanus occidentalis*), Norway maple (*Acer platanoides*), black cherry (*Prunus serotina*), and eastern cottonwood (*Populus deltoides*), generally with minimal understory vegetation. Areas that are not forested and not

maintained show evidence of disturbance. These areas are dominated almost exclusively by non-native, invasive mugwort (*Artemisia vulgaris*), wineberry (*Rubus phoenicolasius*) and garlic mustard (*Alliaria petiolata*). Native wildflower meadows, milkweeds, and/or monarch butterflies were not observed on site. The investigation concluded that the Site does not contain suitable foraging or breeding habitat for monarch butterflies and, as such, the Proposed Action will have no effect on this species. See documentation provided in Appendix J.

The Applicant will provide potential habitat for Monarch butterflies, including a new “Pollinator Garden” on the west side of the Site near the Matthews Cottage and the Studio entrance. This garden area will be planted with native wildflowers, including milkweed(s), and maintained according to best practices. This area will be identified with signage to prevent accidental mowing or spraying. See Schematic Landscape Plan in Appendix G.

In addition to the Pollinator Garden and additional landscaping, the Applicant has committed to work with a bee keeping company (“Bee Downtown”) to install managed hives located on site. These hives are estimated to pollinate approximately 1,800 acres surrounding the site. The Applicant has installed managed hives at its other locations to positively impact the local environment. Although the amount of honey produced cannot be predicted with certainty, there are partnerships with New York Green Roofs and honeybee keepers. The partnership included 5 hives with Astor Apiaries at the Javits Convention center, and every year the apiary harvests 100 lbs. of honey.

Green roofs are proposed on the Mill buildings and the Wardrobe Building. The green roof can support plants such as *Sedum spp.*, *Delosperma spp.*, *Orostachys spp.*, *Talinum calycinum*, *Allium scoenoprasum*, *Asclepias tuberosa*, *Dianthus carthusianorum*, and others, which also attract pollinators such as bees and butterflies (see APPENDIX Q).

Based on the information provided and the mitigation proposed, there are no significant adverse impacts anticipated to vegetation or wildlife with the Proposed Action. Beneficial impacts are anticipated from the proposed new landscaped areas, pollinator garden, green roofs and managed bee hives proposed on site. Updated Landscape Plans prepared in

October 2023 (including overall landscape, entry wall elevation Graham-Windham Garden, North and South recreation areas and Dudley Street Screening) are included in Appendix Q.

H. Impact on Agricultural Resources

The Proposed Action will not impact agricultural resources. According to the New York State Farmland Protection Working Group 2022 Interim Report¹¹, there are NYS Agricultural Districts in Westchester County, but none exist in Hastings-on-Hudson. None of the existing or proposed land uses include agriculture. No significant adverse impacts from the Proposed Action to agricultural resources are anticipated.

¹¹ New York State Farmland Protection Working Group 2022 Interim Report, [Agricultural Districts, New York State, 2023 - CUGIR \(cornell.edu\)](#), accessed June 2023

I. Impact on Aesthetic Resources

As an existing School campus, the Site exhibits an open space character as viewed from adjacent public roadways. A goal of the Proposed Action is to maintain or enhance the existing character of the Site as viewed from adjoining public roads to the maximum extent practical. The Site has public road frontages along the southern property line (Dudley Street), the southwest corner (Riverpointe Road) and the eastern property line (US-9). To the northwest of the Site, existing adjacent lands are primarily vacant, private residences and wooded. Therefore there are no public viewpoints looking toward the Site from the northwest. The OCA, with public access, is located west of the Site.

These resources were evaluated including representative photographs of the Site and existing views of the Site from public vantage points, and are described in the Visual Addendum (see APPENDIX C) prepared for the Project. In addition, APPENDIX Q, submitted subsequently to the Visual Addendum, includes 3 cross sections, prepared by Granoff Architects, expressing the grade difference between Dudley Street and the site.

Primary mitigation measures for potential visual impacts include:

- proposed evergreen and other tree screening along the southern property line,
- preserving and/or rebuilding the existing brick walls along the site frontage on Broadway,
- minimizing light spill off the site with cut-off fixtures,
- use of design elements from the existing buildings in the new multimedia studio buildings and landscape,
- enhanced landscaping on disturbed areas throughout the site.

The visual analysis concludes that with the mitigation measures proposed, there will be no significant adverse impacts to the visual character of the site.

J. Impact on Historic and Archeological Resources

The Proposed Action, including the Multimedia Studio, will preserve various historic features of the campus. The existing historic resources on site are described in detail in the documents provided in Appendix K, which contains the initial studies conducted in late 2022 and early 2023 (Project Initiation Letter by Historical Perspectives Inc., map of construction dates of structures, and Resource Evaluation by New York State Office of Parks, Recreation and Historic Preservation (“NYSOPRHP” or “SHPO”) as well as correspondence from the regulating agency, SHPO, between December 2022 and May 2023, including a letter (3/16/23) from Taconic Region of OPRHP regarding the Old Croton Aqueduct State Historic Park, adjacent to the site. Extensive coordination has occurred with the SHPO to obtain their comments on the historic resources at the site as they relate to the Proposed Action.

In 2022, SHPO determined that the Graham School campus is National Register-eligible; the campus is significant under Criterion A in the areas of Social History and Education for its association with efforts to care for disadvantaged children. The organization is considered the oldest childcare agency in New York State.

The campus is also among the earliest, if not the first, to adopt a "cottage plan," where groups of children lived in separate residences supervised by house parents. This successful innovation became a model for childcare institutions across the country. Moreover, the Graham campus is significant under Criterion C in the area of Architecture for its collection of Beaux-Arts buildings, most notably its Administration Building designed by architect James B. Baker.

After submission of the existing conditions Resource Evaluation, as requested by the SHPO, Historical Perspectives, Inc. prepared an Alternatives Analysis (see APPENDIX K), which analyzed four alternatives for preservation of historic resources on the Site and enhancing quality of life in the surrounding area. The four alternatives considered in the analysis are summarized below:

1. No-Purchase/No-Build

This alternative evaluates the potential impacts to historic resources if the Site is not purchased and no improvements are made. In this scenario, the Site remains vacant, falls into disrepair, becomes a public safety concern, and is a financial burden for the School and Village.

2. Twelve Design Scenarios Considered for the Graham

This alternative evaluates the potential impacts of the various development plans submitted by interested buyers. None of the proposals included reuse of more than six existing buildings on the Site. All but one of the development plans included residential components, which were anticipated to strain Village services, such as schools. These scenarios are not preferred. The proposed Studio would align with the goals of the Village Comprehensive Plan, including diversification of the tax base, preservation of “large tracts”, and encouraging sustainable development. The positive impacts associated with the proposed studio development led to its selection as the preferred development option.

3. Preservation and Adaptive Re-Use of Six Graham Structures

This alternative evaluates the potential impacts of utilizing six existing structures for adaptive reuse by the studio. Industry standards for height and building layout, site constraints, and visual impacts prevented this alternative from being a viable alternative.

4. Preservation and Adaptive Re-Use of Four Graham Structures

This alternative includes development of the studio, while preserving and adaptively reusing four existing structures, and providing adequate parking. Visual impacts in this scenario are minimized by optimizing the proposed layout and design/location/orientation of new structures. This plan provides adequate space for the studio use, includes design that complies with industry standards, generates taxes for the Village, minimizes visual impacts, ensures adequate setbacks and buffers, and preserves site character. Therefore, alternative four is the preferred alternative.

The chosen alternative, described above, includes preservation and adaptive re-use of the James B. Baker Beaux-Arts Administrative Building and three supportive structures (3 Cottages: Fraser, Satterlee and Matthews). The campus setting will be maintained with the

conservation of the loop road and great lawn. The brick-capped, campus-defining wall along South Broadway is required to be removed in certain locations in order to maintain safe sight distances at the driveways, but will be replaced in-kind.

A state-level photo documentation of the former Graham campus is proposed to be completed prior to demolition. It will be filed with the New-York Historical Society's own Graham archive collection and with SHPO for delivery to the New York State Library Archives. State-level filing, in addition to the adaptive re-use of the extant structures, is recommended to memorialize the contribution of this campus within the historical context of efforts to care for disadvantaged children during the twentieth century.

OCA is adjacent to the Site to the west. The OCA is listed on the National Register of Historic Places. This aqueduct provided New York City with its first planned water supply system and served as a model for other cities.

The May 12, 2023 letter from the Division for Historic Preservation of the NYSOPRHP confirmed that the Alternatives Analysis (provided in Appendix K and discussed above) has adequately addressed all prudent and feasible alternatives and identified potential mitigation measures. NYSOPRHP also recommended the development of a formal Letter of Resolution ("LOR") and implementation of several mitigation measures that could include, but are not limited to:

1. Professional documentation of the entire campus prior to demolition.
2. Continued consultation with the Division for Historic Preservation to carry out potential salvaging of intact components of the buildings proposed for demolition.
3. Development of an interpretive display regarding the history of the School complex.
4. Continued consultation with the Division for Historic Preservation to review the proposed design of the new multimedia production Studio buildings and the repair and rehabilitation of the four remaining School buildings.
5. Continued coordination with OPRHP to avoid impacts to the OCA.
6. Potential reuse or salvaging of the brick-lined gutters adjacent to the School roads.

The March 16, 2023 letter received from the Taconic Region of the NYSOPRHP (“Taconic Region”) voiced concerns relating to the OCA. The first concern is related to the service road (located east of the trail) that contains dumpsters. The Taconic Region recommends moving the dumpsters off of the service road and preventing roadway improvements that would increase the volume of traffic on the roadway. The second concern is related to stormwater treatment and erosion of the trail. The Taconic Region requests that the Applicant pay special attention to stormwater control to minimize erosion potential. All of these concerns are being addressed with the design of the Proposed Action. There is ongoing coordination between the Applicant, SHPO, and the OCA to ensure that potential impacts are being adequately mitigated. See Appendix K for correspondence.

The following stipulations ensure that the appropriate measures are incorporated to mitigate the unavoidable adverse impacts on the former Graham-Windham School campus so the demolition may proceed:

1. Photo recordation of the existing conditions of the former Graham-Windham School buildings and campus prior to demolition
2. Preparation of an interpretive panel on the front lawn of the Administration Building
3. Installation of an education panel along the OCA regarding the importance of the Hudson River landings and arrivals of new orphans during the early years of the school (if acceptable to the governing body of the Trail)
4. Salvaging samples of the historic brick-lined gutters adjacent to the roads to eventually reintroduce into the garden areas
5. Consultation with SHPO to review the design of the proposed film studio buildings and the repair/rehabilitation of the remaining school buildings
6. Coordination with OPRHP to avoid impacts to the adjacent OCA
7. Educating the construction manager on what procedures to follow in the unlikely event that human remains are uncovered during demolition and/or construction activities

As of November 20, 2023, it is noted that a Letter of Resolution (LOR) has been prepared by *OPRHP/SHPO* and will be circulated for review and signature among *OPRHP/SHPO*, NYSDEC, and

the Village of Hastings-on-Hudson. The draft LOR specifically sets as a condition: “Continued coordination with OPRHP to avoid impacts to the adjacent Old Croton Aqueduct Trail, including mitigating the issues included in Christopher Pelosi’s letter from March 16, 2023.” It is the Applicant’s understanding that *OPRHP/ SHPO* is satisfied that the revised parking garage plans with a reduced footprint, more easterly location, and evergreen landscaping will not negatively impact the Old Croton Aqueduct Trail.

K. Impact on Open Space and Recreation

The Site was formerly a School campus and not open to members of the public; it is still privately owned, but currently vacant. The Proposed Action includes the development of a multimedia production studio, which involves the construction of a wardrobe building, several sound stage buildings, a mill shop, and a four-level parking deck. The development consists of new and renovated space, with a mix of building types and new parking.

The Proposed Action has the potential to impact open space and recreation due to its prior use as a School campus with associated recreational facilities. In the vicinity of the Site, other major open space and recreation areas within the Village of Hastings and the City of Yonkers include a state park (Old Croton Aqueduct State Historic Park), Westchester County resources (Lenoir Preserve), and smaller local parks (including Untermeyer Gardens Conservatory to the south). The OCA is a pathway that extends generally along the Hudson River from Croton Dam Road at the New Croton Dam in Yorktown to Van Cortlandt Park in the Bronx.

Increasing commercial development at the Site will, by definition, increase the number of people frequenting the area while the Studio is operating. With that growth will come increased demands on local services and facilities, including those discussed above. Mitigation for increased levels of demand will principally be provided by the substantial property tax revenues that the Studio is anticipated to generate (see Chapter II.S. Socioeconomic and the Fiscal Impact Memorandum provided in APPENDIX D). For each service identified, it is increased tax revenues are anticipated to exceed costs of accommodating the new growth.

Proposed mitigation measures in relation to open space and recreation include improvement of pedestrian facilities, selective tree clearing, enhancement of vegetative buffers, compliance with Chapter 45 of Village Code, and providing linkages between open space and recreation areas throughout the Site. Furthermore, mitigation measures in relation to community character (similar to those mitigation measures proposed for community plans) include providing adequate buffers/setbacks, approval by the Village Board and review by the

Architectural Review Board, compliance with bulk requirements and zoning, and providing linkages between open spaces and pedestrian facilities.

The Proposed Action may result in an impact to certain natural functions or ecosystem services, however, mitigation measures are proposed to address and improve these resources. There are approximately 16.6 acres of disturbance proposed on the site, including minor disturbance to some steep slopes, existing drainage patterns, and habitat. As described herein, the Applicant has minimized disturbance to steep slopes to the maximum extent practicable. Existing drainage patterns will be modified, however, stormwater will be treated as required by NYSDEC standards to minimize potential impacts to receiving waterbodies. While approximately 16.6 acres of the Site will be disturbed, the proposed development will minimize tree clearing and plant new trees (270 trees to remain, 214 to be removed, and 421 to be planted), provide a pollinator garden (see Section II. G. Impact on Plants and Animals), and preserve 7.6 acres of the Site as open space. These mitigation measures will minimize adverse impact to habitat. No further action is required.

The site is not a recreational resource, therefore, the Proposed Action will not result in the loss of a current or future recreational resource. Existing open space will be modified, however, the net increase in impervious area is approximately 0.68 acres, which is not considered significant. Enhancement of remaining open space, including creation of habitat in the proposed pollinator garden and improvement of landscaping and landscape buffers will minimize impact to open space and improve overall quality of open space on the site.

L. Impact on Critical Environmental Areas

According to the NYSDEC info Locator tool, the Site is located in a Critical Environmental Area (“CEA”). The Hudson River was designated as a CEA by Westchester County on January 31, 1990 on the basis of exceptional or unique character. The Proposed Action is located approximately 0.25 miles from the Hudson River and does not involve disturbance of the river. Therefore, the Proposed Action will not have a significant adverse impact on any designated CEA and there are no mitigation measures proposed related to Critical Environmental Areas. County, state, and local parklands are described in Chapter II.K. Impact on Open Space and Recreation. All stormwater discharged to surrounding waterbodies, which ultimately discharge to the Hudson River, will be treated per NYSDEC standards before leaving the Site. Therefore, no impact to quantity or quality of a CEA is anticipated as a result of the Proposed Action.

M. Impact on Transportation

In the Traffic Impact Study prepared for the Proposed Action (see APPENDIX L), nine intersections were identified as potentially impacted by the proposed development and were studied in detail. The analysis resulted in the following findings:

- During typically busy days, the Studio will generate 81 trips during the weekday peak hours of passing traffic on Broadway.
- Fewer than 1 vehicle per minute, on average, will be added to any roadway except the Site driveway during the peak hours.
- Through the Uniontown section of the Village, the Project is anticipated to add slightly fewer than 1 vehicle every four minutes to any roadway.
- It is conservatively estimated that there will be 3 trucks arriving in one hour at the Studio.
- With the addition of Project traffic, increases in delay will generally be about a second or less and no significant changes in Level of Service (LOS) will occur. The projected traffic increase will not exceed capacity of existing road network.
- At the Project driveway, there will be more than adequate capacity to accommodate entering and exiting traffic.
- The relocated driveway conditions will be the same as existing operations.
- No sight distance or truck turning issues will exist with the proposed construction. The provided sightlines at both driveways are designed to meet or exceed the AASHTO-required intersection sight distances to allow motorists to enter and exit safely. The existing brick walls will be relocated and reconstructed in certain locations to achieve this.
- There will be no impact on transit.
- There will be no degradation of existing pedestrian or bicycle accommodations.
- Project-related changes in traffic operating conditions will not induce any changes to the present pattern of movement of people or goods.

Truck traffic is illustrated in and discussed further in Section I.D. Proposed Development Plan, and in Appendix F, Operations Narrative. It is noted that there have been questions regarding the equity impact of the proposed traffic from the proposed Studio use, particularly on

communities of color. Most of the proposed traffic, 95% of which will be cars and other personal vehicles, will access the site utilizing Executive Boulevard, which connects with the Saw Mill River Parkway. Executive Boulevard serves mostly commercial uses and there are no residences directly fronting thereon (the nearest residences face onto King Street, which is separated from Executive Boulevard by a vegetated buffer).

It is expected that 60% of trucks visiting the site (an average of two or three trucks per day, including FedEx, UPS, Amazon and refuse collection) will travel via Executive Boulevard, which connects with I-87 via Nepperhan Avenue, Roberts Avenue, Old Nepperhan Avenue, Odell Avenue, Saw Mill River Road, and Tuckahoe Road. The Applicant will be utilizing Executive Boulevard, among other reasons, to conform to regulations for truck traffic as posted on the roadway. The Applicant will ensure that truck traffic uses Executive Boulevard and Broadway (NYS Route 9) as the primary routes for traffic. The remaining trucks will be travelling through the Village of Hastings, which are estimated to be about 2 trucks daily.

Correspondence received in the public record expresses concern about environmental justice impacts of this project purporting that the neighborhoods most affected by the project are non-white. However, the 2-3 additional trucks that will travel the above streets daily to or from the site represent an increase of just one tenth of one percent of current truck traffic on those streets and this increase is negligible. Further, it is noted that the majority of area residents who reside along Broadway in the Village of Hastings-on-Hudson, and who may witness this nominal increase in truck traffic, are mostly white, pursuant to the 2020 U.S. Census Data Mapper (available at <https://www.census.gov/library/visualizations/2021/geo/demographicmapviewer.html>).

The 2020 U.S. Census Data Mapper indicates that Census Tract 9, containing Executive Boulevard, is 44.3% white, but again residences in this tract do not face directly onto Executive Boulevard. Meanwhile, the majority of residences facing onto Nepperhan Avenue are north of Lewis Street; and several residences face onto Tuckahoe Road at Rockne Road. No racial group comprises more than 50% of the populations of either relevant census tract (tract 8.02 is 38.4% white and tract 17.01 is 49.7% white). Census Tract 8.01, which contains

a few residences facing onto Nepperhan Avenue between Old Nepperhan Avenue and Roberts Avenue, is over 50% white. Census Tract 18, north of Tuckahoe Road and east of the Saw Mill River Parkway, is 15.6% white, but the vast majority of the residences in that tract are separated from Tuckahoe Road by commercial uses. On the balance, it would appear that few people of color will be impacted by Project truck traffic, and the actual impact will be de minimis and the difference will be even less.

Regarding specific potential traffic impact areas evaluated in the SEQR process, the following was considered:

Regarding whether Project traffic may exceed capacity of existing road network:

Typically busy conditions and atypically busy conditions (once or twice a year) were studied. Project traffic will not exceed capacity of existing road network. This conclusion is evident from the data provided in Table 9 of the Traffic Impact Study in Appendix L and Tables 3 and 4 of the Atypical Traffic Conditions Assessment analysis in Appendix L, which indicated that no movement will operate below LOS D for typically busy conditions or below LOS E for atypical conditions. LOS F conditions typically denote where the capacity of the roadway has

Regarding whether the Proposed Action will degrade existing transit access:

There will be no degradation of existing transit access. There are 73 buses per weekday on Broadway and 118 buses per weekday on Warburton Avenue. There are 81 trains per weekday that stop at the Metro-North Railroad Hastings-on-Hudson Station and shuttles will be provided between the Project site and the train station. The Project is expected to add 68 transit riders per day (58 by train, 10 by bus). This equates to fewer than 1 additional rider per train, and well fewer than 1 additional rider per bus. These increases will not impact transit services.

Regarding whether the Proposed Action will degrade existing pedestrian or bicycle accommodations:

There are currently no existing public pedestrian accommodations in the vicinity of the site. An extensive pedestrian network is proposed on the site and connections will be provided to the bus stops. Bicycle and pedestrian traffic circulation routes and improved facilities throughout the Site are described in Exhibit 17. Other than bus riders, no one is projected to walk to or from the Project. Currently, there is no dedicated bicycle infrastructure in the vicinity of the site. The Applicant is working with NYSDOT to better accommodate bicycle activity on Broadway. No bicyclists are expected to visit the site. Vehicular increases in traffic associated with the Project will be very modest and will not significantly impact any current pedestrians or cyclists in the area (of whom there are few, if any).

Regarding whether the Proposed Action may alter the present pattern of movement of people or goods:

Based on the detailed analyses prepared for the traffic study, the Project is expected to increase traffic volumes only minimally in the area. Project-related changes in traffic operating conditions will be so small as to not result in any change to the present pattern of movement of people or goods. See comparison of No-Build and Build delays presented in Tables 8 and 9 of the Traffic Impact Study in Appendix L.

Sensitivity Analysis

Due to the atypical activities at the proposed Studio, a sensitivity analysis was prepared to examine the future conditions without the project (“No-Build”) and with atypical operating (“Build”) conditions at the subject intersections (expected to occur once or twice a year, at most). This study (included in Appendix L) concluded that there will be no significant impact on traffic operating conditions along the Broadway corridor. The only location that would experience a noticeable increase in wait time would be on the westbound Tompkins Avenue approach to southbound Broadway. The analysis indicates that there would be ample capacity to accommodate the projected demand. The remaining intersections would experience minimal increases in delays. In addition, the proposed use of a regular shuttle between the Metro-North Train Hudson Line and the Site and coach bus to transport cast

members to and from key locations proposed by the operator will further minimize the potential impacts of atypical day traffic activity. Based on these findings, it is concluded that even atypical activities at the proposed production studio will not have a significant adverse impact on area traffic operating conditions.

The Applicant is willing to commit to providing a post-impact study after construction to determine whether traffic projections were based on accurate calculations and if there are any issues to be mitigated.

Kimley-Horn conducted a Traffic Signal Warrant Analysis at the corner of South Broadway and Dudley Street to determine whether a traffic signal would be warranted. The results of the Analysis confirm a traffic signal is not warranted (see Appendix Q). In addition, the Applicant has reached out multiple times to the NYSDOT to request a meeting to determine the feasibility of incorporating a left-turn storage lane from South Broadway into the proposed development, while also accounting for a plan to install bike lanes along South Broadway responsive to the 2018 Route 9 Active Transportation Conceptual Design Plan. The Applicant is continuing its outreach and is confident that a meeting can be set up to coordinate with NYSDOT. The location of the existing driveway relative to Dudley Street is proposed to change by relocating the school driveway almost 200 feet further north, which should significantly improve any existing issues experienced by vehicles exiting Dudley Street. The new, wider school driveway should also make it easier for school buses to turn into the site. Additionally, the driveway to the Studio is proposed to be located approximately 85 feet further north from the current school driveway location, thus being farther north from Dudley Street than the existing configuration.

A review of two days of traffic counts at the existing Graham School driveway on South Broadway revealed a maximum of 16 cars and 8 school buses turning left into the site (opposed by 115 southbound vehicles on Broadway) during the busiest 15-minute period in the morning. The intersection capacity analysis conducted for the project did not indicate that this level of traffic activity compromises operating conditions on South Broadway. A maximum of 36 vehicles were observed to enter or exit the Andrus School in the busiest 15-

minute period (which did not coincide with the busiest 15 minutes at the Graham School), which is on the other side of Dudley Street from the school.

During the typically busy shooting phase of production (which was analyzed in the April 23 Traffic Study), a maximum of 15 vehicles are expected to turn left into the Studio site from South Broadway during the busiest 15 minutes¹². Except on rare occasions, none of these vehicles will be trucks or buses. In the future with the proposed project, the intersection capacity analysis conducted for South Broadway indicated that the operating conditions would continue to be acceptable and will not adversely impact Dudley Street.

In addition to the Traffic Impact Study and the Sensitivity Analysis, the Applicant has prepared responses to comments from the Village regarding traffic (August 2023). These responses are included with the other traffic related studies in Appendix L.

The studies prepared for the Project concluded that the traffic from the Proposed Action will not have a significant adverse impact on the traffic conditions in the area.

¹² As indicated on Table 4 of the April 2023 Traffic Impact Study, during the busiest months at the Site (twice a year during Month 4 of one production and Month 3 of a second production), the Project is projected to generate 75 trips in the busiest hours (from 7:00 a.m. to 8:00 a.m. and from 7:00 p.m. to 8:00 p.m.). As seen from Figures 21 and 22 of the April 2023 Traffic Impact Study, during the busiest months at the Site, the most vehicles turning left into the Studio would be 44 trips in the busiest (AM) hour (or an average of 11 vehicles per 15 minutes). To provide a conservative analysis, the Traffic Impact Study superimposed this 7:00 a.m. to 8:00 a.m. hour volume onto the 7:45 a.m. to 8:45 a.m. higher street traffic.

Assuming that the busiest 15 minutes would have 35% more traffic than the average 15 minutes, it was calculated/estimated that a maximum of 15 vehicles would be turning left into the Studio Site from South Broadway during the busiest 15 minutes.

N. Impact on Energy

The Proposed Action involves redevelopment of an existing, partially vacant, school campus into a multi-media production Studio. Energy demand on Site is likely to increase above current levels with new commercial space, amenity space, and outdoor security lighting. The Proposed Action has been designed to be energy efficient and compact, minimizing the energy demand required to heat, cool, and power new buildings. Environmental sustainability will also be encouraged by the “green” design of the buildings with features such as solar panels on roofs of the Studio buildings, green roof on the Mill shops and Wardrobe Building, energy efficiency, design to LEED standards, improved pedestrian infrastructure, installation of EV charging stations, and maintenance of the existing access to the OCA. The compact design and pedestrian/bicycle friendly pathways will also reduce dependence on personal vehicles well beyond what is available in the vicinity now. There are no generators proposed as part of this project.

Electricity and Natural Gas

The Site is currently serviced by Con Edison for power. Con Edison is expected to be able to accommodate the increased demand for electric service as a result of the Proposed Action. Electricity demand for the School will remain the same. The Proposed Action will incorporate additional green building technologies including solar panels and green roofs designed to be energy efficient. Proposed on-Site solar panels will reduce anticipated energy demand.

A solar assessment prepared by Cherry Street Energy concluded that the proposed sound stages have the potential to carry a 1.15 MW solar power plant, which will generate enough electricity to offset 72% of the annual electricity demand for the sound stages. See APPENDIX M for energy information.

The brief electrical scope of work consists of the following:

- Temporary work area required lighting
- Gear, transformers, raceway, cabling per one-line and Site plan sketches
- Switchgear, panelboards, RTU feeds per one-line sketches
- Lighting and lighting control devices per preliminary layout

- Receptacles, small equipment hookups and branch circuit wiring
- Local fire alarm panel and devices for each building
- Site telecom raceway per Site plan sketches

The Applicant has been working with Consolidated Edison (“Con Ed”) to obtain a “willingness to serve” letter for the Proposed Action as part of the Project approvals. Natural gas will no longer be required. See APPENDIX M for more details regarding the electrical service and for correspondence from Con Ed. The Applicant met with a Con Ed field representative at the site in April 2023. The Applicant formally applied for power with Con Ed on July 1, 2023 and provided detail on all of the site requirements being requested.

The Proposed Action is expected to create an increased demand for energy at the Site as a new commercial use, however, it is anticipated that existing providers will be able to accommodate the increased demand, on Site solar energy production will offset demand to some extent, and no significant adverse impacts are anticipated. See Appendix M for Power Distribution Diagram, electrical scope of work, and Lighting Layout Diagrams. Upgrades to substations are not anticipated, but will be completed if requested by Con Edison. All proposed enclosed building areas will require heating and cooling; buildings have been designed to follow LEED standards for efficiency, minimizing potential demand for energy. No additional mitigation is proposed.

O. Impact on Noise, Odor, and Outdoor Lighting

Noise

The Site is currently a School campus and does not generate noise beyond ambient levels; the proposed development is not anticipated to generate noise beyond ambient levels after construction. Per the Sound Study prepared by Tech Environmental (October 2022), the Proposed Action will comply with the Village of Hastings-on-Hudson Noise Standards, the Town of Greenburgh Noise Code, and the City of Yonkers Noise Code. See APPENDIX N for the Sound Study.

During construction, noise may exceed ambient levels at various times, in various locations (depending on phase of work), with the use of typical construction equipment. The construction period will last approximately 18 months. Noise levels decrease significantly with increased distance to the noise generator.

Construction equipment will incorporate noise mitigation equipment such as functioning mufflers. Construction hours will comply with the Village of Hastings-on-Hudson Village Code Chapter 217 Section 7, Permitted noises. Therefore, construction will only occur between the hours of 7:30 AM and 8:00 PM, Monday through Saturday, or 10:00 AM and 5:00 PM on Sunday. If applicable, the Applicant will prepare an Excavation Work Plan, Blasting Plan, and Construction Management Plan to comply with Village regulations associated with short-term construction noise impacts.

After construction is complete and the Project is occupied, noise will return to ambient levels. The proposed buildings are acoustically insulated and will not emit sound to the surrounding area. Phased construction stages, maintaining adequate buffer distances, requiring adequate mufflers on construction equipment, and limiting hours of construction will mitigate potential adverse impacts of noise during the construction phase. No noise mitigation is proposed post-construction, during normal Project operations.

Odor

The Site does not currently produce odors, and the Proposed Action will not generate odors from day-to-day activities. Food and catering waste will be stored in contained dumpsters

located near the proposed parking garage. Unlike a typical business, refuse is removed from the site on a more frequent basis and waste will not stay on site for more than a few days. Therefore, no mitigation for odor is required.

Outdoor Lighting

The Site currently has several outdoor lighting fixtures throughout the Site. Proposed Site lighting from the Studio will be designed to minimize visibility from immediately surrounding neighborhoods. Lighting is not anticipated to have any effect on scenic roadways in the vicinity, such as the Bronx River Parkway and the Palisades Interstate Parkway. Light poles will be 16 feet tall and dark sky compliant to prevent any halo effect. The exit pathways in the rear of the Studio buildings will be on emergency circuits and will not be lit at night (the lights will only come on if there is a power failure). The proposed parking garage will have outdoor lighting on the ground level on the eastern side only, preventing light from impacting adjacent properties and the OCA. Lighting on each level of the garage has been designed to eliminate light spill onto adjacent properties as well. Sky-glow will not increase beyond existing levels.

Interior lighting used during filming will not escape the confines of the building as the south, east, and west sides of the stage structures are windowless. Proposed lighting will not create sky-glow brighter than existing area conditions, as indicated in the Lighting Plan (see Exhibit 18 and Appendix G, updated Landscape Lighting plans in Appendix Q). See Chapter II.I. Impact on Aesthetic Resources for further information regarding the potential impact and mitigation for aesthetic resources. The type of fixtures and the placement of outdoor lighting will mitigate potential significant adverse impacts of outdoor lighting.

P. Impact on Human Health

The Proposed Action is within 1,500 feet of facilities that serve children, the elderly, or people with disabilities. The Graham-Windham School (“the School”), as previously described, is on the north side of the Site. Other facilities in the vicinity include:

- John Andrus Memorial Home is adjacent to the Site to the south.
- Andrus – Yonkers Campus, a non-profit organization, is located 1,485 feet south of the Site on North Broadway.
- Hudson Lab School is located about 500 feet north of the Site on Old Broadway.

The Proposed Action will not adversely impact the facilities listed above. Further impacts to community facilities are discussed in Chapter II.R. Consistency with Community Character, Chapter II. Potential Impacts and Mitigation and Chapter I. Description of the Proposed Action. The Site is not currently undergoing remediation, has not completed remediation in the past, is not adjacent to a site which has or is currently undergoing remediation. There are no institutional controls limiting property uses on Site. The Proposed Action will not result in the unearthing of solid or hazardous waste on Site or within 2,000 feet of the site. Solid waste generation will increase, however, the Applicant will implement food waste reduction processes and will employ a licensed private waste removal company to remove waste from the Site (see also Section II R. Consistency with Community Character and Operations Narrative in Appendix F).

Q. Consistency with Community Plans

Surrounding Land Use Patterns

Surrounding land uses within one mile of the Site are illustrated on Exhibit 5 and described previously in Chapter I. Description of the Proposed Action. Land uses are varied, and include a church and single family residential areas to the north, the OCA to the west, and Lenoir Nature Preserve and multifamily residential to the south, and institutional uses to the east.

The proposed Electric Owl multimedia production Studio land uses will replace some of the existing campus buildings with a new development, including Studio space, office space, parking, and preservation of natural open space. The proposed uses are supported by the Village's comprehensive planning process. As part of the Proposed Action, there is a significant perimeter buffer to be retained around the Site, which provides visual mitigation to surrounding land uses. Several existing buildings will be preserved and adaptively reused. With this mitigation, no significant adverse impacts to land use are anticipated.

Similar facilities in the vicinity include Lionsgate Studio and 1050 N Broadway located approximately 3.25 miles south and less than 1 mile south of the site in Yonkers, respectively.

Lenoir Preserve is located adjacent to the site to the south. The 40-acre preserve is accessed via Dudley Street and the main entrance on North Broadway. The proposed action is not anticipated to be visible from the majority of the Lenoir Preserve due to topography, distance, and vegetation. The surrounding topography in combination with an enhanced vegetated buffer will substantially screen the Proposed Action from view at Lenoir Preserve. See Visual Addendum in Appendix C and Appendix F, Electric Owl Operations Plan/Narrative, for more regarding the Lenoir Preserve.

Electric Owl Studios takes seriously its responsibility to local stakeholders and adjacent neighbors. Through the planning of the project, Electric Owl has met with every stakeholder that requested a meeting to discuss their concerns. In many cases Electric Owl has adjusted its design to address the concerns of stakeholders and residents. Electric Owl has studied the potential impact its operations may have on the Lenoir Preserve and local stakeholders

including those residing in Yonkers. Electric Owl has had technical studies prepared by their consultants, addressing mitigation efforts, and has met with Yonkers residents to discuss how potential adverse impacts can be minimized. Specifically, these studies include the following:

- Visual Addendum, including analysis of potential views of the studio from the Lenoir Preserve (Appendix C).
- Landscape plan including evergreen trees to provide a year-round visual buffer from the Preserve (see Appendix G).
- An acoustical study measuring sound generated by proposed mechanical equipment and evaluating sensitivities at surrounding locations (Appendix N).
- A wildlife assessment evaluating the impact of proposed development on local flora and fauna, including the OCA and the Lenoir Preserve (Appendix J).
- A Traffic Impact Study addressing preliminary comments received from the Village, City of Yonkers, and others during the pendency of the Application (Appendix L).
- A Lighting Plan with photometric analysis designed to minimize the environmental impact of the lighting to the Preserve (Exhibit 18).

Additional mitigation efforts Electric Owl is proposing that are beneficial to the Lenoir Preserve include:

- The design of the buildings includes approximately 1one acre of green roofs.
- Additional sound proofing will be incorporated into mill shop buildings to further minimize audible sound from the mill shop operations.
- The mill buildings have been relocated further north on the site, away from the Preserve and off-site residential development.
- Although it is not anticipated that wildlife would be negatively impacted (see Appendix J), Electric Owl will provide a “pollinator garden” at the southeast corner of the site facing the Preserve, to encourage and support the Monarch Butterfly. There is a “butterfly garden” in the Lenoir Preserve as well.

- Electric Owl will work with a bee keeping company ("Bee Downtown") to install managed hives. These hives will pollinate approximately 1,800 acres surrounding the site. Electric Owl has installed managed hives at its other locations to positively impact the local environment.
- Truck loading and unloading will occur within the studio buildings at-grade (i.e., trucks will drive into the studio space to unload cargo). Electric Owl has used a similar design at its other studio locations. This film studio will not have a typical loading dock that uses elevated bays exposed to the outside. Interior truck loading and unloading will minimize exterior noise.
- Electric Owl will commit to having no production filming outside of the sound stages, thereby minimizing exterior noise.
- Electric Owl will commit to a no-idle policy for all vehicles on site, further minimizing exterior noise and pollution.

See Chapter II.M. Impact on Transportation, for discussion of the potential traffic impact the site would have on the City of Yonkers relative to the Lenoir Preserve. The 1050 Broadway Film Studio is closer to the main entrance of Lenoir Preserve that is used by the public than is Electric Owl Studios. It appears that Yonkers approved the 1050 Broadway studio project with minimal requirements from that developer. There was no detailed traffic study required and no consideration of the project impact on the Lenoir Preserve.

The Proposed Action's land use are different from current surrounding land use patterns, however, the proposed development has been designed to mitigate potential impacts to surrounding land uses, such as noise, light, odor, and visual impacts.

Comprehensive Plans

The Village's Comprehensive Plan (adopted in 2011) states that the Village should consider revising the zoning of this Site to facilitate Projects that will "protect community character while encouraging land uses that have the potential to generate greater tax revenues than costs to the Village." This proposal would serve to meet these objectives as well as several other goals and objectives of the Comprehensive Plan. The three major goals for the Village

of Hastings-on-Hudson Comprehensive Plan are addressed with the Proposed Action, as listed below:

1. Foster economic development.
2. Promote environmental sustainability.
3. Protect and enhance community character.

The Proposed Action will foster economic development by creating commercial development and generating taxes on a Site that is currently tax exempt. (See Fiscal/Community Benefits Memo, APPENDIX D). The proposed development will promote environmental sustainability by protecting open space, natural resources, steep slopes, and landscaping. Furthermore, environmental sustainability will also be a focus of this project given the “green” design of the buildings (solar panels, green roof, energy efficiency, LEED standards), improved pedestrian infrastructure, and maintenance of the existing access to the OCA. Community character will be preserved with the proposed development, as the new buildings have been designed to fit into the Site topography, maintains existing views from the Site toward the Hudson River, several existing buildings will be adaptively reused, and the School will remain. See Exhibit 19 and Exhibit 20.

Zoning

The Applicant proposes a text amendment to the Village of Hastings-on-Hudson Zoning Law to establish a “Multimedia Production Studio Overlay District” in the One Family Residence (R-20) district. As described in the Petition submitted to the Village and the supplemental submission dated April 17, 2023 to the BOT (see APPENDIX B) this will allow the construction and operation of a multimedia production studio. The proposed production Studio would be located on an approximately 17-acre portion of the Site and the School will remain in operation on an approximately 6-acre portion of the land.

Per the Petition, the proposed Studio would be consistent with the recommendations of the “Village of Hastings-on-Hudson Comprehensive Plan.” The Comprehensive Plan encourages uses on certain large tracts of land, including the Site, which would generate increased property tax revenues without increasing municipal costs. The Proposed Action will diversify

the tax base and avoid residential subdivision. This Studio would accomplish this, and it would allow the School to operate on the property.

According to Section 295-85.1 of the Village of Hastings-on-Hudson Village Code, the Site is located within the Gateway Cluster Overlay District. The design of the proposed development complies with the District's overall objectives. The Gateway Cluster Overlay District however, does not apply to a two-lot commercial/institutional subdivision as proposed for this site. Instead, the Gateway Cluster Overlay District was conceived as a method to require a cluster subdivision to encourage detached, semi attached and attached housing units in a residential subdivision. The development standards proposed for the Gateway Cluster Overlay District include a 150-foot front yard setback and a 50-foot perimeter setback (see updated Tables in Exhibits 21, 22).

While the Multimedia Production Studio would not be subject to the Gateway Cluster Overlay requirements, the Petition filed to amend the Zoning Ordinance sets dimensional constraints that include a 150-foot setback from South Broadway and a 50-foot setback from other property lines, as further detailed below. The existing Matthews Cottage and the existing brick walls along South Broadway are proposed to remain in-place, or to be reconstructed substantially in the same location (adjusted to improve sightlines). These improvements are currently located less than 150 feet from South Broadway.

It is noted that under the Zoning Ordinance the property would be considered a "corner lot" with two (2) front yards, which conclusion was not identified when the Petition was filed. Accordingly, rather than the Petition proposing a 150-foot front yard setback, such a 150-foot setback distance for buildings would need to apply only to the South Broadway frontage. Along the Dudley Street boundary line, the proposed setback would be 50-feet as stated in the Petition, but (also as noted in the Petition) there is a single, studio building along the southerly portion of the property that cannot meet that 50-foot setback. Instead, it would have a setback of about 30 feet from the southerly property line, where that portion of the property is not close to Dudley Street. Other than that exception, all of the other proposed buildings would be setback 50-feet along Dudley Street.

The existing driveway is proposed to be modified and used for vehicular access to the Multimedia Production Studio with a new, separate driveway created for the School. Given the position of the existing Administration Building, its preservation together with other existing buildings, would not be feasible with use of the existing driveway if a 150-foot setback were required from Dudley Street, as fire truck circulation and a driveway width of 26-feet could not be accommodated.

See Chapter II.I. Impact on Aesthetic Resources for description of visual conditions along South Broadway and Dudley Street. Updated Zoning Tables consistent with descriptions above are included on the Overall Site Plan in Appendix Q and as EAF3 Exhibits 21, 22. The Proposed Action's land use components will be different from the existing conditions, and new zoning is proposed. However, measures described above are proposed to mitigate potential impacts, and no significant adverse impacts to land use or zoning are anticipated.

R. Consistency with Community Character

The Proposed Action is not anticipated to create a demand for additional community services, such as schools, police, fire, emergency, as described below.

Schools

The Site is located within the Hastings-on-Hudson Union Free School District and also contains the Greenburgh-Graham Union Free School District. The existing School on Site is proposed to remain, and the Studio portion of the Proposed Action will not generate any school aged children. Therefore, no adverse impact to schools is anticipated. A significant beneficial impact to public schools is anticipated from the future tax revenues (approximately \$2,113,890 to the School District) to be generated by the Studio.

Police

The Site is served by the Hastings-on-Hudson Police Department, with headquarters at 7 Maple Avenue, Hastings-on-Hudson, NY (also the location of the Hastings-on-Hudson Municipal Building). The station is approximately 1.7 miles (±6-minute drive) north of the Site. According to the Police Department website¹³, the department consists of a lieutenant, four sergeants, two detectives, thirteen patrolmen a Youth Officer, six part-time School crossing guards, two part-time Parking Enforcement Officers (PEOs) and one part-time meter repair person, under the command of the police chief.

When the Studio is constructed and operational, the Applicant will provide private security to patrol the Site, which will supplement the local police force and mitigate potential adverse impact on the local Police Department. The Proposed Action includes two separate entrances for the School and the Studio to separate the uses. The Studio access driveway will contain a gatehouse and new fencing will surround the Studio for security.

Fire Protection

The Site is served by Hastings-on-Hudson Fire Department 218 – Battalion 14, with headquarters at 7 Maple Avenue, Hastings-on-Hudson, NY (also the location of the Hastings-

¹³ www.hastingsgov.org, accessed 06/19/23.

on-Hudson Municipal Building). The Site is located within the Hastings-on-Hudson Fire District. According to its website¹⁴, the Hastings-on-Hudson Fire Department is comprised of four fire companies. The 130 people employed by the volunteer fire department serve the Village of Hastings-on-Hudson.

There are 4 Hastings-on-Hudson Fire Department locations:

- Protection Engine Company No. 1, 573 Warburton Avenue, Hastings-on-Hudson, NY 10706
- Uniontown Hose Company No. 2, 25 Rose Street, Hastings-on-Hudson, NY 10706
- Hook & Ladder Company No. 1, 50 Main Street, Hastings-on-Hudson, NY 10706
- Riverview Manor Hose Company No. 3, 83 Euclid Avenue, Hastings-on-Hudson, NY 10706

The Uniontown Hose Company No. 2 station is the closest to the Site, located approximately 0.9 miles to the northeast (approximately 3-minute drive).

The Applicant met informally with representatives of the Hastings-on-Hudson Fire Department¹⁵ and discussed Site access points, hydrant spacing, water supply, requirements for sprinklers, Projected Site population, signal timing, parking garage access, fire truck access relative to circulation and street design, and volunteers. The proposed buildings and parking garage have been designed to comply with all applicable building codes to assure the highest level of fire safety and security feasible. See also Section II.D. Impact on Ground Water for fire flow information. There are no unique operational aspects of the movie production facility anticipated that would create a need for additional local fire department services, including pyrotechnics. No adverse impact to the fire department is anticipated.

¹⁴ [Hastings on Hudson Fire Department - Westchester County, New York \(hastingsonhudsonfd.org\)](https://www.hastingsonhudsonfd.org), accessed 06/23/2023

¹⁵ John Lindner, Alan Harmon, Brian Schnibbe, and Ron Paquette (February 28, 2023)

Emergency Medical Service (Ambulance)

The Hastings-on-Hudson Fire Department Ambulance Corps, located at 47 Main Street, serves the Site for emergency medical service (EMS). The Ambulance Corps coverage area extends over the Village of Hastings-on-Hudson.

For emergency services, the Studio has been designed in a manner that ensures adequate access for emergency vehicles to all structures. In addition, structures will be constructed in accordance with applicable fire codes, and new Studio buildings and Mill Shops will be equipped with sprinklers.

Public Works

The Project Site is within the service area of Veolia Water NY for potable water, although the entire Site, including the School, is currently served by Yonkers Water Department. The Applicant is working with the utilities to assure that the increased demand for water and sewer can be accommodated by the utility providers and the preferred water supplier will be Veolia for the Studio and Yonkers Water for the School. Refer to Chapter II.D. Impact on Ground Water and C. Impact on Surface Water for details regarding water and wastewater utilities.

The roadway system, sidewalks, and parking areas are all proposed to be privately owned and maintained by the property owner. This includes paving, and snowplowing in the winter.

Solid waste and recycling will be handled by a licensed private waste removal company. Productions will not use or dispose of harmful chemicals. To reduce the amount of solid waste being removed from the site, some portion of the food waste will be processed with food dehydrators and used as mulch on site. The small amount of organic food refuse that is not dehydrated and other refuse will be securely contained to avoid odors and minimize vermin. A recycling program will be implemented in accordance with County guidelines.

No additional staff or equipment will be required from the Village DPW for maintenance of the Project.

Areas of importance to the community, including the OCA, are addressed in Sections II.J, Historic Resources, II.K, Open Space, section II.I Aesthetic Resources, and in the Project Description Section II. and Appendix K. No significant adverse impacts to the OCA are anticipated with the Proposed Action.

S. Socioeconomic

Taxes

The primary community benefit of the Proposed Action would be the annual tax generation to the Village and School District on a currently underutilized/tax-exempt Site. The Proposed Action will provide new jobs in the community and permit fees will yield revenue to the Village during construction.

According to preliminary estimates of the Proposed Action provided by the Applicant, the Studio could have an assessed value (AV) of approximately \$100 million. The portion of the property within the City of Yonkers will remain as open space and will not be changed, nor will it generate increased revenue for taxing districts within the City of Yonkers. Therefore, tax generation within Yonkers was not considered in this analysis. Future tax generation to Hastings-on-Hudson will be determined by the Village Assessor, based on the market value, and more importantly, the assessed value of the Project, which is not yet known.

Based on the assumptions outlined above, the potential future total tax revenue to the Village, Town, County, and School District from the proposed Studio is estimated to be \$3,047,884 annually. If the market value or assessed value were higher, the tax benefit could be greater.

Since the proposal would be non-residential, no School age children would be generated from the Project. Therefore, all the annual tax revenues generated by the Project would be beneficial to the School district, with no associated cost burden to educate or transport any School age children.

Table 7: Future Annual Tax Generation to Taxing Jurisdictions

Westchester County Tax (2.892164)	Town of Greenburgh Tax (0.452349)	Village of Hastings-on-Hudson Tax (5.995426)	Hastings-on-Hudson Union Free School District Tax (21.1389)	Total Annual Tax (30.479)
\$289,216	\$45,235	\$599,543	\$2,113,890	\$3,047,884

The Proposed Action is expected to have a beneficial impact on tax generation; therefore, no mitigation is proposed. (See fiscal memorandum in APPENDIX D).

Employment

The Proposed Action is expected to result in an increase in local employment opportunities. A Project of this type will provide additional local jobs beyond the Studio/production employees. Local jobs include staff (administration, food service, janitorial, maintenance, etc.) for the Studio, as well as maintenance of the grounds. Solar energy integration is also expected to create over 25 local renewable energy jobs (see APPENDIX M). The Proposed Action is expected to have a positive impact on employment; therefore, no mitigation is proposed.



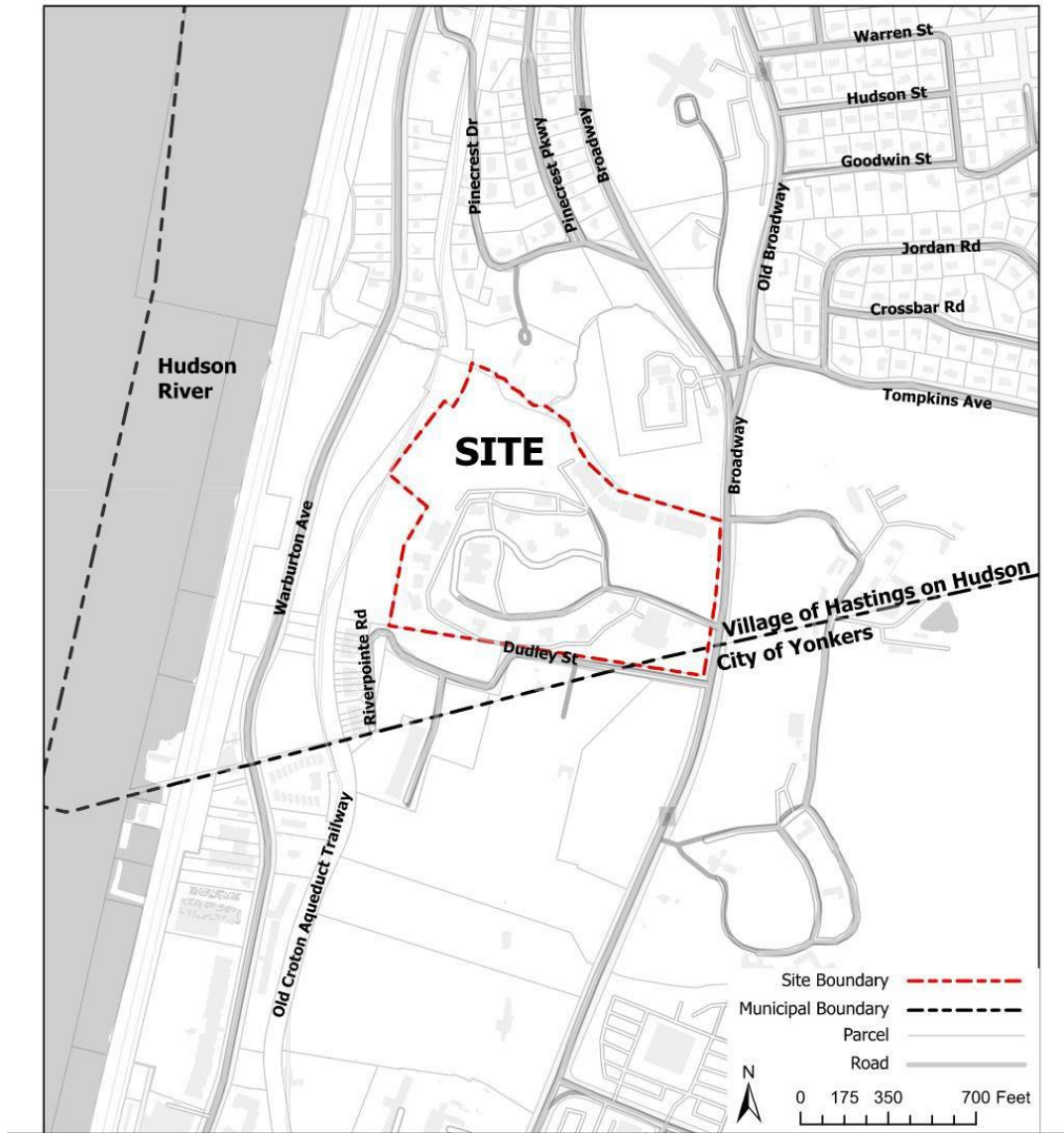
Regional Location

Electric Owl Studios
Hastings-on-Hudson, New York

Kimley»Horn

Source: Westchester County GIS

Exhibit 1: Regional Location



Electric Owl Studios
Hastings-on-Hudson, New York

Kimley»Horn

Source: Westchester County GIS

Exhibit 2: Site Location



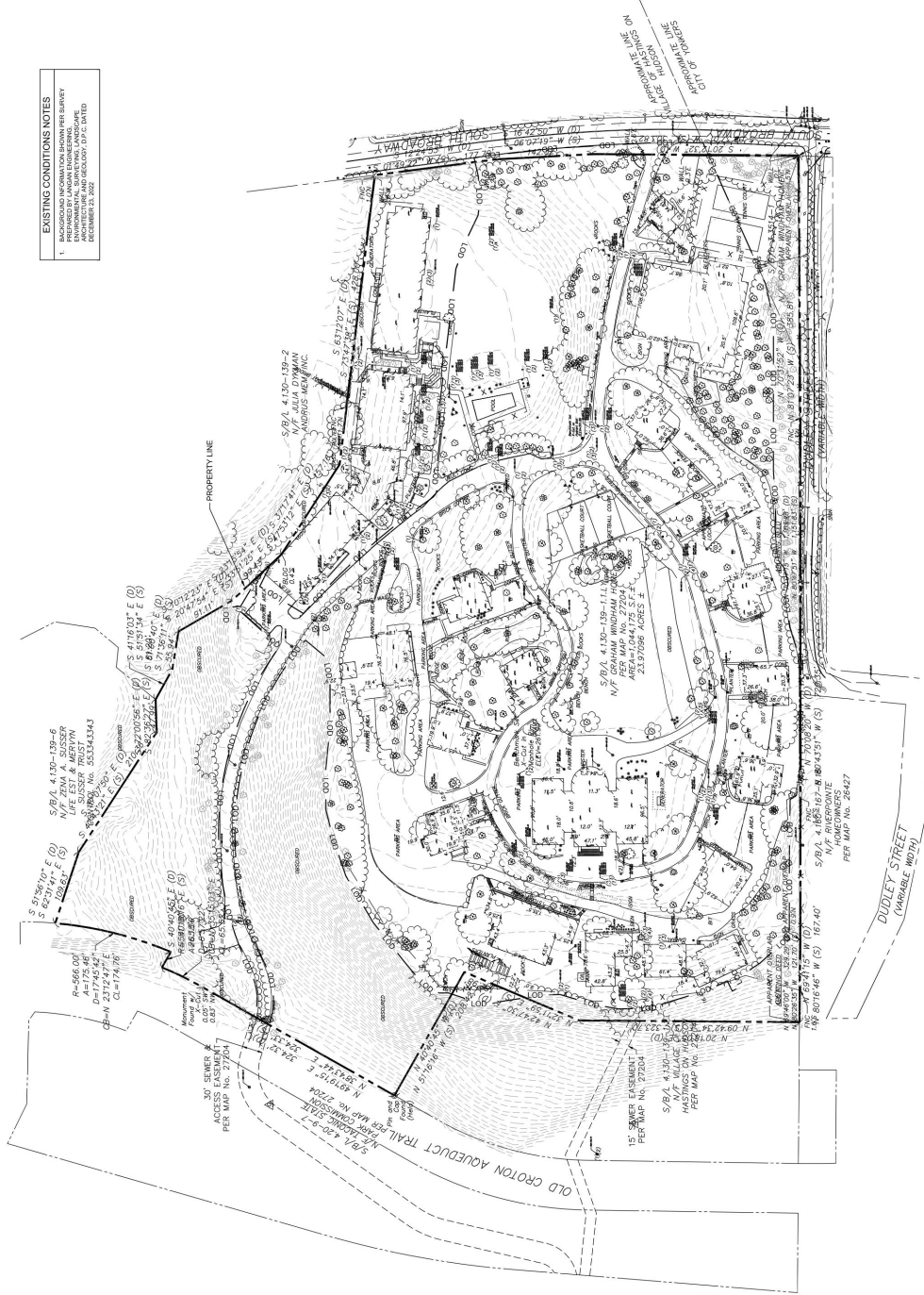
Aerial Photograph

Electric Owl Studios
Hastings-on-Hudson, New York

Kimley»Horn

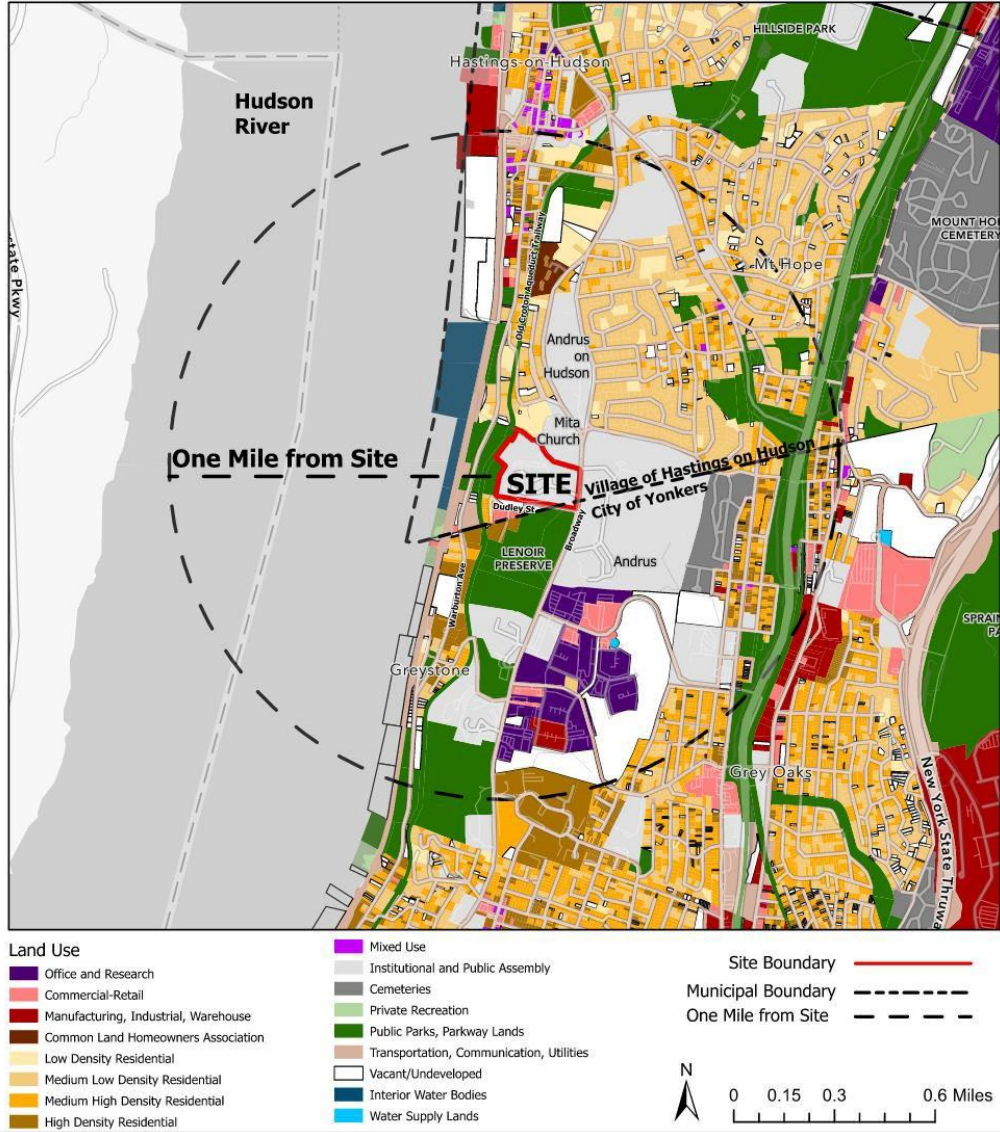
Source: Westchester County GIS

Exhibit 3: Aerial Photograph



EXISTING CONDITIONS NOTES
 1. BACKGROUND INFORMATION SHOWN HEREIN IS BASED UPON THE RECORDS OF THE MASSACHUSETTS DEPARTMENT OF LANDS AND FORESTRY, LAST REVISED ON DECEMBER 23, 2022.

Exhibit 4: Overall Existing Conditions



Electric Owl Studios
Hastings-on-Hudson, New York

Kimley»Horn

Source: Westchester County GIS

Surrounding Land Use

Exhibit 5: Surrounding Land Use



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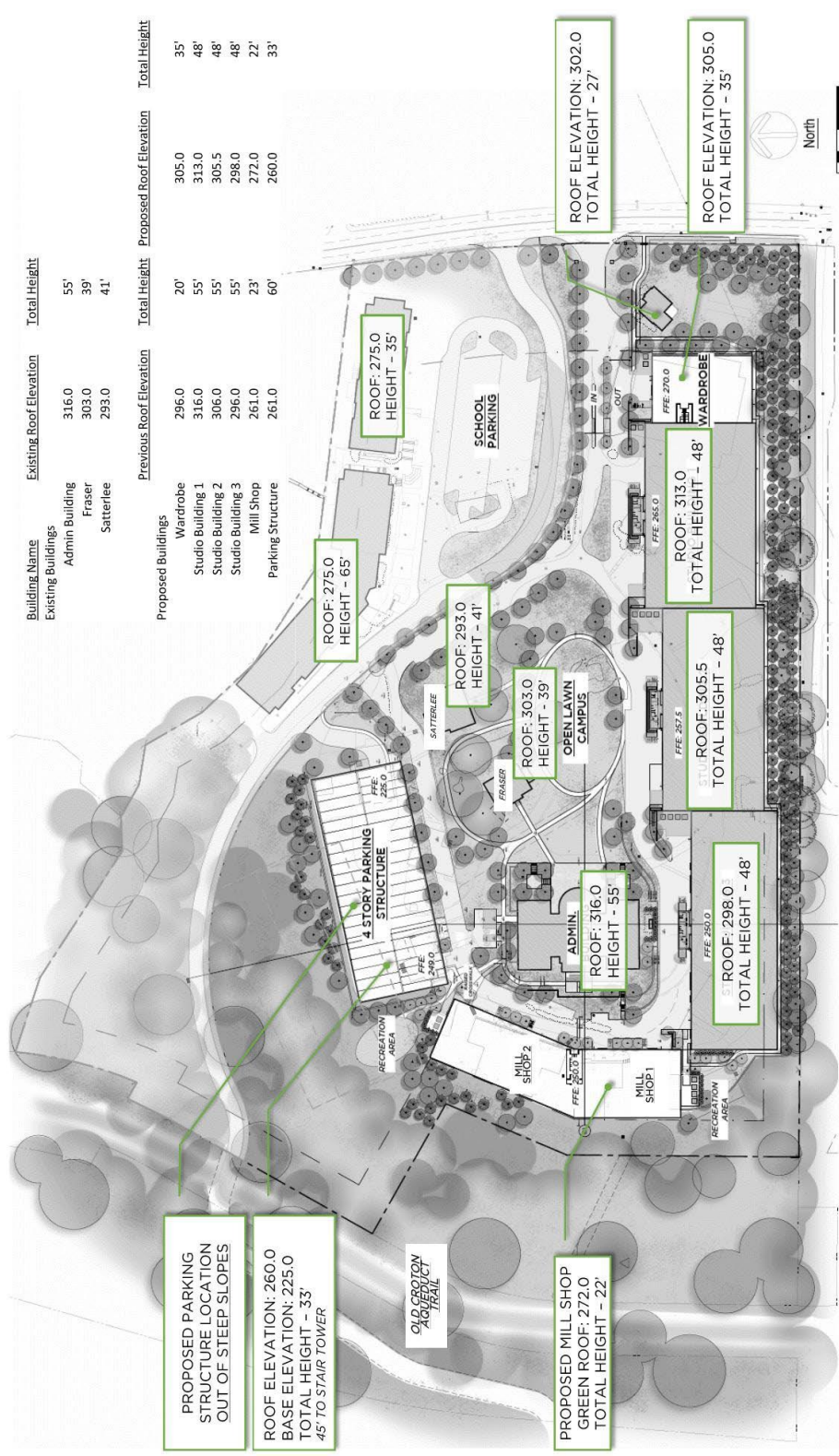
**SCHEMATIC SITE PLAN -
 OVERALL LANDSCAPE**

DATE: 09/20/23

ELECTRIC OWL STUDIOS
 15 BROADWAY
 HASTINGS ON HUDSON, NY

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Exhibit 7: Schematic Site Plan - Overall Landscape



Building Name	Existing Roof Elevation	Total Height
Existing Buildings		
Admin Building	316.0	55'
Fraser	303.0	39'
Satterlee	293.0	41'
Proposed Buildings		
Wardrobe	296.0	20'
Studio Building 1	316.0	55'
Studio Building 2	306.0	55'
Studio Building 3	296.0	55'
Mill Shop	261.0	23'
Parking Structure	261.0	60'

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ELECTRIC OWL STUDIOS
 15 BROADWAY
 HASTINGS ON HUDSON, NY
 DATE: 06/14/23

PROPOSED PARKING STRUCTURE LOCATION OUT OF STEEP SLOPES

ROOF ELEVATION: 260.0
 BASE ELEVATION: 225.0
 TOTAL HEIGHT - 33'
 45' TO STAIR TOWER

OLD CROTON AQUEDUCT TRAIL

PROPOSED MILL SHOP GREEN ROOF: 272.0
 TOTAL HEIGHT - 22'

PROPOSED BUILDING LOCATIONS AND HEIGHTS

ROOF: 275.0
 HEIGHT - 65'

ROOF: 293.0
 HEIGHT - 41'

ROOF: 303.0
 HEIGHT - 39'

ROOF: 316.0
 HEIGHT - 55'

ROOF: 298.0
 TOTAL HEIGHT - 48'

ROOF: 305.5
 TOTAL HEIGHT - 48'

ROOF: 313.0
 TOTAL HEIGHT - 48'

ROOF ELEVATION: 302.0
 TOTAL HEIGHT - 27'

ROOF ELEVATION: 305.0
 TOTAL HEIGHT - 35'

Exhibit 8: Proposed Building Locations and Heights



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ELECTRIC OWL STUDIOS

115 BROADWAY
HASTINGS ON HUDSON, NY
DATE: 04/14/23



DRONE VIEW 002

**NORTHEAST DRONE VIEW
TOWARDS HUDSON**

Project: Electric Owl Studios
Location: 115 Broadway, Hastings on Hudson, NY
Date: 04/14/23
Scale: 1:1000
Photographer: [unreadable]

Exhibit 9: Northeast Drone View towards Hudson



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DATE 04/14/23



**SOUTHWEST DRONE VIEW
OF CAMPUS**
This rendering was prepared by Granoff Architects, Inc. for the Electric Owl Studios project. It is not to be used for any other purpose without the written consent of Granoff Architects, Inc.

Exhibit 10: Southwest Drone View of Campus



- Proposed Vehicular Circulation:**
- Separate school circulation from studio circulation
 - Keep circulation outside of pedestrian campus
 - Parking structure will have (1) dedicated floor for school parking and (3) floors of parking for Electric Owl Studios
 - New parking lot for school

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ELECTRIC OWL STUDIOS

115 BROADWAY
 HASTINGS ON HUDSON, NY
 DATE: 04/14/23

PROPOSED VEHICULAR CIRCULATION

DATE: 11/21/23
 SCALE: 1" = 40'-0"

Exhibit 11: Proposed Vehicular Circulation:



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ELECTRIC OWL STUDIOS
15 BROADWAY
HASTINGS ON HUDSON, NY
DATE: 04/14/23



**PARKING STRUCTURE
SCHOOL ENTRANCE**
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Exhibit 12: Parking Structure School Entrance



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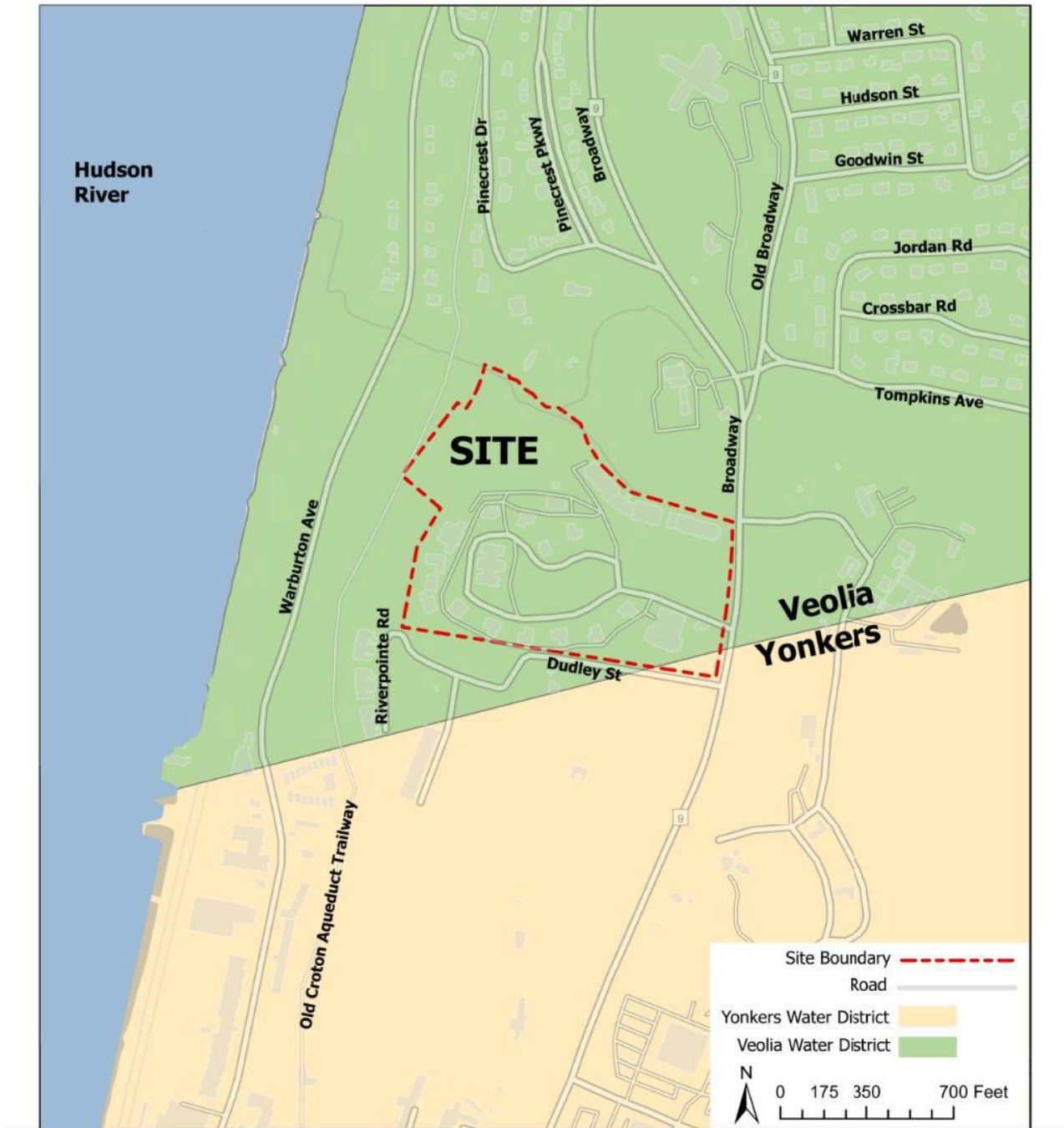
DATE 04/14/23



ENTRY AT S. BROADWAY

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Exhibit 13: Entry at S. Broadway



Water Districts

Electric Owl Studios
Hastings-on-Hudson, New York

Kimley»Horn

Source: Westchester County GIS

Exhibit 14: Water Districts



Exhibit 15: Steep Slopes Disturbance



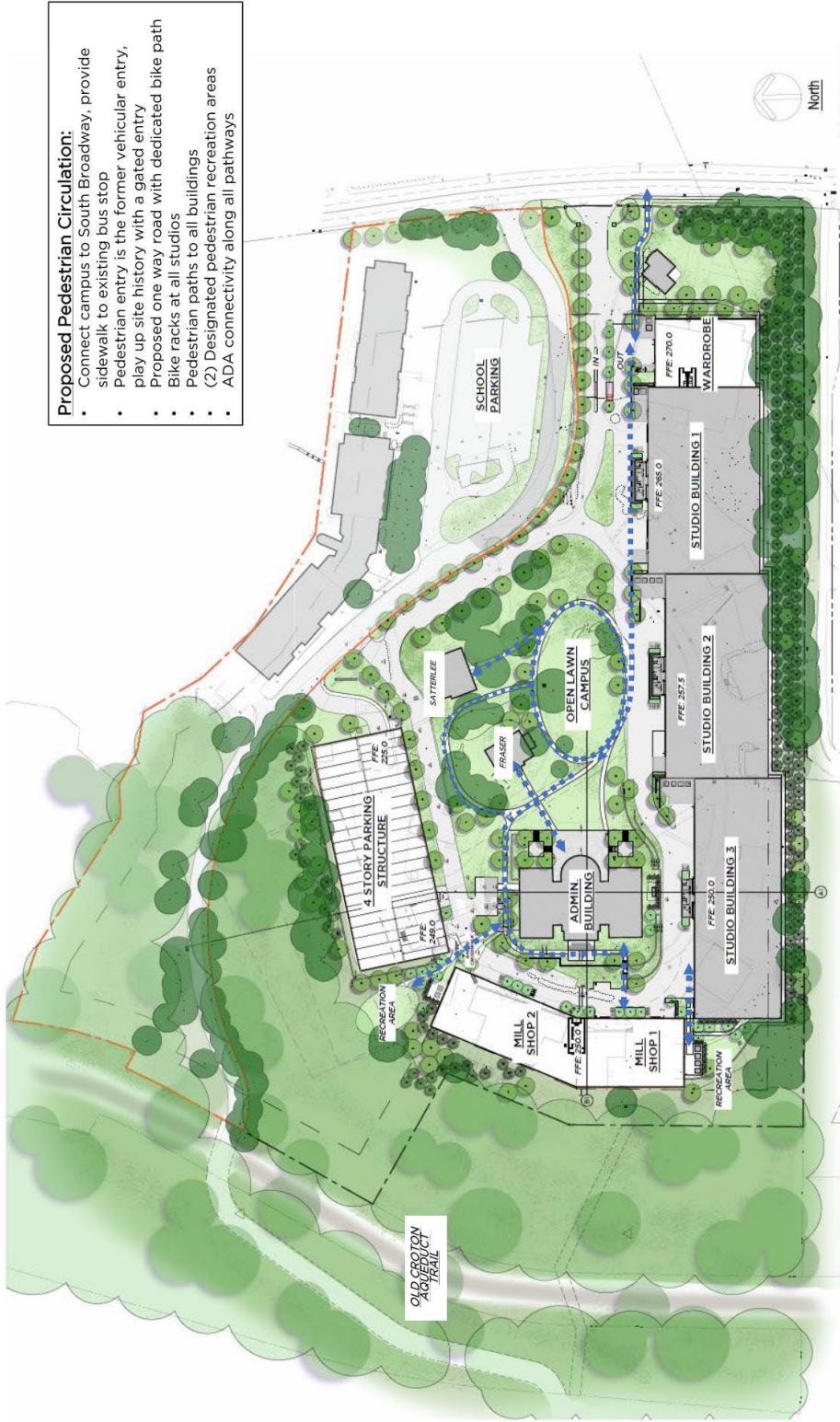
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ELECTRIC OWL STUDIOS
 15 BROADWAY
 HASTINGS ON HUDSON, NY
 DATE: 07/24/23

DATE: 07/24/23

TREE REMOVAL PLAN

Exhibit 16: Tree Removal



Proposed Pedestrian Circulation:

- Connect campus to South Broadway, provide sidewalk to existing bus stop
- Pedestrian entry is the former vehicular entry, play up site history with a gated entry
- Proposed one way road with dedicated bike path
- Bike racks at all studios
- Pedestrian paths to all buildings
- (2) Designated pedestrian recreation areas
- ADA connectivity along all pathways



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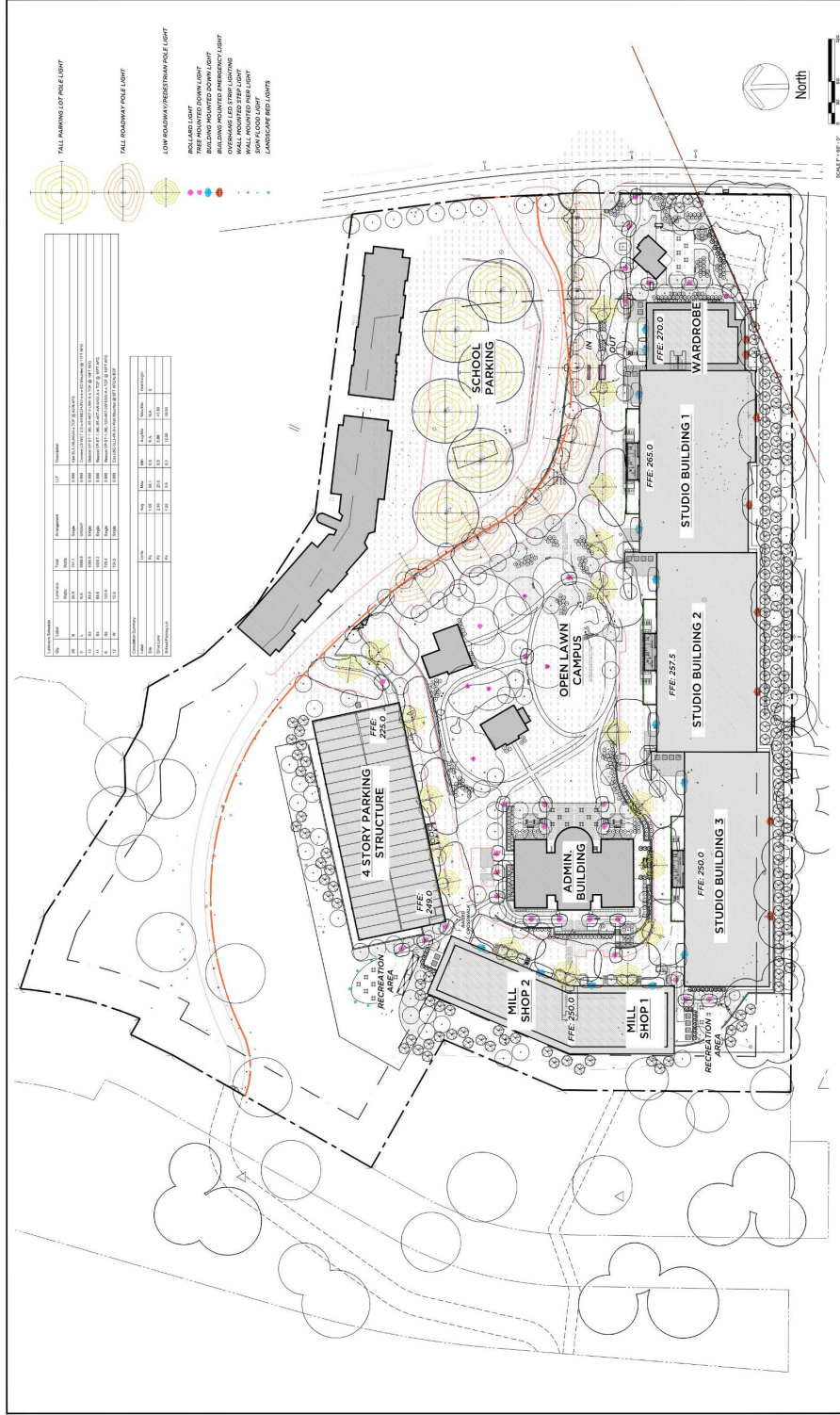
ELECTRIC OWL STUDIOS

115 BROADWAY
 HASTINGS ON HUDSON, NY
 DATE: 04/04/23

PROPOSED PEDESTRIAN CIRCULATION

DATE: 04/04/23
 SCALE: 1" = 40'-0"

Exhibit 17: Proposed Pedestrian Circulation



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illuminate

263 MAIN STREET
SOUTH BRITAIN, CT 06053
(860) 335-8300
SBI@ILLUMINATE.COM

ELECTRIC OWL STUDIOS

18 BROADWAY
HASTINGS ON HUDSON, NY

DATE: 9/19/23

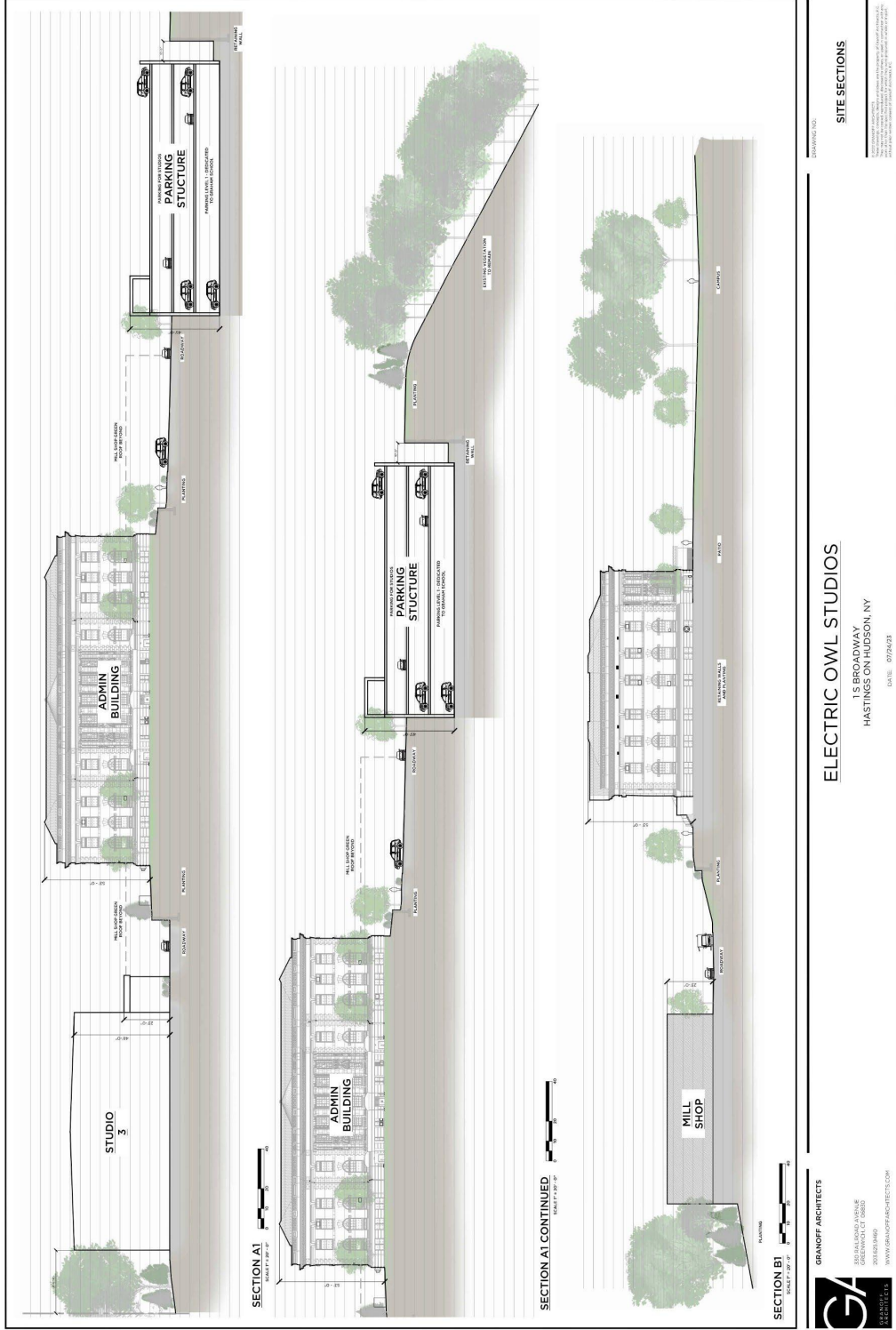
**SCHMATIC SITE PLAN -
LANDSCAPE LIGHTING**

PROJECT NO. 23-001

SCALE: 1" = 80' 0"

North

Exhibit 18: Schematic Site Plan - Landscape Lighting



ELECTRIC OWL STUDIOS
 1S BROADWAY
 HASTINGS ON HUDSON, NY

SITE SECTIONS

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Exhibit 19: Site Sections



 GRANDOFF ARCHITECTS 300 BROADWAY SUITE 200 HASTINGS ON HUDSON, NY 10746 WWW.GRANDOFFARCHITECTS.COM	<p>ELECTRIC OWL STUDIOS 115 BROADWAY HASTINGS ON HUDSON, NY DATE: 04/14/23</p>	 VIEW OF STUDIOS ON CAMPUS <small>PHOTO COURTESY OF GRANDOFF ARCHITECTS PHOTOGRAPHED BY GRANDOFF ARCHITECTS DATE: 04/14/23</small>
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Exhibit 20: View of Studios on Campus

VILLAGE OF HASTINGS-ON-HUDSON ZONING TABLE 1 S. BOADWAY: STUDIO LOT - SPECIAL DISTRICT		
ITEM	REQUIRED	PROPOSED
MIN. LOT AREA	10 AC	17.3 AC
MIN. LOT WIDTH	150 FT	655 FT
MAX BUILDING HEIGHT	55 FT	55 FT
MAX BUILDING COVERAGE	35%	24%
MAX IMPERVIOUS COVERAGE	40%	39%
MIN FRONT YARD BROADWAY	150 FT	150 FT
MIN FRONT YARD DUDLEY	50 FT	50 FT
MIN SIDE YARD	50 FT	50 FT*
MIN REAR YARD	50 FT	50 FT
CAR PARKING SPACES	MULTIMEDIA PRODUCTION STUDIO: 1 PARKING SPACE/1,000 SQUARE FEET OF GROSS FLOOR AREA. STUDIO OFFICE USE: 1 PARKING SPACE/250 SQUARE FEET OF GFA (351 REQUIRED)	281 + 80 Valet = 361
<p>*Studio Stage 06 and Stage 05 at the south side of the Subject Premises are unable to comply with the 50-foot side yard setback given the configuration of the interior access road and the need to provide adjacent space for fire trucks to access the studio buildings. The setback at that location is 30-feet, but it adjoins a heavily wooded downhill slope situated northerly of Dudley Street where there are no residential or other buildings neighboring it. Thus, the topography and screening should mitigate the reduced setback in this limited area. The proposed Zoning Amendment provides for the Planning Board to have the jurisdiction to waive the 50-foot requirement to approve this 30-foot setback.</p>		

Exhibit 21: Zoning Table-Studio

VILLAGE OF HASTINGS-ON-HUDSON ZONING TABLE 1 S. BOADWAY: SCHOOL LOT - R-20 + GATEWAY CLUSTER OVERLAY DISTRICT			
ITEM	REQUIRED	CURRENT	PROPOSED
MIN. LOT AREA	3 ACRES + 1 PER 100 PUPILS	23.97 AC	6.67 ACRES
MIN. LOT WIDTH	150 FT	791 FT	203 FT
MAX BUILDING HEIGHT	35 FT	62 FT (EXISTING NON-CONFORMANCE)	62 FT (EXISTING NON-CONFORMANCE)
MAX BUILDING COVERAGE	15%	12%	13%
MAX IMPERVIOUS COVERAGE	40%	35%	37%
MIN FRONT YARD	150 FT	48 FT (EXISTING NON-CONFORMANCE)	48 FT (EXISTING NON-CONFORMANCE)
MIN SIDE YARD	50 FT	0 FT (EXISTING NON-CONFORMANCE)	0 FT (EXISTING NON-CONFORMANCE)
MIN REAR YARD	50 FT	50 FT	50 FT
CAR PARKING SPACES	1 SPACE/EMPLOYEE + 1 SPACE/12 PUPILS (212 REQUIRED)	135	212

Exhibit 22: Zoning Table-School

APPENDIX

(see separate files provided electronically)