

**TOWN OF DEERPARK PLANNING BOARD
PO Box 621, Huguenot, New York 12746**

**EAF Narrative
Evaluation of Potential Environmental Impacts
PROPOSED 7-ELEVEN CONVENIENCE STORE WITH FUEL SALES**

June 2026
Revised: October 1, 2026

PROPOSED ACTION

LaSalleRoad Companies, LLC (“LaSalle Road” or the “Applicant”) proposes to redevelop the property located at 26 Route 6 in the Town of Deerpark, Orange County, New York with a modern 7-Eleven convenience store and associated fueling facilities (the “Project”). The Applicant has applied to the Town of Deerpark Planning Board (the “Planning Board”) for site plan approval for the Project, which is located on a single tax map parcel identified as Section 57, Block 2, Lot 15, containing approximately 12.313 acres (the “Property” or the “Site”). See, Appendix 1 (“Application”). A location map and aerial map of the Site are provided on the cover sheet of the Site Plans. See, Appendix 3 (“Site Plans”).

The Project consists of a one-story, approximately 4,816 square foot 7-Eleven convenience store building, a fueling canopy with six (6) multi-product dispensers for passenger vehicles adjacent to the store, and a separate high-speed diesel fueling canopy with four (4) lanes along the rear of the Property to serve truck traffic. Other improvements include an on-site well with water treatment system, an on-site septic system with reserve area, three (3) stormwater management areas, a 2-bay trash enclosure and air compressor shed, landscaping, site lighting, signage, an air/vacuum machine, and 34 parking spaces (19 required, 34 proposed). See, Site Plans. Renderings of the building are provided as Appendix 5 and an updated signage plan will be provided separately.

The fueling facilities will utilize underground storage tanks (“USTs”) with an aggregate capacity of approximately 167,000 gallons of gasoline, diesel and diesel exhaust fluid, installed and operated in compliance with New York State Department of Environmental Conservation (“NYSDEC”) Petroleum Bulk Storage (“PBS”) regulations at 6 NYCRR Part 613, including secondary containment, automatic tank gauging, continuous monitoring of tanks, piping, sumps, and dispenser pans, and remote third-party leak-detection and alarm-response protocols.

The Project will operate twenty-four (24) hours per day, seven (7) days per week consistent with 7-Eleven's established operating model. Typical staffing includes one manager and two to four employees per shift. Deliveries are managed to minimize traffic and noise impacts: approximately two box-truck deliveries per day, a maximum of two tractor-trailer visits per week, and fuel deliveries approximately every other day, with delivery scheduling designed to avoid peak traffic

hours. Construction is anticipated to be completed within eight (8) to twelve (12) months of receipt of all required agency approvals, with construction activities limited to 7:00 a.m. - 7:00 p.m.

The Project is designed to comply with all Town of Deerpark zoning requirements and will develop a vacant, previously disturbed parcel at one of the Town's most prominent commercial locations, the U.S. Route 6/Interstate 84 interchange. It will generate substantial property tax and sales tax revenue, create permanent employment, provide convenient retail and fueling services to residents, commuters, and the traveling public, and improve site conditions by replacing existing pavement, overgrown vegetation, and an abandoned well with a planned commercial development with managed stormwater and modern environmental safeguards.

SEQRA COMPLIANCE AND INTERESTED AGENCIES

The Project's potential environmental impacts are subject to review pursuant to the State Environmental Quality Review Act and its implementing regulations at 6 NYCRR Part 617 (collectively, "SEQRA"). Pursuant to 6 NYCRR § 617.6(a)(1)(iv), "as soon as an agency receives an application for ... approval of an action, it must "make a preliminary classification of the action as Type 1, Type 2, or Unlisted. This "preliminary classification will assist in determining whether a full EAF and coordinated review is necessary."

In this case, the SEQRA "action" is the Planning Board's decision on the Applicant's application for site plan approval. The Project does not meet any of the Type 1 thresholds set forth at 6 NYCRR § 617.4 (the Project will physically alter approximately 6.5 acres, which is below the 10-acre Type 1 threshold under § 617.4(b)(6)(i); the Site is not located in an agricultural district; and no other Type 1 trigger applies). The Project is not categorically excluded as a Type 2 action under 6 NYCRR § 617.5. The Project is therefore properly classified as an Unlisted Action. To facilitate a fully transparent review, the Applicant has voluntarily completed a Full Environmental Assessment Form ("FEAF"). See, Appendix 2 ("FEAF Part 1").

As required by SEQRA, the Applicant has identified the following agencies that may be involved or interested in the review of the Project:

- Town of Deerpark Planning Board (Site Plan Review; Septic System Review)
- Orange County Planning Board (GML § 239-m Review)
- Orange County Department of Health (Water/Septic Review)
- New York State Department of Transportation (Highway Work Permit)
- New York State Department of Environmental Conservation (SPDES Stormwater Permit)
- New York State Office of Parks, Recreation and Historic Preservation

SEQRA requires the lead agency to determine, as early in the review process as possible, whether the proposed action has the potential to result in a significant adverse impact on the environment. The Town of Deerpark Planning Board is the appropriate Lead Agency for this Unlisted Action because it holds the principal discretionary approval authority over the Project. The other involved or interested agencies listed above act in a ministerial, permitting, or advisory capacity. The Applicant respectfully requests that the Planning Board assume jurisdiction as the SEQRA Lead Agency and, after reviewing the FEA, this EAF Narrative, and the accompanying technical documentation, issue a Negative Declaration pursuant to 6 NYCRR § 617.7(a)(2) finding that the Project will not result in any significant adverse environmental impacts.

EVALUATION OF POTENTIAL ENVIRONMENTAL IMPACTS

The lead agency must consider the criteria for determining the significance of potential environmental impacts from the Project as set forth in the SEQRA regulations at 6 NYCRR § 617.7(c). To do this, the lead agency reviews all relevant information and completes Parts 2 and 3 of the FEA to provide the basis for its SEQRA determination. The Applicant's identification and assessment of the potential environmental impacts of the Project, organized in accordance with the impact categories set forth in FEA Part 2, is set forth below. Based on the following discussion, the Project will not create any significant adverse environmental impacts and a Negative Declaration is warranted under SEQRA.

1. Impact on Land

The Site is a vacant, previously developed parcel with existing asphalt and pavement from prior development now obscured by vegetation. See, Site Plans (Appendix 3). Topography slopes generally from west-northwest to east, with on-site elevations ranging from approximately 528 to 545 feet in the development area, and a localized topographic depression of approximately 9 to 19 feet in the southern portion of the Site. There are no on-site slopes of 15% or greater that would be regulated under the Town's land use regulations. See, Appendix 8 ("Geotechnical Report").

The Project will physically disturb approximately 6.5 acres, of the 12.3± acre Site for construction of the convenience store, fueling canopies, parking areas, on-site septic and well systems, and stormwater management facilities. Subsurface soils consist of approximately 3 inches of topsoil overlying 2 to 4 feet of existing fill (sandy gravel, silty sand with gravel) underlain by glacial deposits, with the Becraft Formation underlying the glacial deposits at depth. See, Geotechnical Report (Appendix 8). The geotechnical investigation included six soil borings and six soil profile pits and recommends conventional shallow spread footing foundations with a maximum allowable net bearing pressure of 3,000 psf. Maximum anticipated cut and fill is approximately five (5) feet, and frost depth is 42 inches minimum below exterior grade. The existing fill materials are suitable for structural support with proper preparation per the geotechnical recommendations.

Mapped soils on the Site consist of Swartswood and Mardin soils (50%), Riverhead sandy loam (36%), and Erie gravelly silt loam (14%). Depth to bedrock is greater than five (5) feet across the development area, and the Project will not involve any blasting. See, FEAF Part 1. Erosion and sediment control measures will be implemented during construction in accordance with the Project's Stormwater Pollution Prevention Plan ("SWPPP"), prepared pursuant to the NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activity, GP-0-25-001 and the New York State Standards and Specifications for Erosion and Sediment Control. See, Appendix 4 and Impact on Surface Water below.

Based on the foregoing, the Project will not have any significant adverse impact on land.

2. Impact of Geological Features

There are no unique landforms on the Site that will be impacted by the Project. The Geotechnical Report did not identify any surface or shallow bedrock that will be affected (depth to bedrock exceeds 5 feet across the development area). No geological feature registered as a National Natural Landmark is located on or adjacent to the Site. See, FEAF Part 1. Accordingly, the Project will not have any significant adverse impact on geological features.

3. Impact on Surface Water

There are no perennial streams, rivers, or other waterbodies located on the Project Site. The nearest perennial stream, the Neversink River, is located approximately 0.5 miles north of the Site. A freshwater wetland is present in the southern portion of the Site, with an associated drainageway. See Wetland Delineation, Appendix 10. The proposed site layout concentrates development in the northern and central portions of the Site and provides a 100-foot wetlands buffer around the wetland area. The Project does not propose any direct impacts to the wetland. See, Site Plans (Appendix 3) and Impact on Plants and Animals below.

During and after construction of the Project, stormwater will be managed, treated, and discharged in accordance with the requirements set forth in the NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activity, GP-0-25-001 and the Project's SWPPP (See Appendix 4). The Project's Site Plans and SWPPP are designed to comply with all applicable NYSDEC requirements for managing stormwater during and after construction, including the New York State Stormwater Management Design Manual.

During Project construction, erosion and sediment control, soil stabilization, dewatering, and pollution prevention measures will be installed, implemented, and maintained on the Site as set forth in the SWPPP to minimize the discharge of sediment and prevent any violation of the State's

water quality standards. Measures will include, but not be limited to, installation of silt fencing, stockpiling and stabilization of soils, seeding and mulching of disturbed surfaces, dust control as necessary, and ongoing inspection and maintenance of erosion control measures until all disturbed surfaces are stabilized.

Post-construction stormwater management practices are designed to conform to applicable requirements in the NYSDEC general stormwater permit and the standards provided in the NYSDEC Stormwater Management Design Manual. Stormwater runoff from the Site will be collected through a series of catch basins and pipes and conveyed to three (3) on-site stormwater management areas, as depicted on the Grading and Drainage Plan (Sheet C-401). Sediments and other contaminants in the runoff will be removed or settle out in these facilities before the treated stormwater is released to the drainageway / wetland area along the southern property boundary. As required by the NYSDEC stormwater regulations, the peak rate of runoff from the Project Site will be the same or less than the peak rate of runoff under the existing conditions for the 1-, 10-, and 100-year storm events.

Stormwater runoff from the fueling areas will be collected separately and treated as “hot-spot” areas in accordance with the NYSDEC Stormwater Design Manual. Hot-spot runoff will be directed to on-site oil-water separators and additional water quality treatment structures prior to discharge.

Based on the foregoing, the Project will not create any significant adverse environmental impacts to surface water resources.

4. Impact on Groundwater

The Site is located over a Principal Aquifer and within the boundary of the Northwest New Jersey 15 Basin Sole Source Aquifer. See, FEAF Part 1 (Appendix 6). The Applicant has designed the Project to provide robust protection of groundwater resources, including those safeguards described below.

No groundwater was encountered in any of the six soil borings to depths of up to 16 feet below existing grade during the geotechnical investigation, indicating significant separation between proposed improvements (including the underground storage tanks) and the seasonal high water table. See, Geotechnical Report (Appendix 8).

The Project does not have access to public water service. See, Engineer’s Report on Utilities, Appendix 6. Water for the Project (estimated at approximately 1,200 gallons per day) will be obtained from a new on-site well, which will be installed in accordance with all local, county, and state requirements. The well will be located within a 200-foot well buffer area as depicted on the

Site Plans (Appendix 3) and Utility Plan (Sheet C-501). Water service will be tested in accordance with all governing agencies, and a water treatment system will be designed based on the water test results. An existing well on the Site will be properly decommissioned in accordance with NYSDEC and Orange County Department of Health requirements. The Project is subject to review and approval by the Orange County Department of Health for both water supply and septic system design.

The Project will not connect to public sewer service. See Appendix 6. Wastewater (estimated at approximately 1,200 gallons per day of sanitary wastewater) will be discharged to an on-site septic system designed to Orange County Department of Health standards, including a septic tank, dosing pump, distribution field, and reserve / expansion area as depicted on the Utility Plan (Sheet C-501). Percolation rates documented in the Geotechnical Report ranged from 1.0 min/in or less in four test pits to 60 min/in in one location, and the septic system has been sited in areas where on-site treatment is feasible. A grease trap will be installed to pretreat wastewater from the convenience store.

New underground petroleum storage tanks will be installed in compliance with NYSDEC PBS regulations at 6 NYCRR Part 613, including double-wall construction with secondary containment, electronic interstitial monitoring, automatic tank gauging, overfill protection, and emergency shut-off devices. The UST system will be remotely monitored on a 24/7 basis by a third-party provider with established protocols for alarm response and service dispatch. These measures, in combination with the substantial unsaturated zone below the USTs and the separate hot-spot stormwater treatment described above, will minimize any risk of a release of petroleum products to groundwater on the Site.

Based on the foregoing, the Project will not create any significant adverse impacts to groundwater.

5. Impact on Flooding

The Project will not have any significant adverse impacts on flooding. As discussed in detail above and shown on the Site Plans, all stormwater from the Site will be collected, managed, and treated by an on-site stormwater management system in accordance with the NYSDEC General SPDES Permit for stormwater discharges and the SWPPP. As shown on Federal Emergency Management Agency Flood Insurance Rate Map (“FIRM”) attached as Appendix 9, the Site is designated as Zone X: Area of Minimal Flood Hazard. The Site is not located within a Special Flood Hazard Area, and no development within a 100-year or 500-year floodplain is proposed. See, Appendix 8 (“FEMA FIRMette, Panel 36071C0381E”). No FEMA floodplain development permit is required. There is no known history of flooding on the Site.

Based on the foregoing, the Project will not create any adverse impacts on flooding.

6. Impacts on Air

The Project will not result in any significant adverse impacts on air quality. The Project does not include a State-regulated air emission source and does not require an air quality permit under 6 NYCRR Part 201 and does not involve any activity that will have more than a minimal impact on air quality. As a gasoline dispensing facility, the Project will be subject to the NYSDEC regulations governing gasoline vapor collection at the fuel pumps, and vapors from fueling operations will be controlled by CARB-certified Stage I (and, where required, Stage II) vapor recovery systems. Heavy-duty vehicles using the Project's parking and diesel fueling areas will be subject to NYSDEC regulations governing vehicle idling, which prohibit vehicle idling for longer than five (5) minutes.

Mobile source emissions from customer vehicles are typical of commercial development in an existing highway corridor.

Based on the foregoing, the Project will not create any significant adverse impacts to air quality.

7. Impact on Plants and Animals

The Project will not have any significant adverse impact on plants or animals. The Site consists of previously developed and disturbed areas, upland deciduous forest characterized as Hemlock-Northern Hardwood Forest community type, and a freshwater wetland area in the southern portion of the Site that will be avoided. The Site supports common species typical of the region, including squirrels, deer, skunk, raccoon, songbirds, and turkeys. There is no critical wildlife habitat, wildlife refuge, preserve, or sanctuary on the Site, and the Site is not adjacent to any such areas. See, FEAF Part 1.

A Site Conditions Review and Species Habitat Assessment was prepared by the Applicant's ecological consultant following a Site visit on April 28, 2026. See, Appendix 10, Natural Resources Information. The assessment evaluated the potential presence of the Extra-striped Snaketail, a New York State-listed species of concern flagged through the NYSDEC Environmental Resource Mapper for the Project area. The assessment concluded that the species is not expected to occur on the Site for the following reasons: (i) the Site lacks suitable breeding habitat (no perennial streams, rivers, or other lotic waterbodies with gravel/cobble substrates preferred for larval development); (ii) the Site consists of previously developed/disturbed areas and upland deciduous forest with no riparian corridor; (iii) the nearest perennial stream (the Neversink River) is approximately 0.5 miles north of the Site; and (iv) only a freshwater wetland (not suitable flowing water habitat) is present on the Site, and will be avoided by the Project.

Land cover changes anticipated from the Project are modest, seeing approximately 0.5 acres of new roads or impervious area, a net decrease of approximately 0.6 acres of forested area (reducing forested cover from 5.8± acres to 5.2± acres), and a net increase of approximately 0.1 acre of meadow. No change in wetland acreage will result from the Project. See, FEAF Part 1.

Based on the foregoing, the Project will not have any significant adverse impacts on plants or animals.

8. Impact on Agricultural Resources

The Site is not located within a State certified agricultural district and is not actively farmed. The Site is a vacant, formerly developed lot at a highway interchange; it is not in productive agricultural use and does not contain prime farmland soils or soils of statewide importance that are part of any active farming operation. See, FEAF Part 1. No agricultural data statement is required under the Agriculture and Markets Law because the Site is not located within an agricultural district. Based on the foregoing, no significant adverse environmental impacts to agricultural resources are anticipated from the Project.

9. Impact on Aesthetic Resources

The Project will not be visible from any officially designated federal, state, or local scenic or aesthetic resource, nor will it impact any officially designated scenic views. The Project is located in the Town's Interchange Business ("IB") zoning district at the U.S. Route 6 / Interstate 84 interchange. The Site is consistent with existing land uses in the immediate vicinity, including the adjacent Schields Tire Service to the east, a retail commercial center to the west, and the Interstate 84 highway and on/off ramp immediately to the south.

Aesthetic and architectural considerations for the Project have been addressed through a modern building design intended to be respectful of the existing commercial character of the Route 6 / I-84 corridor. See, Renderings. Appropriate landscaping will be provided to soften and buffer the Project, including a tree line along the periphery of the Site, ornamental shrubs and grasses, and a 3-inch layer of river rock mulch over weed-barrier fabric in landscape beds. See, Site Plans.

Based on the foregoing, the Project will not result in any significant adverse impacts to aesthetic resources.

10. Impact on Historic and Archeological Resources

It is not anticipated that the Project will impair the character or quality of any important historical or archaeological resource. No historic buildings or sites listed on the State or National Registers

of Historic Places are located on or near the Site, and the Site is not located in or adjacent to a historic district.

The New York State Office of Parks, Recreation and Historic Preservation (“SHPO”) conducted a review of the Project under Section 14.09 of the New York Parks, Recreation and Historic Preservation Law in connection with the Applicant's CRIS submission dated October 30, 2025. See, Appendix 11 (“SHPO CRIS Submission, dated October 30, 2025”). By letter dated November 5, 2024 (Project Review #24PR09874), signed by R. Daniel Mackay, Deputy Commissioner for Historic Preservation, SHPO determined that “no properties, including archaeological and/or historic resources, listed in or eligible for the New York State and National Registers of Historic Places, will be impacted by this project.” See, Appendix 11 (“SHPO No Effect Determination Letter, dated November 5, 2024”).

Based on the foregoing, the Project will not create any significant adverse impacts to cultural resources.

11. Impact on Open Space and Recreation

The Project will not result in any loss of recreational opportunities or any reduction of an open space resource designated in a governmental open space plan. The Site is privately owned, is not used for public recreation, and is not designated as open space in any municipal or county open space plan. The Site is located in a zoning district intended for commercial development of the type proposed by the Project. Parks serving the area include Skinners Park and Chris Marion Park; the Project will not impact either of these facilities. See, FEAF Part 1. Based on the foregoing, the Project will not have any significant adverse impact on open space and recreational resources.

12. Impact on Critical Environmental Areas

Redevelopment of the Site will not have any impacts on any Critical Environmental Areas (“CEAs”) designated by NYSDEC because the Site does not contain any CEAs, and no CEAs are located immediately adjacent to the Site.

13. Impact on Transportation

The Site is located at the intersection of U.S. Route 6 and the Interstate 84 interchange. Route 6 is a multi-lane principal arterial highway with substantial existing capacity. The Applicant conducted a traffic impact evaluation (“TIS”) to assess the potential traffic impacts associated with the development of a 4,816 sf 7-Eleven convenience store, a gas station with 12 gasoline fueling positions, and a separate area for heavy vehicles in the rear of the site with four diesel fueling positions and 17 parking spaces for combination trucks. Access to the site is proposed via two full

access driveways on US Route 6 with the west driveway serving the gas station and the east driveway serving the diesel fueling and heavy vehicle parking. A NYSDOT Highway Work Permit will be required for the driveways and any other required modifications within the Route 6 right-of-way.

The TIS provided the following through its analysis:

- The Project is expected to generate 77 new vehicle trips during the weekday AM peak hour (41 entering and 36 exiting) and 76 new vehicle trips during the weekday PM peak hour (38 entering and 38 exiting).
- The level of service (“LOS”) analysis indicates that, with the addition of the Project’s traffic to projected future traffic (including future growth and new traffic from other local projects), existing levels of service will be maintained at all of the intersections reviewed for the TIS (County Road 15 (CR 15)/Interstate-84 (I-84) Exit 1 Eastbound Ramps, US Route 6/CR 15, US Route 6/I-84 Exit 1 Westbound Ramps, US Route 6/Old Greenville Turnpike) during the AM and PM peak hours except for the US Route 6/I-84 Westbound Ramps intersection where the northbound approach currently experiences LOS F conditions in the PM peak hour due to the high volume of left-turns exiting the ramp onto US Route 6 westbound.
- With respect to the US Route 6/I-84 Exit 1 Westbound Ramps, the TIS confirmed the need for a traffic signal to be provided at that intersection whether or not the Project is undertaken. It is anticipated that reconstruction of this intersection and installation of a traffic signal would be a major, costly project, towards which the Applicant is willing to make a fair share financial contribution. The TIS analysis supports this, as even when the Project is built, traffic unrelated to the Project will continue to dominate this intersection.
- As an interim mitigation measure for the Project until a signal is provided, the Applicant proposes to pay for the installation of an all-way stop at the existing intersection. Analysis of the LOS at this intersection with this improvement indicates that that the delays experienced by westbound I-84 traffic at the Route 6 intersection would be reduced as compared to existing conditions and even with the projected higher levels of traffic after the Project is built.
- The Project’s driveways on US Route 6 will operate adequately as unsignalized intersections with single lanes entering and exiting the Site. Directional signage will be provided by the Applicant along the Site’s frontage to clearly direct heavy vehicles to the east driveway.

For the foregoing reasons, the Project will not have any significant adverse impacts on traffic or transportation.

14. Impact on Energy

The Project will require the use of energy, specifically electricity, for heating, cooling, lighting, and other purposes. This energy usage will be similar in amount to the energy used by other convenience stores in the Town, County, and across the State. The Project is not a high energy user. The Project will connect to the local utility grid via a new transformer to be located adjacent to the convenience store building; the General Contractor will coordinate with the utility company prior to construction. The Project will not require a new substation or upgrade to an existing substation. See, FEAF Part 1. Modern construction practices will comply with the New York State Energy Conservation Construction Code, and site lighting will utilize energy-efficient LED fixtures. Accordingly, no significant adverse impact on energy will occur.

15. Impact on Noise, Odor and Light

No significant adverse noise, odor, or lighting impacts are expected from the Project. During construction, any noise and odor impacts from construction equipment will be temporary, of short duration (8-12 months), and non-significant, and will be limited to the hours of 7:00 a.m. to 7:00 p.m. After construction, during Project operations, no significant odor impacts are anticipated. The Project is not a manufacturing or industrial facility and will not produce odors, and CARB-certified vapor recovery systems will control fueling vapors.

The Site is located in a highway commercial corridor immediately adjacent to Interstate 84 and U.S. Route 6, where ambient noise levels are already elevated due to highway traffic. Noise generated by the proposed development, which includes vehicle traffic, fuel deliveries, mechanical equipment such as HVAC, and tractor-trailer truck visits (limited to a maximum of two per week), is consistent with the ambient noise environment. Noise impacts are further minimized through consolidated deliveries, limited tractor-trailer use, off-peak stocking and cleaning activities, and buffering around mechanical equipment.

New, modern, and energy-efficient lighting will be utilized throughout the Site. Exterior site lighting will be designed to comply with the Zoning Law and to be the minimum necessary while ensuring a safe and secure facility. All proposed lighting will be pole-mounted, full cut-off, downward facing, and “dark-sky friendly,” with minimal spill at the property line. Fixture locations have been sited to minimize light trespass onto adjacent properties and to minimize sky glow. See, FEAF Part 1 and Site Plans.

Thus, the Project will not cause any significant adverse impacts involving noise, odor, or light.

16. Impact on Human Health

No significant impacts to human health are anticipated from the Project because all construction and operational activities will be undertaken in accordance with and in compliance with all pertinent environmental and land development regulations and related permit and approval procedures and requirements. The principal potential human-health consideration associated with a convenience store and fueling station is the storage and dispensing of motor fuels. As discussed under Impact on Groundwater above, USTs will be installed and operated in full compliance with NYSDEC PBS regulations at 6 NYCRR Part 613, including double-wall construction, secondary containment, automatic tank gauging, continuous interstitial monitoring, overfill protection, and 24/7 remote third-party monitoring. The Project will be served by an on-site well with water treatment system and an on-site septic system, both designed and installed under the supervision and approval of the Orange County Department of Health. A Spill Prevention, Control, and Countermeasure (“SPCC”) Plan will be prepared as required.

7-Eleven's standard security and loss-prevention program for the Site will include video surveillance covering store entrances, registers, and sales areas, digital video recording, alarm buttons, and employee training related to robbery deterrence, loitering prevention, age-restricted sales, and store safety. Based on the foregoing, no significant adverse impact on human health is anticipated.

17. Consistency with Community Plans

The Project is consistent with the Town of Deerpark Comprehensive Plan (adopted June 2, 2003), is located within the Town's Interchange Business (“IB”) zoning district which permits the proposed use and complies with the Town's Zoning Law.

The Comprehensive Plan was developed with a goal of preserving the Town's essentially rural character while providing for commercial development and growth of the tax base, particularly along the Route 6 / I-84 corridor. The Project supports this Comprehensive Plan goal. The Project's consistency with the Comprehensive Plan is discussed in detail in a separate narrative. See, Appendix 14 (“Comprehensive Plan Narrative”).

The Comprehensive Plan specifically identifies the U.S. Route 6 corridor in the vicinity of the City of Port Jervis as one of the priority locations for economic development in the Town and recognizes the highway interchange area as one of the four basic categories of existing development that should be addressed through dedicated zoning treatment. The IB zoning district carries forward that planning policy, and the proposed convenience store with fuel sales is a use of precisely the type the Plan envisions for this corridor. For the foregoing reasons, the Project will not have a significant adverse impact on the Town of Deerpark's community plans.

18. Consistency with Community Character

The Project is consistent with the commercial and highway-oriented character of the area around the U.S. Route 6/Interstate 84 interchange. Adjacent and nearby uses include Schields Tire Service, a retail commercial center, the I-84 interstate highway, and related interchange infrastructure. The Project will redevelop a long-vacant, blighted parcel and restore it to productive commercial use, replacing existing pavement and overgrown vegetation with a planned, code-compliant commercial development.

Project buildings are designed to be architecturally consistent with the modern commercial character of the corridor. See, Renderings, Appendix 5. The new building is single story, and massing is varied by changes in roof line and transitions in the facade. Landscaping compliant with Zoning Law requirements, as well as architectural detailing, will further soften and minimize the mass and scale of the new building.

The prevailing character of the broader community is rural and the importance of protecting that character is reflected throughout the Comprehensive Plan. Because of the Site's location in the Town's Interchange Business zoning district immediately adjacent to the Thruway and existing commercial uses, the Project will not result in a significant adverse impact on the prevailing rural character of the Town. Potential impacts from the Project (visual, lighting, noise, traffic) will be confined to the existing commercial area at the I-84 interchange and will be minimized by the Project design measures described above.

Accordingly, the Project will not have any significant adverse impact on the community character of the Town of Deerpark.

Appendix 1 - Application

Appendix 2 – Full Environmental Assessment Form, Part 1

Appendix 3 – Site Plans

Appendix 4 – Stormwater Pollution Prevention Plan

Appendix 5 – Renderings

Appendix 6 – Engineers Report on Utilities

Appendix 7 – Phase 1 Environmental Site Assessment

Appendix 8 – Geotechnical Report

Appendix 9 – Federal Emergency Management Administration Flood Insurance

Appendix 10 – Natural Resource Information/Wetland Delineation

Appendix 11 – Historic and Archaeological Resources Information

Appendix 12 – Traffic Impact Study

Appendix 13 – Comprehensive Plan Narrative

Appendix 14 – Disadvantaged Communities Report

APPENDIX 1

Application Form



Town of Deerpark Planning Board Application

Notice of Adjoiner's List for a Public Hearing

Dear Town of Deerpark Assessor:

The following Application is before the Planning Board and has a scheduled public hearing date.
Please provide the adjoiner's list for the property address provided below.

Applicant Name: Lasalle Road Companies, LLC

Owner Name: Mouhab Rizkallah

Property Address: 26 Route 6, Deerpark, New York

Section: 57 Block: 2 Lot(s): 15

Mailing Address: 10 Waterside Drive, Suite 301, Farmington, CT 06032

Phone Number: 860.305.7366

Email Address: jhayes@sullivanhayesgroup.com

Fax Number: _____

Thank You,


(Applicant's Signature)

*Scheduled Public Hearing Date: _____

(All certified mailings must be date stamped
10 days prior to the public hearing.)

*Please fill out all information, public hearing date will be filled in by Board Secretary.

*Public Hearing date will be set by Planning Board after application is submitted.



Town of Deerpark Planning Board Application

OWNER'S ENDORSEMENT

COUNTY OF ORANGE)

STATE OF NEW YORK)

SS:

Mouhab Rizkallah

being duly sworn, deposes and says that

(Property Owner)

he/she is owner of the property located at 26 Route 6, Deerpark, New York

in the County of Orange and State of New York and that he is (the owner in fee)

or Principal of the Corporation which is the owner in fee of the premises
(Official title)

described in the foregoing application and that he has authorized

Jed Hayes

to make the foregoing

(Representative for Applicant)

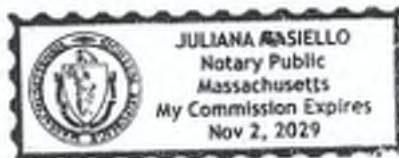
application for approval as described herein.

Sworn to before me this 22nd day of

JUNE, 2026.

(County Clerk or Notary Public)

(owner's signature)





Town of Deerpark Planning Board Application

SITE INSPECTION AUTHORIZATION

I HEREBY GIVE PERMISSION TO MEMBERS OF THE PLANNING BOARD OF
THE TOWN OF DEERPARK, THE ENGINEER FOR THE TOWN OF DEERPARK,
THE ATTORNEY FOR THE TOWN OF DEERPARK, OR ANY OF THEIR AGENTS AND/OR ASSIGNS
TO ENTER UPON MY PROPERTY, LOCATED AT 26 Route 6, Deerpark, New York
TOWN OF DEERPARK, STATE OF NEW YORK, COUNTY OF ORANGE.
DESIGNATED UPON THE TAX ROLLS OF THE TOWN OF DEERPARK AS
SECTION 57 BLOCK 2 LOT(s) 15
IN ORDER TO PERSONALLY INSPECT SAID PREMISES IN ORDER TO EVALUATE
THE APPLICATION FOR Proposed 7-11
AFFECTING THE SAID PREMISES.

DATE:

6-22-26


SIGNATURE OF OWNER OF PROPERTY

Mouhab Rizkallah

Print Name of Owner of Property

APPENDIX 2

Part 1 - FEAF

Full Environmental Assessment Form
Part 1 - Project and Setting

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies that would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either “Yes” or “No.” If the answer to the initial question is “Yes,” complete the following sub-questions. If the answer to the initial question is “No,” proceed to the next question. Section F allows the project sponsor to identify and attach additional information. Section G requires the name and signature of the applicant or project sponsor to verify the information in Part 1 is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: Proposed 7-11		
Project Location (describe and attach a general location map): 26 Route 6, Deerpark, New York		
Brief Description of Proposed Action (include purpose or need): The applicant proposes the redevelopment of the property located at 26 Route 6, Deer Park, New York, with a modern 7 Eleven convenience store and associated fueling facilities. The store will be 4,816 sf. Fueling options include a fuel canopy with six (6) dispensers adjacent to the store and four (4) lanes of high speed diesel lanes along the rear of the property. The project will include on site water supply and septic system. Other site features include new lighting, landscaping and on site stormwater management areas.		
Name of Applicant/Sponsor: Lasalle Road Companies, LLC		Telephone: 360-305-7366
		E-Mail: jhayes@sullivanhayesgroup.com
Address: 10 Waterside Drive, Suite 301		
City/PO: Farmington	State: CT	Zip Code: 06032
Project Contact (if not same as sponsor; give name and title/role): Steve Wilson		Telephone: 518-438-9900
		E-Mail: steven.wilson@bohlereng.com
Address: 17 Computer Drive West		
City/PO: Albany	State: New York	Zip Code: 12205
Property Owner (if not same as sponsor): Mouhab Z Rizkallah LaCourt Holdings, LLC		Telephone:
		E-Mail:
Address: 30 College Ave		
City/PO: Somerville	State: MA	Zip Code: 02114

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Council, Town Board, ☐ Yes ☐ No or Village Board of Trustees		
b. City, Town or Village Planning Board or Commission ☒ Yes ☐ No	Site Plan Review; Septic System Review	
c. City, Town or Village Zoning Board of Appeals ☐ Yes ☐ No		
d. Other local agencies ☐ Yes ☐ No		
e. County agencies ☒ Yes ☐ No	Orange County Planning Board - 239M Review; Orange County Health Dept - Water/Septic	
f. Regional agencies ☐ Yes ☐ No		
g. State agencies ☒ Yes ☐ No	NYSDOT - Highway Work Permit; NYSDEC SPDES Stormwater Permit	
h. Federal agencies ☐ Yes ☐ No		
i. Coastal Resources.		
i. Is the project site within a Coastal Area or the waterfront area of a Designated Inland Waterway?		☐ Yes ☒ No
ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program?		☐ Yes ☒ No
iii. Is the project site within a Coastal Erosion Hazard Area?		☐ Yes ☒ No

C. Planning and Zoning

C.1. Planning and zoning actions.	
Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule, or regulation be the only approval(s) that must be granted to enable the proposed action to proceed? ☐ Yes ☒ No	
If Yes, complete sections C, F and G. If No, proceed to question C.2 and complete all remaining sections and questions in Part 1	
C.2. Adopted land use plans.	
a. Do any municipally adopted (city, town, village, or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☒ Yes ☐ No	
If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☐ Yes ☒ No	
b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☒ Yes ☐ No	
If Yes, identify the plan(s): NYS Major Basin: Upper Delaware	
c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan or an adopted municipal farmland protection plan? ☐ Yes ☒ No	
If Yes, identify the plan(s):	

d. Is the proposed action in a municipality with an adopted comprehensive or individual plan that addresses climate change? ☐ Yes ☒ No

If yes , identify the elements of the plan that are relevant to the action:

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☒ Yes ☐ No

If Yes, what is the zoning classification(s) including any applicable overlay district?

IB - Interchange Business

b. Is the use permitted or allowed by a special or conditional use permit? ☒ Yes ☐ No

c. Is a zoning change requested as part of the proposed action?

☐ Yes ☒ No

If Yes, What is the proposed new zoning for the site? _____

C.4. Existing community services.

a. In what school district is the project site located? Port Jervis

b. What police or other public protection forces serve the project site?

Port Jervis Police Department

c. Which fire protection and emergency medical services serve the project site?

Port Jervis Fire Department

d. What parks serve the project site?

Skidders Park, Chris Marion Park

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)?

Industrial, Commercial

b. a. Total acreage of the site of the proposed action? 12.3 acres

b. Total acreage to be physically disturbed? 6.5 acres

c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 12.3 acres

c. Is the proposed action an expansion of an existing project or use?

☐ Yes ☒ No

i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____

d. Is the proposed action a subdivision, or does it include a subdivision?

☐ Yes ☒ No

If Yes,

i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)

ii. Is a cluster/conservation layout proposed?

☐ Yes ☐ No

iii. Number of lots proposed? _____

iv. Minimum and maximum proposed lot sizes? Minimum _____ Maximum _____

e. Will the proposed action be constructed in multiple phases? ☐ Yes ☒ No i. If No, anticipated period of construction: _____ months ii. If Yes: • Total number of phases anticipated _____ • Anticipated commencement date of phase 1 (including demolition) _____ month _____ year • Anticipated completion date of final phase _____ month _____ year • Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____ _____																			
f. Does the project include new residential uses? ☐ Yes ☒ No If Yes, show numbers of units proposed. <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;"></th> <th style="width: 15%; text-align: center;"><u>One Family</u></th> <th style="width: 15%; text-align: center;"><u>Two Family</u></th> <th style="width: 15%; text-align: center;"><u>Three Family</u></th> <th style="width: 15%; text-align: center;"><u>Multiple Family (four or more)</u></th> </tr> </thead> <tbody> <tr> <td>Initial Phase</td> <td>_____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>At completion of all phases</td> <td>_____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> </tbody> </table>						<u>One Family</u>	<u>Two Family</u>	<u>Three Family</u>	<u>Multiple Family (four or more)</u>	Initial Phase	_____	_____	_____	_____	At completion of all phases	_____	_____	_____	_____
	<u>One Family</u>	<u>Two Family</u>	<u>Three Family</u>	<u>Multiple Family (four or more)</u>															
Initial Phase	_____	_____	_____	_____															
At completion of all phases	_____	_____	_____	_____															
g. Does the proposed action include new non-residential construction (including expansions)? ☒ Yes ☐ No If Yes, i. Total number of structures <u>1</u> ii. Dimensions (in feet) of largest proposed structure: <u>21 +/-</u> height; <u>52 +/-</u> width; and <u>94 +/-</u> length iii. Approximate extent of building space to be heated or cooled: <u>4,816</u> square feet																			
h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☒ Yes ☐ No If Yes, i. Purpose of the impoundment: <u>Stormwater Management Area</u> ii. If a water impoundment, the principal source of the water: _____ ☐ Ground water ☐ Surface water streams ☒ Other specify: <u>Stormwater runoff</u> iii. If other than water, identify the type of impounded/contained liquids and their source. _____ iv. Approximate size of the proposed impoundment. Volume: <u>TBD</u> million gallons; surface area: _____ acres v. Dimensions of the proposed dam or impounding structure: <u>1- 2'</u> height; <u>TBD</u> length vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete): _____																			
D.2. Project Operations																			
a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite) ☐ Yes ☒ No If Yes: i. What is the purpose of the excavation or dredging? _____ ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site? • Volume (specify tons or cubic yards): _____ • Over what duration of time? _____ iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them. _____ _____																			
iv. Will there be onsite dewatering or processing of excavated materials? ☐ Yes ☒ No If yes, describe. _____ _____																			
v. What is the total area to be dredged or excavated? _____ acres vi. What is the maximum area to be worked at any one time? _____ acres vii. What would be the maximum depth of excavation or dredging? _____ feet viii. Will the excavation require blasting? ☐ Yes ☒ No ix. Summarize site reclamation goals and plan: _____ _____																			

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐ Yes ☒ No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): _____

ii. Describe how the proposed action would affect that waterbody or wetland, e.g., excavation, fill, placement of structures, or alteration of channels, banks, and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

iii. Will the proposed action cause or result in disturbance to bottom sediments?

☒ Yes ☐ No

If Yes, describe: _____

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation?

☐ Yes ☒ No

If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____
- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

c. Will the proposed action use, or create a new demand for water?

☒ Yes ☐ No

If Yes:

i. Total anticipated water usage/demand per day: 1,200 +/- gallons/day

ii. Will the proposed action obtain water from an existing public water supply?

☐ Yes ☒ No

If Yes:

- Name of district or service area: _____
- Does the existing public water supply have capacity to serve the proposal? ☒ Yes ☐ No
- Is the project site in the existing district? ☒ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☐ No
- Do existing lines serve the project site? ☐ Yes ☐ No

iii. Will line extension within an existing district be necessary to supply the project?

☐ Yes ☐ No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____
- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site?

☐ Yes ☒ No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: TBD gallons/minute.

d. Will the proposed action generate liquid wastes?

☒ Yes ☐ No

If Yes:

- i. Total anticipated liquid waste generation per day: 1,200 +/- gallons/day
- ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): Sanitary Wastewater

iii. Will the proposed action use any existing public wastewater treatment facilities?

☐ Yes ☒ No

If Yes:

- Name of wastewater treatment plant to be used: _____
- Name of district: _____
- Does the existing wastewater treatment plant have capacity to serve the project? ☐ Yes ☐ No
- Is the project site in the existing district? ☐ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☐ No

- Do existing sewer lines serve the project site? ☐ Yes ☐ No
- Will a line extension within an existing district be necessary to serve the project? ☐ Yes ☐ No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site?

☐ Yes ☒ No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e., sheet flow) during construction or post construction?

☒ Yes ☐ No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

_____ Square feet or 3 +/- acres (impervious surface)

_____ Square feet or 12 +/- acres (parcel size)

ii. Describe types of new point sources. buildings and paved parking areas

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water, or off-site surface waters)?

On-Site stormwater management features to mitigate quantity and quality

- If to surface waters, identify receiving water bodies or wetlands: wetlands located along southern property line

- Will stormwater runoff flow to adjacent properties? ☒ Yes ☐ No

iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☒ Yes ☐ No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional energy demand? ☒ Yes ☐ No If Yes: i. Estimate annual electricity demand during operation of the proposed action: <u>TBD</u> ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other): <u>Project will connect to local utility grid</u> iii. Will the proposed action require a new, or an upgrade, to an existing substation? ☐ Yes ☒ No			
l. Hours of operation. Answer all items which apply. <table style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> i. During Construction: • Monday - Friday: <u>7AM -7 PM</u> • Saturday: <u>7 AM-7 PM</u> • Sunday: <u>7 AM-7 PM</u> • Holidays: <u>7 AM-7 PM</u> </td> <td style="width: 50%; vertical-align: top;"> ii. During Operations: • Monday - Friday: <u>24 HR</u> • Saturday: <u>24 HR</u> • Sunday: <u>24 HR</u> • Holidays: <u>24 HR</u> </td> </tr> </table>		i. During Construction: • Monday - Friday: <u>7AM -7 PM</u> • Saturday: <u>7 AM-7 PM</u> • Sunday: <u>7 AM-7 PM</u> • Holidays: <u>7 AM-7 PM</u>	ii. During Operations: • Monday - Friday: <u>24 HR</u> • Saturday: <u>24 HR</u> • Sunday: <u>24 HR</u> • Holidays: <u>24 HR</u>
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m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☒ Yes ☐ No If yes: i. Provide details including sources, time of day and duration: <u>7 am - 7 pm Standard Construction Operations Construction Equipment, Generators, Air Tools</u> ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☒ No Describe: _____			
n. Will the proposed action have outdoor lighting? ☒ Yes ☐ No If yes: i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures: <u>Pole mounted fixtures, minimal spill at the property line; all lighting will include cut off and be dark sky friendly</u> ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐ Yes ☒ No Describe: _____			
o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐ Yes ☒ No If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____			
p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☒ Yes ☐ No If Yes: i. Product(s) to be stored <u>gasoline, diesel</u> ii. Volume(s) <u>167k gal</u> per unit time _____ (e.g., month, year) iii. Generally, describe the proposed storage facilities: <u>bull underground storage of fuel</u>			
q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☒ No If Yes: i. Describe proposed treatment(s): _____ _____ _____ ii. Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☒ No			

☒ Yes ☐ No

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Operation: business would recycle per City requirements

- **Construction:** Orange County Transfer Station

- Operation: Orange County Transfer Station

☐ Yes ☒ No

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities):

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

☐ Yes ☒ No

i. Name(s) of all hazardous wastes or constituents to be generated, handled, or managed at facility: _____

ii. Generally describe processes or activities involving hazardous wastes or constituents:

iii. Specify amount to be handled or generated tons/month

iv. Describe any proposals for on-site minimization, recycling, or reuse of hazardous constituents:

☐ Yes ☐ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☐ Urban ☒ Industrial ☒ Commercial ☐ Residential (suburban) ☐ Rural (non-farm)

☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other (specify): _____

ii. If mix of uses, generally describe:

b. Land uses and cover types on the project site.

Land use or Cover type	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces (total)	0.9	3.9	+3.0
• Industrial or manufacturing			
• Commercial			
• Residential			
• Forested	5.8	5.2	-0.6
• Meadows, grasslands or brushlands (non- agricultural, including abandoned agricultural)	2.9	0.5	-2.4
• Agricultural (includes active orchards, field, greenhouse, etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)	2.7	2.7	0
• Non-vegetated (bare rock, earth, or fill)			
• Other, Describe: _____			

c. Is the project site presently used by members of the community for public recreation? <i>i. If Yes: explain:</i> _____	☐ Yes ☒ No
d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? If Yes, <i>i. Identify facilities:</i> _____ _____	☐ Yes ☒ No
e. Does the project site contain an existing dam? If Yes: <i>i. Dimensions of the dam and impoundment:</i> • Dam height: _____ feet • Dam length: _____ feet • Surface area: _____ acres • Volume impounded: _____ gallons OR acre-feet <i>ii. Dam's existing hazard classification:</i> _____ <i>iii. Provide date and summarize results of last inspection:</i> _____ _____	☐ Yes ☒ No
f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property that is now, or was at one time, used as a solid waste management facility? If Yes: <i>i. Has the facility been formally closed?</i> • If Yes, cite sources/documentation: _____ <i>ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:</i> _____ _____ <i>iii. Describe any development constraints due to the prior solid waste activities:</i> _____ _____	☐ Yes ☒ No ☒ Yes ☐ No
g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? If Yes: <i>i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:</i> _____ _____	☐ Yes ☒ No
h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? If Yes: <i>i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply:</i> ☐ Yes – Spills Incidents database ☐ Yes – Environmental Site Remediation database ☐ Neither database Provide DEC ID number(s): _____ Provide DEC ID number(s): _____ <i>ii. If site has been subject of RCRA corrective activities, describe control measures:</i> _____ _____ _____ <i>iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database?</i> If Yes, provide DEC ID number(s): _____ <i>iv. If Yes to (i), (ii) or (iii) above, describe current status of site(s):</i> _____ _____	☒ Yes ☒ No ☐ Yes ☐ No ☒ Yes ☒ No

v. Is the project site subject to an institutional control limiting property uses? ☐ Yes ☒ No	
• If Yes, DEC site ID number: _____ • Describe the type of institutional control (e.g., deed restriction or easement): _____ • Describe any use limitations: _____ • Describe any engineering controls: _____ • Will the project affect the institutional or engineering controls in place? ☐ Yes ☐ No • Explain: _____	
E.2. Natural Resources On or Near Project Site	
a. What is the average depth to bedrock on the project site? _____ >9 _____ feet	
b. Are there bedrock outcroppings on the project site? ☐ Yes ☒ No If Yes, what proportion of the site is comprised of bedrock outcroppings? _____ %	
c. Predominant soil type(s) present on project site:	
Swartswood and Mardin soils,	50 %
Riverhead sandy loam	36 %
Erie gravelly silt loam	14 %
d. What is the average depth to the water table on the project site? Average: _____ 16 _____ feet	
e. Drainage status of project site soils:	
Well Drained:	_____ % of site
Moderately Well Drained:	72 % of site
Poorly Drained	22 % of site
f. Approximate proportion of proposed action site with slopes:	
0-10%:	100 % of site
10-15%:	_____ % of site
15% or greater:	_____ % of site
g. Are there any unique geologic features on the project site? ☒ Yes ☐ No If Yes, describe: _____	
h. Surface water features.	
i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds, or lakes)? ☒ Yes ☐ No	
ii. Do any wetlands or other waterbodies adjoin the project site? ☒ Yes ☐ No	
If Yes to either <i>i</i> or <i>ii</i> , continue. If No, skip to E.2.i.	
iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☒ Yes ☐ No	
iv. For each identified regulated wetland and waterbody on the project site, provide the following information:	
• Streams: Name _____ 815-12 _____ Classification _____ B _____	
• Lakes or Ponds: Name _____ Classification _____	
• Wetlands: Name _____ Federal Waters _____ Approximate Size _____	
• Wetland No. (if regulated by DEC) _____	
v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☒ Yes ☐ No	
If Yes, name of impaired water body/bodies and basis for listing as impaired: _____	
i. Is the project site in a designated Floodway? ☐ Yes ☒ No	
j. Is the project site in the 100-year Floodplain? ☒ Yes ☐ No	
k. Is the project site in the 500-year Floodplain? ☒ Yes ☐ No	
l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☒ Yes ☐ No	
If Yes:	
i. Name of aquifer: _____ Principal Aquifer, Sole Source Aquifer names: Northwest NJ 15 Basin SSA _____	

m. Identify the predominant wildlife species that occupy or use the project site: <u>squirrels, deer, skunk, racoon</u> <u>misc song birds, turkeys</u> _____	
n. Does the project site contain a designated significant natural community? ☒ Yes ☐ No If Yes: i. Describe the habitat/community (composition, function, and basis for designation): <u>Hemlock - Northern Hardwood Forest known to exist in the vicinity of the site.</u> ii. Source(s) of description or evaluation: <u>NYSDEC Environmental Resource Mapper</u> iii. Extent of community/habitat: • Currently: <u>none on site</u> acres • Following completion of project as proposed: _____ acres • Gain or loss (indicate + or -): _____ acres	
o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☐ Yes ☒ No If Yes: i. Species and listing (endangered or threatened): _____ _____	
p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☒ Yes ☐ No If Yes: i. Species and listing: <u>Environmental Resource Mapper indicates that there is historical record of the Extra-striped Snaketail, a type of dragonfly, being observed in the vicinity of the site; species is listed as Special Concern.</u> _____	
q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☐ Yes ☒ No If Yes, give a brief description of how the proposed action may affect that use: _____ _____	
E.3. Designated Public Resources On or Near Project Site	
a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☒ No If Yes, provide county plus district name/number: _____	
b. Are agricultural lands consisting of highly productive soils present? ☐ Yes ☒ No i. If Yes: acreage(s) on project site: _____ ii. Source(s) of soil rating(s): _____	
c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☒ No If Yes: i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____ _____ _____	
d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☒ No If Yes: i. CEA name: _____ ii. Basis for designation: _____ iii. Designating agency and date: _____	

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NY State Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☐ Yes ☒ No

If Yes:

i. Nature of historic/archaeological resource: ☐ Archaeological Site ☐ Historic Building or District

ii. Name: _____

iii. Brief description of attributes on which listing is based: _____

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the New York State Historic Preservation Office (SHPO) archaeological site inventory? ☒ Yes ☐ No
SHPO Issued No Impact Letter dated November 5, 2024

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☒ No

If Yes:

i. Describe possible resource(s): _____

ii. Basis for identification: _____

h. Is the project site within five miles of any officially designated and publicly accessible federal, state, or local scenic, or aesthetic resource? ☐ Yes ☒ No

If Yes:

i. Identify resource: _____

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail, or scenic byway, etc.): _____

iii. Distance between project and resource: _____ miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☒ No

If Yes:

i. Identify the name of the river and its designation: _____

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? Yes No

E.4. Disadvantaged Communities Designated Pursuant to ECL Article 75

- a. Is the project located within, or within 1/2-mile of, a disadvantaged community? ☒ Yes ☐ No
- If No, could impacts (see examples below in E.4.b) from the project affect a disadvantaged community? ☐ Yes ☒ No

If Yes to either question in E.4.a, answer the remaining questions in this section.

- b. Will there be direct or indirect impacts that may affect a disadvantaged community, such as those listed below? ☒ Yes ☐ No
- i. new noise sources or expansions/modification of existing noise sources;
- noise from operational sources
 - noise from construction activities
- ii. emissions of air pollutants, including mobile emissions;
- iii. wastewater discharges;
- iv. generation of odors;
- v. light pollution;
- vi. new or modified radiation sources;
- vii. new or modified sources of solid waste generation, management, or disposal.

If Yes, describe the impacts: Standard Construction Operations Construction Equipment, Generators, Air Tools

- c. Do any of the state agency approvals identified in question B.g include any of the following DEC permits?

State Pollutant Discharge Elimination System (SPDES)	☒ Yes	☐ No
Solid Waste Management Facility	☒ Yes	☐ No
Hazardous Waste Management Facility	☐ Yes	☒ No
Air Pollution Control (Title V or Air State Facility)	☐ Yes	☒ No
Water Withdrawal over 20 MGD for Cooling Water	☐ Yes	☒ No
Waste Transporter	☐ Yes	☒ No

E.5 Future Physical Climate Risks

Will the proposed action be vulnerable to the following future physical climate risks under current or projected future conditions:

- a. Is the proposed action vulnerable to damage from a projected 100-year flood? ☐ Yes ☒ No
- b. Is the proposed action vulnerable to damage from a projected 500-year flood? ☐ Yes ☒ No
- c. Is the proposed action in an area potentially affected by sea level rise? ☒ Yes ☒ No
- d. Will the proposed action increase the vulnerability of human or ecological communities to the following:
- i. drought? ☐ Yes ☒ No
- ii. temperature extremes (hot or cold)? ☐ Yes ☒ No
- iii. extreme storms, including high winds? ☐ Yes ☒ No
- iv. landslides? ☐ Yes ☒ No
- v. coastal erosion? ☐ Yes ☒ No
- vi. stormwater flooding? ☐ Yes ☒ No
- vii. other climate or weather hazards? ☐ Yes ☒ No. If Yes, describe: _____

F. Additional Information

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

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

Applicant/Sponsor Name Lasalle Road Companies Date 6/11/2026

Signature  Title Senior Project Manager

PRINT FORM

APPENDIX 3

**Site Development Plans
- Refer to Submitted
Plans**

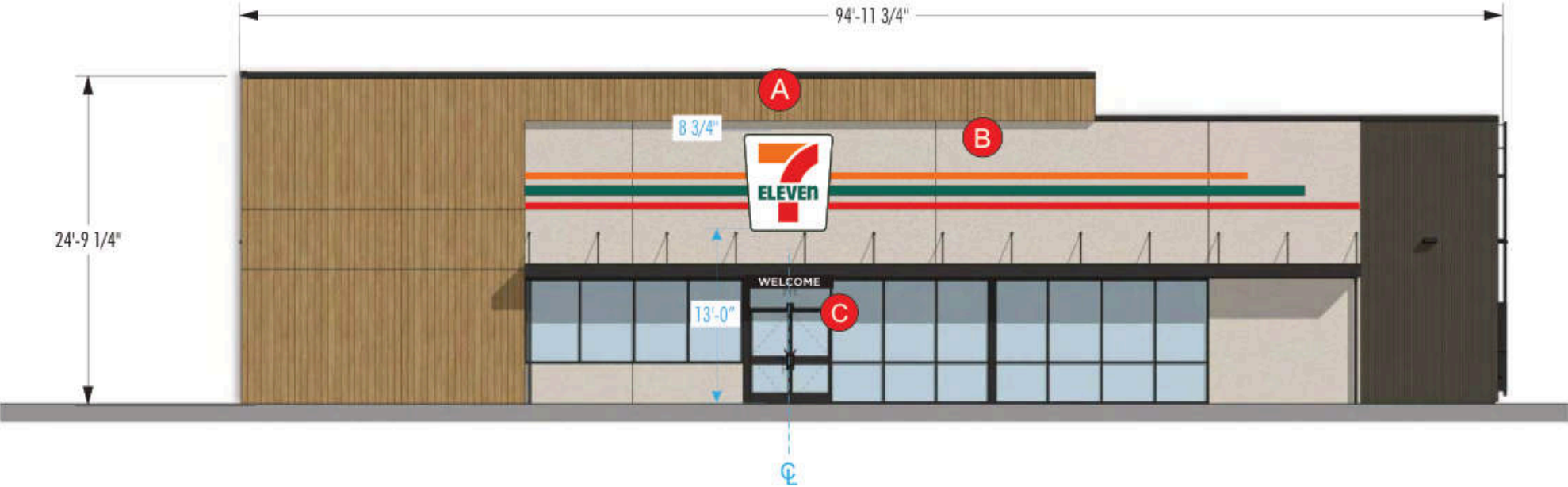
APPENDIX 4

1

,

APPENDIX 5

Building Elevations



SQUARE FOOTAGE:	
ALL BUILDING SIGNS:	
WALL SIGN - A	44.91 SQ.FT.
WALL SIGN - D	36.75 SQ.FT.
WALL SIGN - E (X2)	27.03 SQ.FT. EACH
TOTAL ALL BLDG SIGNS:	135.72 SQ.FT

SQUARE FOOTAGE:	
PROPOSED: FRONT WALL WALL SIGN - A	44.91 SQ.FT.
TOTAL:	44.91 SQ.FT

PROPOSED NORTH ELEVATION:
Scale 1:115



SQUARE FOOTAGE:	
PROPOSED: SIDE WALL WALL SIGN - D	36.75 SQ.FT.
TOTAL:	36.75 SQ.FT

PROPOSED WEST ELEVATION:
Scale 1:115

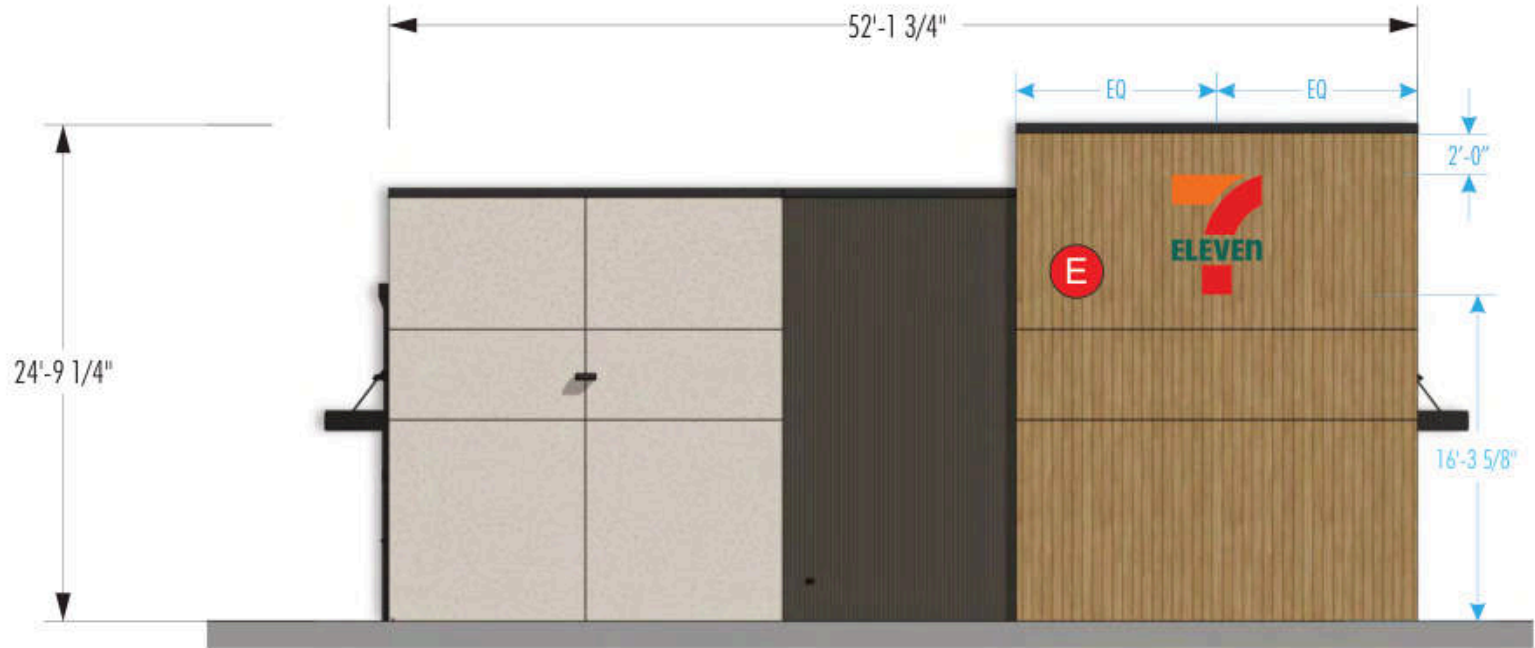
NOTE: PER CODE ALL BUILDING SIGNS MUST BE SHOWN AT 8FT ABOVE THE SIDEWALK GRADE



PROPOSED SOUTH ELEVATION:
Scale 1:115

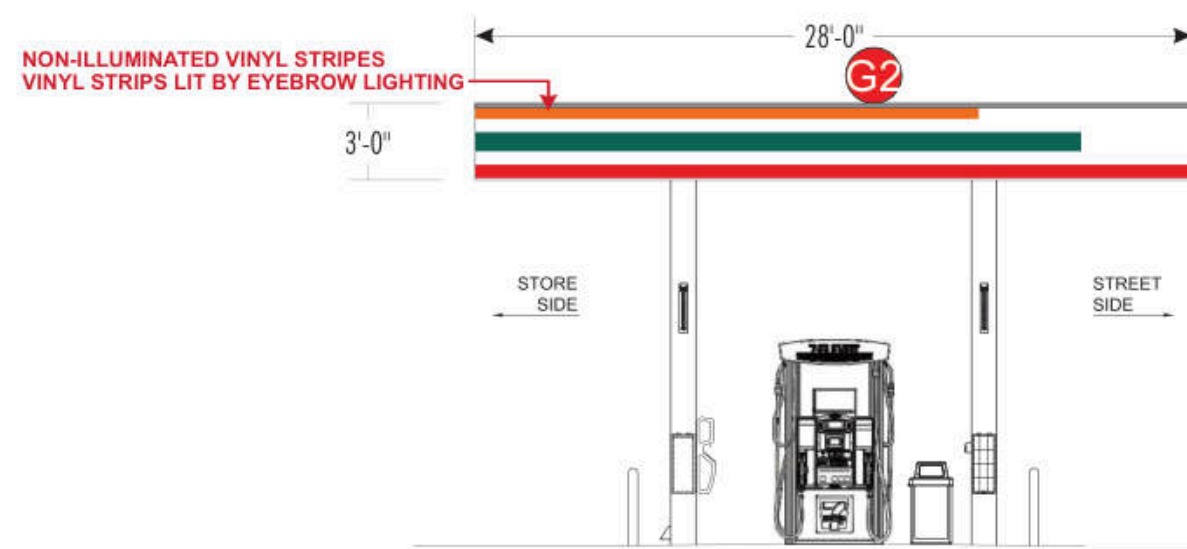
SQUARE FOOTAGE:	
ALL BUILDING SIGNS:	
WALL SIGN - A	44.91 SQ.FT.
WALL SIGN - D	36.75 SQ.FT.
WALL SIGN - E (X2)	27.03 SQ.FT. EACH
TOTAL ALL BLDG SIGNS:	135.72 SQ.FT

SQUARE FOOTAGE:	
PROPOSED: REAR WALL	
WALL SIGN - E	27.03 SQ.FT.
TOTAL:	27.03 SQ.FT



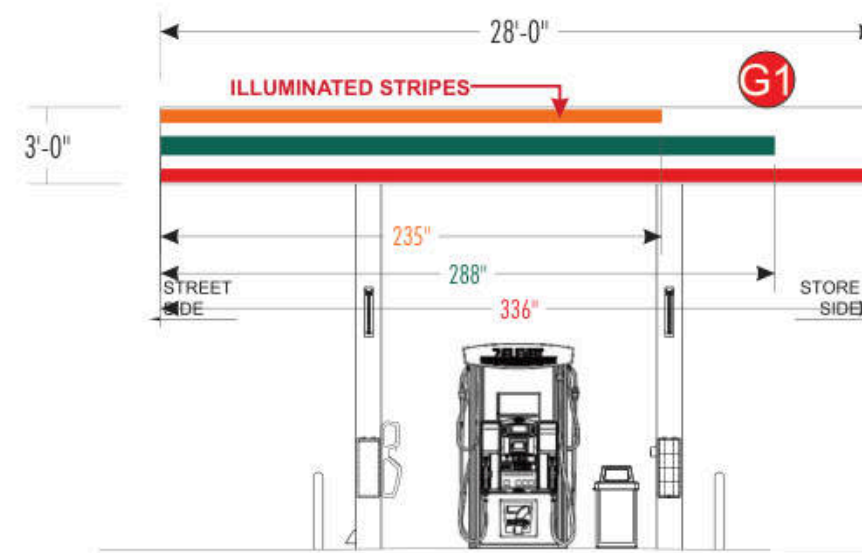
PROPOSED EAST ELEVATION:
Scale 1:115

SQUARE FOOTAGE:	
PROPOSED: SIDE WALL	
WALL SIGN - E	27.03 SQ.FT.
TOTAL:	27.03 SQ.FT



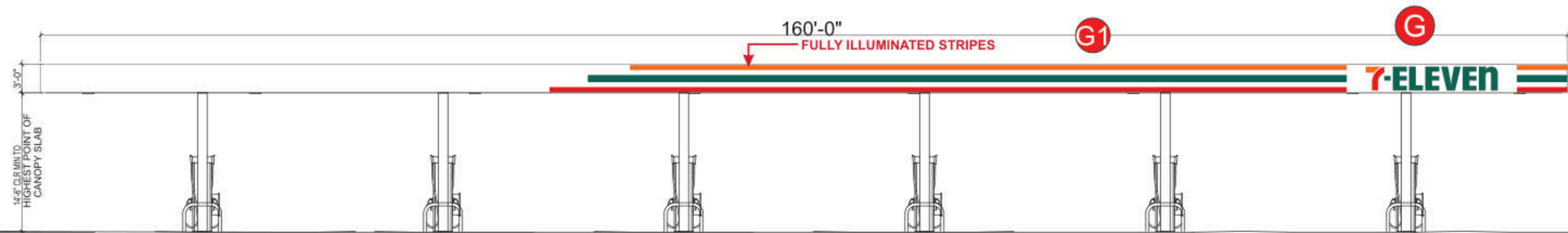
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SQUARE FOOTAGE:
EAST ELEVATION: 0.0 SQFT



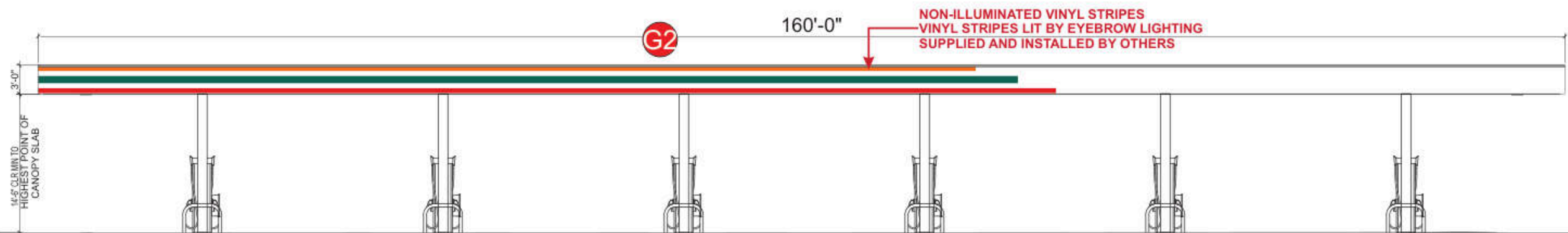
SCALE: 1:90

SQUARE FOOTAGE:
WEST ELEVATION: 0.0 SQFT



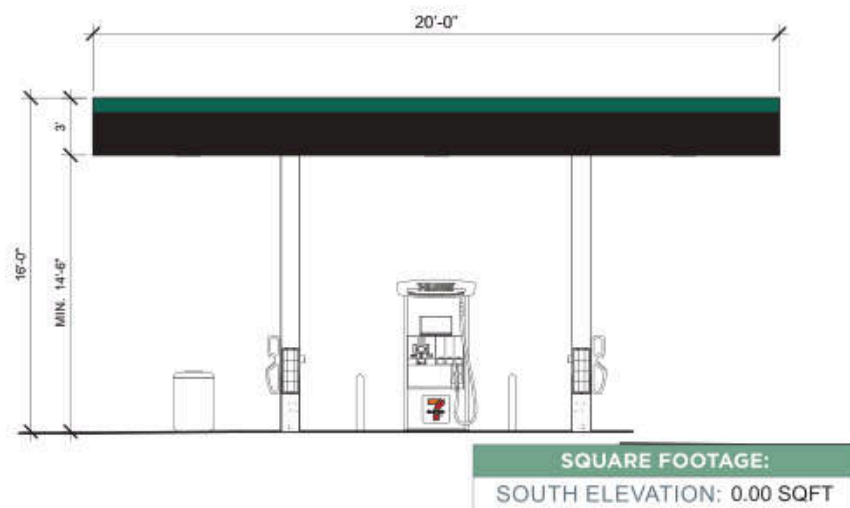
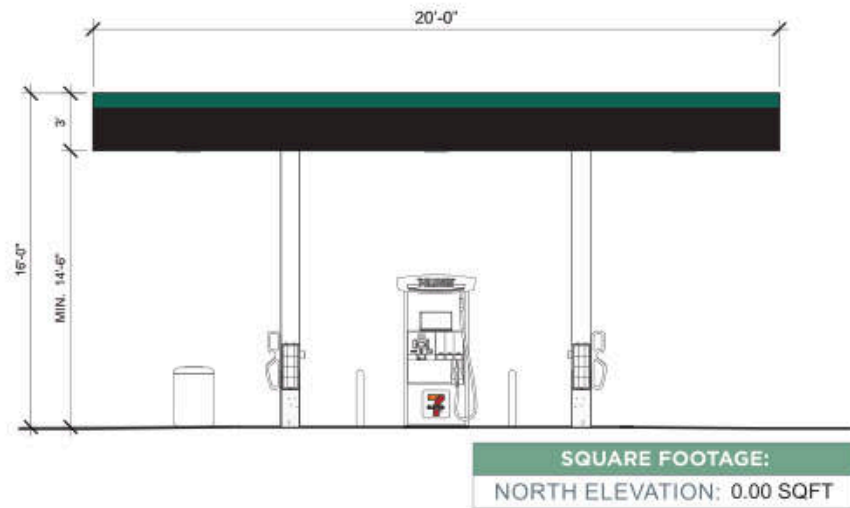
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SQUARE FOOTAGE:
NORTH ELEVATION: 33.38 SQFT

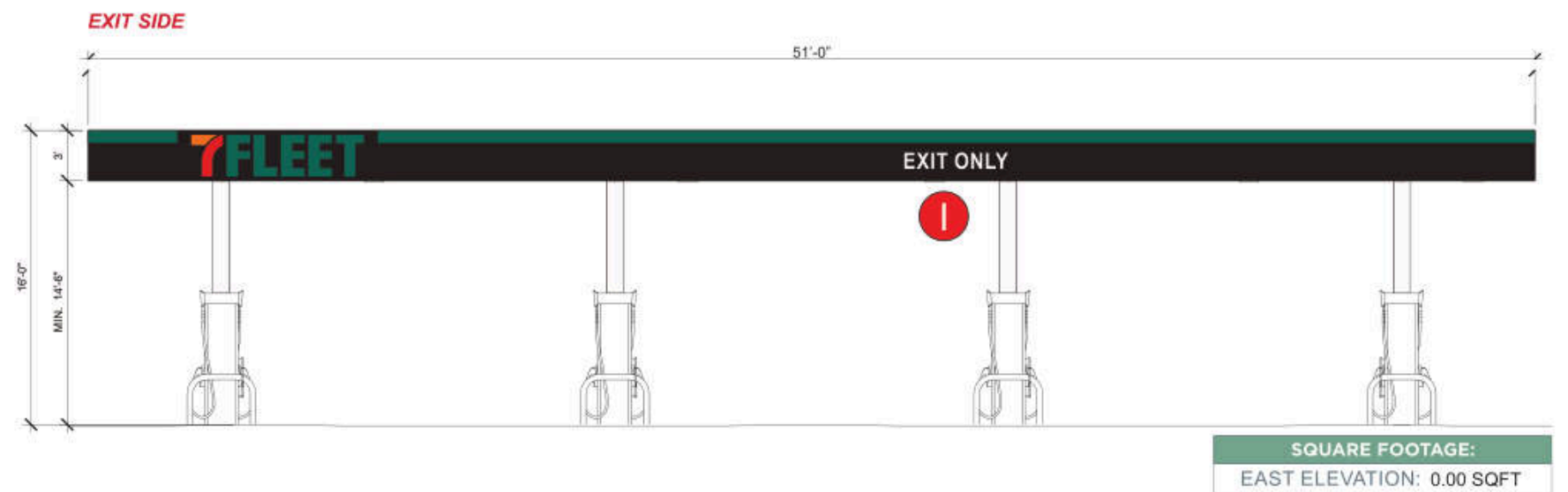
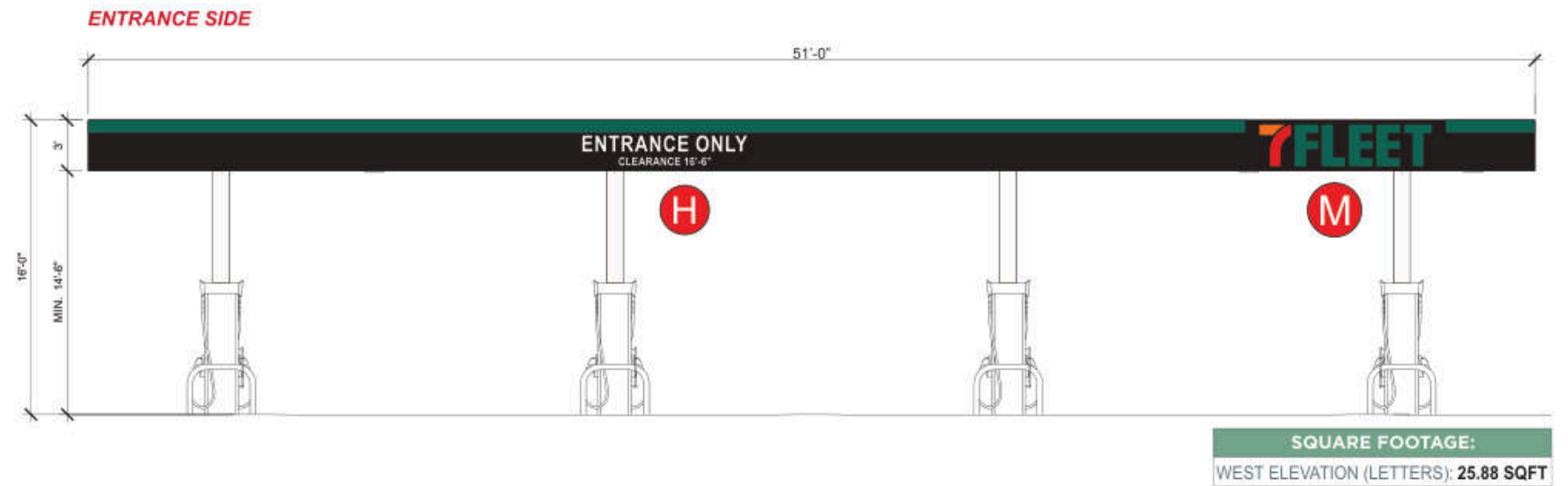


SCALE: 1:150

SQUARE FOOTAGE:
SOUTH ELEVATION: 0.0 SQFT



Canopy Overlay
NTS



120 VAC | 1 CIRCUIT | 5.5 AMPS

SCALE: NTS

Diesel Canopy

APPENDIX 6

Engineer's Report

ENGINEER'S REPORT
PROPOSED WELL AND ONSITE WASTEWATER TREATMENT SYSTEM
FOR

Proposed 7-Eleven



26 Route 6
Town of Deerpark
Orange County, New York

June 1, 2026

Prepared by:

BOHLER //

17 Computer Drive West, Albany, NY 12205
Phone: (518) 438-9900
Fax: (518) 438-0900

www.bohlereng.com

No. NYB240010

Project Overview

LaSalle Road Companies, LLC is proposing the construction of a 4,816 sq. ft. 7 – Eleven Convenience Store. The project site is located on a vacant lot at 26 Route 6 in between Shields Tire Service and a commercial office building to the west.

There is no public water or wastewater in the vicinity of the site. Therefore, the project will develop both an on-site water supply and wastewater treatment systems. The following provides a summary of each system.

Water Usage and Wastewater Flows

Flows to support design of on-site water and wastewater systems were taken from the New York State Department of Environmental Conservation (NYSDEC) “Design Standards for Intermediate Sized Wastewater Treatment Systems” Table B-3, “Typical Per-Unit Hydraulic Loading Rates”

Convenience Store/Service Station:

400 gpd per Toilet

400 gpd (3 toilets) = 1,200

Average Daily Flow = 1,200 gpd

Soil Conditions

On April 28, 2026, percolation tests were conducted by Bohler on the subject lands to document soil capabilities. The percolation tests within the vicinity of the proposed septic area yielded rates of 2 minutes per inch. The locations and results of the percolation test are shown on attached plans prepared by Bohler included as part of this report.

Deep Pits were excavated and witnessed by the Town Engineer (Fusco Engineering & Land Surveying) on April 27, 2026. All holes showed similar soil characteristics of; brown sandy gravel with large stones, no mottling or rock observed.

Proposed Water Supply:

The proposed water supply well shall be sited, designed, constructed, developed, tested, disinfected, and placed into service in accordance with all applicable New York State requirements, including 10 NYCRR Part 5, Subpart 5-1, Appendix 5-B Standards for Water Wells, and any additional New York State Department of Health and local health department requirements.

The well location will maintain required sanitary separation distances from potential sources of contamination, and the well construction will include appropriate casing,

grouting, screen design, and sanitary protection measures to prevent the entrance of surface water or other contaminants.

The applicant will undertake the installation of the well and design and approval of the water system once Site Plan Review has been completed by the Town of Deer Park.

Proposed Sanitary Treatment System

Per “New York State Design Standards for Intermediate Sized Wastewater Treatment Systems” the proposed septic tank is as follows:

Required Septic Tank	1.5 (GPD)
1.5 x 1,200 gpd	1,800-gallon septic tank required
Proposed:	2,000-gallon tank

Pump Chamber: - (750 Gallon Chamber)

A system of two alternating pumps shall be installed per “New York State Design Standards for Intermediate Sized Wastewater Treatment Systems”. Pump Chamber dosing volume is designed to be 75%- 85% of field capacity, anticipating that the pressure line will drain back to the pump station after pump shuts off. The seven hundred fifty-gallon pump chamber is sized with the reserve capacity of 25% of the average daily flow.

- **Dosing Calculation:**

Field Capacity:	(7) 4” diameter, 75’ long laterals = 45.8 cf
Pressure line volume:	2.0” diameter, 10’ long = 0.2 cf
Pump Dose:	36.8 cf = (275.6 gallons)
Field Dose:	36.8 cf – 0.2cf = 36.6 cf
45.8cf / 36.6cf	= 80% Field Capacity

- **Storage Capacity:**

One day storage capacity required:	25% (1,200 gpd) = 300 gallons required
Internal Pump Chamber Dimension:	(4.3’x8’)
Distance between pump alarm and invert in	2.51’
Volume provided = (4.3’x8’) x 1.5’ = 51.6 cf	<u>386 gallons provided</u>

Pump Sizing:

Flow Water (peak), Q = 40 gpm

Friction Head Loss - Hazen-Williams Formula

- 10' of 2-inch pressure line
- Head Elevation 4.0 ft

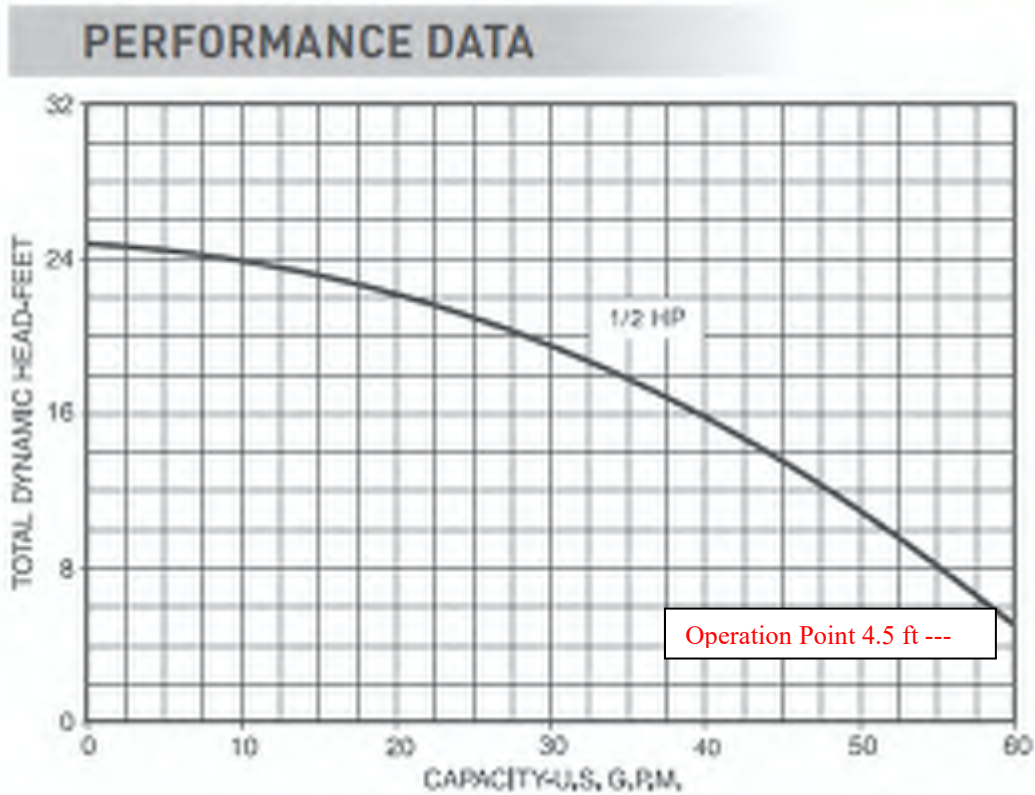
$$H_f = 10.44 (L_e) [Q^{1.85} / (C^{1.85}) (d^{4.865})]$$

$$H_f = 10.44(10') [40^{1.85} / (140^{1.85}) * (2^{4.865})]$$

$$H_f = 0.35 \text{ ft} + 4.0 \text{ ft}$$

$$H_f = 4.5 \text{ ft}$$

Pentair Myers MEOSP50 Pump



Pump MEOSP50 spec.

- Capacity at 4.5 ft of head = 60 gpm
- Peak Hour Rate Required with 2.5 peak factor
Required: $2.5 (1,200\text{gpd} / 24) = \underline{375 \text{ gph}}$
Provided: $60 \text{ gpm} \times 60 = \underline{3,600 \text{ gph}}$
- Scouring Required: 2-5 fps
Provided = $60 \text{ gpm} / 0.0218 \text{ cf}$
 $= 60 \text{ gpm} / 7.48 = 8.0 \text{ cfm} / 0.0218\text{cf} / 60 = \underline{6.1 \text{ fps}}$

Absorption Trench Layout:

Based on the percolation rates of two (2) minutes found in the field, a conventional system is proposed. Section E of the “New York State Design Standards for Intermediate Sized Wastewater Treatment Systems” was followed.

- $1,200 \text{ gpd} \times 1.2 \text{ (absorption rate):}$ 1,000 sf
Total trench length = $1,000 \text{ sf} / 2' \text{ wide trench:}$ 500' required

Seven absorption trenches are proposed, each with a length of (75) feet and width of (2) feet.

Wastewater System Summary:

On-site soils investigations were completed by Bohler at the location of the proposed wastewater disposal facility. The in-situ soils were found to be suitable to support the proposed wastewater disposal system.

The proposed wastewater disposal system, as outlined in this report and shown on the attached plans, has been designed in compliance with the guidelines set forth in the “New York State Design Standards for Intermediate Sized Wastewater Treatment Systems”.

Attached:

1. Plan set prepared by Bohler.

APPENDIX 7

Phase 1 ESA Excerpt

PRIVILEGED & CONFIDENTIAL

SUMMARY REPORT OF FINDINGS

PHASE I ENVIRONMENTAL SITE ASSESSMENT

VACANT LAND

26 U.S. ROUTE 6

SECTION 57, BLOCK 2, LOT 15

PORT JERVIS (TOWN OF DEER PARK), ORANGE COUNTY, NEW YORK



Prepared for:

LASALLE ROAD COMPANIES, LLC
10 Waterside Drive
Suite 301
Farmington, Connecticut 06032

Prepared by:

WHITESTONE ASSOCIATES, INC.
30 Independence Boulevard
Suite 250
Warren, NJ 07059

Whitestone Project No. EJ2522880.001
March 10, 2025

Office Locations:

NEW JERSEY

PENNSYLVANIA

MASSACHUSETTS

CONNECTICUT

FLORIDA

NEW HAMPSHIRE

NEW YORK



30 INDEPENDENCE BOULEVARD
SUITE 250
WARREN, NJ 07059
(908) 668-7777
whitestoneassoc.com

Privileged & Confidential

March 10, 2025

via email

LASALLE ROAD COMPANIES, LLC

10 Waterside Drive

Suite 301

Farmington, Connecticut 06032

Attention: Mr. Jed Hayes
Principal

**Regarding: PHASE I ENVIRONMENTAL SITE ASSESSMENT
VACANT LAND
26 U.S. ROUTE 6
SECTION 57, BLOCK 2, LOT 15
PORT JERVIS (TOWN OF DEER PARK), ORANGE COUNTY, NEW YORK
WHITESTONE PROJECT NO.: EJ2522880.001**

Dear Mr. Hayes:

Whitestone Associates, Inc. (Whitestone) is pleased to submit for your review the attached *Summary Report of Findings - Phase I Environmental Site Assessment* (ESA) for the above-referenced property.

Please contact us with any questions regarding the enclosed report.

Sincerely,

WHITESTONE ASSOCIATES, INC.

Adam N. Mickley
Senior Associate

Enclosures

Copy: Jack Hayes

Michael Marsicano
Project Manager

Office Locations:

NEW JERSEY

PENNSYLVANIA

MASSACHUSETTS

CONNECTICUT

FLORIDA

NEW HAMPSHIRE

NEW YORK

PHASE I ENVIRONMENTAL SITE ASSESSMENT

Vacant Land

26 U.S. Route 6

Port Jervis (Town of Deer Park), Orange County, New York

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PHASE I ENVIRONMENTAL SITE ASSESSMENT

Vacant Land

26 U.S. Route 6

Port Jervis (Town of Deer Park), Orange County, New York

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PHASE I ENVIRONMENTAL SITE ASSESSMENT

Vacant Land

26 U.S. Route 6

Port Jervis (Town of Deer Park), Orange County, New York

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SECTION 1.0

Summary of Findings

Whitestone Associates, Inc. (Whitestone) was retained by LaSalle Road Companies, LLC to conduct a Phase I Environmental Site Assessment (ESA) for the vacant land located at 26 U.S. Route 6 in Port Jervis (Town of Deer Park), Orange County, New York (hereinafter referred to as the "site" or the "subject property"). Investigatory activities were conducted by Whitestone between January 16, 2025 and March 10, 2025. At the time of the site reconnaissance conducted on January 24, 2025, the subject property comprised vacant land.

This document serves as the ESA report for this property. Whitestone conducted the ESA of the subject property in conformance with the scope and limitations of the ASTM International (ASTM) *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* (E1527-21).

Any exceptions to or deletions from this practice are described in [Sections 2.6](#) and [7.4](#) of this report. As part of the ESA, Whitestone sought to evaluate the presence or absence of **recognized environmental conditions** (RECs), **controlled RECs** (CRECs), and **historical RECs** (HRECs) in connection with the subject property.

RECs include the presence or likely presence of hazardous substances or petroleum products in, on, or at a property under conditions that indicate an existing release, a past release, or a material threat of a future release to the environment. As presented in [Section 7.1.1](#), this assessment revealed **no evidence of RECs** in connection with the subject property.

CRECs include RECs affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority with hazardous substances or petroleum products allowed to remain in place subject to the implementation of engineering controls, institutional controls, and/or activity/use limitations (AULs). As presented in [Section 7.1.2](#), this assessment revealed **no evidence of CRECs** in connection with the subject property.

HRECs include previous releases of hazardous substances or petroleum products affecting the subject property that has been addressed to the satisfaction of the applicable regulatory authority and meeting unrestricted use criteria established by the applicable regulatory authority without subjecting the subject property to any controls or AULs. As presented in [Section 7.1.3](#), this assessment revealed **no evidence of HRECs** in connection with the subject property.

Items identified as potential *business environmental risks* (BERs) are summarized in [Section 7.1.4](#) of this report. These findings are documented more completely in the pages that follow – as are recommendations for further evaluation and/or remediation.

SECTION 2.0

Introduction

2.1 Location & Legal Description

The subject property is located at:

Site Name/Occupant:	Vacant Land
Site Address:	26 U.S. Route 6
City, County, State:	Port Jervis (Town of Deer Park), Orange County, New York
Site Use:	Vacant Land
Latitude:	41.35558
Longitude:	-74.67618
Tax Parcel ID:	Block 2, Lot 15
Site Acreage:	12.31

The site location is shown in [Figures 1](#) and [2](#) and illustrated in [Appendix 1](#), Site Photographs.

2.2 Purpose

The purpose of this ESA is to provide an appropriate inquiry to the previous and current ownership and uses of the property consistent with the ASTM *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* (E1527-21).

2.3 Scope of Services

Whitestone's Scope of Services in connection with this ESA included the following activities in general accordance with Whitestone's January 15, 2025 Proposal No. PRO34193E.J24:

- ▶ reviewing the results of the User's search (to be provided by the client or User) for environmental liens and/or activity/use limitations AULs;
- ▶ confirming current site ownership through the local or county tax assessor's office and evaluating historical ownership and land use to the extent that such records are readily-available and/or provided by the User;
- ▶ utilizing on-line services to access federal and state databases to determine if reported environmental conditions exist on site or on adjacent or nearby properties and conducting a Tier 1 vapor encroachment screen;

- ▶ conducting a search for and review of fire insurance maps, city directories, aerial photographs and historical topographic maps, if available;
- ▶ interviewing current and/or past owners/occupants of the subject property or owners/occupants of neighboring property, as appropriate;
- ▶ conducting a reconnaissance of the property to identify and assess potential RECs and adjacent property usage;
- ▶ reviewing publicly-available records received from federal, state, local, and/or tribal regulatory agencies in response to freedom of information requests in an effort to determine if past or current environmental enforcement, investigative, or corrective actions have been implemented at or in the vicinity of the property; and
- ▶ preparing this Phase I ESA summary report of findings, conclusions, and recommendations.

2.4 Significant Assumptions & User Responsibilities

Whitestone assumes all information provided by the client, public officials, knowledgeable representatives, or others noted in this report to be factual unless otherwise contradicted or documented.

To qualify for one of the Landowner Liability Protections (LLPs) to the *Comprehensive Environmental Response, Compensation, and Liability Act* (CERCLA) offered by the *Small Business Liability Relief and Brownfields Revitalization Act* of 2001, the User must conduct certain inquiries required by the *All-Appropriate Inquiry* Final Rule (40 CFR Part 312). Specifically, a search for the existence of environmental liens and activity and use limitations (AULs) that are filed or recorded against the subject property must be conducted by the User or a title professional engaged by the User. Further discussion of these requirements is presented in the Phase I ESA *User Questionnaire*. Per the ASTM standard, the environmental professional is not required to review, assess, or otherwise evaluate the land title records or the User's conclusions as to whether AULs or environmental liens were identified. The environmental professional is only required to identify whether land title records were received from the User and whether the User identified AULs or environmental liens. User-provided information is discussed in [Section 3.0](#).

2.5 Special Terms & Conditions

This ESA has been conducted in accordance with ASTM E1527-21, and no special terms and conditions have been included in this ESA report.

2.6 Limitations & Exceptions

The goal of an ESA is to identify recognized environmental conditions at the subject site. With this in mind, Whitestone seeks to investigate the presence or likely presence of hazardous substances or petroleum products in, on, or at a property under conditions that indicate an existing release, a past release, or a

material threat of a future release to the environment. This assessment includes a discussion of hazardous substances and petroleum products that are present at the property and are in compliance with appropriate regulations governing their storage and use.

This ESA does not include an extensive evaluation of *de minimis* conditions that generally do not present a threat to human health or the environment and that generally would not be subject to enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimis* are not RECs or CRECs. However, certain *business environmental risks* and *de minimis* conditions as well as recommendations for further action, if appropriate, are summarized in [Section 7.1.4](#) of this ESA report.

The ESA is intended to permit the *user* to satisfy one of the requirements to qualify for the *innocent landowner*, *contiguous property owner*, or *bona fide prospective purchaser* limitations on CERCLA liability: that is, the practice that constitutes “*all appropriate inquiry* into the previous ownership and uses of the property consistent with good commercial or customary practice” as defined at 42 U.S.C. 9601(35)(B) and in ASTM Standard Practice E1527-21.

Performance of an ESA in accordance with the ASTM Standard Practice is intended to reduce, but not eliminate, uncertainty regarding the potential for RECs in connection with a subject property. However, no ESA can wholly eliminate uncertainty regarding the potential for RECs in connection with a subject property, and the ASTM Standard Practice recognizes reasonable limits of time and cost.

2.7 User Reliance

LaSalle Road Companies, LLC may rely upon the findings and conclusions of this document. This document was prepared for the sole use of LaSalle Road Companies, LLC and should not be relied upon by any third party without Whitestone’s written consent.

2.8 Report Viability

Due to changing environmental regulatory conditions and potential on-site or adjacent activities occurring after this assessment, the client may not presume the continuing applicability to the subject property of the conclusions in this assessment for more than 180 days after the earliest critical component date below per ASTM Standard Practice E1527-21. To the extent that all critical components of the ESA have been completed, the report viability date below represents the date beyond which the ESA report must be updated.

Table of Critical Dates	
Report Issuance Date	March 10, 2025
Date of Interview of Past and Present Owners and Occupants	March 5, 2025
Date of Government Record/Regulatory Database Search	January 21, 2025
Date of Recorded Environmental Cleanup Lien Search	None Provided
Date of Visual Inspection of Subject and Adjoining Properties	January 24, 2025
Earliest Date of Interviews, Lien Search, Record Reviews, and Inspections	January 21, 2025
Report Viability Date	July 20, 2025

SECTION 3.0

User & Owner/Occupant Provided Information

3.1 User Questionnaire

The purpose of this section is to present information provided by the User. A copy of the completed *User Questionnaire* is included in [Appendix 2](#).

Question	Response
Name of Preparer and User Entity	Jack Hayes, LaSalle Road Companies
Did a search of <i>land title records</i> (or judicial records where appropriate) identify an environmental lien filed or recorded against the property under federal, tribal, state or local law?	Not aware of anything
Did a search of <i>land title records</i> (or judicial records where appropriate) identify any AULs, such as engineering controls, land use restrictions or institutional controls that are in place at the property and/or have been filed or recorded against the property under federal, tribal, state or local law?	Not aware of anything
Do you have any specialized knowledge or experience related to the property or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the property or an adjoining property so that you would have specialized knowledge of the chemicals and processes used by this type of business?	No specialized knowledge
Does the purchase price being paid for this property reasonably reflect the fair market value of the property? If you conclude that a difference exists, have you considered whether the lower purchase price is because contamination is known or believed to be present at the property?	Yes
Are you aware of commonly known or reasonably ascertainable information about the property that would help the environmental professional to identify conditions indicative of releases or threatened releases? For example, as User:	
Do you know the past uses of the property?	No
Do you know of specific chemicals that are present or once were present at the property?	No
Do you know of spills or other chemical releases that have taken place at the property?	No
Do you know of any environmental cleanups that have taken place at the property?	No
Based on your knowledge and experience related to the property, do any obvious indicators point to the presence or likely presence of releases at the property?	No

3.2 Land Title Records Review

A search for environmental liens and AULs that are filed or recorded against the property has been conducted. Specifically, the User provided the September 13, 2024 *Commitment for Title Insurance* prepared by First American Title Insurances Company included in [Appendix 2](#). The recorded land title records did not identify environmental liens or AULs for the subject property.

3.3 Reason for Performing this Phase I ESA

This Phase I ESA was conducted as part of environmental due diligence related to purchasing the subject property for commercial redevelopment as depicted on the March 20, 2024 *Concept Plan "D"* prepared by Bohler Engineering

3.4 Interviews

Telephone and/or in-person interviews were initiated with the following owners, public officials, and knowledgeable site representatives. If conducted, key information is summarized below and the completed *Owner/Occupant Questionnaires* (if completed) are included in [Appendix 3](#).

Interviews with Site Owner(s) or Owner Representative(s)

Name, Title:	Mouhab Rizkallah, Owner
Representing:	Subject Property
Date & Time Contacted:	March 5, 2025; 9:00AM
Type of Interview:	Questionnaire
Questionnaire Completed:	Yes

Key Findings:

Mr. Rizkallah provided Whitestone with a completed Owner Questionnaire on March 5, 2025. According to Mr. Rizkallah, he had owned the subject property for approximately 40 years. Mr. Rizkallah informed Whitestone that the subject property had been utilized as a motel prior to the closing of said motel in 2005. Mr. Rizkallah was unaware of underground storage tanks (USTs), spills, or other environmental issues on the subject property.

Interviews with Key Site Manager(s)

The property is vacant with no on-site manager.

Interviews with Occupant(s)

The property is vacant with no occupants.

Interviews with Local Government Officials

Governmental responses to freedom of information requests are included in [Section 6.3](#).

Interviews with Others

No other interviews were conducted. Attempts were made to interview personnel at the adjoining properties to the north and south, however, knowledgeable site representatives were not available during Whitestone's site reconnaissance.

SECTION 4.0

Site Reconnaissance

4.1 Methodology & Limiting Conditions

Whitestone conducted a reconnaissance of accessible portions of the subject property on January 24, 2025. Existing site conditions were photographed ([Appendix 1](#)) and are documented below. Suggestions for further investigation and/or remediation of the conditions identified in the following subsections are outlined in [Section 7.0](#).

4.2 Location & Legal Description

The subject property is located at:

Site Name/Occupant:	Vacant Land
Site Address:	26 U.S. Route 6
City, County, State:	Port Jervis (Town of Deer Park), Orange County, New York
Site Use:	Vacant Land
Latitude:	41.35558
Longitude:	-74.67618
Tax Parcel ID:	Block 2, Lot 15
Site Acreage:	12.31

The site location is shown in [Figures 1](#) and [2](#) and illustrated in [Appendix 1](#), Site Photographs.

4.3 Current Uses of the Property

The site conditions and general setting during Whitestone's ESA reconnaissance are described below:

Site Utilities	
Potable Water	None Present
Sanitary Wastewater	None Present
Natural Gas	None Present
Electricity	None Present

Site Access/Roads	
North	U.S. Route 6
South	No access
East	No access
West	No access

4.4 Current Uses of Adjoining Properties & Surrounding Area

Current adjoining property uses are summarized below:

Direction	Description
North	Elks Lodge
South	U.S. Interstate 84
East	RV sales and service shop
West	Multi-tenant commercial

4.5 Site Observations

The following table summarizes Whitestone's site reconnaissance observations. Affirmative responses are discussed in detail below.

4.5.1 Site Operations, Processes & Equipment

Site Features	Observed or Identified	Historic Known or Suspected	Identified as REC, HREC or CREC	Identified as Potential BER
Emergency generators	☐	☐	☐	☐
Elevators	☐	☐	☐	☐
Compressors and/or blow down area	☐	☐	☐	☐
Hydraulic lifts	☐	☐	☐	☐
Dry cleaning	☐	☐	☐	☐
Photo processing	☐	☐	☐	☐
Ventilation hoods and/or incinerators	☐	☐	☐	☐
Sanitary wastewater treatment systems	☐	☐	☐	☐
Process/industrial wastewater treatment systems	☐	☐	☐	☐
Water treatment systems	☐	☐	☐	☐
Heating and/or cooling systems	☐	☐	☐	☐
Paint booths	☐	☐	☐	☐
Sub-grade mechanic pits	☐	☐	☐	☐
Wash-down areas or carwashes	☐	☐	☐	☐
Vehicle repair or maintenance	☐	☐	☐	☐
Pesticide/herbicide production, mixing, storage and/or application	☐	☒	☐	☒
Printing operations	☐	☐	☐	☐
Metal finishing (e.g., electroplating, chrome plating, galvanizing, etc.)	☐	☐	☐	☐

Site Features	Observed or Identified	Historic Known or Suspected	Identified as REC, HREC or CREC	Identified as Potential BER
Salvage or recycling operations	☐	☐	☐	☐
Oil, gas or mineral production	☐	☐	☐	☐
Hydraulic trash compactor/equipment	☐	☐	☐	☐
Railroad tracks	☐	☐	☐	☐
Manufacturing operations/equipment	☐	☐	☐	☐
Other processes or equipment	☐	☐	☐	☐

The site was used for agricultural purposes prior to 1938. The on-site use, handling, application or discharge of pesticides, herbicides and/or fertilizers may have resulted in residual impact to surficial and shallow subsurface soils.

4.5.2 Petroleum, Chemical or Waste Storage, Drainage or Collection

Site Features	Observed or Identified	Historic Known or Suspected	Identified as REC, HREC or CREC	Identified as Potential BER
On-site use, handling or storage of petroleum or hazardous materials and/or generation of hazardous wastes	☐	☐	☐	☐
Aboveground storage tanks (ASTs)	☐	☐	☐	☐
Drums and/or containers $\geq$ 5 gallons	✓	☐	☐	✓
USTs or associated equipment	☐	☐	☐	☐
Sumps, cisterns, French drains, catch basins and/or dry wells	☐	☐	☐	☐
Grease traps	☐	☐	☐	☐
Oil/water separators, clarifiers, sand traps, triple traps and/or interceptors	☐	☐	☐	☐
Pipeline markers	☐	☐	☐	☐
Interior floor drains	☐	☐	☐	☐
Process wastewater piping	☐	☐	☐	☐

Two empty, unlabeled 55-gallon plastic drums were observed on the central portion of the subject property. No staining or evidence of release was observed in the vicinity of the drums.

4.5.3 Potential PCB-Containing Equipment

Site Features	Observed or Identified	Historic Known or Suspected	Identified as REC, HREC or CREC	Identified as Potential BER
Transformers and/or capacitors	☐	☐	☐	☐
Fluorescent light fixtures	☐	☐	☐	☐
Oil-filled hydraulic, electrical or other suspect equipment	☐	☐	☐	☐

No potential PCB-containing equipment was observed during the site reconnaissance or encountered during the review of available records.

4.5.4 Evidence of Potential Contaminant Release

Site Features	Observed or Identified	Historic Known or Suspected	Identified as REC, HREC or CREC	Identified as Potential BER
Stressed vegetation	☐	☐	☐	☐
Stained soil	☐	☐	☐	☐
Stained pavement or surfaces	☐	☐	☐	☐
Leachate and/or waste seeps	☐	☐	☐	☐
Trash, debris and/or other discarded solid wastes	✓	☐	☐	✓
Dumping or disposal areas	☐	☐	☐	☐
Construction/demolition debris and/or stockpiled material	✓	☐	☐	✓
Surface water discoloration, odor, sheen and/or free floating product	☐	☐	☐	☐
Strong, pungent or noxious odors	☐	☐	☐	☐
Exterior pipe discharges and/or other effluent discharges	☐	☐	☐	☐
Historic fill	✓	☐	☐	✓
Other evidence of on-site contamination	☐	☐	☐	☐

Discarded solid waste and debris observed at locations throughout the central and eastern portions of the site consists generally of litter that does not represent a significant threat to subsurface conditions or indicate the suspected presence of more wide-spread waste disposal and/or buried waste.

Historic fill (non-native material imported and placed historically to raise site grades or backfill low-lying or previously excavated areas) may contain debris, solid waste and/or concentrations of regulated contaminants that may warrant further evaluation and/or corrective action. Geotechnical investigation borings encountered historic fill materials to depths up to four feet below ground surface (fbgs).

4.5.5 Other Suspect or Notable Site Features

Site Features	Observed or Identified	Historic Known or Suspected	Identified as REC, HREC or CREC	Identified as Potential BER
Surface water bodies	☐	☐	☐	☐
Quarries or pits	☐	☐	☐	☐
Wastewater lagoons	☐	☐	☐	☐
Septic systems and/or wells	☐	☐	☐	☐
Potential vapor encroachment or migration of contaminants from off-site sources	☐	☐	☐	☐
Former buildings	☐	✓	☐	✓

Historic and former site structures may present a variety of conditions of potential environmental concern including (but potentially not limited to) former/abandoned heating oil or other USTs, septic system components, potable or other non-potable use water wells, cisterns, and backfilled demolition debris. The general locations of former structures (since demolished) reported or documented on site are depicted on Figure 2.

4.5.6 ASTM Non-Scope Considerations

Environmental conditions may be present at a property that do not present potential CERCLA liability and are beyond the scope of an ASTM standard Phase I ESA. Non-scope considerations include (however, may not be limited to) the potential conditions noted in the table above. Unless specifically described in [Section 5.0](#), ASTM non-scope considerations have not been evaluated in conjunction with this assessment.

Site Features	Observed or Identified	Historic Known Or Suspected	Identified as REC, HREC, or CREC	Identified as Potential BER
Emerging contaminants such as Polyfluoro-alkyl substances (PFAS)	☐	☐	☐	☐
Wetlands / floodplains	✓	☐	☐	✓
Karst topography	☐	☐	☐	☐
Hazardous building materials	☐	☐	☐	☐
Mold / microbial growth	☐	☐	☐	☐

Site Features	Observed or Identified	Historic Known Or Suspected	Identified as REC, HREC, or CREC	Identified as Potential BER
Ecological resources or threatened and endangered species	☐	☐	☐	☐
Naturally-occurring radon	☐	☐	☐	☐
Lead in drinking water	☐	☐	☐	☐
Indoor air quality	☐	☐	☐	☐

SECTION 5.0

Non-Scope Services/Considerations

5.1 Asbestos Containing Materials (ACM)

Structures pre-dating 1980 (and even some buildings constructed after 1980) may have been built using asbestos containing construction or insulation materials. No buildings are present on the site and ACM is not anticipated.

5.2 Lead Based Paints (LBP)

Structures pre-dating 1980 (and even some buildings constructed after 1980) may be coated with LBP. No buildings are present on the site and the presence of LBP is not anticipated.

5.3 Mold/Microbial Growth

No existing buildings are present on site.

5.4 Wetlands/Floodplains

Surface water and/or vegetation indicative of suspected wetland areas was observed during Whitestone's field reconnaissance, and the subject property is not described on the U.S. Fish and Wildlife Service *National Wetlands Inventory Interactive Wetlands Database* as a mapped wetlands area. Available mapping indicates that the site is not located in a flood hazard zone. Available site surveys indicate the presence of wetlands on the southern portion of the site. A wetlands survey/delineation and floodplain evaluation were beyond the scope of this Phase I ESA. The presence of regulated wetlands or floodplains could impact future site development/redevelopment, and appropriate permitting requirements should be evaluated.

5.5 Other Non-Scope Considerations

No other ASTM non-scope considerations were evaluated in conjunction with this assessment.

SECTION 6.0

Records Review

6.1 Regulatory Records Review

Whitestone obtained regulatory database information compiled from Environmental Risk Information Services (ERIS) by a variety of federal and state regulatory agencies as summarized in the table below. A copy of the database report is included in [Appendix 4](#).

Regulatory Report Summary

Database	Search Radius	Target Property	Within 0.12mi	0.12mi to 0.25mi	0.25mi to 0.50mi	0.50mi to 1.00mi	Total
SHWS	1.0	0	0	0	7	5	12
Site Remediation	0.5	0	0	0	6	-	6
SWF/LF	0.5	0	0	0	1	-	1
LST	0.5	0	0	3	0	-	3
UST	0.25	0	1	2	-	-	3
NY Spills	0.125	0	12	-	-	-	12

6.1.1 Subject Property & Occupant Listings

The subject property or its known occupants are not identified in the referenced databases.

6.1.2 Adjoining & Nearby Sites

Whitestone's review of the referenced databases also considered the potential or likelihood of contamination migrating to the subject property from adjoining and nearby sites. To evaluate which of the adjoining and nearby sites identified in the regulatory database report present an environmental risk to the subject property, Whitestone considered the following criteria:

- ▶ the type of database on which the site is identified;
- ▶ the topographic position of the identified site relative to the subject property;
- ▶ the direction and distance of the identified site from the subject property;
- ▶ local soil conditions in the subject property area;
- ▶ the known or inferred groundwater flow direction in the subject property area;
- ▶ the status of the respective regulatory agency-required investigation(s) of the identified site, if any; and
- ▶ surface and subsurface obstructions and diversions (e.g., buildings, roads, sewer systems, utility service lines, rivers, lakes, and ditches) located between the identified site and the subject property.

Only those sites that are judged to present a potential environmental risk to the subject property and/or warrant additional clarification are evaluated further. Using the referenced criteria, and based on a review of readily-available information contained within the regulatory database report, Whitestone did not identify adjoining or nearby sites listed in the regulatory database report that were judged to present a potential environmental risk to the subject property.

6.2 Vapor Encroachment Screening

Vapor migration refers to the movement of hazardous substances or petroleum products in the vapor phase through the subsurface. Vapor encroachment screening identifies releases in the vicinity of the subject property and, based on the contaminant plume, evaluates the likelihood of vapors migrating through the subsurface to the subject property. A *vapor encroachment condition* (VEC) is defined as the presence or likely presence of vapor-phase contaminants in the subsurface caused by the presence of contaminated soil and/or groundwater on or near the subject property. The ASTM standard for this screening (E2600-15) uses a two-tiered approach. Tier 1 of vapor encroachment screening uses State, Federal and Tribal database records to identify those sites with the potential to affect subsurface vapor conditions at the subject property employing a 1/3-mile radius evaluation for releases of non-petroleum products, and a 1/10-mile radius evaluation for releases of petroleum products. If a VEC cannot be ruled out (i.e., open sites exist within the search distance) then screening should proceed to Tier 2 which starts as a non-invasive records review. Based on the relation of the plume to the subject property, the presence of a VEC can be ruled out via records review. In all circumstances, scientific evidence and professional judgment should be used to evaluate the VEC. Four possible outcomes exist for a vapor encroachment screen: 1) VEC exists; 2) VEC likely exists; 3) VEC cannot be ruled out; or 4) VEC can be ruled out. Whitestone conducted Tier 1 vapor encroachment screening in general accordance with the procedures presented in the *Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transaction* (ASTM E2600-15) in conjunction with the Phase I ESA. The approximate minimum search distances for Federal, Tribal and State-listed facilities surrounding the subject property are presented in the table below:

Approximate Minimum Search Distances for Vapor Encroachment Screening (ASTM E2600-15)		
Source	Non-Petroleum Sources	Petroleum Hydrocarbon Sources
Federal NPL Site List	1/3 mile	1/10 mile
Federal SEMS List	1/3 mile	1/10 mile
Federal RCRA CORRACTS Facilities List	1/3 mile	1/10 mile
Federal RCRA Non-CORRACTS TSD Facilities List	1/3 mile	1/10 mile
Federal RCRA Generators List	Subject property only	Subject property only
Federal Institutional Control/Engineering Control Registries	Subject property only	Subject property only
Federal ERNS List	Subject property only	Subject property only
State and Tribal Equivalent NPL	1/3 mile	1/10 mile
State and Tribal Equivalent SEMS	1/3 mile	1/10 mile

State and Tribal Landfill and/or Solid Waste Disposal Site Lists	1/3 mile	1/10 mile
State and Tribal Leaking UST/AST Lists	1/3 mile	1/10 mile
State and Tribal UST/AST Lists	Subject property only	Subject property only
State and Tribal Institutional Control/Engineering Control Registries	Subject property only	Subject property only
State and Tribal Voluntary Cleanup Sites	1/3 mile	1/10 mile
State and Tribal Brownfield Sites	1/3 mile	1/10 mile

Based on the regulatory records review and the Vapor Encroachment Screen tool, facilities with known or suspected contamination are not located within the search distances. Accordingly, no VECs were identified in connection with the subject property. A copy of the Vapor Encroachment Screen tool is presented in [Appendix 4](#).

6.3 Additional Environmental Record Sources

The following federal, state and local regulatory agencies were contacted with a request to access files regarding the property pursuant to the applicable freedom of information requirements (see [Appendix 5](#)):

United States Environmental Protection Agency (USEPA)
Submitted electronically via http://www.epa.gov/myproperty
New York State Department of Environmental Conservation (NYSDEC)
Submitted electronically via http://www.ny.gov/FOIL
Orange County
Submitted electronically via http://www.orangecountyny.gov/FOIL
Port Jervis
20 Hammond Street Port Jervis, New York 12771

Responses from the freedom of information requests received to date include the following:

Whitestone accessed USEPA's *mypropertyinfo*, an online database. Records pertaining to the subject property were not observed.

To date, responses have not been received from NYSDEC, Orange County, or Port Jervis.

Additional pertinent information (if any) generated in response to these requests will be provided in a supplement to this report.

6.4 Environmental Document Review

No additional documents were reviewed in conjunction with this assessment.

Additional environmental documents readily available for review in conjunction with this assessment (if any) are included in [Appendix 6](#).

6.5 Physical Setting Sources

Physical Setting Information		Source
Topography		
Approximate Elevation	Approximately 535 feet above msl	2019 United States Geological Survey (USGS) Topographic Map, Port Jervis, New York
Topographic Gradient	Gently sloping towards the north-northwest	
Soil Characteristics		
Soil Description	Riverhead Sandy Loam	United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey
Geology/Hydrogeology		
Formation Description	Bloomsburg Formation - Upper Silurian aged shale, sandstone and conglomerates	January 21, 2025 ERIS Database Report
Estimated Depth to First Groundwater ¹	Unknown and not within 16 fbs	Database-listed Well Records (see Appendix 3). Whitestone's February 21, 2025 <i>Report of Geotechnical Investigation</i> (ROGI)
Hydrogeologic Gradient ¹	Unknown, however may be inferred to be parallel to topographic gradient.	

6.6 Historical Use Information

Whitestone conducted a search for and review of available fire insurance maps, historic aerial photographs, topographic maps, and business listings for the site and subject area. Available historic records indicate the following occupants/operations at the subject property and surrounding area:

Years	Fire Insurance Maps	Aerial Photographs	Topographic Maps	City Directories
Not Available	✓	☐	☐	☐
Prior to 1940	☐	✓	✓	☐

1. The groundwater flow direction and depth to shallow, unconfined groundwater could vary depending on seasonal variations in rainfall and other hydrogeological features. Without the benefit of on-site groundwater monitoring wells surveyed to a datum, actual groundwater depth and flow direction cannot be ascertained.

Years	Fire Insurance Maps	Aerial Photographs	Topographic Maps	City Directories
1940 - 1945	☐	☐	✓	☐
1945 - 1950	☐	☐	✓	☐
1950 - 1955	☐	✓	✓	☐
1955 - 1960	☐	✓	☐	☐
1960 - 1965	☐	✓	☐	☐
1965 - 1970	☐	✓	✓	☐
1970 - 1975	☐	☐	☐	☐
1975 - 1980	☐	☐	☐	☐
1980 - 1985	☐	☐	✓	☐
1985 - 1990	☐	✓	☐	☐
1990 - 1995	☐	✓	☐	☐
1995 - 2000	☐	☐	✓	☐
2000 - 2005	☐	☐	☐	✓
2005 - 2010	☐	✓	☐	☐
2010 - 2015	☐	✓	✓	☐
2015 - 2020	☐	✓	✓	☐
2020 - Present	☐	✓	☐	☐

Historical Property Use

Location	Period	Description of Site Operations & Occupants
Subject Property	1938	Agricultural fields
	1952 - 1995	Suspected motel and associated ancillary or residential structures
	2006 - present	Vacant, undeveloped land
To North:	1938 - 1957	Single-family residences beyond U.S. Route 6
	1963 - 2023	Residential and commercial structures beyond U.S. Route 6
To East:	1938 - 1968	Agricultural fields
	1987 - present	Commercial/Industrial development
To South:	1968 - present	U.S. Interstate 84
	2011 - present	Multi-tenant commercial structure
To West:	1938	Agricultural fields
	1952 - 2009	Single-family residence
	2011 - present	Multi-tenant commercial structure

6.6.1 Fire Insurance Maps

Fire Insurance Maps (if available) are included as [Appendix 7](#). Fire insurance maps were requested, however, coverage is not available in the immediate area encompassing the subject property.

6.6.2 Aerial Photograph Evaluation

Pertinent features depicted on the aerial photos are summarized below, and copies of the photos are included as [Appendix 8](#).

Year(s)	Description
1938	In 1938, the subject property comprised multiple agricultural fields. The subject property was bordered to the east and west by agricultural fields, beyond U.S. Route 6 to the north by suspected residential structures, and to the south by wooded, undeveloped land.
1952 - 1968	By 1952, the subject property was developed with a suspected motel and five ancillary or residential structures on the northern portion of the site. Residential development was apparent on the properties beyond U.S. Route 6 to the north and to the west of the subject property.
1987 - 1995	No changes were apparent to the subject property, however, multiple storage trailers were observed on the eastern portion of the site. The adjoining property to the east was developed with a suspected commercial/industrial structure.
2006 - present	By 2006, all of the former site structures were demolished. Parking areas and driveways remained relatively intact between 2006 and 2023. Additional storage trailers were observed on the north-central portion of the site. A multi-tenant commercial structure was apparent on the western adjoining property beginning in 2011.

6.6.3 USGS Topographic Maps

USGS *7.5-Minute* and/or *15-Minute Topographic Quadrangle* maps depicting the subject property were reviewed to ascertain information regarding historic development of the subject property and the surrounding areas. Copies of the historic topographic maps are included in [Appendix 9](#).

Year(s)	Description
1906 - 1953	Site structures were not apparent on the 1906 through 1953 topographic maps. Site topography sloped downward towards the west-southwest.
1969 - 1983	Four site structures including a suspected motel were observed on the subject property. The site was bordered to the south by U.S. Interstate 84 and to the west, north, and east by suspected residential and commercial development.
1995 - 2019	Specific development features were not depicted on the 1995 through 2019 topographic maps.

6.6.4 City Directory Search

Whitestone conducted an electronic search of business directories at approximately five-year intervals for the years spanning 1930 through 2023 ([see Appendix 10](#)). This search revealed the following listings associated with the subject property:

2000 - 2003: Aprons Easy Housing and Painted Aprons Motel

The occupants identified in the directory do not imply the potential for suspected adverse environmental impact to the subject property.

6.6.5 Property Ownership Records

Copies of deeds or available ownership records indicate the following conveyances:

Lot(s)	Date	Grantor	Grantee	Book	Page
15	January 9, 2013	Walter Freeman	Mouhab Riskallah	13492	335

The ownership records did not indicate potential owners or occupants of the site (other than the those already discussed in this report) that pose a suspected threat to environmental conditions.

SECTION 7.0

Findings, Conclusions & Recommendations

Whitestone has performed a Phase I ESA in general accordance with the scope and limitation of ASTM Standard Practice E1527-21 and the conditions of [Section 2.0](#) of this report of the vacant land located at 26 U.S. Route 6 in Port Jervis (Town of Deer Park), Orange County, New York. The ESA did not identify RECs, CRECs, or HRECs that warrant further consideration.

7.1 Findings

7.1.1 Summary of RECs

This assessment revealed no evidence of RECs in connection with the subject property.

7.1.2 Summary of CRECs

This assessment revealed no evidence of CRECs in connection with the subject property.

7.1.3 Summary of HRECs

This assessment revealed no evidence of HRECs in connection with the subject property.

7.1.4 Summary of BERs

Items that are not identified as RECs, CRECs or HRECs, however, may require limited investigation or corrective action as BERs include the following:

- ▶ The site was used for agricultural purposes prior to 1938. The on-site use, handling, application or discharge of pesticides, herbicides and/or fertilizers may have resulted in residual impact to surficial and shallow subsurface soils. In the event that excess site soils are scheduled for export in conjunction with future earthwork activities, characterization sampling and analyses should be conducted to assess appropriate off-site soil management alternatives.
- ▶ Two empty, unlabeled 55-gallon plastic drums were observed on the central portion of the subject property. No staining or evidence of release was observed in the vicinity of the drums. The drums should be removed for off-site disposal in accordance with applicable solid waste regulations.
- ▶ Discarded solid waste and debris observed at locations throughout the central and eastern portions of the site consists generally of litter that does not represent a significant threat to subsurface conditions or indicate the suspected presence of more wide-spread waste disposal and/or buried waste. Discarded solid wastes/debris should be removed for off-site recycling or disposal in accordance with applicable solid waste regulations.

- ▶ Historic fill (non-native material imported and placed historically to raise site grades or backfill low-lying or previously excavated areas) may contain debris, solid waste and/or concentrations of regulated contaminants that may warrant further evaluation and/or corrective action. Geotechnical investigation borings encountered historic fill materials to depths up to four fbs. Characterization sampling may be prudent to evaluate existing conditions and will be required to evaluate management alternatives for soil/fill bound for export.
- ▶ Historic and former site structures may present a variety of conditions of potential environmental concern including (but potentially not limited to) former/abandoned heating oil or other USTs, septic system components, potable or other non-potable use water wells, cisterns, and backfilled demolition debris. The general locations of former structures (since demolished) reported or documented on site are depicted on Figure 2. Although surficial evidence of former or abandoned subsurface equipment was not encountered or observed, a geophysical survey may be prudent to assess for remnant subsurface features and/or evidence of backfilled former UST areas. It should be noted that clearing/grading will be necessary to assess the area(s).

7.2 Opinion

The above-referenced BERs are not anticipated to present a significant threat of future liability but could impact premium costs and/or cause time delays during the proposed site redevelopment plans.

7.3 Conclusions & Recommendations

This assessment revealed no evidence of RECs, CRECs or HRECs warranting further action.

7.4 Limiting Conditions/Deviations & Data Gaps/Failures

Whitestone has performed an ESA of the subject property in conformance with the scope and limitations of ASTM Practice E1527-21 with the following exceptions:

- ▶ Snow cover present on the subject site during the site reconnaissance prohibited a thorough evaluation of the ground surface.
- ▶ FOIA responses have not been received from NYSDEC, Orange County, or Port Jervis.

The data gaps/failures noted above are likely to represent significant missing/incomplete information that, if available, may alter the opinion of the Environmental Professional.

SECTION 8.0

References

ASTM Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (E1527-21).

U.S. Fish and Wildlife Service National Wetlands Inventory Interactive Wetlands Database map.

United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey.

Data Provider and Document Preparer	Date
ERIS Historical Aerials - Environmental Risk Information Services	January 21, 2025
ERIS Topographic Maps - Environmental Risk Information Services	January 21, 2025
ERIS Fire Insurance Maps - Environmental Risk Information Services	January 21, 2025
ERIS Database Report with ERIS Explorer - Environmental Risk Information Services	January 21, 2025
ERIS Physical Setting Report - Environmental Risk Information Services	January 21, 2025
ERIS City Directory - Environmental Risk Information Services	January 21, 2025

SECTION 9.0

Environmental Professionals

9.1 Signatures

The following Whitestone personnel were responsible for conducting the ESA of the subject site and preparing the information presented herein.

I, Adam N. Mickley, declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in Section 312.10 of 40 CFR 312.

We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

ENVIRONMENTAL PROFESSIONAL:



Adam N. Mickley
Senior Associate
Whitestone Associates, Inc.

March 10, 2025

Date

SITE INSPECTOR:



Michael Marsicano
Project Manager
Whitestone Associates, Inc.

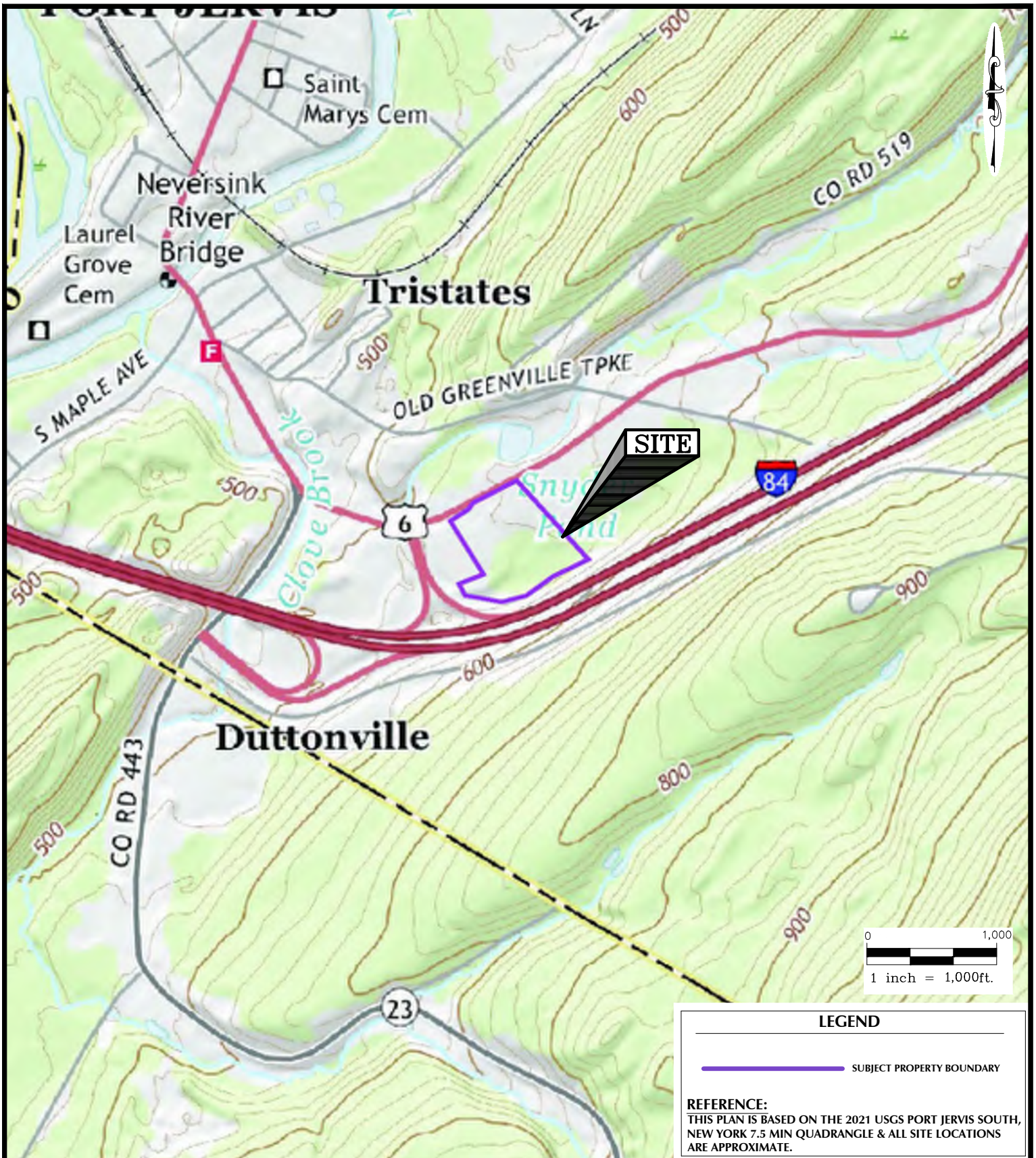
March 10, 2025

Date

9.2 Qualifications

Resumes for the Whitestone environmental professionals and supporting staff responsible for conducting this ESA are provided in [Appendix 11](#) of this report.

FIGURE 1
Site Location Map



PROJECT #: EJ2522880.001	
DESIGNED BY: GR	PROJ. MGR.: ANM
DATE: 3/6/25	FIGURE: 1
SCALE: 1" = 1,000'	

DRAWING TITLE: SITE LOCATION MAP	
CLIENT: LASALLE ROAD COMPANIES, LLC	
PROJECT: PHASE I ESA VACANT LAND 26 U.S. ROUTE 6 SECTION 57, BLOCK 2, LOT 15 PORT JERVIS, ORANGE COUNTY, NY	

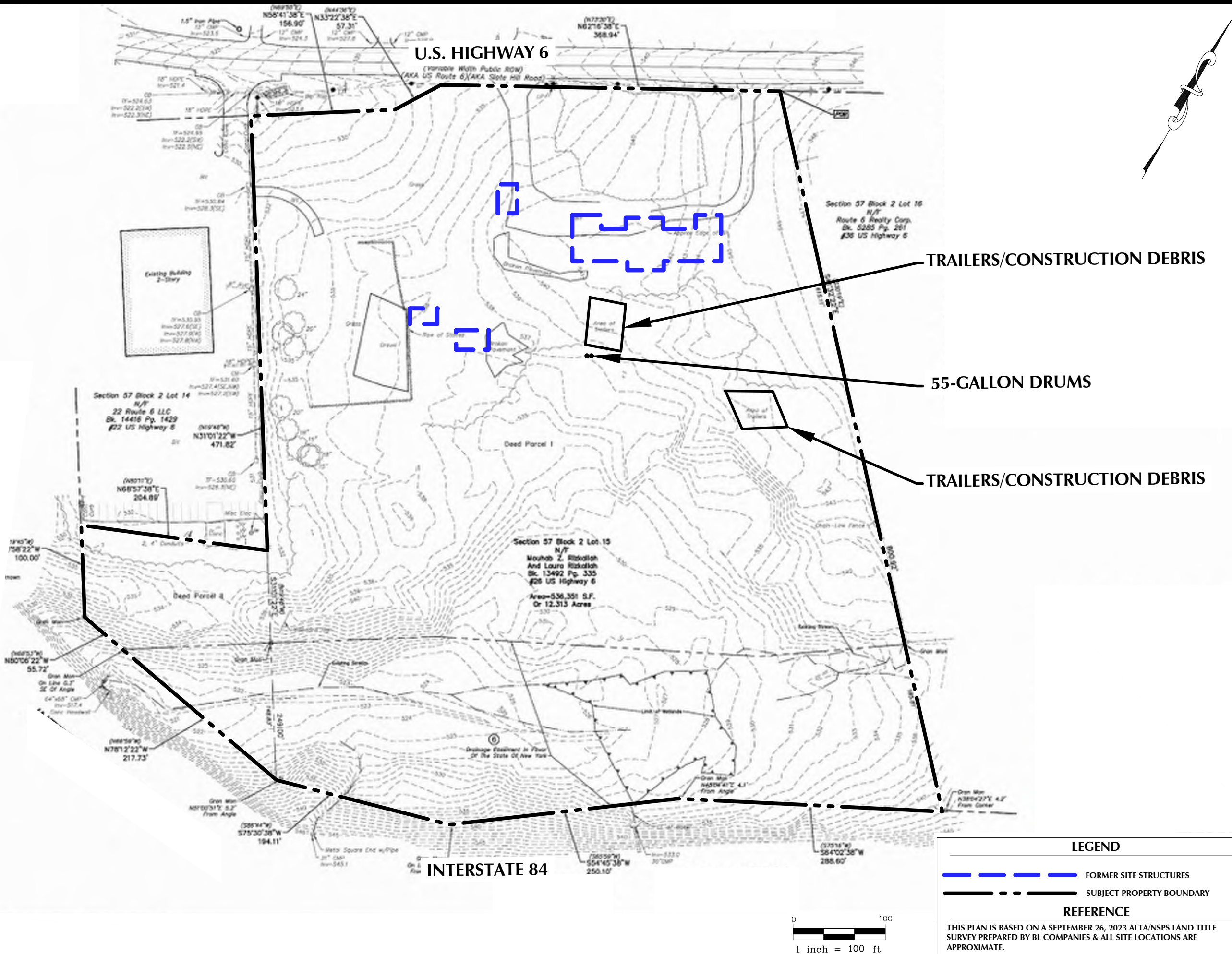


WHITESTONE
An Employee-Owned Company

30 INDEPENDENCE BOULEVARD, SUITE 250, WARREN, NJ 07059
908.668.7777 WHITESTONEASSOC.COM

FIGURE 2
Existing Conditions Plan

C:\Users\grobinson\WHITESTONE\ASSOC\AppData\Local\Temp\AcPublish_60308\EJ2522880.000_P1.dwg



WHITESTONE
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908.668.7777 WHITESTONEASSOC.COM

DRAWING TITLE:
EXISTING CONDITIONS PLAN

CLIENT:
LASALLE ROAD COMPANIES, LLC

PROJECT:
PHASE I ESA
ACAS AND
26 US ROUTE 6
SECTION 57, BLOCK 2, LOT 15
PORT JERVIS, ORANGE COUNTY, NY

PROJECT #:
EJ2522880.000

DESIGNED BY: GR	PROJ. MGR.: ANM
DATE: 3/6/25	FIGURE: 2
SCALE: 1" = 100'	

APPENDIX 1

Site Reconnaissance Photographs

SITE PHOTOGRAPHS

Subject Property



1. THE CENTRAL PORTION OF THE SUBJECT PROPERTY; VIEW TO THE SOUTH



2. STORAGE CONTAINERS LOCATED ON THE CENTRAL PORTION OF THE SITE



3. THE SOUTHERN PORTION OF THE SITE; VIEW TO THE NORTH



4. STORAGE CONTAINER INTERIOR

SITE PHOTOGRAPHS



5. 55-GALLON DRUM LOCATED ON THE CENTRAL PORTION OF THE SITE



6. THE SUBJECT PROPERTY; VIEW TO THE SOUTH



7. THE WESTERN PORTION OF THE SITE; VIEW TO THE SOUTH



8. STORAGE CONTAINERS

APPENDIX 8

Geotechnical Investigation

REPORT OF PRELIMINARY GEOTECHNICAL INVESTIGATION

**PROPOSED FUELING STATION
26 ROUTE 6
PORT JERVIS, ORANGE COUNTY, NEW YORK**



Prepared for:

**LASALLEROAD COMPANIES, LLC
10 Waterside Drive
Suite 301
Farmington, Connecticut 06032**

Prepared by:

**WHITESTONE ASSOCIATES ENGINEERING
& GEOLOGY, PLLC
30 Independence Boulevard, Suite 250
Warren, New Jersey 07059**



**Mudar Khantamr, PE
Regional Manager**



**Laurence W. Keller, PE
Vice President**

**Whitestone Project No.: GJ2522914.Y00
December 11, 2025**

Office Locations:



30 INDEPENDENCE BOULEVARD
SUITE 250
WARREN, NJ 07059
908.668.7777
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December 11, 2025

via email

LASALLEROAD COMPANIES, LLC
10 Waterside Drive
Suite 301
Farmington, Connecticut 06032

Attention: Mr. Jack Hayes
Principal

**Regarding: REPORT OF PRELIMINARY GEOTECHNICAL INVESTIGATION
PROPOSED FUELING STATION
26 ROUTE 6
PORT JERVIS, ORANGE COUNTY, NEW YORK
WHITESTONE PROJECT NO.: GJ2522914.Y00**

Dear Mr. Hayes:

Whitestone Associates Engineering & Geology NY, PLLC is pleased to submit the attached *Report of Preliminary Geotechnical Investigation* for the above-referenced project. The attached report presents the results of Whitestone's soils exploration efforts and presents preliminary recommendations for design of the proposed structural foundations, floor slab, pavements, and related earthwork.

Whitestone's Geotechnical Division appreciates the opportunity to be of service to LaSalleRoad Companies, LLC. Please note that Whitestone has the capability to conduct the additional geotechnical engineering services recommended herein.

Please contact us at (908) 668-7777 with any questions or comments regarding the enclosed report.

Sincerely,

WHITESTONE

Mudar Khantamr, PE
Regional Manager

Laurence W. Keller, PE
Vice President

MHM/kb L:\Job Folders\2025\2522914GJ\Reports and Submittals\Port Jervis NY GJ2522914.Y00 ROG1.docx
Enclosures
Copy: Jod Hayes, LaSalleRoad Companies, LLC

Office Locations:

NEW JERSEY

PENNSYLVANIA

MASSACHUSETTS

CONNECTICUT

FLORIDA

NEW HAMPSHIRE

NEW YORK

REPORT OF PRELIMINARY GEOTECHNICAL INVESTIGATION

**Proposed Fueling Station
26 Route 6
Port Jervis, Orange County, New York**

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REPORT OF PRELIMINARY GEOTECHNICAL INVESTIGATION

**Proposed Fueling Station
26 Route 6
Port Jervis, Orange County, New York**

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FIGURE 1 Test Location Plan

APPENDICES

APPENDIX A Records of Subsurface Exploration
APPENDIX B Laboratory Test Results
APPENDIX C Percolation Test Data
APPENDIX D Supplemental Information (USCS, Terms & Symbols)

SECTION 1.0

Summary of Findings

Whitestone has conducted an exploration and evaluation of the subsurface conditions for the proposed fueling station located at 26 Route 6 in Port Jervis, Orange County, New York. The site of the proposed construction is shown on the *Test Location Plan* included as Figure 1.

At the time of Whitestone's exploration, the subject site currently is a moderately- to heavily-wooded, vacant lot.

Based on September 10, 2024 (draft) *Concept Plan "D"* prepared by Bohler Engineering NY, PLLC (Bohler), the proposed redevelopment is anticipated to include clearing the site and constructing an approximately 4,813-square feet fueling station building with associated canopies, underground storage tanks (USTs), pavements, stormwater management (SWM) area, septic system, landscaped areas, and utilities. The proposed building is anticipated to be a one-story structure and will not contain any below-grade levels. The proposed SWM systems are anticipated to be at a maximum depth of four feet below existing grades. Detailed grading has not been finalized and the finished floor elevation of the proposed structure or pavement grades are not known at this time. However, based on existing grades, Whitestone anticipates that the proposed site will require maximum cut/fill on the order of five feet.

The subsurface exploration included conducting a reconnaissance of the project site, drilling six soil test borings, excavating six soil profile pits, conducting in-situ percolation testing, and collecting soil samples for laboratory analyses. The data from this exploration and analysis were analyzed by Whitestone in light of the project information provided by LaSalleRoad Companies, LLC and Bohler.

A summary of Whitestone's findings is presented below in tabular format and detailed descriptions of the subsurface conditions encountered are presented in Section 4.0.

Subsurface Profile	Description	Bottom of Stratum (fbgs)
<i>Surface Cover Material</i>	Approximately three inches of topsoil was encountered at the surface within all of the test locations.	0.3
<i>Existing Fill</i>	Existing fill was encountered in all of the boring locations ranging from two fbgs to four fbgs excluding boring B-4. The existing fill consisted of sandy gravel, silty sand with gravel, and sandy silt with gravel.	2.0 to 4.0

Subsurface Profile	Description	Bottom of Stratum (fbgs)
<i>Glacial Deposits</i>	Beneath the existing fill, glacial deposits were encountered within the borings consisting of silty sand with gravel (USCS: SM), sandy silty clay (USCS: CL-ML), and poorly graded gravel with silt and sand (GP-GM).	+16.0
<i>Groundwater</i>	Static groundwater was not encountered within the borings conducted to the maximum depth explored of approximately 16 fbgs. Static groundwater and perched/trapped water conditions likely will fluctuate seasonally, tidally, and following periods of precipitation.	+16.0

Notes: fbgs = feet below ground surface

Preliminary recommendations developed upon consideration of these findings are summarized in the table below and presented in greater detail in the indicated sections of the report.

Geotechnical Considerations	Preliminary Recommendation	Report Section
<i>Foundation System</i>	Whitestone preliminarily recommends supporting the proposed structure on conventional shallow foundations designed to bear within the naturally occurring site soils and/or on properly placed and compacted structural fill. Existing fill should be overexcavated where encountered at or below proposed foundation bearing elevations.	5.5
<i>Floor Slab & Pavements</i>	Whitestone preliminarily anticipates that the majority of the site soils and/or controlled structural fill will be suitable for support of the proposed floor slab and pavements provided these materials are properly recompacted, proofrolled, and evaluated during the construction phase.	5.6 & 5.7
<i>On-Site Soil Reuse</i>	Whitestone preliminarily anticipates that a majority of the site soils will be suitable for selective reuse as structural fill and/or backfill throughout the site provided that moisture contents are controlled within two percent of the optimum moisture content and objectionable debris are segregated.	5.3
<i>Excavation Difficulties</i>	Cobbles and boulders were encountered throughout the subject property at variable depths that can present difficult excavation. Based on anticipated redevelopment grades, boulders and cobbles should be anticipated during construction activities throughout the site.	5.2

SECTION 2.0

Introduction

2.1 AUTHORIZATION

Mr. Jack Hayes of LaSalleRoad Companies, LLC issued authorization to Whitestone to conduct a preliminary geotechnical investigation, preliminary SWM area evaluation, and wastewater engineering services on this site relevant to the proposed site improvements. The investigations were conducted in general accordance with Whitestone's December 11, 2024 revised proposal to LassalleRoad Companies, LLC.

2.2 PURPOSE

The purpose of this subsurface exploration and analysis was to:

- ▶ ascertain the various soil profile components at test locations;
- ▶ estimate the engineering characteristics of the proposed foundation bearing and subgrade materials;
- ▶ provide preliminary geotechnical criteria for use by the design engineers in preparing the foundation, floor slab, pavement, SWM design, and septic design;
- ▶ provide preliminary recommendations for required earthwork and subgrade preparation;
- ▶ record groundwater levels and/or bedrock levels (if encountered) at the time of the investigation and discuss the potential impact on the proposed construction; and
- ▶ recommend additional investigation and/or analysis (if warranted).

2.3 SCOPE

The scope of the exploration and analysis included the subsurface exploration; field testing and sampling; laboratory analysis; and a preliminary geotechnical engineering analysis and evaluation of the subsurface materials. This *Report of Preliminary Geotechnical Investigation* is limited to addressing the site conditions related to the physical support of the proposed construction. Any references to suspicious odors, materials, or conditions are provided strictly for the client's information.

2.3.1 Field Exploration

Field exploration of the project site was conducted by means of six borings (identified as B-1 through B-6) advanced with a track-mounted drill rig equipped with hollow stem augers and split-spoon sampling techniques, six soil profile pits (identified as SPP-1 through SPP-6) with and associated in-situ percolation tests. The borings were conducted within the areas of the proposed site improvements to a depth of up to approximately 16 fbs. The soil profile tests were excavated with a track-mounted excavator to a depth of up to 10 fbs. The tests were backfilled with excavated soils generated from the investigation. The locations of the tests are shown on the *Test Location Plan* included as Figure 1.

The tests were conducted in the presence of a Whitestone engineer who conducted field tests, recorded visual classifications, and collected samples of the various strata encountered. The boring and test pits locations were located in the field using normal taping procedures and estimated right angles. These locations are presumed to be accurate within a few feet.

The borings and standard penetration tests (SPTs) were conducted in general accordance with ASTM International (ASTM) designation D-1586. The SPT resistance value (N) can be used as an indicator of the consistency of fine-grained soils and the relative density of coarse-grained soils. The N-value for various soil types can be correlated with the engineering behavior of earthworks and foundations.

Groundwater level observations, although not encountered, were recorded during and at the completion of field operations prior to backfilling the tests. Seasonal variations, temperature effects, and recent rainfall conditions may influence the levels of the groundwater, and the observed levels will depend on the permeability of the soils. Groundwater elevations derived from sources other than seasonally observed groundwater monitor wells may not be representative of true groundwater levels.

2.3.2 Laboratory Program

In addition to the field investigation, a laboratory program was conducted to determine additional, pertinent engineering characteristics of representative samples of on-site soils. The laboratory program was conducted in general accordance with applicable ASTM standard test methods and included physical/textural testing of representative samples of various strata.

Physical/Textural Analysis: Representative samples of selected strata encountered were subjected to a laboratory program that included Atterberg limits determination (ASTM D-4318), moisture content determinations (ASTM D-2216), and washed gradation analyses (ASTM D-422) in order to conduct supplementary engineering soil classifications in general accordance with ASTM D-2487. The soil strata tested were classified by the Unified Soil Classification System (USCS) and results of the laboratory testing are summarized in the following table.

PHYSICAL/TEXTURAL ANALYSES SUMMARY							
Source of Sample	Sample Number	Depth (fbs)	Natural Moisture (%)	Liquid Limit (%)	Plastic Index (%)	Passing No. 200 Sieve (%)	USCS Classification
B-2	S-2	2.0 - 4.0	18.7	24	4	59.8	CL-ML
B-3	S-3	4.0 - 6.0	7.2	NP	NP	5.6	GP-GM

Notes: NP = Non-Plastic

The engineering classifications are useful when considered in conjunction with the additional site data to estimate properties of the soil types encountered and to predict the soil's behavior under construction and service loads. Laboratory test results are provided in Appendix B.

2.3.3 Percolation Testing

Subsurface soil conditions were initially explored by advancing soil profile pits SPP-1 through SPP-6. Subsequently, percolation tests, PT-1 through PT-6, were conducted in general accordance with New York State Department of Health procedures, as shown on Appendix C *Percolation Test Data*. The results are tabulated below and can be found in Appendix C of this report.

SUMMARY OF PERCOLATION TESTING				
Location	Approximate Ground Elevation (ft NAVD)	Test Depth (fbs)	Approximate Test Elevation (ft NAVD)	Percolation Rate (min/in)
SPP-1	537.0	4.0	533.0	N/A
SPP-2	543.0	4.0	539.0	≤2.0
SPP-3	540.0	4.0	536.0	≤1.0
SPP-4	541.0	4.0	537.0	≤1.0
SPP-5	541.0	4.0	537.0	≤1.0
SPP-6	543.0	4.0	539.0	≤1.0

Infiltration testing could not be conducted in general accordance with the *New York State Stormwater Design Manual* within the proposed SWM areas due to site conditions consisting of frequent cobbles and boulders encountered throughout the explorations. The infiltration testing was substituted with percolation testing.

SECTION 3.0

Site Description

3.1 LOCATION AND DESCRIPTION

The subject site is located at 26 Route 6 in Port Jervis, Orange County, New York. The site is bound to the north by Slate Hill Road (Route 6), to the east by Schields Tire Service and partially woody terrain beyond, to the south by heavily wooded terrain and Route 84 beyond, and to the west by a retail building. The site of the proposed construction is shown on the *Test Location Plan* included as Figure 1.

3.2 EXISTING CONDITIONS

Surface Cover/Development: At the time of Whitestone's exploration, the site consisted of a moderately- to heavily-wooded, vacant lot.

Topography: According to the December 20, 2022 *ALTA/NSPS Land Title Survey* prepared by BL Companies and Whitestone's visual observation, the site slopes from the west and northwest to the east with a low elevation of 128 feet above NAVD 88 within the western and northwestern portion of the site to a high elevation of 157 feet above NAVD 88 within the eastern portion of the site. There is a moderate depression within the southern portion of the property with a grade change on the order of approximately nine feet to 19 feet.

Utilities: At the time of Whitestone's subsurface field investigation, the subject site was serviced by public utilities. Other utilities were not observed at the subject site by Whitestone but may be present. The utility information contained in this report is presented for general discussion only and is not intended for construction purposes.

Site Drainage: Surface runoff generally consists of sheet flow across the existing ground surface and generally appeared to flow in a westerly and southerly direction.

3.3 SITE GEOLOGY

The area of the subject site is situated within the New England upland section and Valley and Ridge Physiographic Province of New York. The site reportedly is underlain by Becraft Formation and is situated at the confluence of the Delaware and Neversink Rivers. This formation generally consists of glacial deposits which is a mixture of clay, silt, sand and gravel. Overlying materials also include manmade fill associated with past and present development of the site.

3.4 PROPOSED CONSTRUCTION

Based on *Concept Plan "D"* prepared by Bohler, the proposed redevelopment is anticipated to include clearing the site and constructing an approximately 4,813-square foot fueling station building with associated canopies, USTs, pavements, SWM area, septic system, landscaped areas, and utilities. The proposed building is anticipated to be a one-story structure and will not contain any below-grade levels. The proposed SWM systems are anticipated to be at a maximum depth of four feet below existing grades. Detailed grading has not been finalized and the finished floor elevation of the proposed structure or pavement grades are not known at this time. However, based on existing grades, Whitestone anticipates that the proposed site will require maximum cut/fill on the order of five feet.

The anticipated maximum loads for the proposed structures are expected to be as follows:

- ▶ column loads - 75 kips;
- ▶ wall loads - 2.0 kips/linear foot; and
- ▶ floor slab loads - 125 pounds per square foot (psf);

Detailed structural information has not yet been provided. The above-referenced loads are based on past experience with similar facilities and should be confirmed by the project structural engineer. The scope of Whitestone's investigation and the professional advice contained in this report were generated based on the project details and loading noted herein. Any revisions or additions to the design details enumerated in this report should be brought to the attention of Whitestone for additional evaluation as warranted.

SECTION 4.0

Subsurface Conditions

4.1 SUBSURFACE SOIL CONDITIONS

Details of the subsurface materials encountered are presented on the *Records of Subsurface Exploration* presented in Appendix A of this report. The subsurface soil conditions encountered in the borings consisted of the following generalized strata in order of increasing depth.

Surface Cover: The subsurface tests were conducted throughout the proposed site redevelopment area. All the test locations encountered approximately three inches of topsoil at the surface.

Existing Fill: Underlying the surface cover, the subsurface tests encountered existing fill in all of the boring locations, excluding boring B-4, extending to approximate depths ranging from two fbgs to four fbgs. These materials generally consisted of sandy gravel, silty sand with gravel, and sandy silt with gravel.

Glacial Deposits: Underlying the existing fill, the subsurface tests encountered natural glacial deposits consisting of silty sand with gravel (USCS: SM), sandy silty clay (USCS: CL-ML), and poorly graded gravel with silt and sand (GP-GM). The borings were terminated within the glacial deposits at depths ranging from approximately 4.5 fbgs to 16 fbgs due to auger refusal on probable cobbles and boulders. SPT N-values within coarse-grained portions of this stratum ranged between 13 blows per foot (bpf) and 90 bpf, averaging approximately 38 bpf, and generally indicating medium to very dense relative density. SPT N-values within fine-grained portions of this stratum ranged between six blows per foot (bpf) and 10 bpf, averaging approximately eight bpf, and generally indicating loose relative consistency.

4.2 GROUNDWATER

Static groundwater was not encountered within the borings conducted to the deepest depth explored of approximately 16 fbgs. Static groundwater and perched/trapped water conditions likely will fluctuate seasonally and following periods of precipitation.

SECTION 5.0

Conclusions and Recommendations

5.1 GENERAL

The results of the preliminary subsurface investigation and analysis preliminary indicate that the proposed structures may be supported by conventional shallow foundations bearing within the natural soils and/or controlled structural fill soils provided they are properly inspected, placed and compacted in accordance with Sections 5.2, 5.3, and 5.11 of this report. Existing fill should be overexcavated if encountered at or below proposed foundation bearing elevations.

The results of the preliminary subsurface investigation and analysis preliminarily indicate that the proposed floor slab and pavements may be supported on approved portions of the existing fill, natural soils, and/or controlled structural fill materials subject to supplemental evaluation and subgrade preparation as described herein with areas of recompaction, overexcavation and replacement and/or mechanical stabilization anticipated due to the presence of existing fill including debris.

The preliminary results and recommendations provided herein are based on a limited number of test conducted throughout the provided development areas of the site and are contingent upon supplemental evaluation. The preliminary recommendations provided herein should be reviewed by Whitestone once existing proposed grading information becomes available and a supplemental investigation is completed to confirm the preliminary recommendations provided herein remain valid.

Additional infiltration testing may be required to be conducted within the proposed SWM areas to further evaluate infiltration rates.

5.2 SITE PREPARATION AND EARTHWORK

Surface Cover Stripping and Demolition: Prior to stripping operations, all utilities should be identified and secured. Former structural elements, such as foundation walls, or any concrete foundations, walls or slabs encountered during excavations, should be removed entirely from below proposed foundations and associated zones of influence (as determined by lines extending at least one foot laterally beyond footing edges for each vertical foot of depth) and excavated to at least two feet below proposed construction subgrade levels elsewhere. Foundations and slabs may remain in place below these depths below proposed ground-supported slabs, drive isles, and landscaped areas provided there is no interference with future construction. Any existing slab to remain should be thoroughly broken such that maximum particle size is 12 inches to allow vertical drainage of water. The demolition contractor should be required to conduct all

earthwork in accordance with the recommendations in this report including backfilling any excavation, utility, etc. with structural fill. All fill or backfill placed in structural areas during any demolition operations should be placed as structural fill in accordance with Section 5.2, 5.3, and 5.11 of this report.

Surface Preparation/Proofrolling: Prior to placing any fill or subbase materials to raise grades to the desired subgrade elevations, the existing exposed soils should be compacted to a firm and unyielding surface with several passes in two perpendicular directions of a minimum 10-ton, smooth drum roller. The surface should be proofrolled with a loaded tandem axle truck in the presence of the geotechnical engineer to help identify soft or loose pockets which may require removal and replacement or further investigation. Any fill or backfill should be placed and compacted in accordance with Section 5.3.

Excavation Difficulties: Cobbles and boulders encountered at the site will present excavation difficulties for foundations, utilities, and similar excavations at variable depths below the surface. Excavator difficulties will be affected by the size of the excavation depth and equipment used. Heavy excavating equipment with ripping tools will probably be effective in removing cobbles/boulders during site grading operations. The speed and ease of excavation will depend on the type of grading equipment, the skill of the equipment operators, and the size of the excavation. Planned excavation depths beyond refusal depths and in confined excavations, such as for foundation embedment or utility trenches, may require ripping tools, extreme service buckets, or pneumatic hammers.

Weather Performance Criteria: Portions of the site soils are moderately moisture sensitive and may soften when exposed to water, so every effort must be made to maintain drainage of surface water runoff away from construction areas by grading and limiting the exposure of excavations and prepared subgrades to rainfall. Accordingly, excavation and fill placement procedures should be conducted during favorable weather conditions. Overexcavation of saturated soils and replacement with controlled structural fill per Section 5.3 of this report may be required prior to resuming work on disturbed subgrade soils.

Subgrade Protection and Inspection: Every effort should be made to minimize disturbance of the on-site materials by construction traffic and surface runoff. The on-site soils may deteriorate when subjected to repeated wetting and construction traffic and may require extensive drying or overexcavation and replacement. Construction schedules and budgets should account for contingencies, such as importing materials to raise grades or restore overexcavations when construction must occur following wet weather or on an expedited basis. However, if properly protected and maintained during warm, dry weather as recommended herein, the site soils will provide adequate support for the proposed construction. The site contractors should employ necessary means and methods to protect the subgrade including, but not limited to the following:

- ▶ sealing exposed subgrade soils on a daily basis with a smooth drum roller operated in static mode;
- ▶ regrading the site as needed to maintain positive drainage away from construction areas;

- ▶ removing wet surficial soils and ruts immediately; and
- ▶ limiting exposure to construction traffic especially following inclement weather and subgrade thawing.

5.3 STRUCTURAL FILL AND BACKFILL

Imported Fill Material: Any imported material placed as structural fill or backfill to raise elevations or restore design grades should consist of clean, relatively well graded sand or gravel with a maximum particle size of three inches and five percent to 10 percent of material finer than a #200 sieve. Silts, clays, and silty or clayey sands and gravels with higher percentage of fines and with a liquid limit less than 40 and a plasticity index less than 20 may be considered subject to the owner's approval, provided that the required moisture content and compaction controls are met. The material should be free of clay lumps, organics and deleterious material. Imported structural fill material should be approved by a qualified geotechnical engineer prior to delivery to the site.

On-Site Material: Based on the conditions disclosed by the subsurface tests, Whitestone anticipates that a majority of the existing fill and natural soils will be suitable for selective reuse as structural fill and/or backfill provided moisture contents are controlled within two percent of the optimum during favorable weather conditions and objectionable debris and boulders are segregated. Reuse of existing fill will be contingent on construction phase evaluation. The reuse of fine-grained soils (USCS: CL) and granular site soils with more than 12 percent fines (USCS: SM) typically is possible only during extended periods of ideal weather conditions. Reuse of these soils may require mixing with a granular material, extensive moisture conditioning, and/or drying to facilitate their reuse, workability, and compaction in fill areas.

The on-site soils may become increasingly difficult to reuse and compact where wetted beyond the optimum moisture content. Immediate re-use of on-site soil should not be anticipated. Materials that are, or become, exceedingly wet likely will require discing and aerating that may not be practical during wet seasons. Alternatively, imported fill materials may be used to attain the desired grades and expedite earthwork operations. The stripped topsoil should not be used as fill or backfill.

Compaction and Placement Requirements: All fill and backfill should be placed in maximum 12-inch loose lifts and compacted to 95 percent of the maximum dry density within two percent of the optimum moisture content as determined by ASTM D 1557 (Modified Proctor). Whitestone recommends using a vibratory drum roller to compact the on-site soils or a small handheld vibratory compactor within excavations.

Structural Fill Testing: A sample of the imported fill material or any on-site material proposed for reuse as structural fill or backfill should be submitted to the geotechnical engineer for analysis and approval at least one week prior to its use. The placement of all fill and backfill should be monitored by a qualified

engineering technician to ensure that the specified material and lift thicknesses are properly installed. A sufficient number of in-place density tests should be conducted to ensure that the specified compaction is achieved throughout the height of the fill or backfill.

5.4 GROUNDWATER CONTROL

Static groundwater was not encountered within tests conducted to the deepest depth explored of approximately 16 fbs. However, trapped/perched water may be encountered within the existing fill, at the existing fill/natural soil interface, and within finer-grained natural site soils, especially following precipitation events. As such, construction phase dewatering of trapped/perched water through the use of gravity fed sump pumps should be anticipated during excavation activities for this site. A gravity fed sump pump should be suitable for minor temporary dewatering of any trapped water or surface runoff encountered during excavations.

5.5 PRELIMINARY FOUNDATIONS

Preliminary Shallow Foundation Design Criteria: Contingent upon supplemental evaluation and the final geotechnical investigation, Whitestone preliminarily recommends supporting the proposed structures on conventional shallow spread foundations designed to bear within the natural soils or controlled structural fill provided these materials are properly evaluated, placed and compacted in accordance with the recommendations in this report. Existing fill should be overexcavated where encountered at or below foundation bearing elevations and the resulting excavation should be restored with approved structured backfill. Foundations bearing within these materials may be designed to impart a maximum allowable net bearing pressure of 3,000 pounds per square foot.

All footing bottoms should be improved by in-trench compaction in the presence of the owner's geotechnical engineer. Regardless of loading conditions, proposed foundations should be sized no less than minimum dimensions of 24 inches for continuous wall footings and 36 inches for isolated column footings.

Foundation Inspection/Overexcavation Criteria: Whitestone recommends that the suitability of the bearing soils along and below the footing bottoms be verified by a geotechnical engineer prior to placing concrete for the footings. Where areas of unsuitable materials are encountered in footing excavations, such as existing fill, overexcavation and recompaction or replacement may be necessary to provide a suitable footing subgrade in accordance with Sections 5.2 and 5.3. Any overexcavation to be restored with structural fill will need to extend at least one foot laterally beyond footing edges for each vertical foot of overexcavation. Lateral overexcavation can be reduced if the grade is restored with lean concrete or approved flowable fill. The bottom of overexcavation should be compacted with vibrating plates or plate tampers ("jumping jacks") to compact locally disturbed materials.

Frost Coverage: Footings subject to frost action should be placed at least 42 inches below adjacent exterior grades or the depth required by local building codes to provide protection from frost penetration. Interior footings not subject to frost action could be placed at a minimum depth of 18 inches below the slab subgrade provided the footings bear on properly prepared site soils or on properly placed structural subgrade.

5.6 PRELIMINARY FLOOR SLAB

Contingent upon supplemental evaluation, Whitestone preliminarily anticipates that the approved portions of the existing fill, natural soils, and/or compacted structural fill and/or backfill placed to raise or restore design elevations are expected to be suitable for support of the proposed floor slabs provided these materials are properly compacted and proofrolled in accordance with Sections 5.2, 5.3, and 5.11 of this report during favorable weather conditions. Any areas that are, or become, softened or disturbed as a result of wetting and/or repeated exposure to construction traffic should be removed and replaced with compacted structural fill.

A minimum four-inch layer of coarse aggregate, such as AASHTO #57 stone, dense graded aggregate, or equal, should be installed below ground-supported floor slabs to provide a capillary break. An impervious membrane also should be provided as a moisture vapor barrier beneath all floor slabs, areas that include coverings, as recommended by the flooring manufacturer.

5.7 PRELIMINARY PAVEMENT DESIGN CRITERIA

General: Following supplemental evaluation of existing fill and surficial compaction and proofrolling, Whitestone preliminarily anticipates that the improved and approved existing fill, underlying natural soils, and/or compacted structural fill and/or backfill placed to raise or restore design elevations are expected to be suitable for support of the proposed pavements provided these materials are properly evaluated, compacted, and proofrolled in accordance with Sections 5.2, 5.3, and 5.11 of this report during favorable weather conditions.

Localized overexcavation and replacement of existing fill may be required due to variability of existing fill. If the unimproved existing fill remain below proposed subgrades, increased maintenance, possibly including crack sealing, patching or more frequent re-paving, may be necessary. If the risk of increased maintenance is not acceptable, more extensive subgrade preparation recommendations can be developed. The following pavement section recommendations are based on the assumption that such an increased risk is acceptable. Whitestone would be pleased to prepare alternative recommendations for more substantial subgrade improvements.

Preliminary Design Criteria: A California Bearing Ratio (CBR) value of five has been assigned to the properly prepared subgrade soils for pavement design purposes. This value was correlated with pertinent soil support values and assumed traffic loads to prepare flexible and rigid pavement designs per the *AASHTO Guide for the Design of Pavement Structures*.

Pavement Sections: The minimum recommended flexible pavement sections are presented below in tabular format:

PRELIMINARY FLEXIBLE PAVEMENT SECTIONS		
Layer	Material	Standard Duty Thickness (Inches)
Asphalt Surface	NYSDOT Type 7 or 7F Top	1.5
Asphalt Base	NYSDOT Type 3 Binder	2.5
Granular Subbase	NYSDOT Type 2 Subbase	6.0

A rigid concrete pavement should be used to provide suitable support at areas of high traffic or severe turns (such as dumpster pads and ingress/egress areas). The recommended rigid pavement is presented below in tabular format:

PRELIMINARY RIGID PAVEMENT SECTION		
Layer	Material	Thickness (Inches)
Surface	4,000 psi air-entrained concrete	5.0 ¹
Subbase	NYSDOT Type 2 Subbase	6.0

Note¹: The outer edges of concrete pavements are susceptible to damage as trucks move from rigid pavement to adjacent flexible pavement. Therefore, the thickness at the outer two feet of the rigid concrete pavement should be 12 inches.

Additional Design Considerations: The preliminary pavement section thickness designs presented in this report are based on the design parameters detailed herein and are contingent on proper construction, inspection, and maintenance. Additional pavement thickness may be required by local code. The designs are contingent on achieving the minimum soil support value in the field. To accomplish this requirement, all subgrade soil and supporting fill or backfill must be placed, compacted, and evaluated in accordance with Sections 5.2, 5.3, and 5.11 of this report. Proper drainage must be provided for the pavement structure including appropriate grading and surface water control.

The performance of the pavement also will depend on the quality of materials and workmanship. Whitestone recommends that NYSDOT standards for materials, workmanship, and maintenance be applied to this site. Project specifications should include verifying that the installed asphaltic concrete material composition is within tolerance for the specified materials and that the percentage of air voids of the installed pavement is within specified ranges for the respective materials. All rigid concrete pavements should be suitably air-entrained, jointed, and reinforced.

5.8 PRELIMINARY LATERAL EARTH PRESSURES

Lateral Earth Pressures Recommendations: No permanent above grade earth retaining walls were identified on the *Concept Plan "D"* prepared by Bohler. However, temporary below-grade walls for the UST installation are anticipated to be required. Temporary below-grade walls, such as for the UST installation, must be capable of withstanding active and at-rest earth pressures. Walls free to rotate generally can be designed to resist active earth pressures. Wall corners and restrained walls need to be designed to resist at-rest earth pressures.

Lateral earth pressure will depend on the backfill slope angle and the wall batter angle. A sloped backfill will add surcharge load and affect the angle of the resultant force. The effect of other surcharges will also need to be included in earth pressure calculations, including the loads imposed by adjacent structures and traffic. The effects of proposed sloped backfill surface grades, and proposed slopes beyond the toe of the retaining structure, if applicable, must be considered when calculating resultant forces to be resisted by the retaining structure. The following parameters may be used for design of the temporary below-grade walls for installation of the proposed USTs.

LATERAL EARTH PRESSURE PARAMETER SUMMARY		
Parameter	On-Site Soils	Imported Granular Backfill
Moist Density (γ_{moist})	140 pcf	140 pcf
Internal Friction Angle (ϕ)	28°	30°
Active Earth Pressure Coefficient (K_a)	0.36	0.33
Passive Earth Pressure Coefficient (K_p)	2.77	3.00
At-Rest Earth Pressure Coefficient (K_o)	0.53	0.50

5.9 SEISMIC AND LIQUEFACTION CONSIDERATIONS

The site soils are preliminarily consistent with a Site Class D defined by the *International Building Code 2020, New York State Edition*. Based on the seismic zone and soil profile, liquefaction considerations are not expected to have a substantial impact on design.

5.10 TEMPORARY EXCAVATIONS

The site soils encountered during the investigation are consistent with, at least, Type C Soil Conditions as defined by 29 CFR Part 1926 (OSHA) which require a maximum unbraced excavation angle of 1.5:1 (horizontal:vertical). Actual conditions encountered during construction should be evaluated by a competent person (as defined by OSHA) to ensure that safe excavation methods and/or shoring and bracing requirements are implemented.

5.11 SUPPLEMENTAL POST INVESTIGATION SERVICES

Construction Inspection and Monitoring: The owner's geotechnical engineer should conduct inspection, testing, and consultation during construction as described in previous sections of this report. Monitoring and testing should be conducted to verify that suitable materials used for controlled fill/backfill are properly placed and compacted over suitable subgrade soils. The proper placement of structural backfill within the building pad and pavement areas should be documented by the owner's geotechnical engineer.

Final Design Review & Supplemental Subsurface Investigation: A supplemental subsurface evaluation consisting of borings and test pits including infiltration testing in the SWM areas, as required at closer spaced intervals in order to confirm the subsurface conditions throughout the proposed building pad and placement areas are consistent with the subsurface conditions described herein, and to provide final design recommendations. The recommendations provided herein are preliminary and should not be used for final design.

SECTION 6.0

General Comments

Supplemental recommendations may be required upon finalization of construction plans or if significant changes are made in the characteristics or location of the proposed structure. Soil bearing conditions should be checked at the appropriate time for consistency with those conditions encountered during Whitestone's geotechnical investigation.

The recommendations presented herein should be utilized by a qualified engineer in preparing the project plans and specifications. The engineer should consider these recommendations as minimum physical standards which may be superseded by local and regional building codes and structural considerations. These recommendations are prepared for the sole use of LaSalleRoad Companies, LLC for the specific project detailed and should not be used by any third party. These recommendations are relevant to the design phase and should not be substituted for construction specifications.

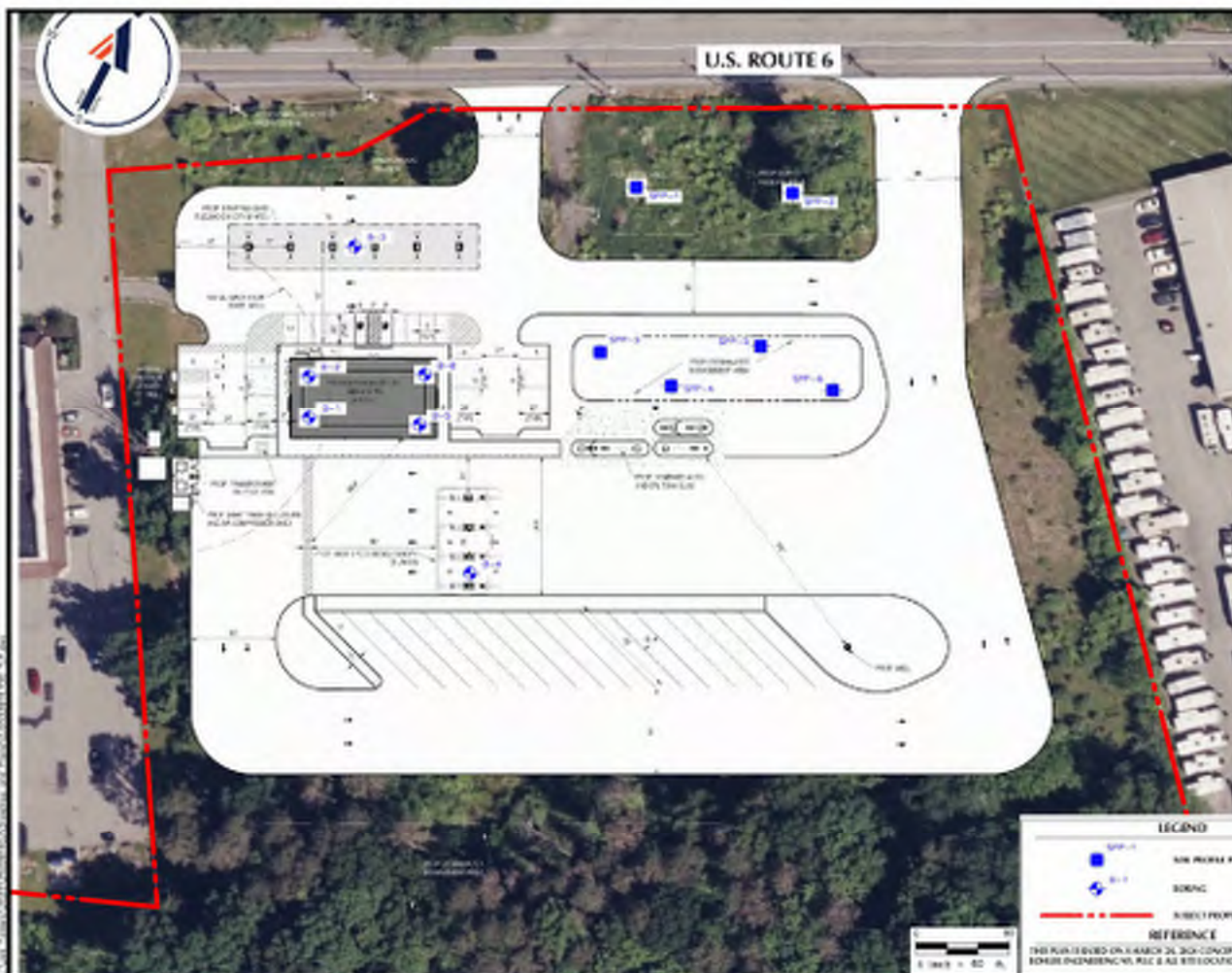
The possibility exists that conditions between borings and soil profile pits may differ from those at specific test locations, and conditions may not be as anticipated by the designers or contractors. In addition, the construction process may alter soil and rock conditions. Therefore, experienced geotechnical personnel should observe and document the construction procedures used and the conditions encountered.

Whitestone assumes that a qualified contractor will be employed to conduct the construction work, and that the contractor will be required to exercise care to ensure all excavations are conducted in accordance with applicable regulations and good practice. Particular attention should be paid to avoiding damaging or undermining adjacent properties and maintaining slope stability. Whitestone recommends that the services of the geotechnical engineer be engaged to test and evaluate the soils in the footing excavations prior to concreting in order to determine that the soils will support the bearing capacities. Monitoring and testing also should be conducted to verify that suitable materials are used for controlled fills and that they are properly placed and compacted over suitable subgrade soils.

The exploration and analysis of the foundation conditions reported herein are considered sufficient in detail and scope to form a reasonable basis for the foundation design. The recommendations submitted for the proposed construction are based on the available soil information and the design details furnished by LaSalleRoad Companies, LLC. Deviations from the noted subsurface conditions encountered during construction should be brought to the attention of the geotechnical engineer.

The geotechnical engineer warrants that the findings, recommendations, specifications, or professional advice contained herein have been promulgated after being prepared in accordance with generally accepted professional engineering practice in the fields of foundation engineering, soil mechanics, and engineering geology. No other warranties are implied or expressed.

FIGURE 1
Test Location Plan



30 INDEPENDENCE BOULEVARD, SUITE 200 WARREN, NJ 07059
908.866.3777 WHITESTONEASSOC.COM

TEST LOCATION PLAN

CLIENT: LASSERDAD COMPANIES, LLC
PROJECT: PROPOSED CONSTRUCTION
JANIS B. S.
PORT JERVIS, ORANGE COUNTY, NY

DATE: 02/22/2016	SCALE: 1" = 40'
BY: J.W.S.	DATE: 02/22/2016
REV: 1	DATE: 02/22/2016

LEGEND

- AIR PROBE #1
- BORING
- WATER PROBE FOR MARI

REFERENCE

THIS PLAN IS BASED ON A MARCH 26, 2014 CONCEPT PLAN D PREPARED BY EDWARDS ENGINEERING, PLLC & ALL ITS LOCATIONS ARE APPROXIMATE.

APPENDIX A

Records of Subsurface Exploration

RECORD OF SUBSURFACE EXPLORATION

Project: Proposed Fueling Station		WAI Project No.: GJ2522914.Y00	
Location: 26 Route 6, Port Jervis, Orange County, NY		Client: LaSalleRoad Companies, LLC	
Surface Elevation: = 536.0 feet	Date Started: 2/4/2025	Water Depth Elevation (feet bgs) (feet)	Cave-In Depth Elevation (feet bgs) (feet)
Termination Depth: 8.0 feet bgs	Date Completed: 2/4/2025	During: NE --- ▼	At Completion: --- --- ▼
Proposed Location: Building	Logged By: ML	At Completion: NE --- ▼	At Completion: --- --- ▼
Drill / Test Method: HSA / SPT	Contractor: ETD	24 Hours: --- --- ▼	24 Hours: --- --- ▼
	Equipment: D-50		

SAMPLE INFORMATION						DEPTH	STRATA	DESCRIPTION OF MATERIALS (Classification)	REMARKS
Depth (feet)	No.	Type	Blows Per 6"	Rec. (in.)	N	(feet)			
						0.0		3" Topsoil	
0 - 2	S-1		10 - 7 - 4 - 2	6	11		FILL	Grayish-Brown and Brown Silty Gravel, Moist (FILL)	
2 - 4	S-2		2 - 8 - 17 - 14	10	25			As Above (FILL)	
4 - 6	S-3		13 - 10 - 21 - 16	8	31		GLACIAL DEPOSITS	Brown Silty Sand with Gravel, Moist, Dense (SM)	Offset @ 6.0 fbg Due to Refusal on Cobbles/Boulders
6 - 8	S-4		37 - 35 - 20 - 13	12	55			As Above, Very Dense (SM)	
						8.0		Boring Log B-1 Terminated at a Depth of 8.0 Feet Below Ground Surface Due to Auger Refusal on Probable Cobbles and Boulders	
						10.0			
						15.0			
						20.0			
						24.0			

RECORD OF SUBSURFACE EXPLORATION

Boring No.: **B-2**
Page **1** of **1**

Project: Proposed Fueling Station		WAI Project No.: GJ2522914.Y00	
Location: 26 Route 6, Port Jervis, Orange County, NY		Client: LaSalleRoad Companies, LLC	
Surface Elevation: = 534.0 feet	Date Started: 2/4/2025	Water Depth Elevation (feet bgs) (feet)	Cave-In Depth Elevation (feet bgs) (feet)
Termination Depth: 14.0 feet bgs	Date Completed: 2/4/2025	During: NE --- ▼	At Completion: --- --- ▼
Proposed Location: Building	Logged By: ML	At Completion: NE --- ▼	At Completion: --- --- ▼
Drill / Test Method: HSA / SPT	Contractor: ETD	24 Hours: --- --- ▼	24 Hours: --- --- ▼
	Equipment: D-50		

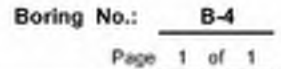
SAMPLE INFORMATION						DEPTH	STRATA	DESCRIPTION OF MATERIALS (Classification)	REMARKS
Depth (feet)	No.	Type	Blows Per 6"	Rec. (in.)	N	(feet)			
						0.0		3" Topsoil	
0 - 2	S-1		4 - 6 - 4 - 3	12	10		FILL	Brown Silty Sand with Gravel, Moist (FILL)	
2 - 4	S-2		2 - 4 - 2 - 1	10	6		GLACIAL DEPOSITS	Brown Sandy Silty Clay, Moist, Stiff (CL-ML)	
4 - 6	S-3		4 - 6 - 4 - 3	12	10			As Above (CL-ML)	
6 - 8	S-4		12 - 12 - 20 - 13	6	32			Light Brown Silty Sand with Gravel, Moist, Dense (SM)	Offset @ 8.0 fbs Due to Refusal on Cobbles/Boulders
8 - 10	S-5		16 - 16 - 29 - 17	8	45			As Above, Brown (SM)	
10 - 12	S-6		22 - 16 - 18 - 21	6	34			As Above (SM)	
12 - 13.8	S-7		12 - 16 - 33 - 50/4"	11	49			As Above (SM)	
						14.0		Boring Log B-2 Terminated at a Depth of 14.0 Feet Below Ground Surface Due to Auger Refusal on Probable Cobbles and Boulders	
						15.0			
						20.0			
						24.0			

RECORD OF SUBSURFACE EXPLORATION

Boring No.: **B-3**
Page **1** of **1**

Project: Proposed Fueling Station		WAI Project No.: GJ2522914.Y00	
Location: 26 Route 6, Port Jervis, Orange County, NY		Client: LaSalleRoad Companies, LLC	
Surface Elevation: = 533.0 feet	Date Started: 2/4/2025	Water Depth Elevation (feet bgs) (feet)	Cave-In Depth Elevation (feet bgs) (feet)
Termination Depth: 16.0 feet bgs	Date Completed: 2/4/2025	During: NE --- ▼	At Completion: --- --- ▬
Proposed Location: Canopy	Logged By: ML	At Completion: NE --- ▼	At Completion: --- --- ▬
Drill / Test Method: HSA / SPT	Contractor: ETD	24 Hours: --- --- ▼	24 Hours: --- --- ▬
	Equipment: D-50		

SAMPLE INFORMATION						DEPTH	STRATA	DESCRIPTION OF MATERIALS (Classification)	REMARKS
Depth (feet)	No.	Type	Blows Per 6"	Rec. (in.)	N	(feet)			
						0.0		3" Topsoil	
0 - 2	S-1		1 - 3 - 4 - 12	8	7		FILL	Brown Sandy Silt with Gravel, Moist (FILL)	
2 - 4	S-2		4 - 5 - 6 - 12	10	11			As Above (FILL)	
4 - 6	S-3		12 - 13 - 10 - 10	10	23	5.0	GLACIAL DEPOSITS	Brown Poorly Graded Gravel with Silt and Sand, Moist, Medium Dense (GP-GM)	Offset @ 6.0 fbs Due to Refusal on Cobbles and Boulders
6 - 8	S-4		9 - 11 - 10 - 10	8	21			As Above (GP-GM)	
8 - 10	S-5		9 - 5 - 8 - 4	5	13			As Above (GP-GM)	
10 - 12	S-6		7 - 12 - 8 - 7	6	20			As Above, Reddish-Brown (GP-GM)	
12 - 14	S-7		6 - 6 - 7 - 15	10	13			As Above (GP-GM)	
14 - 15.6	S-8		15 - 18 - 22 - 50/ 4"	4	40	15.0		As Above, Dense (GP-GM)	
						16.0		Boring Log B-3 Terminated at a Depth of 16.0 Feet Below Ground Surface Due to Auger Refusal on Probable Cobbles and Boulders	
						20.0			
						24.0			



RECORD OF SUBSURFACE EXPLORATION

Boring No.: **B-5**

Page **1** of **1**

Project: Proposed Fueling Station		WAI Project No.: GJ2522914.Y00	
Location: 26 Route 6, Port Jervis, Orange County, NY		Client: LaSalleRoad Companies, LLC	
Surface Elevation: = 535.0 feet	Date Started: 2/4/2025	Water Depth Elevation (feet bgs) (feet)	Cave-In Depth Elevation (feet bgs) (feet)
Termination Depth: 10.0 feet bgs	Date Completed: 2/4/2025	During: NE --- ▼	At Completion: --- --- ▬
Proposed Location: Building	Logged By: ML	At Completion: NE --- ▼	At Completion: --- --- ▬
Drill / Test Method: HSA / SPT	Contractor: ETD	24 Hours: --- --- ▼	24 Hours: --- --- ▬
	Equipment: D-50		

SAMPLE INFORMATION						DEPTH	STRATA	DESCRIPTION OF MATERIALS (Classification)	REMARKS
Depth (feet)	No.	Type	Blows Per 6"	Rec. (in.)	N	(feet)			
0 - 2	S-1	X	3 - 2 - 6 - 6	12	8	0.0	FILL	3" Topsoil	
						2.0		Brown Sandy Silt with Gravel, Moist, Stiff (FILL)	
2 - 4	S-2	X	24 - 19 - 12 - 18	12	31		GLACIAL DEPOSITS	Brown Poorly Graded Gravel with Silt and Sand, Moist, Dense (GP-GM)	
4 - 6	S-3	X	17 - 14 - 19 - 29	13	33	5.0		As Above (GP-GM)	
6 - 8	S-4	X	22 - 49 - 41 - 25	10	90			As Above, Very Dense (GP-GM)	Offset @ 7.0 fbs Due to Refusal on Cobbles/Boulders
8 - 8.6	S-5	X	30 - 50/3"	NR	50/3"	10.0		As Above (GP-GM)	
						15.0			
						20.0			
						24.0			

RECORD OF SUBSURFACE EXPLORATION

Boring No.: **B-6**
Page **1** of **1**

Project: Proposed Fueling Station		WAI Project No.: GJ2522914.Y00	
Location: 26 Route 6, Port Jervis, Orange County, NY		Client: LaSalleRoad Companies, LLC	
Surface Elevation: = 536.0 feet	Date Started: 2/4/2025	Water Depth Elevation (feet bgs) (feet)	Cave-In Depth Elevation (feet bgs) (feet)
Termination Depth: 10.0 feet bgs	Date Completed: 2/4/2025	During: NE --- ▼	At Completion: --- --- ▼
Proposed Location: Building	Logged By: ML	24 Hours: --- --- ▼	At Completion: --- --- ▼
Drill / Test Method: HSA / SPT	Contractor: ETD		
	Equipment: D-50		

SAMPLE INFORMATION						DEPTH	STRATA	DESCRIPTION OF MATERIALS (Classification)	REMARKS
Depth (feet)	No	Type	Blows Per 6"	Rec: (in.)	N	(feet)			
						0.0		3" Topsoil	Offset @ 6.0 fbg's Due to Refusal on Cobbles/Boulders
0 - 2	S-1	X	7 - 5 - 4 - 9	10	9		FILL	Brown Sandy Silt with Gravel, Moist (FLL/ML)	
2 - 4	S-2	X	7 - 4 - 2 - 2	8	6	3.0		As Above (FLL/ML)	
4 - 6	S-3	X	2 - 3 - 30 - 33	8	33	5.0	GLACIAL DEPOSITS	Brown Poorly Graded Gravel with Silt and Sand, Moist, Dense (GP-GM)	
6 - 8	S-4	X	15 - 24 - 28 - 29	10	62			As Above (GP-GM)	
8 - 9.3	S-5	X	25 - 28 - 50/3"	4	78/9"			As Above, Very Dense (GP-GM)	
						10.0		As Above (GP-GM)	
								Boring Log B-6 Terminated at a Depth of 10.0 Feet Below Ground Surface Due to Auger Refusal on Probable Cobbles and Boulders	
						15.0			
						20.0			
						24.0			

RECORD OF SUBSURFACE EXPLORATION

Soil Profile Pit No.: **SPP-1**

Page **1** of **1**

Project: Proposed Fueling Station		WAI Project No.: GJ2522914.Y00	
Location: 26 Route 6; Port Jervis, Orange County, NY		Client: LaSalleRoad Companies, LLC	
Surface Elevation: 537.0 feet	Date Started: 2/4/2025	Water Depth Elevation (feet bgs) (feet)	Estimated Seasonal High Groundwater Depth Elevation (feet bgs) (feet)
Termination Depth: 10.0 feet bgs	Date Completed: 2/4/2025	During: NE --- 7	
Proposed Location: Septic	Logged By: ML	At Completion: NE --- 7	At Completion: --- ---
Excavating Method: Test Pit Excavation	Contractor: Encore	24 Hours: --- --- 7	
Test Method: Visual Observation	Rig Type: Mini Excavator		

SAMPLE INFORMATION			DEPTH	HORIZON	DESCRIPTION OF MATERIALS (Classification)	REMARKS
Depth (feet)	Number	Type	feet			
4.0	PT-1	Perc Test	0.0	GLACIAL DEPOSITS	3" Topsoil	
			0 - 10		Brown (10YR 5/4) SILT LOAM; 20% Gravel, 20% Cobble, 20% Boulder; Moist; Weak, Crumb Structure; Soft; Few Roots to 1.0 fbs; No Mottling	
			1.0			
			2.0			
			3.0			
			4.0			
			5.0			
			6.0			
			7.0			
			8.0			
			9.0		As Above	
			10.0		As Above	
			11.0		Soil Profile Pit SPP-1 Terminated at a Depth of 10.0 Feet Below Ground Surface	
			12.0			
			13.0			
			14.0			

RECORD OF SUBSURFACE EXPLORATION

 Soil Profile Pit No.: **SPP-2**

 Page **1** of **1**

Project: Proposed Fueling Station		WAI Project No.: GJ2522914.Y00	
Location: 26 Route 6; Port Jervis, Orange County, NY		Client: LaSalleRoad Companies, LLC	
Surface Elevation: 543.0 feet	Date Started: 2/4/2025	Water Depth Elevation (feet bgs) (feet)	Estimated Seasonal High Groundwater Depth Elevation (feet bgs) (feet)
Termination Depth: 10.0 feet bgs	Date Completed: 2/4/2025	During: NE --- ☒	
Proposed Location: Septic	Logged By: ML	At Completion: NE --- ☒	At Completion: --- ---
Excavating Method: Test Pit Excavation	Contractor: Encore	24 Hours: --- --- ☒	
Test Method: Visual Observation	Rig Type: Mini Excavator		

SAMPLE INFORMATION			DEPTH	HORIZON	DESCRIPTION OF MATERIALS (Classification)	REMARKS
Depth (feet)	Number	Type	feet			
4.0	PT-2	Perc Test	0.0	GLACIAL DEPOSITS	3" Topsoil	
			0 - 6		Brown (10YR 5/4) SILT LOAM; 20% Gravel, 20% Cobble, 20% Boulder; Moist; Weak, Crumb Structure; Soft; Few Roots to 1.0 fbs; No Mottling	
			1.0			
			2.0			
			3.0			
			4.0			
			5.0			
			5 - 10			
			6.0			
			7.0			
			8.0			
			9.0			
			10.0			
					Very Pale Brown (10YR 7/4) to Light Yellowish-Brown (10YR 6/4) LOAMY SAND; 20% Gravel, 20% Cobbles, 40% Boulders; Moist; Weak, Granular Structure; No Roots; No Mottling	
					Soil Profile Pit SPP-2 Terminated at a Depth of 10.0 Feet Below Ground Surface	
			11.0			
			12.0			
			13.0			
			14.0			

RECORD OF SUBSURFACE EXPLORATION

 Soil Profile Pit No.: **SPP-3**

 Page **1** of **1**

Project: Proposed Fueling Station		WAI Project No.: GJ2522914.Y00	
Location: 26 Route 6; Port Jervis, Orange County, NY		Client: LaSalleRoad Companies, LLC	
Surface Elevation: 540.0 feet	Date Started: 2/4/2025	Water Depth Elevation (feet bgs) (feet)	Estimated Seasonal High Groundwater Depth Elevation (feet bgs) (feet)
Termination Depth: 10.0 feet bgs	Date Completed: 2/4/2025	During: NE --- ☒	
Proposed Location: SWM	Logged By: ML	At Completion: NE --- ☒	At Completion: --- ---
Excavating Method: Test Pit Excavation	Contractor: Encore	24 Hours: --- ---	
Test Method: Visual Observation	Rig Type: Mini Excavator		

SAMPLE INFORMATION			DEPTH	HORIZON	DESCRIPTION OF MATERIALS (Classification)	REMARKS
Depth (feet)	Number	Type	feet			
4.0	PT-3	Perc Test	0.0	GLACIAL DEPOSITS	3" Topsoil	
			0 - 10		Very Pale Brown (10YR 7/4) to Light Yellowish-Brown (10YR 6/4) LOAMY SAND; 20% Gravel, 20% Cobbles, 40% Boulders; Moist; Weak, Granular Structure; Few Fine Roots to 1.0 fgs; No Mottling	
			1.0			
			2.0			
			3.0			
			4.0			
			5.0			
			6.0			
			7.0			
			8.0			
			9.0			
			10.0		Soil Profile Pit SPP-3 Terminated at a Depth of 10.0 Feet Below Ground Surface	
			11.0			
			12.0			
			13.0			
			14.0			

RECORD OF SUBSURFACE EXPLORATION

Soil Profile Pit No.: **SPP-4**

Page **1** of **1**

Project: Proposed Fueling Station		WAI Project No.: GJ2522914.Y00	
Location: 26 Route 6; Port Jervis, Orange County, NY		Client: LaSalleRoad Companies, LLC	
Surface Elevation: 541.0 feet	Date Started: 2/4/2025	Water Depth Elevation (feet bgs) (feet)	Estimated Seasonal High Groundwater Depth Elevation (feet bgs) (feet)
Termination Depth: 10.0 feet bgs	Date Completed: 2/4/2025	During: NE --- 7	
Proposed Location: SWM	Logged By: ML	At Completion: NE --- 7	At Completion: --- ---
Excavating Method: Test Pit Excavation	Contractor: Encore	24 Hours: --- --- 7	
Test Method: Visual Observation	Rig Type: Mini Excavator		

SAMPLE INFORMATION			DEPTH	HORIZON	DESCRIPTION OF MATERIALS (Classification)	REMARKS
Depth (feet)	Number	Type	feet			
			0.0		3" Topsoil	
			0 - 10	GLACIAL DEPOSITS	Very Pale Brown (10YR 7/4) to Light Yellowish-Brown (10YR 6/4) LOAMY SAND; 20% Gravel, 20% Cobbles, 40% Boulders; Moist; Weak, Granular Structure; Few Fine Roots to 1.0 fgs; No Mottling	
4.0	PT-4	Perc Test	1.0			
			2.0			
			3.0			
			4.0			
			5.0			
			6.0			
			7.0			
			8.0			
			9.0			
			10.0			
			11.0		Soil Profile Pit SPP-4 Terminated at a Depth of 10.0 Feet Below Ground Surface	
			12.0			
			13.0			
			14.0			



RECORD OF SUBSURFACE EXPLORATION

Soil Profile Pit No.: **SPP-5**Page **1** of **1**

Project: Proposed Fueling Station		WAI Project No.: GJ2522914.Y00	
Location: 26 Route 6; Port Jervis, Orange County, NY		Client: LaSalleRoad Companies, LLC	
Surface Elevation: 541.0 feet	Date Started: 2/4/2025	Water Depth Elevation (feet bgs) (feet)	Estimated Seasonal High Groundwater Depth Elevation (feet bgs) (feet)
Termination Depth: 10.0 feet bgs	Date Completed: 2/4/2025	During: NE --- 7	
Proposed Location: SWM	Logged By: ML	At Completion: NE --- 7	At Completion: --- ---
Excavating Method: Test Pit Excavation	Contractor: Encore	24 Hours: --- --- 7	
Test Method: Visual Observation	Rig Type: Mini Excavator		

SAMPLE INFORMATION			DEPTH	HORIZON	DESCRIPTION OF MATERIALS (Classification)	REMARKS
Depth (feet)	Number	Type	feet			
4.0	PT-5	Perc Test	0.0	GLACIAL DEPOSITS	3" Topsoil	
			0 - 10		Very Pale Brown (10YR 7/4) to Light Yellowish-Brown (10YR 6/4) LOAMY SAND; 20% Gravel, 20% Cobbles, 40% Boulders; Moist; Weak, Granular Structure; Few Fine Roots to 1.0 fgs; No Mottling	
			1.0			
			2.0			
			3.0			
			4.0			
			5.0			
			6.0			
			7.0			
			8.0			
			9.0			
			10.0			
					Soil Profile Pit SPP-5 Terminated at a Depth of 10.0 Feet Below Ground Surface	
			11.0			
			12.0			
			13.0			
			14.0			

15.0

RECORD OF SUBSURFACE EXPLORATION

Soil Profile Pit No.: **SPP-6**

Page **1** of **1**

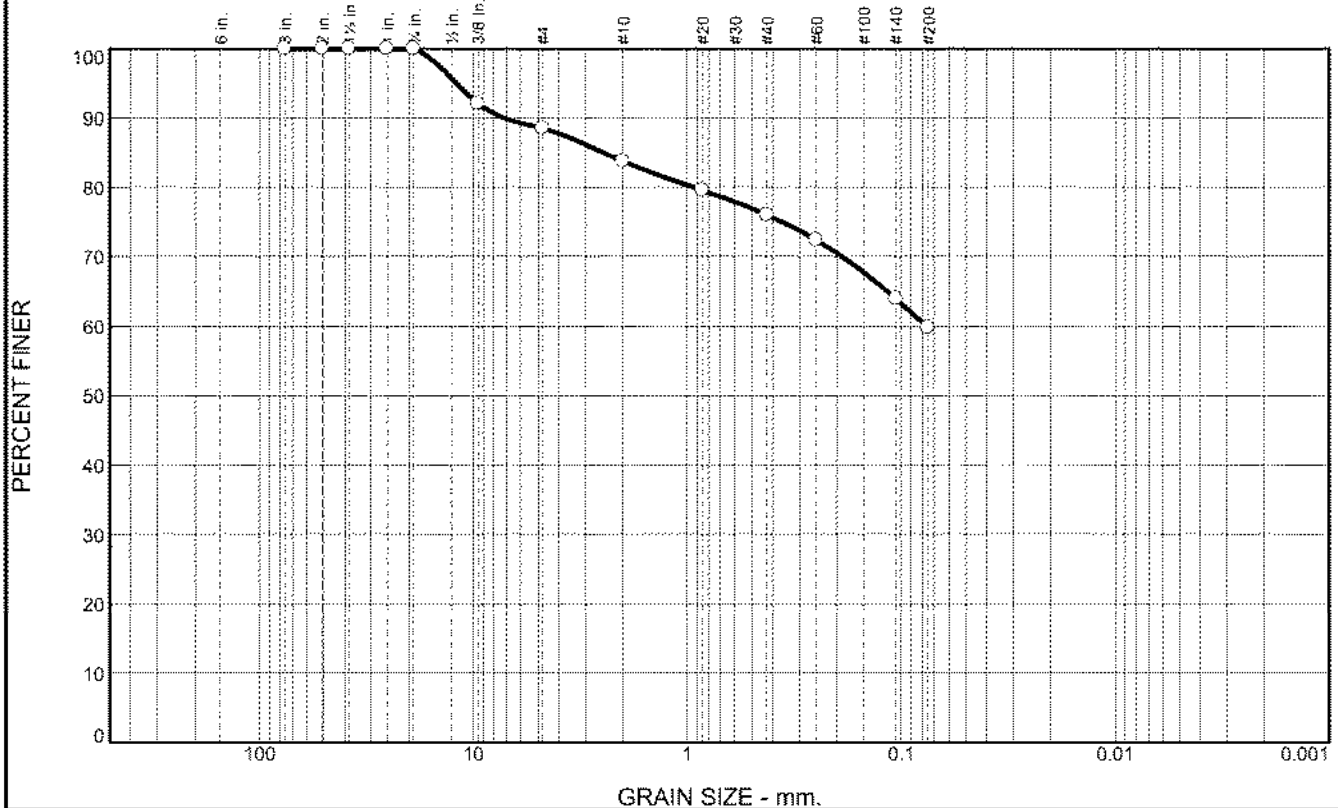
Project: Proposed Fueling Station		WAI Project No.: GJ2522914.Y00	
Location: 26 Route 6; Port Jervis, Orange County, NY		Client: LaSalleRoad Companies, LLC	
Surface Elevation: 543.0 feet	Date Started: 2/4/2025	Water Depth Elevation (feet bgs) (feet)	Estimated Seasonal High Groundwater Depth Elevation (feet bgs) (feet)
Termination Depth: 10.0 feet bgs	Date Completed: 2/4/2025	During: NE --- 7	
Proposed Location: SWM	Logged By: ML	At Completion: NE --- 7	At Completion: --- ---
Excavating Method: Test Pit Excavation	Contractor: Encore	24 Hours: --- --- 7	
Test Method: Visual Observation	Rig Type: Mini Excavator		

SAMPLE INFORMATION			DEPTH	HORIZON	DESCRIPTION OF MATERIALS (Classification)	REMARKS
Depth (feet)	Number	Type	feet			
4.0	PT-6	Perc Test	0.0	GLACIAL DEPOSITS	3" Topsoil	
			0 - 10		Very Pale Brown (10YR 7/4) to Light Yellowish-Brown (10YR 6/4) LOAMY SAND; 20% Gravel, 20% Cobbles, 40% Boulders; Moist; Weak, Granular Structure; Few Fine Roots to 1.0 fgs; No Mottling	
			1.0			
			2.0			
			3.0			
			4.0			
			5.0			
			6.0			
			7.0			
			8.0			
			9.0			
			10.0		Soil Profile Pit SPP-6 Terminated at a Depth of 10.0 Feet Below Ground Surface	
			11.0			
			12.0			
			13.0			
			14.0			

APPENDIX B

Laboratory Test Results

Particle Size Distribution Report



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	11.4	4.8	7.8	16.2	59.8	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3	100.0		
2	100.0		
1.5	100.0		
1	100.0		
.75	100.0		
.375	92.1		
#4	88.6		
#10	83.8		
#20	79.6		
#40	76.0		
#60	72.4		
#140	64.0		
#200	59.8		

(no specification provided)

Material Description

Sandy Silty Clay

Atterberg Limits

PL= 20 LL= 24 PI= 4

Coefficients

D₉₀= 7.1098 D₈₅= 2.4437 D₆₀= 0.0763
D₅₀= D₃₀= D₁₅=
D₁₀= C_u= C_c=

Classification

USCS= CL-ML AASHTO= A-4(0)

Remarks

W_n = 18.7 %

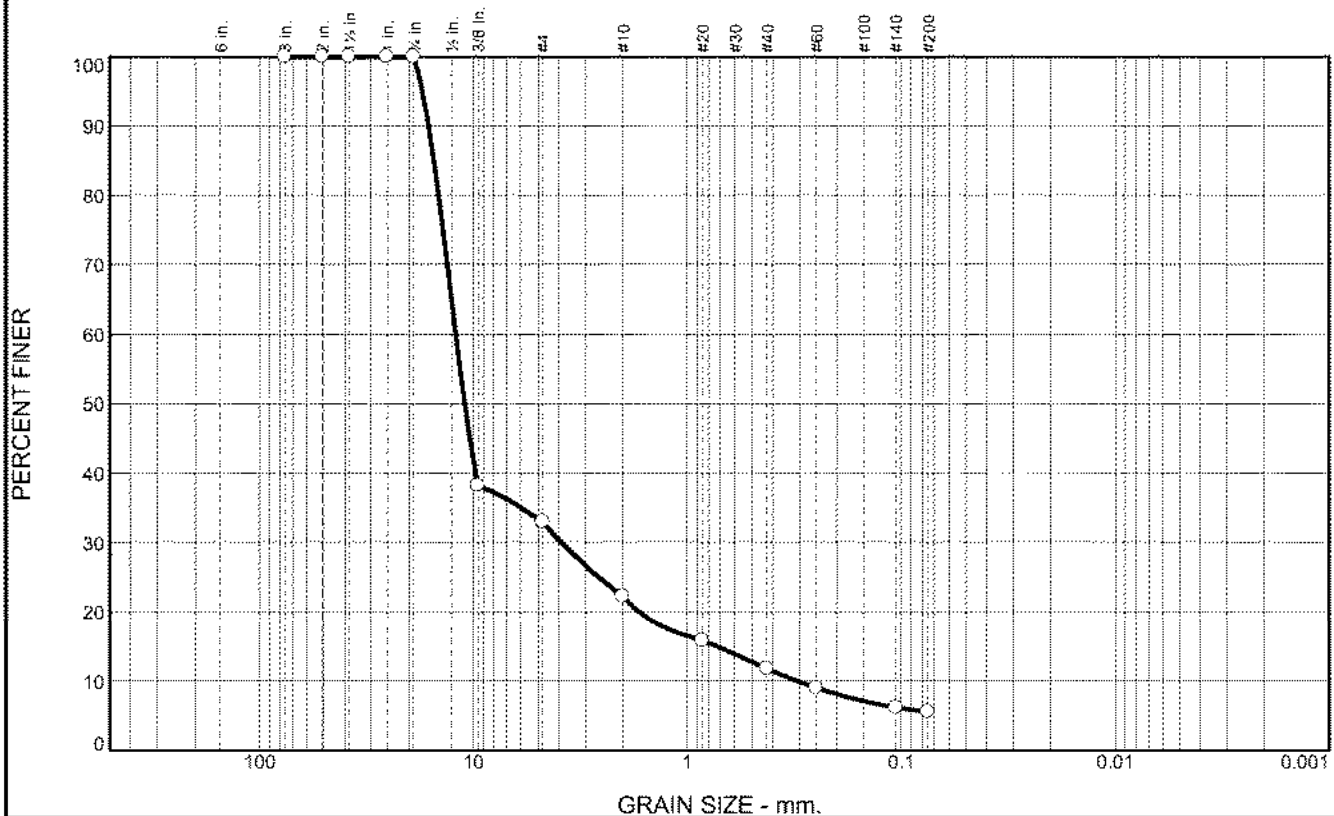
Source of Sample: B-2
Sample Number: S-2

Depth: 2.0' - 4.0'

Date: 02/14/2025

**WHITESTONE
ASSOCIATES, INC.
Warren, New Jersey**

Client: LasalleRoad Companies, LLC
Project: Proposed Fueling Station
26 Route 6, Port Jervis, Orange County, New York
Project No: GJ2522914.Y00 **Figure**



% +3"	% Gravel		% Sand			% Fines	
	Coarse	Fine	Coarse	Medium	Fine	Silt	Clay
0.0	0.0	67.0	10.7	10.5	6.2	5.6	

SIEVE SIZE	PERCENT FINER	SPEC.* PERCENT	PASS? (X=NO)
3	100.0		
2	100.0		
1.5	100.0		
1	100.0		
.75	100.0		
.375	38.2		
#4	33.0		
#10	22.3		
#20	15.8		
#40	11.8		
#60	9.1		
#140	6.2		
#200	5.6		

(no specification provided)

Material Description

Poorly Graded Gravel with Silt and Sand

Atterberg Limits

$$P_L = NP$$
$$LL = NP$$
$$P \stackrel{?}{=} NP$$

Coefficients

$$D_{90} = 16.1577$$
 $D_{85} = 15.2818$
$$D_{60} = 12.0756$$
$$D_{50} = 10.9662$$
$$D_{30} = 3.8557$$
$$D_{15} = 0.7257$$
$$D_{10}^{50} = 0.3040$$
$$C_U^{\infty} = 39.73$$

C_C¹² 4.05

Classification

USCS= GP-GM

AASHTO= A-1-a

Remarks

$$W_n = 7.2\%$$

Source of Sample: B-3
Sample Number: S-3

Depth: 4.0' - 6.0'

Date: 02/14/2025

**WHITESTONE
ASSOCIATES, INC.
Warren, New Jersey**

Client: LasalleRoad Companies, L.L.C

Project: Proposed Fueling Station

26 Route 6, Port Jervis, Orange County, New York

Project No: GJ2522914.Y00

Figure

APPENDIX C

Percolation Test Data

Development Site: 26 Route 6; Port Jervis, NY (T/V/C): _____ County: Orange

Date: February 4, 2025 Tests Conducted By: ML

Weather Conditions: Clear

Test Hole No.	Test Hole Depth (inches)	Test No.	Soil Profile Description and Groundwater Depth (if identified)	Presoaking Date & Time	Time	Percolation Test					
						1	2	3	4	5	6
SPP-1	48	PT-1	Silt with Gravel No Groundwater	2/3/2025 9:00 AM	End	13:30					
					Begin	9:30					
					Result	240					
SPP-2	48	PT-2	Silt with Gravel No Groundwater	2/3/2025 9:30 AM	End	11:00	12:05	13:10			
					Begin	10:00	11:05	12:10			
					Result	60	60	60			
SPP-3	48	PT-3	Sandy Gravel No Groundwater	2/3/2025 10:00 AM	End	11:31	11:33	11:35	11:37		
					Begin	11:30	11:32	11:34	11:36		
					Result	1	1	1	1		
SPP-4	48	PT-4	Sandy Gravel No Groundwater	2/3/2025 10:15 AM	End	11:21	11:23	11:25	11:27		
					Begin	11:20	11:22	11:24	11:26		
					Result	1	1	1	1		
SPP-5	48	PT-5	Sandy Gravel No Groundwater	2/3/2025 10:30 AM	End	11:11	11:13	11:15	11:17		
					Begin	11:10	11:12	11:14	11:16		
					Result	1	1	1	1		
SPP-6	48	PT-6	Sandy Gravel No Groundwater	2/3/2025 10:45 AM	End	11:01	11:03	11:05	11:07		
					Begin	11:00	11:02	11:04	11:06		
					Result	1	1	1	1		

Begin time, end time, and result in minutes for a water elevation change from 6" to 5" above the bottom of the test hole.

APPENDIX D

Supplemental Information (USCS, Terms & Symbols)

UNIFIED SOIL CLASSIFICATION SYSTEM

SOIL CLASSIFICATION CHART

MAJOR DIVISIONS			LETTER SYMBOL	TYPICAL DESCRIPTIONS
COARSE GRAINED SOILS	GRAVEL AND GRAVELLY SOILS	CLEAN GRAVELS (LITTLE OR NO FINES)	GW	WELL-GRADED GRAVELS, GRAVEL-SAND MIXTURES, LITTLE OR NO FINES
		GRAVELS WITH FINES (APPRECIABLE AMOUNT OF FINES)	GP	POORLY-GRADED GRAVELS, GRAVEL-SAND MIXTURES, LITTLE OR NO FINES
	SAND AND SANDY SOILS	CLEAN SAND (LITTLE OR NO FINES)	GM	SILTY GRAVELS, GRAVEL-SAND-SILT MIXTURES
		SANDS WITH FINES (APPRECIABLE AMOUNT OF FINES)	GC	CLAYEY GRAVELS, GRAVEL-SAND-CLAY MIXTURES
MORE THAN 50% OF MATERIAL IS LARGER THAN NO. 200 SIEVE SIZE	MORE THAN 50% OF COARSE FRACTION <u>RETAINED</u> ON NO. 4 SIEVE	CLEAN SAND (LITTLE OR NO FINES)	SW	WELL-GRADED SANDS, GRAVELLY SANDS, LITTLE OR NO FINES
		SANDS WITH FINES (APPRECIABLE AMOUNT OF FINES)	SP	POORLY-GRADED SANDS, GRAVELLY SANDS, LITTLE OR NO FINES
	MORE THAN 50% OF COARSE FRACTION <u>PASSING</u> NO. 4 SIEVE	CLEAN SAND (LITTLE OR NO FINES)	SM	SILTY SANDS, SAND-SILT MIXTURES
		SANDS WITH FINES (APPRECIABLE AMOUNT OF FINES)	SC	CLAYEY SANDS, SAND-CLAY MIXTURES
FINE GRAINED SOILS	SILTS AND CLAYS	LIQUID LIMITS <u>LESS</u> THAN 50	ML	INORGANIC SILTS AND VERY FINE SANDS, ROCK FLOUR, SILTY OR CLAYEY FINE SANDS OR CLAYEY SILTS WITH SLIGHT PLASTICITY
		LIQUID LIMITS <u>GREATER</u> THAN 50	CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS, SILTY CLAYS, LEAN CLAYS
	SILTS AND CLAYS	LIQUID LIMITS <u>LESS</u> THAN 50	OL	ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY
		LIQUID LIMITS <u>GREATER</u> THAN 50	MH	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS FINE SAND OR SILTY SOILS
HIGHLY ORGANIC SOILS	SILTS AND CLAYS	LIQUID LIMITS <u>LESS</u> THAN 50	CH	INORGANIC CLAYS OF HIGH PLASTICITY, FAT CLAYS
		LIQUID LIMITS <u>GREATER</u> THAN 50	OH	ORGANIC CLAYS OF MEDIUM TO HIGH PLASTICITY, ORGANIC SILTS
	SILTS AND CLAYS	LIQUID LIMITS <u>LESS</u> THAN 50	PT	PEAT, HUMUS, SWAMP SOILS WITH HIGH ORGANIC CONTENTS
		LIQUID LIMITS <u>GREATER</u> THAN 50		

NOTE: DUAL SYMBOLS ARE USED TO INDICATE BORDERLINE SOIL CLASSIFICATIONS FOR SAMPLES WITH 5% TO 12% FINES

GRADATION*

% FINER BY WEIGHT

TRACE..... 1% TO 10%
LITTLE..... 10% TO 20%
SOME..... 20% TO 35%
AND..... 35% TO 50%

COMPACTNESS*

Sand and/or Gravel

RELATIVE DENSITY

LOOSE..... 0% TO 40%
MEDIUM DENSE..... 40% TO 70%
DENSE..... 70% TO 90%
VERY DENSE..... 90% TO 100%

CONSISTENCY*

Clay and/or Silt

RANGE OF SHEARING STRENGTH IN POUNDS PER SQUARE FOOT

VERY SOFT..... LESS THAN 250
SOFT..... 250 TO 500
MEDIUM..... 500 TO 1000
STIFF..... 1000 TO 2000
VERY STIFF..... 2000 TO 4000
HARD..... GREATER THAN 4000

* VALUES ARE FROM LABORATORY OR FIELD TEST DATA, WHERE APPLICABLE.
WHEN NO TESTING WAS PERFORMED, VALUES ARE ESTIMATED.

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Office Locations:

NEW JERSEY

PENNSYLVANIA

MASSACHUSETTS

CONNECTICUT

FLORIDA

NEW HAMPSHIRE

NEW YORK

GEOTECHNICAL TERMS AND SYMBOLS

SAMPLE IDENTIFICATION

The Unified Soil Classification System is used to identify the soil unless otherwise noted.

SOIL PROPERTY SYMBOLS

- N: Standard Penetration Value: Blows per ft. of a 140 lb. hammer falling 30" on a 2" O.D. split-spoon.
 Qu: Unconfined compressive strength, TSF.
 Qp: Penetrometer value, unconfined compressive strength, TSF.
 Mc: Moisture content, %.
 LL: Liquid limit, %.
 PI: Plasticity index, %.
 δd: Natural dry density, PCF.
 ▴: Apparent groundwater level at time noted after completion of boring.

DRILLING AND SAMPLING SYMBOLS

- NE: Not Encountered (Groundwater was not encountered).
 SS: Split-Spoon - 1 3/8" I.D., 2" O.D., except where noted.
 ST: Shelby Tube - 3" O.D., except where noted.
 AU: Auger Sample.
 OB: Diamond Bit.
 CB: Carbide Bit
 WS: Washed Sample.

RELATIVE DENSITY AND CONSISTENCY CLASSIFICATION

<u>Term (Non-Cohesive Soils)</u>	<u>Standard Penetration Resistance</u>
Very Loose	0-4
Loose	4-10
Medium Dense	10-30
Dense	30-50
Very Dense	Over 50

<u>Term (Cohesive Soils)</u>	<u>Qu (TSF)</u>
Very Soft	0 - 0.25
Soft	0.25 - 0.50
Firm (Medium)	0.50 - 1.00
Stiff	1.00 - 2.00
Very Stiff	2.00 - 4.00
Hard	4.00+

PARTICLE SIZE

Boulders	8 in.+	Coarse Sand	5mm-0.6mm	Silt	0.074mm-0.005mm
Cobbles	8 in.-3 in.	Medium Sand	0.6mm-0.2mm	Clay	-0.005mm
Gravel	3 in.-5mm	Fine Sand	0.2mm-0.074mm		

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Office Locations:

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MASSACHUSETTS

CONNECTICUT

FLORIDA

NEW HAMPSHIRE

NEW YORK

APPENDIX 9

Floodplain Map



6((),6 5(3257)25 '(7\$,/' /(*('1' \$1' ,1'(; 0\$3)25),50

63(&,\$/)/22' :LWKR XW %DVH)ORRG (O
+\$=\$5' \$5(:LWK %)(R RQH\$SWK2 \$+ 9
5HJXODWRU\)ORRGZD\

\$QQXDO &KDQFH)ORRG
RI DQQXDO FKDQFH IOI
GHSWK OHVV WKDQ RQH
DUHDV RI OHVV WKDQ RQH
)XWXUH &RQLWLROV
&KDQFH)ORRG +D]DUG
\$UHD ZLWK 5HGXFHG)OR
/HYHH 6HHDRWHV
27+(5 \$5(\$6 2) \$UHD ZLWK)ORRG 5-LVN 'C
) /22' +\$=\$

12 6&5((\$UHD RI 0LQLPDO)ORRG
(IIHFWLYH /205V
27+(5 \$5(\$6 \$UHD RI 8QGHWHUPLQH
*(1(\$/- --- &KDQHO &XOYHUW RU
6758&785(16111 /HYHH 'LNH RU)ORRGZD

&URVV 6HFWLRQV ZLWK
:DWHU 6XUIDFH (OHYDWL
&RDVDO 7UDQVHF
%DVH)ORRG (OHYDWLRQ
/LPL RI 6WXG\
-XULVGLFWLRQ %RXQGDU
&RDVDO 7UDQVHF %DV
27+(5 3URLOH %DVHOLQH
)(\$785(6 +IGURJUDSKLF)HDWXUH

'LJLWDO 'DWD \$YDLODEO
1R 'LJLWDO 'DWD \$YDLOD
0\$3 3\$1(/6 8QPSSHG

7KH SLQ GLVSOD\HG RQ WKH
SRLQW VHOHFWHG E\ WKH XV
DQ DXWKRULWDLWLYH SURSHU

7KLV PDS FRPSOLHV ZLWK)(0\$ V VWDQ
GLJLWDO IORRG PDSV LI LW LV QRW YR
7KH EDVHPDS VKRZQ FRPSOLHV ZLWK)(D
DFFXUDF\ VWDQGDUGV
7KH IORRG KD]DUG LQIRUPDWLRQ LV GH
DXWKRULWDLWLYH 1)/ ZHE VHUFLFHV S
ZDV H[SURWHG RQW . DQG GRHV QRW
UHIOHFV FKDQJHV RU DPHQGPHQWV VX
WLPH 7KH 1)/ DQG HIIHFWLYH LQIRUP
EHFRPH VXSHUVHGHG E\ QHZ GDWD RYH

7KLV PDS LPDJH LV YRLG LI WKH RQH R
HOHPHQWV GR QRW DSSHDU, EDVHPDS
OHJHQG VFDOH EDU PDS FUDWLRQ G
,50 SDQHO QXPEHU DQG),50 HIIHFWLY
XQPDSSHG DQG XQPRGHUQLJHG DUHDV
UHJXODWRU\ SXUSRVHV

APPENDIX 10
Natural Resource
Information/
Wetland Delineation
Report

MEMORANDUM

TO: Bohler
FROM: Jed Hayes, LaSalle Road Companies
DATE: May 4, 2026
PROJECT: Proposed 7-11
LOCATION: 26 Route 6, Town of Deer Park, NY
SUBJECT: Site Conditions Review and Species Habitat Assessment: Extra-striped Snaketail (*Ophiogomphus anomalus*)

This memorandum summarizes observed and readily available information on site conditions at/near the referenced property (the “Site”) and provides a habitat-based rationale for why the Extra-striped Snaketail (*Ophiogomphus anomalus*) is not expected to occur on the Site. This assessment is based on: (a) a site visit on 4/28/26; (b) review of publicly available species occurrence information, aerial imagery, and mapping; and (c) published habitat requirements for the species.

SPECIES BACKGROUND (EXTRA-STRIPED SNAKETAIL)

The Extra-striped Snaketail (*Ophiogomphus anomalus*) is a riverine dragonfly. Larvae develop in flowing water and typically require medium-to-large rivers or substantial streams with clean, well-oxygenated water with stable sand/gravel substrates. Adult snaketails are usually associated with the river corridor; adults forage and disperse but generally remain tied to suitable breeding waters and adjacent riparian habitat.

SITE CONDITIONS SUMMARY

Based on the site visit and review of mapping/aerial imagery, the Site is characterized by the following features:

- **Land use/cover:** The Site is located in a commercial corridor with existing commercial development adjacent to the Site. The southern edge of the site is bordered by Interstate 84.
- **On-site surface water:** Freshwater wetland located along the southern portion of the site. No stream or river channels were observed within the Site footprint.
- **Nearby water resources:** The nearest mapped perennial stream/river the Neversink River, located approximately 0.5 miles north of the site.
- **Hydrology and substrate indicators:** Site lacks standing water, stream channels, or silt deposition areas.
- **Vegetation/riparian corridor:** The Site is a mix of previously developed/disturbed areas and upland deciduous forest. There is no riparian vegetation or corridor present within the Site.

HABITAT SUITABILITY ANALYSIS

The Extra-striped Snaketail is not expected to occur on the Site because the habitat elements required to support breeding populations (i.e., a suitable river channel with appropriate flow, water quality, and substrate) are absent within the Site footprint and are not functionally connected to the Site in a manner that would support larval development.

1. **Absence of required breeding waterbody.** The species' larvae develop in flowing water of medium-to-large rivers/substantial streams. The Site consists primarily of mixed deciduous upland forest and does not contain a river channel or substantial perennial stream with the depth/width, flow regime, and riverine geomorphology associated with snaketail breeding habitat.
2. **Hydrologic alteration and stormwater influence.** Where surface water features are present/nearby (e.g., roadside ditches, stormwater swales, culverts, detention basins), these are typically engineered, intermittently flowing, and subject to flashy runoff, sediment inputs, and maintenance activities that are generally incompatible with stable larval habitat.
3. **Substrate limitations (siltation/embeddedness).** Snaketail larvae commonly use sand and gravel substrates with interstitial spaces. Small channels and stormwater conveyances along a Route 6 corridor commonly accumulate fine sediments; such embedded substrates reduce the suitability for burrowing/foraging larvae.
4. **Lack of intact riparian corridor.** Adults are associated with river corridors and adjacent riparian vegetation for perching and foraging. The Site's roadside setting and fragmented vegetation offer limited riparian structure and limited connectivity to any larger river corridor.
5. **Landscape context.** Even if adults occasionally disperse through the area, incidental adult presence does not indicate occupancy. Without suitable breeding waters and larval habitat, the Site would not support a persistent population.

CONCLUSION

Based on observed site conditions and the species' dependence on medium-to-large river habitat with clean, stable sand/gravel substrates, the Extra-striped Snaketail (*Ophiogomphus anomalus*) is not expected to occur on the property at 26 Route 6, Town of Deer Park, NY. The Site lacks suitable breeding waters and associated riparian habitat, and any nearby engineered drainage features do not provide the hydrologic and substrate stability necessary to support larval development.

May 5, 2026

Steve Wilson
c/o Bohler Engineering
17 Computer Drive West
Albany, NY 12205

*Re: Federal Wetland Delineation
26 Route 6 Site
Town of Deerpark, Orange County, New York*

Dear Steve:

Ecological Solutions, LLC completed the wetland delineation on June 18, 2024 at the site located at 26 Route 6 in the City of Port Jervis, Orange County, New York (*Figure 1*). The delineation was completed in accordance with the Army Corps of Engineers (USACE) Wetlands Delineation Manual (January 1987), Routine Determination Method and Northcentral/Northeast supplement and is shown on the plan entitled, "ALTA/NSPS Land Title Survey of the Lands of Mouhab Z. and Laura Rizkallah" dated December 14, 2024.

Federal wetlands were delineated based upon the identification of the three mandatory criteria for wetland determination as outlined in the 1987 Federal Manual and supplement: dominant hydrophytic vegetation, hydric soils, and evidence of wetland hydrology. The Routine Methodology procedure for wetland determination was used. Dominant vegetation around each sample point was identified and its percent cover quantified. The areas were checked in detail for the presence of wetland hydrologic indicators. Soil profiles were then observed and characterized at each point.

The detailed field investigation included:

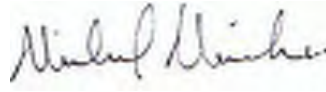
1. Identification of vegetation species to determine whether there was a dominance of hydrophytic plants and areas containing transitional but primarily wetland-oriented species.
2. Determination of soil features for hydric (poorly and very poorly drained) natural soils.
3. Observation of site features displaying evidence of wetland hydrology based on the presence of inundated areas, apparent high seasonal water tables, and evidence of saturation within 12 inches of the surface (considered the root zone) during sufficient periods during the growing season to provide for anaerobic/hydric soil conditions.

Based on observed field conditions the federal wetland or best described as waters of the US on the site are associated with a small tributary that flows through the southern part of the site

and wetland flags A1-A15 outline the boundary of this area in the field. Wetland boundaries are shown on the attached survey.

If you need any additional information, please contact me.

Sincerely,
ECOLOGICAL SOLUTIONS, LLC

A handwritten signature in dark ink, appearing to read "Michael Nowicki", is centered below the typed name.

Michael Nowicki
Biologist

Figure 1 Location Map



WETLAND DETERMINATION DATA FORM – Northcentral and Northeast Region

Project/Site: 26 Rte 6 City/County: Deerpark/Orange Sampling Date: 6/18/24
 Applicant/Owner: _____ State: NY Sampling Point: 1
 Investigator(s): Mile Nowicki Section, Township, Range: _____
 Landform (hillslope, terrace, etc.): _____ Local relief (concave, convex, none): _____ Slope (%): 0-5
 Subregion (LRR or MLRA): CAR Lat: 41° 21' 20.23" N Long: 74° 40' 34.20" W Datum: _____
 Soil Map Unit Name: Swartswood and Mardin clay soil NWI classification: _____
 Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☒ No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes ☒ No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes _____ No ☒	Is the Sampled Area within a Wetland? Yes _____ No ☒ If yes, optional Wetland Site ID: _____
Hydric Soil Present?	Yes _____ No ☒	
Wetland Hydrology Present?	Yes ☒ No _____	

Remarks: (Explain alternative procedures here or in a separate report.)

Braided watercourse – appears ephemeral at rear of site near I-64

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

☐ Surface Water (A1)	☐ Water-Stained Leaves (B9)
☐ High Water Table (A2)	☐ Aquatic Fauna (B13)
☐ Saturation (A3)	☐ Marl Deposits (B15)
☐ Water Marks (B1)	☐ Hydrogen Sulfide Odor (C1)
☒ Sediment Deposits (B2)	☐ Oxidized Rhizospheres on Living Roots (C3)
☐ Drift Deposits (B3)	☐ Presence of Reduced Iron (C4)
☐ Algal Mat or Crust (B4)	☐ Recent Iron Reduction in Tilled Soils (C6)
☐ Iron Deposits (B5)	☐ Thin Muck Surface (C7)
☐ Inundation Visible on Aerial Imagery (B7)	☐ Other (Explain in Remarks)
☐ Sparsely Vegetated Concave Surface (B8)	

Secondary Indicators (minimum of two required)

☐ Surface Soil Cracks (B6)
☒ Drainage Patterns (B10)
☐ Moss Trim Lines (B16)
☐ Dry-Season Water Table (C2)
☐ Crayfish Burrows (C8)
☐ Saturation Visible on Aerial Imagery (C9)
☐ Stunted or Stressed Plants (D1)
☐ Geomorphic Position (D2)
☐ Shallow Aquitard (D3)
☐ Microtopographic Relief (D4)
☐ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes _____ No ☒	Depth (inches): _____
Water Table Present?	Yes _____ No ☒	Depth (inches): _____
Saturation Present?	Yes _____ No ☒	Depth (inches): _____

Wetland Hydrology Present? Yes ☒ No _____

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Ephemeral probably flows after storm events

VEGETATION – Use scientific names of plants.

Sampling Point: 1

Tree Stratum (Plot size: <u>10x10</u>)			Absolute % Cover	Dominant Species?	Indicator Status
1.	<u>Acer glaberrimus</u>	<u>15</u>	☒	<u>facu</u>	
2.	<u>Acer rubrum</u>	<u>15</u>		<u>facu</u>	
3.	<u>Prunus serotina</u>	<u>15</u>		<u>facu</u>	
4.					
5.					
6.					
7.					
		_____ = Total Cover			
Sapling/Shrub Stratum (Plot size: <u>10x10</u>)			Absolute % Cover	Dominant Species?	Indicator Status
1.	<u>Cornus racemosa</u>	<u>15</u>	☒	<u>facu</u>	
2.					
3.					
4.					
5.					
6.					
7.					
		_____ = Total Cover			
Herb Stratum (Plot size: <u>10x10</u>)			Absolute % Cover	Dominant Species?	Indicator Status
1.	<u>Ambrosia artemisiifolia</u>	<u>20</u>		<u>facu</u>	
2.	<u>Artemisia vulgaris</u>	<u>25</u>	☒	<u>facu</u>	
3.	<u>Solidago canadensis</u>	<u>15</u>		<u>facu</u>	
4.					
5.					
6.					
7.					
8.					
9.					
10.					
11.					
12.					
		_____ = Total Cover			
Woody Vine Stratum (Plot size: _____)			Absolute % Cover	Dominant Species?	Indicator Status
1.					
2.					
3.					
4.					
		_____ = Total Cover			

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 7 (A)

Total Number of Dominant Species Across All Strata: 7 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species _____	x 1 = _____
FACW species _____	x 2 = _____
FAC species <u>30</u>	x 3 = <u>90</u>
FACU species <u>65</u>	x 4 = <u>260</u>
UPL species _____	x 5 = _____
Column Totals: <u>95</u> (A)	<u>350</u> (B)

Prevalence Index = B/A = 3.68

Hydrophytic Vegetation Indicators:

___ 1 - Rapid Test for Hydrophytic Vegetation

___ 2 - Dominance Test is >50%

___ 3 - Prevalence Index is ≤3.0¹

___ 4 - Morphological Adaptations¹ (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation¹ (Explain)

¹Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Vegetation Strata:

Tree – Woody plants 3 in. (7.6 cm) or more in diameter at breast height (DBH), regardless of height.

Sapling/shrub – Woody plants less than 3 in. DBH and greater than or equal to 3.28 ft (1 m) tall.

Herb – All herbaceous (non-woody) plants, regardless of size, and woody plants less than 3.28 ft tall.

Woody vines – All woody vines greater than 3.28 ft in height.

Hydrophytic Vegetation Present? Yes _____ No ☒

Remarks: (Include photo numbers here or on a separate sheet.)

Sampling Point: _____

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

[illegible]

^aType: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.

^aLocation: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- | | |
|---|--|
| ☐ Histosol (A1) | ☐ Polyvalue Below Surface (S8) (LRR R, MLRA 149B) |
| ☐ Histic Epipedon (A2) | ☐ Thin Dark Surface (S9) (LRR R, MLRA 149B) |
| ☐ Black Histic (A3) | ☐ Loamy Mucky Mineral (F1) (LRR K, L) |
| ☐ Hydrogen Sulfide (A4) | ☐ Loamy Gleyed Matrix (F2) |
| ☐ Stratified Layers (A5) | ☐ Depleted Matrix (F3) |
| ☐ Depleted Below Dark Surface (A11) | ☐ Redox Dark Surface (F6) |
| ☐ Thick Dark Surface (A12) | ☐ Depleted Dark Surface (F7) |
| ☐ Sandy Mucky Mineral (S1) | ☐ Redox Depressions (F8) |
| ☐ Sandy Gleyed Matrix (S4) | |
| ☐ Sandy Redox (S5) | |
| ☐ Stripped Matrix (S6) | |
| ☐ Dark Surface (S7) (LRR R, MLRA 149B) | |

Indicators for Problematic Hydric Soils³:

- ☐ 2 cm Muck (A10) (LRR K, L, MLRA 149B)
☐ Coast Prairie Redox (A16) (LRR K, L, R)
☐ 5 cm Mucky Peat or Peat (S3) (LRR K, L, R)
☐ Dark Surface (S7) (LRR K, L)
☐ Polyvalue Below Surface (S8) (LRR K, L)
☐ Thin Dark Surface (S9) (LRR K, L)
☐ Iron-Manganese Masses (F12) (LRR K, L, R)
☐ Piedmont Floodplain Soils (F19) (MLRA 149B)
☐ Mesic Spodic (TA6) (MLRA 144A, 145, 149B)
☐ Red Parent Material (F21)
☐ Very Shallow Dark Surface (TF12)
☐ Other (Explain in Remarks)

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ☐ No ☒

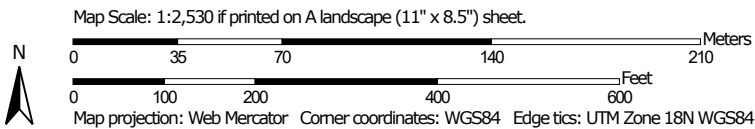
Remarks:







Soil Map—Orange County, New York
(26 Route 6, Town of Deer Park)



MAP LEGEND

Area of Interest (AOI)

 Area of Interest (AOI)

Soils

 Soil Map Unit Polygons

 Soil Map Unit Lines

 Soil Map Unit Points

Special Point Features



Blowout



Borrow Pit



Clay Spot



Closed Depression



Gravel Pit



Gravelly Spot



Landfill



Lava Flow



Marsh or swamp



Mine or Quarry



Miscellaneous Water



Perennial Water



Rock Outcrop



Saline Spot



Sandy Spot



Severely Eroded Spot



Sinkhole



Slide or Slip

Sodic Spot



Spoil Area



Stony Spot



Very Stony Spot



Wet Spot



Other



Special Line Features

Water Features



Streams and Canals

Transportation



Rails



Interstate Highways



US Routes



Major Roads



Local Roads

Background



Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service

Web Soil Survey URL:

Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Orange County, New York

Survey Area Data: Version 26, Sep 2, 2025

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: May 31, 2022—Oct 27, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
ErB	Erie gravelly silt loam, 3 to 8 percent slopes	1.8	12.3%
RhB	Riverhead sandy loam, 3 to 8 percent slopes	4.5	30.3%
SXC	Swartswood and Mardin soils, sloping, very stony	6.4	43.3%
SXD	Swartswood and Mardin soils, moderately steep, very stony	2.1	14.1%
Totals for Area of Interest		14.7	100.0%

APPENDIX 11

Historic and Archaeological Resource Information



**New York State
Parks, Recreation and
Historic Preservation**

KATHY HOCHUL
Governor

RANDY SIMONS
Commissioner Pro Tempore

November 05, 2024

Steve Wilson
Project Manager
Bohler Engineering
3 Lanci Lane
Albany, NY 12205

Re: SEQRA
Proposed 7Eleven - Deer Park, NY
24PR09874
TBD

Dear Steve Wilson:

Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the project in accordance with the New York State Historic Preservation Act of 1980 (Section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the OPRHP and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project.

Based upon this review, it is the opinion of OPRHP that no properties, including archaeological and/or historic resources, listed in or eligible for the New York State and National Registers of Historic Places will be impacted by this project.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above. If you have any questions, please contact Olivia Holland at the following email address:

Olivia.Holland@parks.ny.gov

Sincerely,

R. Daniel Mackay

Deputy Commissioner for Historic Preservation
Division for Historic Preservation











APPENDIX 12

Traffic Study Excerpt

May 29, 2026

Jack Hayes
Lasalle Road Companies, LLC
10 Waterside Drive, Suite 301
Farmington, CT 06032

RE: Traffic Impact Evaluation for Proposed 7-Eleven, US Route 6
Town of Deerpark, New York

Dear Mr. Hayes:

Lansing Engineering (LE) has prepared this traffic impact evaluation to assess the potential traffic impacts for the proposed 7-Eleven located in the Town of Deerpark, New York. The Concept Site Plan dated May 28, 2026, prepared by Bohler Engineering is included as Attachment A.

Site Location and Proposed Development

The project site, located at 26 US Route 6 in the Town of Deerpark, New York, is currently vacant. The proposed project includes construction of a 4,816 square foot (sf) 7-Eleven convenience store, a gas station with 12 gasoline fueling positions, and a separate area in the back of the site for heavy vehicles to fuel and park with four diesel fueling positions and 17 parking spaces for combination trucks. Access to the site is proposed via two full access driveways intersecting US Route 6 with the west driveway providing access to the gas station and the east driveway providing access to the diesel fueling positions and the combination truck parking area. The convenience market is centrally located on the site and can be accessed from the gas station and truck/diesel area. The site is expected to be fully built and occupied by 2027. The project location and study area are shown on Figure 1.

Existing Conditions

Roadways and Intersections

To address the potential traffic impacts associated with the proposed development, the study area for the traffic evaluation includes the following intersections:

- County Road 15 (CR 15)/Interstate-84 (I-84) Exit 1 Eastbound Ramps
- US Route 6/CR 15
- US Route 6/I-84 Exit 1 Westbound Ramps
- US Route 6/Old Greenville Turnpike

Below is a description of the study area roadway and intersections:

US Route 6, near the project site, is classified as an urban local road and is under New York State Department of Transportation (NYSDOT) jurisdiction. US Route 6 generally provides east-west travel from downtown Port Jervis, east through Orange County. Near the project site, US Route 6 provides a single travel lane in each direction, shoulders of varying width, and has a posted speed limit of 40-mph. There are no dedicated pedestrian or bicycle facilities on US Route 6 in the project area.

The **County Road 15/I-84 Exit 1 Eastbound Ramps** intersection is a three-leg intersection operating under traffic signal control. The westbound, I-84 Ramp, approach provides a single lane although the lane is sufficiently wide for vehicles to turn left and right side by side and the signal provides separate detectors and phases for left and right-turns. The northbound CR 15 approach provides a single lane for shared travel movements. The southbound CR 15 approach provides a left-turn lane and a through lane. There are no sidewalks, marked crosswalks, or pedestrian signals at the intersection.

The **US Route 6/County Road 15** intersection is a three-leg intersection operating under traffic signal control. The eastbound US Route 6 approach provides a through lane and a channelized right-turn lane with a yield sign. The westbound US Route 6 approach provides a left-turn lane and a through lane. The northbound CR 15 approach provides a left-turn lane and a right-turn lane. There are no sidewalks, marked crosswalks, or pedestrian signals at the intersection.

The **US Route 6/I-84 Exit 1 Westbound Ramps** intersection is a three-leg intersection operating under stop and yield control on the northbound I-84 Ramps approach. The eastbound US Route 6 approach provides a through lane and a channelized right-turn lane operating under yield control. The westbound US Route 6 approach provides a single lane for shared travel movements. The northbound I-84 Ramps approach provides a left-turn lane operating under stop control, and a channelized right-turn lane operating under yield control. There are no sidewalks or marked crosswalks at the intersection.

The **US Route 6/Old Greenville Turnpike** intersection is a four-leg intersection operating under stop sign control on the northbound and southbound Old Greenville Turnpike approaches. All four approaches provide a single lane for shared travel movements. There are no sidewalks or marked crosswalks at the intersection.

Traffic Volumes

Intersection turning movement counts (TMCs) were conducted at the four study intersections on Tuesday, January 14, 2025 from 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m. Based on review of the traffic volumes, the weekday AM peak hour occurred from 7:15 to 8:15 a.m. and the weekday PM peak hour occurred from 4:00 to 5:00 p.m. The 2025 existing traffic volumes were projected to 2026 conditions by applying a 0.50% general growth rate. See additional discussion of the growth rate in the “No-Build Traffic Volumes” section. The 2026 Existing traffic volumes are shown on Figure 2.

Traffic volume data collected on US Route 6 along the project frontage from Monday, January 13, 2025 through Friday, January 17, 2025 via automatic traffic recorder (ATR), shows that US Route 6 serves approximately 160 to 190 vehicles per hour (vph) between 7:00 and 9:00 a.m. and approximately 250 to 280 vph between 4:00 and 6:00 p.m. Based on the ATR data, the weekday Average Daily Traffic (ADT) on US Route 6 is approximately 3,150 vehicles per day along the project frontage.

The traffic volume data is included in Attachment B.

Sight Distance

A sight distance analysis was performed at the proposed site driveways consistent with guidelines published by the American Association of State Highway and Transportation Officials (AASHTO) in *A Policy on Geometric Design of Highways and Streets, 7th Edition*¹ (The Greenbook). Stopping and

¹ A Policy on Geometric Design of Highways and Streets, 7th Edition, AASHTO 2018

intersection sight distances were measured at the proposed site driveways for passenger vehicles and for combination trucks at the east driveway. The site layout and access are designed to separate passenger vehicles and heavy vehicles within the site. Signing will be provided along the project frontage to direct vehicles to the appropriate driveway.

The posted speed on US Route 6 is 40-mph. Travel speed data collected on US Route 6 shows that the 85th percentile operating speed ranges from 43 to 47-mph along the project frontage. The 85th percentile speeds were rounded to the nearest 5-mph; therefore, the sight distance was conducted for a 45 mph operating speed and compared to the AASHTO guidelines shown in Tables 1, 2, and 3. Stopping sight distance guidelines are the same for passenger vehicles and combination trucks since the guideline is based on driver decision and reaction time. Intersection sight distance guidelines are different for passenger vehicles and combination trucks as they are determined based on both driver behavior and vehicle characteristics.

Table 1 Stopping Sight Distance (feet)				
Location	Travel Direction	85th Percentile Speed (mph)	Guideline	Field Measurement
US Route 6/East Dwy	EB	45	360	630
	WB	45	360	745
US Route 6/West Dwy	EB	45	360	515
	WB	45	360	850

Table 1 shows that the available stopping sight distances meet the AASHTO guidelines at the two proposed site driveways for the measured operating speed.

Table 2 Intersection Sight Distance (feet) for Passenger Vehicles				
Location	Travel Movement	Guideline		Field Measurement
US Route 6/East Dwy	Left-turn Out	D _L = 500	D _R = 500	D _L = 770 D _R = 815
	Right-turn Out	D _L = 430		D _L = 770
	Left-turn In	D _S = 365		D _S = 745
US Route 6/West Dwy	Left-turn Out	D _L = 500	D _R = 500	D _L = 605 D _R = 900+
	Right-turn Out	D _L = 430		D _L = 605
	Left-turn In	D _S = 365		D _S = 515

Table 2 shows that the available intersection sight distances at both site driveways meet AASHTO guidelines for passenger vehicles for the measured operating speed.

Table 3 Intersection Sight Distance (feet) for Combination Trucks				
Location	Travel Movement	Guideline		Field Measurement
US Route 6/East Dwy	Left-turn Out	D _L = 765	D _R = 765	D _L = 770 D _R = 815
	Right-turn Out	D _L = 695		D _L = 770
	Left-turn In	D _S = 500		D _S = 745

Table 3 shows that the available sight distances at the East Driveway meet AASHTO guidelines for combination trucks for the measured operating speed.

Crash Evaluation

Crash data was obtained from NYSDOT for the latest three-year period of complete data from March 1, 2022, to February 28, 2025, at the study intersections and the segments between the study intersections to identify crash patterns in the study area.

The data shows that during the three-year period, a total of 27 crashes occurred at the study area intersections and a total of 18 crashes occurred on the roadway segments between the study area intersections. Table 4 summarizes the intersection and segment crashes. Detailed crash data is included with this letter as Attachment C.

Table 4 Summary of Three-Year Crash History					
Location	Total Crashes	Severity			
		Fatal	INJ ^a	PDO ^b	NR ^c
County Road 15/I-84 EB Ramps	2	0	0	2	0
US Route 6/County Road 15	14	0	3	9	2
US Route 6/I-84 WB Ramps	11	0	2	9	0
US Route 6/Old Greenville Turnpike	0	0	0	0	0
Total Intersection Crashes	27	0	5	20	2
County Road 15 from I-84 EB Ramps to US Route 6	3	0	0	3	0
US Route 6 from County Road 15 to I-84 WB Ramps	11	0	4	7	0
US Route 6 from I-84 WB Ramps to Old Greenville Turnpike	4	0	3	1	0
Total Segment Crashes	18	0	7	11	0
Total Crashes	45	0	12	31	2
Source: NYSDOT crash data dated March 1, 2022 through February 28, 2025					
a Personal Injury					
b Property Damage Only					
c Non-Reportable (< \$1,000 in property damage and no injuries)					

Table 4 shows that of the 27 total intersection crashes, there were five injury crashes, 20 property damage only collisions, and two non-reportable crashes (<\$1,000 in property damage and no injuries). Of the 18 total segment crashes, there were seven injury crashes and 11 property damage only crashes. There were no fatalities, one pedestrian crash, and no bicycle crashes in the three-year study period. The following is noted regarding the crashes:

County Road 15 at I-84 Eastbound Ramps

Two rear-end crashes occurred at this intersection during the three-year study period. One was attributed to following too closely and disregarding traffic control devices and the other was attributed to following too closely and unsafe speed. Both crashes resulted in property damage only.

US Route 6 at County Road 15

A total of 14 crashes occurred at this intersection during the three-year study period, which included the following:

- A left-turn (against other car) crash attributed to failure to yield the right of way



- A left-turn (with other car) crash attributed to failure to yield the right of way and improper turning
- Two “other” crashes including a pedestrian crash with unknown contributing factors and a motor vehicle crash attributed to driver inexperience
 - The pedestrian crash resulted in injury and involved a southbound vehicle traveling straight away from the intersection. The crash occurred at 10:45 p.m. and the roadway was not illuminated. The weather conditions and type of vehicle involved were not documented. Note there are no pedestrian accommodations at this intersection.
- Two overtaking crashes attributed to an oversized vehicle, improper passing/lane usage, unsafe lane change, and driver inexperience
- Six rear-end crashes attributed to following too closely, defective brakes, and disregarding traffic control devices
- Two right-angle crashes attributed to failure to yield the right of way and disregarding traffic control devices

US Route 6 at I-84 Westbound Ramps

A total of 11 crashes occurred at this intersection during the three-year study period, which included the following:

- Four left-turn (against other car) crashes attributed to failure to yield the right of way and improper turning
- Three “other” crashes including a collision with a utility pole attributed to the driver losing consciousness, a collision with guiderail attributed to alcohol involvement and unsafe speed, and an overturned tractor trailer attributed to defective brakes.
 - The “other” crash involving an overturned tractor trailer was traveling westbound, overturned while turning left, and collided with a guiderail. The crash resulted in property damage only.
- Three rear-end crashes attributed to following too closely and alcohol involvement
- A single right-angle crash attributed to failure to yield the right of way

US Route 6 at Old Greenville Turnpike

No crashes occurred at this intersection during the three-year study period.

County Road 15 Road Segment from I-84 Eastbound Ramps to US Route 6

A total of three crashes occurred along this road segment during the three-year study period, which included the following:

- An overtaking crash attributed to failure to yield the right of way
- A rear end crash attributed to following too closely
- A right-angle crash attributed to failure to yield the right of way

US Route 6 Road Segment from County Road 15 to I-84 Westbound Ramps

A total of 11 crashes occurred along this road segment during the three-year study period, which included the following:

- A left-turn (against other car) crash attributed to failure to yield the right of way
- A left-turn (with other car) crash attributed to failure to yield the right of way and reacting to an uninvolved vehicle

- Two “other” collisions including a three car rear-end crash attributed to driver inattention and following too closely, and an overturned motorcycle attributed to the rider reacting to an uninvolved vehicle
 - The overturned motorcycle was traveling straight in the westbound direction when the vehicle overturned. The crash resulted in injury.
- Two overtaking crashes attributed to aggressive driving, road rage, unsafe lane changes, and improper turning
- A rear-end crash attributed to following too closely
- A right-angle crash attributed to obstructed/limited view
- Three sideswipe crashes attributed to failure to keep right, an oversized vehicle, and improper passing/lane usage

US Route 6 Road Segment from I-84 Westbound Ramps to Old Greenville Turnpike

A total of four crashes occurred along this road segment during the three-year study period, which included the following:

- A left-turn (against other car) crash attributed to obstructed/limited view
- Three “other” collisions including a three car rear-end crash attributed to following too closely and driver inattention, a three car collision attributed to a left-turning vehicle’s failure to yield the right of way, and a roadway departure involving a single vehicle attributed to unsafe speed and slippery pavement.

A review of the crash data for the intersections and roadway segments in the study area did not identify prevalent crash types that are correctable with geometric changes to the roadway or intersections.

Future Traffic Volumes

To determine the impacts of the site-generated traffic volumes at the study intersections, future traffic volumes were estimated with and without construction of the proposed project for the 2027 design year when the site is expected to be fully operational.

No-Build Traffic Volumes

Traffic growth is a function of expected site-specific land development and changes to general background demographics resulting in increases or decreases to roadway traffic volumes.

Based on information provided by the City of Port Jervis, there are two other planned developments (OPDs) that could impact traffic volumes at the study intersections. Traffic volumes associated with the approved Rumshock Veterans Village and Heavenly Garden Dispensary are shown on Figure 3. The Town of Deerpark was contacted and did not identify any OPDs.

A regression analysis using AADT data published by NYSDOT on US Route 6 and CR 15 near the project site indicates that traffic volumes on US Route 6 are increasing at a rate of approximately 0.02% per year and traffic volumes on CR 15 are decreasing at a rate of approximately 2.7% per year. Although historical data shows little to no growth on the study area roadways, a 0.50% growth rate was applied to the 2026 Existing traffic volumes for one year to account for the potential for additional growth in the study area. The 2027 No-Build traffic volumes which include peak hour traffic volumes from the identified OPDs and general background growth at the study area intersections are shown on Figure 4.



Site Generated Traffic Volumes

Site generated trips for the proposed 7-Eleven convenience store/gas station were estimated using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 12th Edition*² using Land Use Code (LUC) 945 – Convenience Store/Gas Station for a store between 4.0 and 5.5 KSF and 16 fueling positions, which includes both the gasoline and diesel pumps.

It can be expected that some of the trips to the site will originate from traffic that is already on the adjacent roadway network. These trips, known as pass-by trips, contribute to the site driveway volumes, but do not add traffic volumes on the adjacent roadway network. Based on data published by ITE, pass-by rates for LUC 945 are 76% and 75% during the weekday AM and PM peak hours, respectively.

The peak hour site generated trips are summarized in Table 5:

Table 5 Trip Generation Summary						
Land Use	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Convenience Store/Gas Station	162	157	319	153	153	306
Pass-By Trips (76% AM, 75% PM)	-121	-121	-242	-115	-115	-230
Total Primary (New) Trips	41	36	77	38	38	76

The table shows that the proposed project is expected to generate 77 new vehicle trips during the weekday AM peak hour (41 entering and 36 exiting) and 76 new vehicle trips during the weekday PM peak hour (38 entering and 38 exiting).

Build Traffic Volumes

The directional distribution of traffic entering and exiting the site is based on population density, existing and anticipated future travel patterns, efficiency of the existing roadway network, locations of similar land uses, etc. It is expected that 15% of the new site generated traffic will travel to and from the east on US Route 6, 65% will travel to and from the west on US Route 6, and 20% will travel to and from the south on CR 15. The primary trip distribution pattern is shown on Figure 5.

The distribution of pass-by traffic entering and exiting the site varies based on the existing flow of traffic during each peak hour. Based on the location of the site and proximity to I-84, the pass-by trip distribution pattern at the site will primarily be diverted link trips where drivers will divert to and from I-84 or from US Route 6 or CR 15 west of the site. The pass-by trip distribution patterns are shown on Figures 6 and 7 and illustrate the percentage of the trips originating on I-84 and exiting the site to return to the interstate. The primary trip assignment and the pass-by trip assignment are shown on Figures 8 and 9.

The vehicles assigned to the study area network were added to the 2027 No-Build traffic volumes to develop the 2027 Build traffic volumes shown on Figure 10.

² ITE Trip Generation Manual, 12th Edition, Institute of Transportation Engineers, Washington D.C., August 2025

Traffic Operations

Capacity analysis provides an indication of how well an intersection accommodates the traffic demand in terms of level of service (LOS), which is based on a measure of the average vehicle delay. The analysis uses procedures set forth in the *Highway Capacity Manual 7th Edition: A Guide for Multimodal Mobility Analysis*³. Levels of service range from A to F, with LOS A representing short vehicle delays and LOS F representing longer vehicle delays. Level of service designations are different for signalized and unsignalized intersections and are summarized in Attachment D.

Intersection Capacity Analysis

Analysis was conducted for the 2026 Existing, 2027 No-Build and 2027 Build conditions for the four study area intersections. Analyses of the proposed site driveways were conducted for the 2027 Build conditions. Table 6 summarizes the capacity analysis results for the weekday AM and PM peak hours. The capacity analysis worksheets and level of service summary tables that include vehicle queues and volume to capacity ratios (v/c) are included in Attachment E.

³ Highway Capacity Manual 7th Edition: A Guide for Multimodal Mobility Analysis, National Academies Press 2022



Table 6 Level of Service Summary												
Intersection	AM Peak Hour (7:15-8:15)						PM Peak Hour (4:00-5:00)					
	2026 Existing		2027 No-Build		2027 Build		2026 Existing		2027 No-Build		2027 Build	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
CR 15/I-84 Exit 1 EB Ramps												
I-84 EB Ramps WB L	C	21.1	C	21.2	C	22.0	C	22.2	C	22.3	C	22.3
R	B	13.1	B	13.1	B	13.4	B	15.5	B	15.6	B	16.0
CR 15 NB TR	B	17.1	B	17.2	B	18.3	B	16.6	B	16.7	B	16.7
CR 15 SB L	C	23.9	C	24.4	C	29.4	C	20.0	C	20.2	C	20.4
T	A	4.7	A	4.7	A	4.7	A	5.3	A	5.4	A	5.4
Overall	B	17.4	B	17.6	B	19.6	B	14.5	B	14.6	B	14.6
US Route 6/CR 15												
US Route 6 EB TR	B	13.2	B	13.3	B	15.7	B	17.1	B	17.2	B	18.3
US Route 6 WB L	B	13.2	B	13.3	B	15.1	B	16.3	B	16.5	B	17.2
T	A	5.8	A	5.8	A	5.7	A	7.9	A	8.0	A	8.2
CR 15 NB L	B	17.1	B	17.2	B	18.6	B	19.4	B	19.5	B	19.5
R	B	15.0	B	15.0	B	17.9	B	18.6	B	18.5	B	19.9
Overall	B	11.9	B	12.0	B	13.7	B	14.5	B	14.5	B	15.3
US Route 6/I-84 Exit 1 WB Ramps												
US Route 6 WB LT	A	7.6	A	7.6	A	8.0	A	7.6	A	7.6	A	7.9
I-84 WB Ramps NB LR	B	12.9	B	12.9	C	18.7	F	80.4	F	87.6	F	257.4
US Route 6/Old Greenville Tpke												
US Route 6 EB L	A	7.6	A	7.6	A	7.6	A	7.7	A	7.7	A	7.7
US Route 6 WB L	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0
Old Greenville Tpke NB LTR	A	9.5	A	9.5	A	9.5	A	8.9	A	8.9	A	8.9
Old Greenville Tpke SB LTR	A	9.6	A	9.6	A	9.7	B	10.4	B	10.5	B	10.5
US Route 6/West Site Dwy												
US Route 6 WB L	--	--	--	--	A	7.8	--	--	--	--	A	7.8
W Dwy NB LR	--	--	--	--	B	11.8	--	--	--	--	B	13.8
US Route 6/East Site Dwy												
US Route 6 WB L	--	--	--	--	A	8.6	--	--	--	--	A	8.7
E Dwy NB LR	--	--	--	--	B	11.3	--	--	--	--	B	12.9
LOS = Level of Service Delay = Average delay per vehicle in seconds EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound intersection approaches LTR = Left-turn, Through, or Right-turn movement -- = Not applicable												

The analysis shows the following:

- The two signalized study area intersections of CR 15/I-84 Exit 1 Eastbound Ramps and US Route 6/CR 15 will maintain overall LOS B conditions with all intersection approaches operating at the same LOS as the existing conditions.
- The US Route 6/I-84 Exit 1 Westbound Ramps unsignalized intersection will operate at LOS C condition on the northbound ramp approach during the AM peak hour with construction of the project. During the PM peak hour the northbound ramp approach currently operates at LOS F conditions, which will continue through the build conditions.
 - The westbound ramp approach currently has 200 left-turning vehicles during the AM peak hour and 448 left-turning vehicles during the PM peak hour. These vehicles yield to traffic on US Route 6 resulting in the LOS F operations in the existing conditions.

- The poor operating conditions in the current and future conditions are limited to the PM peak hour. The AM peak hour operates with substantially less average vehicle delay of 18.7 seconds in future build conditions.
- During the PM peak hour, site traffic represents 16.9% of the volume at this intersection during the Build condition, indicating that the non-site related traffic will continue to dominate the traffic volumes at this intersection.
- The crash evaluation illustrated that this intersection experienced 11 crashes during the latest three-year period, with four crashes related to left-turning vehicles. This crash history does not show that drivers are illustrating risky behavior (i.e., accepting shorter gaps when entering or exiting the mainline) that can occur when drivers become impatient when waiting to turn at an unsignalized intersection.

A traffic signal warrant analysis was conducted for the 2026 Existing and 2027 Build conditions at the US Route 6/I-84 Exit 1 Westbound Ramps intersection. The analysis was performed in accordance with the *Manual of Uniform Traffic Control Devices for Streets and Highways, 11th Edition*⁴ (MUTCD). There are nine warrants described in the MUTCD and the installation of a traffic signal should only be considered if one or more of the nine signal warrants are met. For this analysis, four of the nine warrants were considered applicable to the intersection and were examined. The warrants considered are outlined below:

- Warrant 1, Eight-Hour Vehicle Volume
- Warrant 2, Four-Hour Vehicle Volume
- Warrant 3, Peak Hour
- Warrant 7, Crash Experience

The results of the signal warrant analysis show that Warrants 2 and 3 are met in the Existing and No-Build conditions and Warrants 1, 2, and 3 are met in the Build condition. Based on the crash history at the intersection, Warrant 7 is not satisfied at this intersection.

It is anticipated that installation of a traffic signal at this intersection would include reconstruction of the intersection to eliminate the eastbound and northbound right-turn channelized lanes and provide right-turn lanes that would be controlled by the traffic signal, a configuration that better supports multi-modal travel. Reconstruction of the intersection and installation of a traffic signal would be a major reconstruction project at this intersection that provides access to and from an interstate. Due to the existing and future anticipated operations at this intersection, it is recommended that the applicant provide a fair share contribution towards the future reconstruction and traffic signal installation.

Based on conversations with NYSDOT and the Orange County Transportation Council (OCTC), there is no immediate funding designated for improvements at the US Route 6/I-84 Westbound Ramps intersection. As a potential interim measure, an analysis of the intersection with all-way stop control (including on the channelized eastbound and northbound right-turns) was evaluated for the Build condition as all way stop control would allow more opportunity for northbound vehicles to turn onto US Route 6 significantly reducing the overall delay on this approach during the PM peak hour. Table 7 summarizes the results of the analysis with all-way stop control.

⁴ Manual on Uniform Traffic Control Devices for Streets and Highways, 11th Edition, U.S. Department of Transportation Federal Highway Administration, December 2023



Table 7 Level of Service Summary with Mitigation- All-Way Stop Control								
Intersection	AM Peak Hour (7:15-8:15)				PM Peak Hour (4:00-5:00)			
	2027 Build		2027 Build w/ Mitigation		2027 Build		2027 Build w/ Mitigation	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
US Route 6/I-84 Exit 1 WB Ramps								
US Route 6 EB TR	--	--	C	14.1	--	--	F	60.1
US Route 6 WB LT	A	8.0	B	11.4	A	7.9	D	26.0
I-84 WB Ramps NB LR	C	18.7	B	12.7	F	257.4	F	68.0
Overall	--	--	B	13.0	--	--	F	54.6
LOS = Level of Service Delay = Average delay per vehicle in seconds EB, WB, NB, SB = Eastbound, Westbound, Northbound, Southbound intersection approaches LTR = Left-turn, Through, or Right-turn movement -- = Not applicable								

Table 7 shows that operating under all-way stop control, all approaches and movements at the intersection will operate at LOS C or better during the AM peak hour with delays of 14.1 seconds or less. During the PM peak hour, the eastbound and northbound approaches will operate at LOS F with delays of 60.1 and 68.0 seconds, respectively. The westbound approach will operate at LOS D with a delay of 29.0 seconds. Although all-way stop control will result in additional delays to traffic on US Route 6, it provides a better balance of flows and results in average vehicle delays on the northbound ramp approach that are better aligned with the current conditions. It is recommended that all-way stop control operations be considered as an interim mitigation measure.

To further confirm that all-way stop-control is warranted as an interim mitigation before installation of a traffic signal, an all-way stop-control warrant analysis was conducted for the 2026 Existing and 2027 Build conditions at the US Route 6/I-84 Exit 1 Westbound Ramps intersection. The analysis was performed in accordance with the MUTCD. There are five warrants described in the MUTCD and the conversion of an intersection to all-way stop-control should only be considered if one or more of the five warrants are met. For this analysis, four of the five warrants were considered applicable to the intersection and were examined. The warrants considered are outlined below:

- Warrant 1, Crash Experience
- Warrant 3, Transition to Signal/Roundabout control
- Warrant 4, Eight-Hour Vehicle Volume
- Warrant 5, Other Factors

The crash experience warrant is met at a three-leg intersection when the intersection experiences four or more crashes in a single year or five or more crashes in a three-year period that are susceptible to correction by the installation of all-way stop-control. A review of the three-year crash history at this intersection shows that there were five crashes that were attributed to left-turning vehicles failing to yield the right of way. Installation of all-way stop-control at this location would give left-turning vehicles at this intersection the right of way, which would lower the risk of crashes involving both westbound and northbound left-turns.

The transition to signal/roundabout control warrant is met when all-way stop-control is an interim mitigation measure while installation of a signal is arranged. If plans are made to install a signal, all-way stop-control will effectively mitigate the high delay for northbound left-turning vehicles until the intersection is signalized.

The eight-hour volume warrant is met when there are eight or more hours in a typical day with mainline volumes of 300 vph or more and minor street volumes of 200 vph or more. Because the 85th percentile speed exceeds 40-mph on US Route 6, these minimum volumes can be reduced to 70%, or 210 and 140 vph. A review of the signal warrant analysis shows that the hourly volumes exceed these thresholds for more than eight hours in a typical day, and this warrant is met.

The “Other Factors” warrant is met when an engineering study indicates a need for all-way stop-control that is not addressed in the other warrants, and specifically includes the need to control left-turn conflicts. The high delay for northbound vehicles at this intersection is caused by the lack of available gaps to turn left on to NY Route 6. All-way stop-control would give left-turning vehicles the right of way to turn left regardless of mainline traffic volumes.

Left-Turn Lane Evaluation

A left-turn lane evaluation was completed for the site driveway intersections in conformance with AASHTO guidelines. These guidelines represent situations where a left-turn lane may be desirable, but not necessarily where a left-turn lane is needed.

A review of Figure 9-36 (a) in The Greenbook indicates that the left-turn lane criteria is satisfied at the west site driveway during the PM peak hour and the criteria is not satisfied at the west site driveway during the AM peak hour and at the east site driveway during the AM or PM peak hours. In addition to the guidelines outlined in Figure 9-36 (a), the AASHTO guidelines also state that left-turn lanes “should be established on roadways where traffic volumes are high enough or crash histories are sufficient to warrant them.”

US Route 6 along the project frontage generally experiences low traffic volumes (approximately 200 AM peak hour and 360 PM peak hour through vehicles), and the capacity analysis for the build condition indicates that westbound left-turning vehicles at the west site driveway during the PM peak hour will experience average vehicle delays of less than 8 seconds and v/c ratios of approximately 0.02, indicating that although the traffic volumes during the PM peak hour meet the guidelines, the actual delay that drivers will experience does not warrant construction of a westbound left-turn lane. The results of the left-turn lane evaluation are summarized in Attachment G.

A review of the crash history along the segment of US Route 6 between the I-84 Westbound Ramps and Old Greenville Turnpike shows 4 crashes occurred along this roadway segment during the three-year study period. Of the four crashes, one was related to a left-turning vehicle. The crash involved a southbound vehicle with an obstructed view turning left from the Elks Lodge Parking Lot, and a westbound vehicle traveling straight on US Route 6 that subsequently collided with a utility pole. The crash history does not support construction of a westbound left-turn lane on US Route 6.

Conclusions and Recommendations

Lansing Engineering has conducted a traffic impact evaluation to assess the potential traffic impacts associated with the development of a 4,816 sf 7-Eleven convenience store, a gas station with 12 gasoline fueling positions, and a separate area for heavy vehicles in the rear of the site with four diesel fueling positions and 17 parking spaces for combination trucks. Access to the site is proposed via two full access driveways on US Route 6 with the west driveway serving the gas station and the east driveway serving



the diesel fueling and heavy vehicle parking. The project is expected to be constructed and operational by 2027. Based on the evaluation, the following conclusions are noted:

- The proposed project is expected to generate 77 new vehicle trips during the weekday AM peak hour (41 entering and 36 exiting) and 76 new vehicle trips during the weekday PM peak hour (38 entering and 38 exiting).
- The level of service analysis indicates that good operations are maintained at the study area intersections during the AM and PM peak hours except for the US Route 6/I-84 Westbound Ramps intersection where the northbound approach currently experiences LOS F conditions in the PM peak hour due to the high volume of left-turns exiting the ramp onto US Route 6 westbound. A review of signal warrant criteria illustrates that the peak hour and four-hour warrant criteria are currently satisfied at the US Route 6/I-84 Westbound Ramps intersection. The following additional information is noted:
 - The latest three years of crash data does not illustrate a high volume of crashes that could be related to riskier driver behavior due to periods of longer delay.
 - The poor operating conditions in the current and future conditions are limited to the PM peak hour. The AM peak hour operates with substantially less average vehicle delay of 18.7 seconds in future build conditions.
 - During the PM peak hour, the site traffic represents 16.9% of the volume at this intersection during the Build condition, indicating that the non-site related traffic will continue to dominate the traffic volumes at this intersection.
- It is recommended that the applicant provide a fair share contribution towards future improvements at this intersection. As an interim measure, modification of the intersection control to all-way stop operation should be considered.
- The site driveways on US Route 6 will operate adequately as unsignalized intersections with single lanes entering and exiting the site. Signing should be provided along the project frontage to clearly direct heavy vehicles to the east driveway.

Please call with questions regarding the above evaluation.

Sincerely,

LANSING ENGINEERING, PC



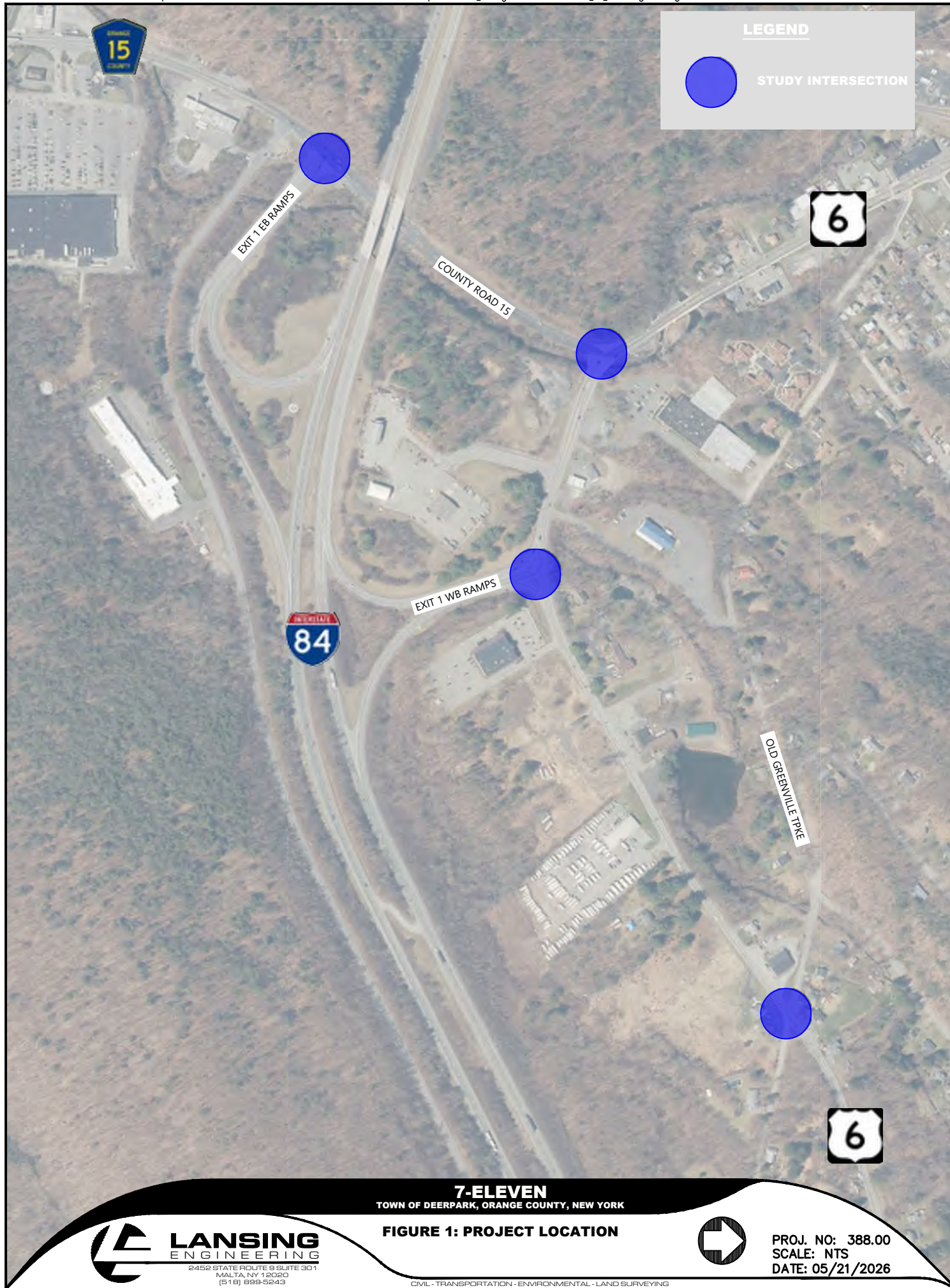
Wendy C. Holsberger, PE, PTOE, RSP1
Principal Engineer

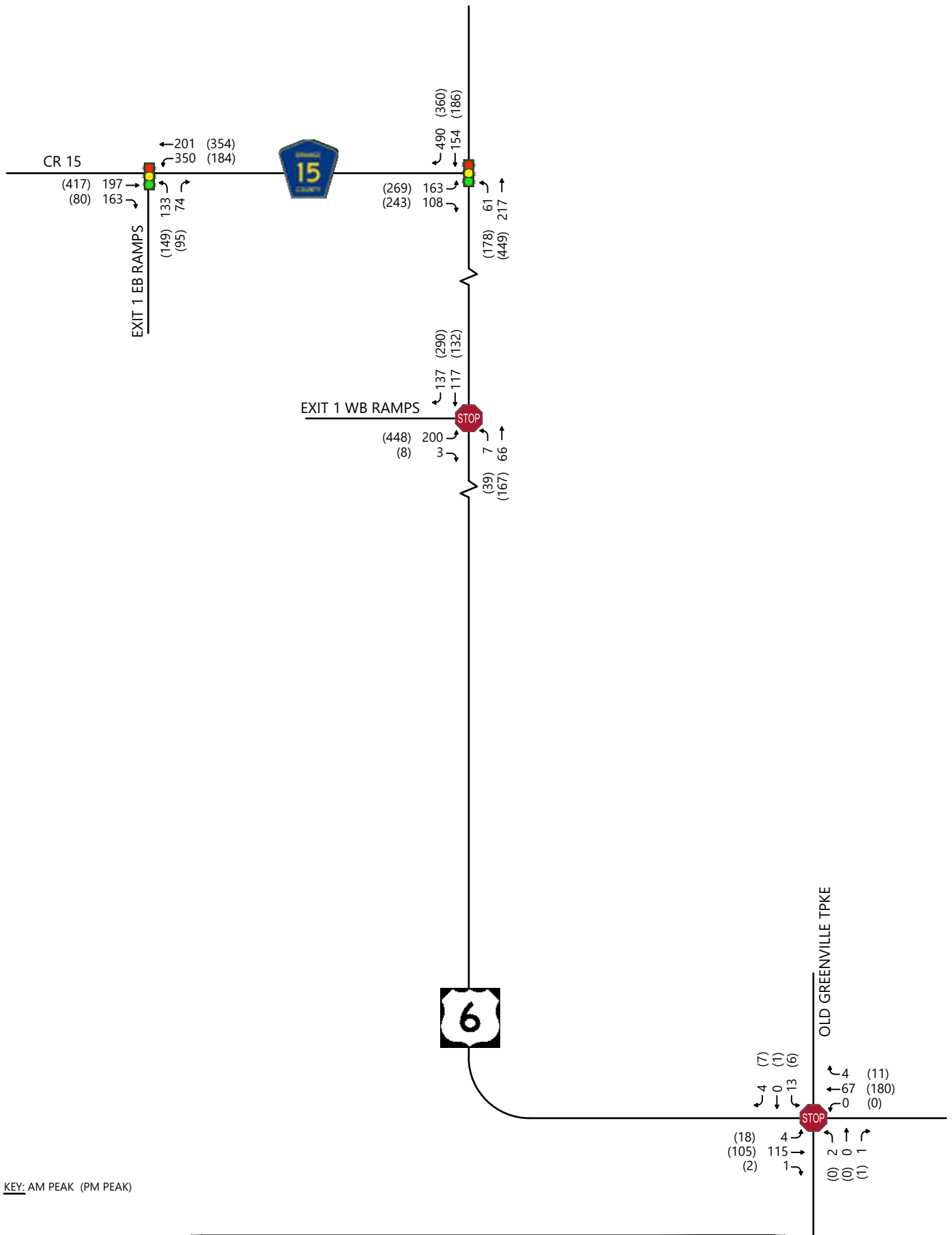


Alanna M. Moran, PE, PTOE
Principal Engineer

Attachments







KEY: AM PEAK (PM PEAK)

7-ELEVEN
TOWN OF DEERPARK, ORANGE COUNTY, NEW YORK

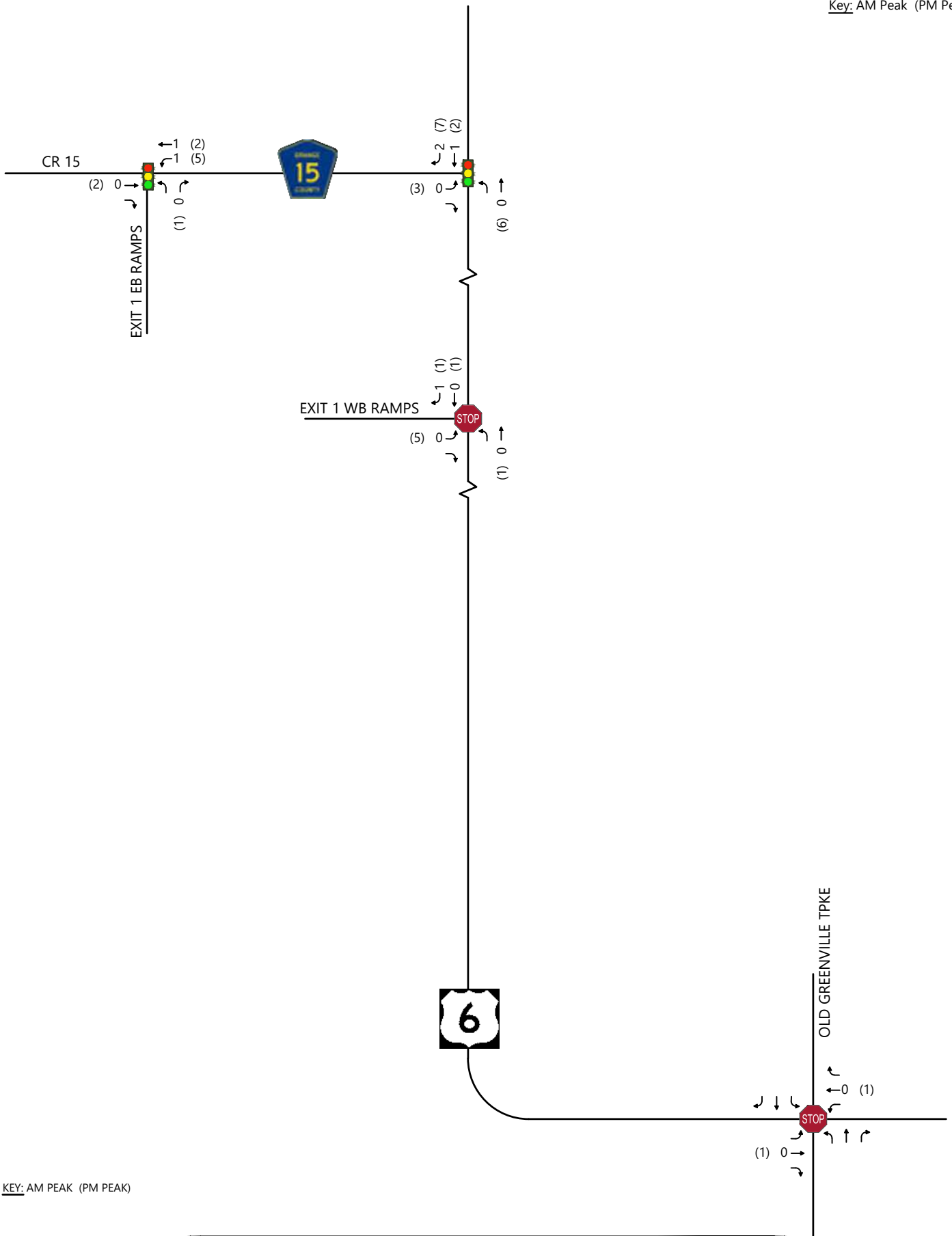


**FIGURE 2: 2026 EXISTING
TRAFFIC VOLUMES**



PROJ. NO: 388.00
SCALE: NTS
DATE: 05/21/2026

Key: AM Peak (PM Peak)



KEY: AM PEAK (PM PEAK)

7-ELEVEN
TOWN OF DEERPARK, ORANGE COUNTY, NEW YORK

**FIGURE 3: OTHER PLANNED
DEVELOPMENTS - TRIP
ASSIGNMENT**

LANSING
ENGINEERING
2452 STATE ROUTE 9 SUITE 301
MALTA, NY 12020
(518) 899-5243



PROJ. NO: 388.00
SCALE: NTS
DATE: 05/21/2026

CIVIL - TRANSPORTATION - ENVIRONMENTAL - LAND SURVEYING



LANSING
ENGINEERING

2452 STATE ROUTE 9 SUITE 301
MALTA, NY 12020
(518) 899-5243

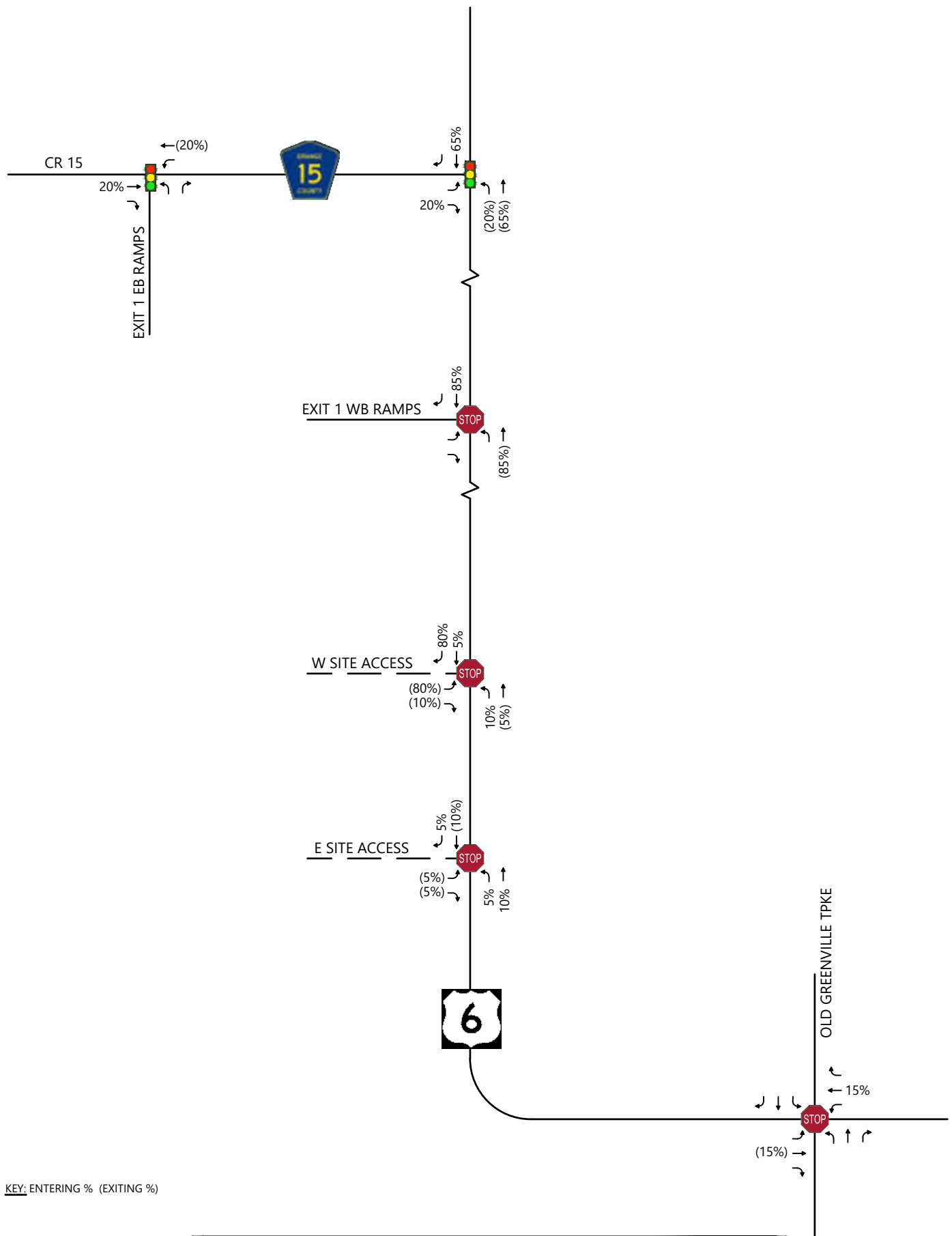
7-ELEVEN
TOWN OF DEERPARK, ORANGE COUNTY, NEW YORK

**FIGURE 4: 2027 NO-BUILD
TRAFFIC VOLUMES**

CIVIL - TRANSPORTATION - ENVIRONMENTAL - LAND SURVEYING



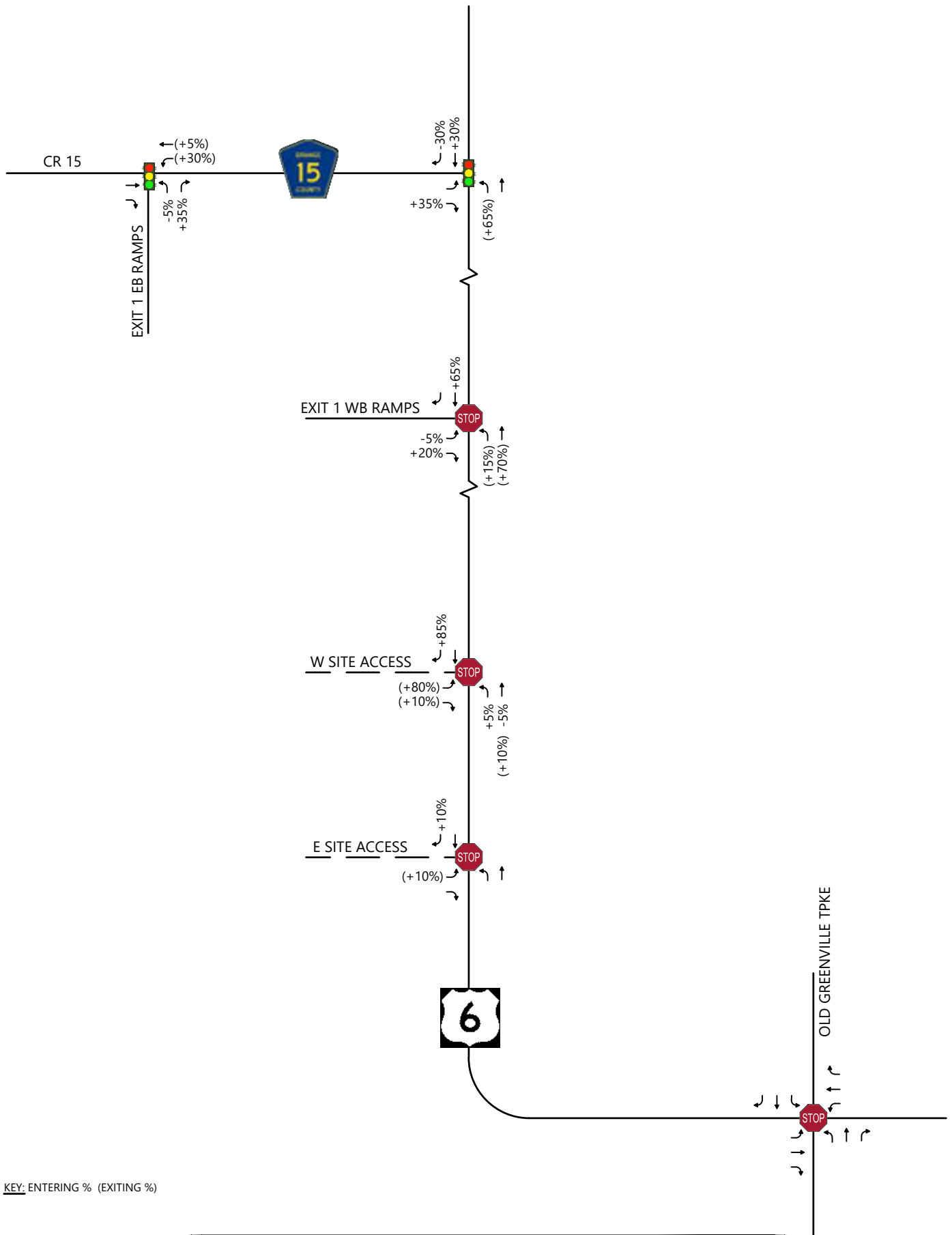
PROJ. NO: 388.00
SCALE: NTS
DATE: 05/21/2026



7-ELEVEN
TOWN OF DEERPARK, ORANGE COUNTY, NEW YORK

**FIGURE 5: PRIMARY TRIP
DISTRIBUTION**





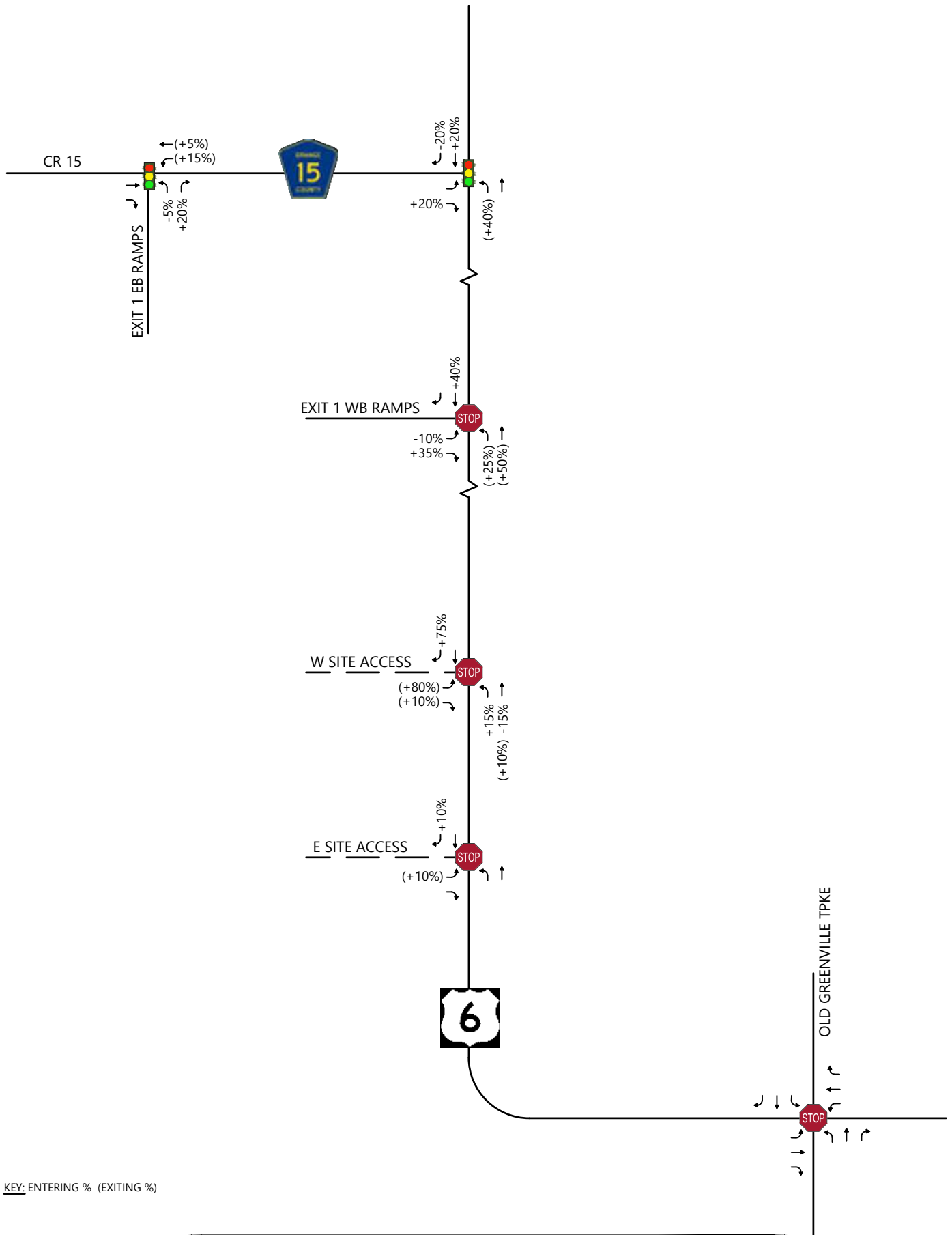
7-ELEVEN
TOWN OF DEERPARK, ORANGE COUNTY, NEW YORK



**FIGURE 6: PASS-BY
TRIP DISTRIBUTION -
AM PEAK HOUR**



PROJ. NO: 388.00
SCALE: NTS
DATE: 05/21/2026



KEY: ENTERING % (EXITING %)

7-ELEVEN
TOWN OF DEERPARK, ORANGE COUNTY, NEW YORK

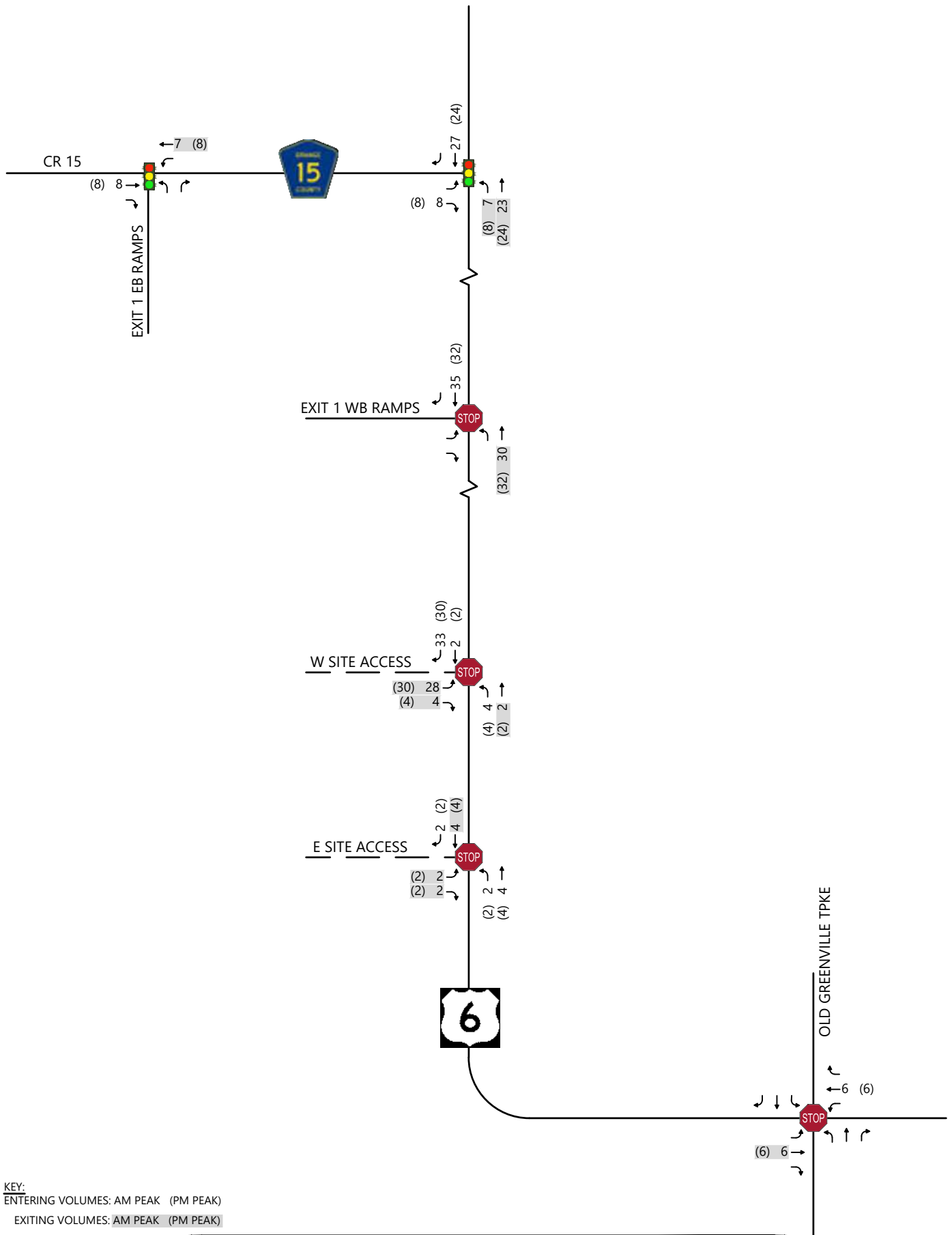


**FIGURE 7: PASS-BY
TRIP DISTRIBUTION -
PM PEAK HOUR**



PROJ. NO: 388.00
SCALE: NTS
DATE: 05/21/2026

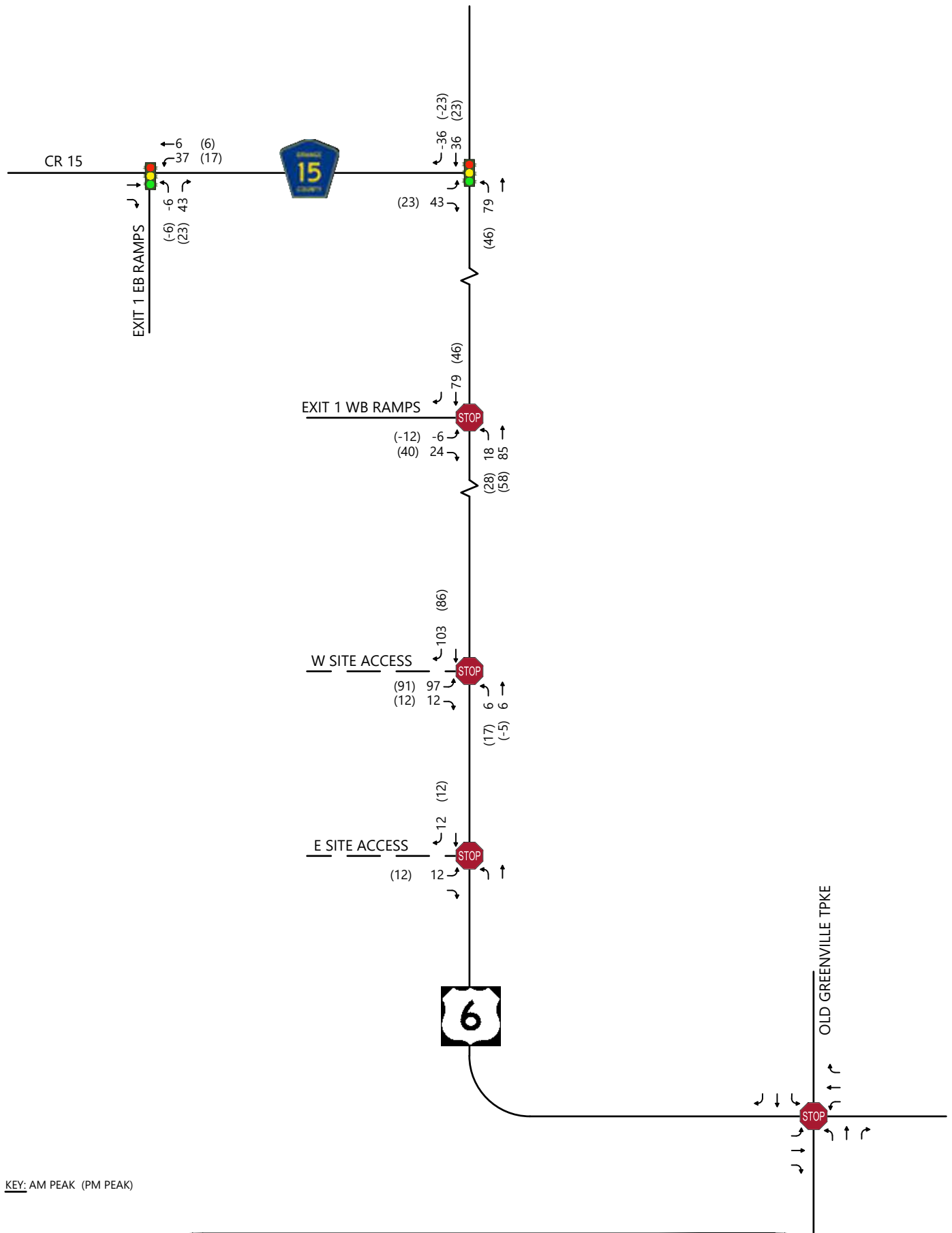
CIVIL - TRANSPORTATION - ENVIRONMENTAL - LAND SURVEYING



7-ELEVEN
TOWN OF DEERPARK, ORANGE COUNTY, NEW YORK

**FIGURE 8: PRIMARY TRIP
ASSIGNMENT**





KEY: AM PEAK (PM PEAK)

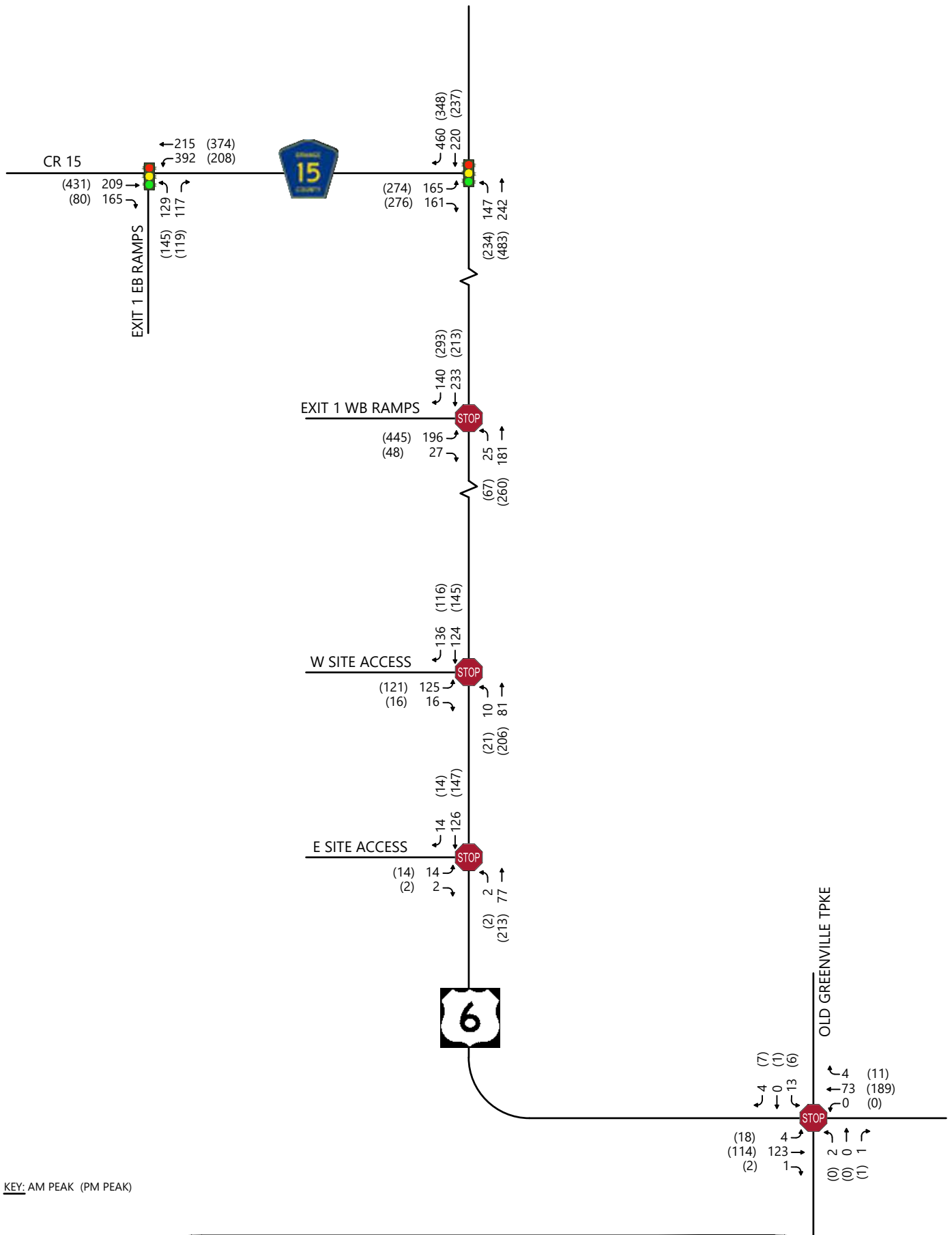
7-ELEVEN
TOWN OF DEERPARK, ORANGE COUNTY, NEW YORK



**FIGURE 9: PASS-BY
TRIP ASSIGNMENT**



PROJ. NO: 388.00
SCALE: NTS
DATE: 05/21/2026



KEY: AM PEAK (PM PEAK)

7-ELEVEN
TOWN OF DEERPARK, ORANGE COUNTY, NEW YORK

**FIGURE 10: 2027 BUILD
TRAFFIC VOLUMES**



APPENDIX 13

Comprehensive Plan Narrative

**TOWN OF DEERPARK
COMPREHENSIVE PLAN NARRATIVE
for the
7-ELEVEN CONVENIENCE STORE WITH FUEL SALES PROJECT
in the Town of Deerpark, New York**

June 2026

Project Description:

LaSalleRoad Companies, LLC (“LaSalleRoad” or the “Applicant”) proposes to redevelop the property located at 26 Route 6, in the Town of Deerpark, Orange County, New York, with a modern 7-Eleven convenience store and associated fueling facilities (the “Project”). The Applicant has applied to the Town of Deerpark Planning Board (the “Planning Board”) for site plan approval for the Project, which is located on a single tax map parcel identified as Section 57, Block 2, Lot 15, containing approximately 12.3± acres (the “Property” or the “Site”). The Property is a vacant, formerly developed parcel located in the Town's Interchange Business (“IB”) zoning district at the U.S. Route 6 / Interstate 84 interchange. The Project consists of a one-story, approximately 4,816 SF convenience store building, a fueling canopy with six (6) multi-product dispensers, a separate high-speed diesel canopy with four (4) lanes along the rear of the Property, an on-site well and septic system, three on-site stormwater management areas, 34 parking spaces, landscaping, and site lighting.

Project Consistency with the Town of Deerpark Comprehensive Plan

The Project is consistent with the 2003 Town of Deerpark Comprehensive Plan (the “Plan”) because:

- (1) The Property is located in the Interchange Business (IB) zoning district at the U.S. Route 6 / Interstate 84 interchange, which the Plan expressly identifies as one of the Town's four basic categories of existing development warranting dedicated zoning treatment;
- (2) The Project will contribute substantially to the Town's economic development goals for the Route 6 corridor, which the Plan specifically identifies as a priority economic development location; and
- (3) The Project is designed to comply with the Town of Deerpark Zoning Law.

The Plan was adopted by the Town of Deerpark Town Board on June 2, 2003, having been prepared by Shepstone Management Company for the Town of Deerpark Planning Board and Town Board, and was developed with the goal of providing long term policies for the future development and preservation of the Town. The Plan is organized into six chapters: (1) Background Studies; (2) Goals and Objectives; (3) Plans (Land Use and Economic Development, Transportation, and Community Facilities and Services); (4) Summary and Implementation; (5) Environmental Impact; and (6) Appendices. The Plan constitutes the operative policy framework against which the Planning Board's site plan determination must be measured under New York Town Law § 272-a.

One of the primary recommended actions of the Plan was the updating of the Town's Zoning Law to address the four basic categories of existing development in the Town. The Plan expressed this directive as follows:

The Town should adapt its zoning districts to the four basic categories of existing development (hamlets, residential clusters, highway interchange, and rural low density), with a fifth classification for new economic development in the form of a floating planned unit development zone and a sixth zone to protect the Delaware River corridor.

The Town has carried this directive forward in its current Zoning Law through the IB (Interchange Business) zoning district, which applies to the highway interchange area at U.S. Route 6 and Interstate 84 where the Site is located. The proposed convenience store with fuel sales is a permitted use within the IB district, and the Project is designed to comply with the Zoning Law for site plan approval purposes.

The Plan further underscores the defining role that the I-84 corridor plays in shaping the Town's development trajectory:

Interstate I-84 serves as the principal transportation artery through the region and has inextricably linked the Town's future to that of adjoining Tri-State communities.

One of the central land use goals of the Plan is to:

Provide sufficient space in appropriate locations for a variety of agricultural, residential, recreational, commercial and industrial uses and open space, both public and private, to ensure a balanced local economy and a balanced tax base.

The subject parcel, which is a vacant, formerly developed lot in the Town's highway interchange zoning district at the immediate boundary with the City of Port Jervis, is precisely the “appropriate location” for a commercial use as contemplated by the Plan. Approval of the proposed Project directly fulfills the Plan's mandate to maintain sufficient commercial space to support a balanced local tax base.

The Plan also expresses an unambiguous “guide development” rather than “stop development” philosophy for commercial development in appropriate locations:

The Town also . . . wishes to afford wide latitude in the location of new development and respect the rights of all landowners to pursue economic opportunities. The Town intends to guide development through its Zoning Law, not stop it or send it elsewhere. Flexible land use regulations that allow the Town to exercise reasonable control over the impacts of such development while preserving private property rights are essential in this regard. The Town of Deerpark's goal is to raise the quality of development, while providing opportunities to pursue it and also protecting the rights of adjoining landowners.

The Project directly advances this policy and goal. The Applicant is exercising its right to pursue an economic opportunity on a parcel located in the Town's highway interchange commercial district and is doing so through a high-quality 7-Eleven development designed to meet or exceed the Town's site planning standards. The Planning Board's role under the Plan is to “guide

development” through site plan review, not to prevent commercial development from occurring in an appropriately zoned commercial location.

Most significantly for purposes of this Project, the Plan expressly identifies the Route 6 corridor as a priority economic development location for the Town:

Identify an economic development zone along the Route 6 or Route 209 corridor where businesses can grow and develop using financial and tax incentives from the New York State Empire Zone program or similar concepts. The Westbrookville area, the concrete plant site on Route 209 and the Route 6 area next to the City all offer possibilities.

The Property, situated at the I-84 / Route 6 interchange immediately adjacent to the City of Port Jervis, is one of the specific locations the Plan identifies as offering possibilities for economic development. The proposed 7-Eleven convenience store and fueling station is precisely the type of commercial use the Plan envisions for this corridor: a high-quality, nationally recognized business that generates economic activity, creates employment, serves the traveling public at a major regional transportation node, and operates under modern environmental and operational standards.

Specific economic development goals from the Comprehensive Plan that the Project supports are:

1. *Provide for future economic development of the Town of Deerpark.*

The Project will redevelop a vacant, blighted parcel into a productive commercial use that generates property tax and New York State and local sales tax revenue, creates permanent employment for Town residents (typical 7-Eleven staffing includes a manager plus two to four employees per shift, operating 24 hours a day), and supports additional indirect employment through construction, fuel and product deliveries, and ongoing site services. The Project also reduces the need for Town residents and visitors to travel outside the area for fuel and convenience goods, directly serving the Plan's economic development objective.

2. *Promote job-creating economic activity including, but not limited to those industries with small-scale land use impacts and high job growth potential (typically 1-9 employees at the outset).*

The Project is a small commercial use (one 4,816 SF building on a 12.3-acre Site) with concentrated employment per square foot. It satisfies the Plan's preference for businesses with “small-scale land use impacts and high job growth potential.”

3. *Identify key compatible businesses for development within designated economic growth areas and work with the County and the City of Port Jervis to provide economic incentives that will help attract those businesses.*

The proposed 7-Eleven, a nationally recognized commercial operator investing in the Town's designated Route 6 economic corridor immediately adjacent to the City of Port Jervis, is an excellent example of the “compatible business” the Plan envisions for the Town's economic growth areas.

4. *Consider architectural compatibility as the Town Planning Board reviews commercial project site plans.*

The proposed building reflects 7-Eleven's current generation of commercial architecture, designed to be respectful of the modern commercial character of the Route 6 / I-84 corridor. See the Preliminary Building and Canopy Renderings (Bohler Engineering, dated March 2, 2026), submitted as part of the Site Plan application.

5. *Provide for basic safety in all road designs by not allowing more than two roads or drives to intersect at any location, separating entrances, minimizing curb cuts and similar measures.*

The Project provides a single, full-access driveway on Route 6, consistent with NYSDOT access management practice and the Plan's access management directive. A NYSDOT Highway Work Permit will be obtained for any work within the Route 6 right-of-way.

6. *Incorporate stormwater management and erosion and sedimentation control planning requirements in both site plan and subdivision reviews.*

The Project will be developed under a comprehensive Stormwater Pollution Prevention Plan ("SWPPP") prepared in accordance with NYSDEC SPDES General Permit GP-0-25-001 and the New York State Stormwater Management Design Manual. Stormwater runoff will be collected and treated through three (3) on-site stormwater management areas before discharge to the on-site drainageway. Runoff from the fueling areas will be treated as "hot-spot" runoff with oil-water separation, all in accordance with NYSDEC standards.

7. *Use the Town's Floodplain Damage Prevention Law as a tool to steer development away from dangerous flood locations.*

The Project Site is located in FEMA Flood Zone X (minimal flood hazard) per FIRM Panel 36071C0381E (effective August 3, 2009). No Special Flood Hazard Area is present on the Site, and no FEMA floodplain development permit is required.

8. *Encourage new developments that function as extensions of City and hamlet development patterns, reflecting the historically mixed-use growth of the Town.*

The Route 6 / I-84 interchange area is the established commercial hub of the Town's built environment and functions as an extension of the adjoining City of Port Jervis commercial development pattern. Redevelopment of the subject parcel is precisely the type of commercial investment the Plan favors, allowing targeted reinvestment in an established commercial node, not encroachment on rural, agricultural, or environmentally sensitive areas of the Town.

Finally, the Plan recognizes the role of the I-84 interchange in the Town's transportation system and economic prospects, observing that:

The I-84 interchange is at the root of [the] problem [of access between the City and the Town]. . . . The resulting lack of access from Exit 1 of I-84 to the Town of

Deerpark has stifled economic development within the Town, distorting the tax base and depriving the Town of needed jobs. . . . The Town should work with the City, County, Norfolk and Southern Railway and New York State Department of Transportation to address these problems by seeking a comprehensive study of this problem area centered on dealing with I-84 interchange traffic.

The Project advances this Plan recognition by adding a high-quality commercial investment at the I-84 interchange itself, contributing to the tax base, supporting jobs, and providing a use that benefits from, and helps justify, the State's investment in the I-84 corridor.

Because the Project does not access public water or public sewer (the Site is served by a new on-site well with water treatment and an on-site septic system, both designed to Orange County Department of Health standards), the Project does not depend on, and will not be a burden to, any Town infrastructure extension. This is fully consistent with the Plan's acknowledgment that:

the Town cannot expect to achieve substantial economic development to balance its tax base and provide jobs unless it has access to sewer (and water) infrastructure.

By providing self-contained on-site water supply and wastewater treatment, the Project achieves the Plan's economic development objective without requiring the Town to bear any cost of new public infrastructure extension.

For the foregoing reasons, the Project is fully consistent with and directly advances the Town of Deerpark Comprehensive Plan, and approval by the Planning Board would carry forward the Plan's express direction to attract “compatible businesses” to the Route 6 corridor in order to “balance the Town tax base, provide new jobs closer to home for Town residents and reduce the need for travel outside of the region.” (Plan, § 3.1.1, p. 3-1.)

APPENDIX 14

Disadvantaged Communities Report

PROJECT 7-ELEVEN @ 26 ROUTE 6

Disadvantaged Communities Report

June 2026

Executive Summary

The purpose of this report is to assess, for purposes of the Town of Deerpark Planning Board's State Environmental Quality Review Act ("SEQRA") review as the designated lead agency, whether the proposed Project (defined below) will have a significant adverse impact on the designated disadvantaged community ("DAC") where the Project Site is located, including the commercial / highway-interchange corridor along U.S. Route 6 ("Route 6") between the Site and the Interstate 84 ("I-84") interchange that automobiles and trucks will predominantly use. Based on the analysis below, the Project will not result in any significant adverse pollution impacts on the DAC due to the existing character of the Project Site (a vacant, previously developed commercial parcel), the predominantly commercial / highway-oriented character of the Route 6 / I-84 interchange corridor that the Project's traffic will use, the modern environmental controls incorporated into the Project design (including double-walled underground storage tanks with continuous leak monitoring, CARB-certified vapor recovery, dark-sky-compliant lighting, and a Stormwater Pollution Prevention Plan prepared under NYSDEC SPDES General Permit GP -0-25-001), and the fact that the Project will improve existing conditions on a blighted parcel within the DAC.

Project Description

LaSalleRoad Companies, LLC ("LaSalleRoad" or the "Applicant") proposes to redevelop the property located at 26 Route 6, in the Town of Deerpark, Orange County, New York (the "Project Site" or "Site") with a modern 7-Eleven convenience store with associated fueling facilities (the "Project" or "7-Eleven Project"). The Site is a single tax map parcel identified as Section 57, Block 2, Lot 15, containing approximately 12.3± acres. The Project will be built in the Town's Interchange Business ("IB") zoning district, where convenience store and fueling station uses are permitted.

The Project consists of a one-story, approximately 4,816 square foot 7-Eleven convenience store building (Model 9350-CST CFL Gen 2 (SIPS)), a fueling canopy with six (6) multi-product dispensers for passenger vehicles adjacent to the store, and a separate high-speed diesel fueling canopy with four (4) lanes along the rear of the Property to serve truck traffic. Other improvements include an on-site well with water treatment system, an on-site septic system with reserve area, three (3) stormwater management areas, a trash enclosure and air compressor shed, landscaping, site lighting, signage, an air/vacuum machine, and 34 parking spaces.

Access to and from the Site will be from two full-access driveways on Route 6, designed in accordance with New York State Department of Transportation (“NYSDOT”) access management standards. From the Project Site the majority of Project traffic - including all tractor-trailer fuel deliveries and high-speed diesel customers - will travel on Route 6 to and from the Interstate 84 interchange located immediately south of the Site, approximately one-half mile to the I-84 on/off ramps.

The Project will not involve any on-site wastewater discharge to a public sewer. Wastewater (approximately 1,200 gallons per day of sanitary wastewater) will be discharged to an on-site septic system designed to Orange County Department of Health standards. Water (approximately 1,200 gallons per day) will be obtained from a new on-site well with water treatment, also designed to Orange County Department of Health standards.

The 7-Eleven Project is entirely consistent with the existing and planned commercial / highway-oriented character of the area where the Site is located along the Route 6 / I-84 interchange corridor in the IB zoning district. Adjacent and nearby uses include Schields Tire Service to the east, a retail commercial property to the west, and the I-84 interstate highway with on/off ramps to the south. New residential uses are not the principal use type of the IB district, and there are few existing residential uses located along Route 6 between the Site and the I-84 interchange. The Site is situated with immediate access to Route 6 and nearby access to I-84 to significantly advance the Town's purposes for the IB zoning district with minimal impacts to the Town, residential and agricultural areas in the Town, or the environment.

Compared to the existing conditions on the Site, a vacant, blighted parcel with remnant asphalt and pavement from prior development now obscured by volunteer vegetation, and an abandoned well to be properly decommissioned, the Project will represent a substantial improvement by restoring an underutilized parcel to productive commercial use with modern environmental controls. In this context, the 7-Eleven Project is entirely consistent with, and will improve, the immediately surrounding IB zoning district community character.

Overall, the 7-Eleven Project's location and proposed use are entirely consistent with official planning goals where the Site is located. Based on the 2003 Town of Deerpark Comprehensive Plan (the “Plan”), the Plan expressly identifies the Route 6 corridor in the vicinity of the City of Port Jervis as one of the Town's priority locations for economic development, and recognizes the highway interchange area as one of the four basic categories of existing development warranting dedicated zoning treatment. (Plan, §§2.1.5 and 3.1.2(C).) The IB zoning district carries forward that planning policy. The Project's consistency with the Plan is further discussed in the separately submitted Comprehensive Plan Narrative.¹

¹ Town of Deerpark Comprehensive Plan §§ 2.1.5 (identifying the Route 6 corridor adjoining the City of Port Jervis as a potential economic development location), 3.1.2(C) (directing the Town to “adapt its zoning districts to the four basic categories of existing development (hamlets, residential clusters, highway interchange, and rural low density)”) (adopted June 2, 2003).

Designated Disadvantaged Community

New York's Climate Leadership and Community Protection Act (“CLCPA”), New York Environmental Conservation Law Article 75, established the Climate Justice Working Group (“CJWG”) comprised of representatives from environmental justice communities, the New York State Departments of Environmental Conservation (“NYSDEC”), Health and Labor, and the New York State Energy Research and Development Authority (“NYSERDA”).² The CJWG was charged with developing criteria for identifying disadvantaged communities (“DACs”) and developing a list of such communities in New York State. The CJWG finalized the DAC criteria on March 27, 2023, identifying approximately 35% of New York's census tracts (1,721 of 4,918 census tracts) as Geographic DACs.³

Portions of the Town of Deerpark and the immediately adjoining City of Port Jervis, including the Project Site and the Project's primary traffic route along Route 6 to the I-84 interchange, have been designated by the CJWG as a DAC. The Disadvantaged Community Assessment Tool maintained by NYSDEC identifies the census tract encompassing the Project Site as a DAC with comparatively higher burdens and vulnerabilities than other census tracts in New York State.⁴ The Census Tract for this DAC is 36071011601. The DAC area includes the IB zoning district established by the Town for highway-oriented commercial uses where the Site is located, and continues across the municipal boundary into the City of Port Jervis along the Route 6 corridor.

1. This is the DAC area for the area as depicted in the Disadvantaged Community Assessment Tool provided by NYSDEC.



² Climate Leadership and Community Protection Act, ch. 106, 2019 N.Y. Laws (codified at N.Y. Env'tl. Conserv. Law art. 75).

³ See N.Y. ECL § 75-0111 (establishing the Climate Justice Working Group and prescribing its membership); New York State Climate Justice Working Group, Final Disadvantaged Communities Criteria (adopted Mar. 27, 2023), available at <https://climate.ny.gov/resources/disadvantaged-communities-criteria/>.

⁴ New York State Disadvantaged Community Assessment Tool, available at <https://storymaps.arcgis.com/stories/7f0ffdde675e4e3788632c1b4cce6c0a>. The Project Site is located in Census Tract 36071011601 (Town of Deerpark / City of Port Jervis, Orange County, New York).

2. This is the Town of Deerpark's IB zoning district in the interchange area and along the Route 6 corridor.



Based on the DAC Assessment Tool, the census tract encompassing the Project Site exhibits the following percentile rankings on the CJWG indicators (each shown as the tract's percentile relative to all other New York State census tracts, where 100% reflects the highest burden or vulnerability):

Population Characteristics & Vulnerability: Health Impacts & Burdens: Asthma Emergency Department visits, 67th percentile; COPD Emergency Department visits, 93rd percentile; Heart attack (MI) hospitalization, 95th percentile; Low birthweight, 80th percentile; Percent adults age 65+, 61st percentile; Percent with disabilities, 94th percentile; Percent without health insurance, 79th percentile; Premature deaths, 63rd percentile.⁵

Population Characteristics & Vulnerability: Housing, Mobility, Communications: Energy poverty / cost burden, 94th percentile; Homes built before 1960, 17th percentile; Housing cost burden (rental), 36th percentile; Manufactured homes, 92nd percentile; Percent renter-occupied homes, 24th percentile; Percent without internet (home or cellular), 66th percentile.⁶

Environmental Burden & Climate Change Risk: Land Use & Historic Discrimination: Active landfills, 0th percentile; Housing vacancy rate, 67th percentile; Industrial / manufacturing / mining land uses, 69th percentile; Major oil storage facilities, 0th percentile; Municipal waste combustors, 0th percentile; Power generation facilities, 0th percentile; Regulated Management Plan (chemical)

⁵ See New York State Climate Justice Working Group, Final Disadvantaged Communities Criteria - Indicator Dataset (statewide percentile rankings), available at <https://climate.ny.gov/resources/disadvantaged-communities-criteria/>.

⁶ *Id.*

facilities, 10th percentile; Remediation sites, 57th percentile; Scrap metal processing, 0th percentile.⁷

Environmental Burden & Climate Change Risk: Potential Climate Change Risk: Agricultural land use, 55th percentile; Coastal flooding and storm risk, 0th percentile; Driving time to urgent / critical care, 89th percentile; Extreme heat projections, 52nd percentile; Inland flooding risk areas, 79th percentile.⁸

The DAC indicator profile reflects a community with elevated public-health vulnerability, elevated energy cost / poverty burden and manufactured-housing prevalence, elevated housing vacancy, elevated industrial / manufacturing / mining land use, and elevated inland flooding and driving-time-to-urgent-care risks. By contrast, the indicators directly relevant to the Project's potential pollution pathways, active landfills, major oil storage facilities, municipal waste combustors, power generation facilities, RMP facilities, and scrap metal processing, are at or near the 0th percentile in this census tract, confirming that the DAC's pollution-burden profile is not driven by the kinds of large-scale industrial or fuel-handling facilities with which the Project could compound. The Regulated Management Plan (chemical) facility indicator (10th percentile) and remediation sites indicator (57th percentile) are the most relevant comparator indicators, and the Project's modern UST design and operational controls, described below, are specifically engineered to avoid contributing to these pollution categories.

The Project will be fully consistent with the existing commercial / highway-oriented character of the IB zoning district where the Site is located. Moreover, compared to the existing condition of the Site within the DAC, the Project will represent an overall improvement within the DAC by restoring the Site to productive use under modern regulatory standards.

DAC and SEQRA Review

For the Planning Board's review of the Project pursuant to the New York State Environmental Quality Review Act, ECL Article 8, and its implementing regulations in 6 NYCRR Part 617 (collectively, "SEQRA"), this report evaluates the potential impacts of the Project on the designated DAC where the Site is located, which also includes the primary travel corridor along Route 6 through which Project traffic will travel.

Effective in December 2024, legislative changes to the SEQRA law addressed the need for consideration of DACs through the addition of the following bolded language in ECL § 8-0109(4):

“As early as possible in the formulation of a proposal for an action, the responsible agency shall make an initial determination as to whether an environmental impact statement need be prepared for the action. In making such determination for any proposed action the responsible agency shall consider whether such action may cause or increase a

⁷ *Id.*

⁸ *Id.*

disproportionate pollution burden on a disadvantaged community that is directly or significantly indirectly affected by such action. When an action is to be carried out or approved by two or more agencies, such determination shall be made as early as possible after the designation of the lead agency.”

“Pollution,” as the term is used in the new language added to ECL § 8-0109(4), has the same definition as provided in ECL § 1-0303(19):

“‘Pollution’ shall mean the presence in the environment of conditions and or contaminants in quantities of characteristics which are or may be injurious to human, plant or animal life or to property or which unreasonably interfere with the comfortable enjoyment of life and property throughout such areas of the state as shall be affected thereby.”

On April 24, 2026, NYSDEC adopted amendments to 6 NYCRR Part 617 to implement this new provision of the SEQRA law.⁹ The amended regulations were filed with the Secretary of State to be published in the New York State Register on May 13, 2026 and became effective on June 12, 2026. The amendments require agencies, in making a determination pursuant to 6 NYCRR § 617.7(c) as to whether a project may result in a significant adverse impact to the environment, to consider whether the project:

“may cause or increase a disproportionate pollution burden on a disadvantaged community that is directly or significantly indirectly affected by such action.”

NYSDEC also added DAC-focused questions to Parts 1 and 2 of the Full Environmental Assessment Form (“FEAF”). The amended FEAF Part 2 includes a new Section 19 for agencies to use in their SEQRA review pursuant to 6 NYCRR § 617.7(c) of the potential impacts of a proposed action and its avoidance / minimization measures on DACs. The amended FEAF Part 2 would require agencies to identify as a threshold matter whether a project may impact a DAC. If the answer is “yes,” agencies must answer several questions regarding whether the project, including its proposed measures to avoid or minimize potential impacts, may have “no to minimal impact” on the DAC or a “moderate to large impact” on the DAC. For every potential “moderate to large impact” identified for a proposed action and its measures to avoid or minimize impacts, the agency must then determine and explain whether any remaining impact would potentially be a “significant adverse impact” that requires the preparation of an environmental impact statement for further evaluation of those impacts.

For the Planning Board's SEQRA review of the potential impacts of the Project on the DAC, this report follows the new and amended provisions of 6 NYCRR Part 617 and the related amendments to FEAF Parts 1 and 2, including the guidance NYSDEC has provided in connection with the

⁹ See NYSDEC, Notice of Adoption: State Environmental Quality Review (Apr. 24, 2026), filed for publication in the N.Y. State Register issue of May 13, 2026 (effective June 12, 2026), available at <https://dec.ny.gov/regulatory/regulations/proposed-emergency-recently-adopted-regulations/state-environmental-quality-review-act-regulatory-revisions>.

rulemaking package.¹⁰ For the reasons discussed below, LaSalleRoad respectfully submits that the Project will not have a significant adverse impact on the DAC where the Site is located.

FEAF Part 1 - Potential Direct or Indirect Impacts from the Project on the DAC

As noted above, the Project Site is located in a DAC and has the potential for limited impacts on the DAC during construction and operations.

The Project is not a manufacturing facility, hazardous waste generation or treatment facility, or a solid waste management facility. It will not require any NYSDEC air emission permits or air registrations under 6 NYCRR Part 201. Pursuant to NYSDEC regulations, any vehicle idling on-site is not permitted for longer than five (5) minutes. Based on the Project's lighting plan, minimal spill will occur off the Site at the property line, and all lights will be downward-directed, full-cutoff, and “dark sky” compliant. As noted in the FEAF Part 1, the Project will generate a limited amount of solid waste (estimated at 1-2 tons per month during operations), which will be hauled offsite by a private carting business and disposed of at the Orange County Transfer Station in accordance with NYSDEC regulatory requirements. No waste will be disposed of on the Project Site. The Project will not generate any radiation, and its wastewater (limited to sanitary wastewater of approximately 1,200 gallons per day) will be treated by an on-site septic system designed to Orange County Department of Health standards. Accordingly, no more than minimal direct or indirect impacts on the DAC from the Project are expected from these sources of “pollution.”

Stormwater from the Project during construction and operation will be regulated pursuant to NYSDEC's General Permit GP-0-25-001 for stormwater discharges and a Stormwater Pollution Prevention Plan (“SWPPP”) prepared in accordance with the New York State Stormwater Management Design Manual. Stormwater runoff from the fueling areas will be collected and treated separately as “hot-spot” runoff with on-site oil-water separation and additional water-quality treatment structures, all in accordance with the NYSDEC Stormwater Design Manual. Accordingly, only minimal impacts from these potential sources of “pollution” are reasonably anticipated.

The underground storage of petroleum products at the Site will be regulated under NYSDEC Petroleum Bulk Storage (“PBS”) regulations at 6 NYCRR Part 613 (registration, design, installation, testing, monitoring, recordkeeping, and reporting). The Project will use modern, double-walled USTs with secondary containment, continuous electronic interstitial monitoring, automatic tank gauging, overfill protection, emergency shut-off devices, and 24/7 remote third-party leak-detection monitoring. CARB-certified Stage I (and, where required, Stage II) vapor recovery systems will control vapors from fueling operations. A Spill Prevention, Control, and

¹⁰ See NYSDEC, Regulatory Impact Statement, Part 617 Rulemaking - Guidance Appendix C (Jan. 2025), available at <https://dec.ny.gov/sites/default/files/2025-01/part617risguidanceappc.pdf>; NYSDEC, Disadvantaged Community Assessment Tool Methodology, Part 617 Rulemaking - Appendix A (Jan. 2025), available at <https://dec.ny.gov/sites/default/files/2025-01/part617risdactoolappa.pdf>.

Countermeasure (“SPCC”) Plan will be prepared as required.¹¹ These measures, in combination with the substantial unsaturated zone documented by the on-site geotechnical investigation (no groundwater encountered to depths of 16 feet below existing grade in any of six soil borings, per Whitestone Associates Engineering & Geology, PLLC, December 11, 2025), are designed to avoid any release of petroleum products into the DAC environment.¹²

For these reasons LaSalleRoad provides the following recommendations for the Planning Board's review of the FEAF Part 2 for the Project.

FEAF Part 2 - Evaluation of Potential Impacts from the Project on the DAC

The FEAF Part 2 will be completed by the Planning Board for the Project, and the Board will use the new Section 19 of FEAF Part 2 for DACs to evaluate the potential impacts of the Project on the DAC. To assist the Planning Board in its SEQRA review of the Project's potential impacts on the DAC, LaSalleRoad provides the following recommended responses to the questions posed in Section 19 of FEAF Part 2 for DACs:

Question 19(a) - Is the potentially affected disadvantaged community identified as having comparatively higher burdens or vulnerabilities by the Disadvantaged Community Assessment Tool?

Yes. The DAC where the Project is located is identified as having comparatively higher burdens and vulnerabilities by the NYSDEC Disadvantaged Community Assessment Tool, as documented by the indicator percentile rankings set forth above under “Designated Disadvantaged Community.” The principal vulnerabilities elevated by the Tool for this tract relate to public health, energy-cost burden, manufactured-housing prevalence, housing vacancy, and inland flooding / driving-time to urgent care. These vulnerabilities are not exacerbated by the kind of use proposed by the Project.

Question 19(b) - The proposed action may create new air emissions or increase existing air emissions within a disadvantaged community.

Air emissions of criteria air pollutants generated by the Project will not result in any significant adverse impact on the DAC where it is located from on-site operations or from vehicle and truck traffic along the commercial / highway-oriented corridor along Route 6 to I-84 where most Project traffic will travel.

The Project is not a major stationary source of air emissions and does not require an air quality permit under 6 NYCRR Part 201. The principal on-site air-emission pathways are (i) vapors from fueling operations (controlled by CARB-certified Stage I, and where required Stage II, vapor

¹¹ 6 NYCRR Part 613 (Petroleum Bulk Storage); see also N.Y. Env'tl. Conserv. Law art. 17, tit. 10 (Control of the Bulk Storage of Petroleum).

¹² Whitestone Associates Engineering & Geology, PLLC, Report of Preliminary Geotechnical Investigation, 26 Route 6, Town of Deerpark, N.Y., Project No. GJ2522914.Y00 (Dec. 11, 2025) (submitted with the SEQRA EAF Narrative).

recovery systems as required by federal and state regulations) and (ii) mobile source emissions from customer vehicles and the limited number of truck deliveries (approximately two box-truck deliveries per day, a maximum of two tractor-trailer visits per week, and fuel deliveries approximately every other day, with delivery scheduling designed to avoid peak traffic hours). NYSDEC vehicle idling regulations limit any idling to five (5) minutes.

With respect to mobile source emissions, the Site is located at the U.S. Route 6 / Interstate 84 interchange, where ambient air quality is dominated by the very high background mobile-source emissions from the I-84 interstate and the Route 6 arterial corridor. The incremental mobile-source emissions attributable to the Project are expected to be small relative to background, particularly because a substantial portion of the Project's customer base is expected to consist of pass-by traffic (vehicles already traveling on Route 6 and I-84 that divert to the Project Site and then return to the same corridor) rather than new vehicle trips.

Compared to the existing condition of the Site, the Project will add modest, well-controlled emissions that are typical of, and consistent with, the existing commercial / highway-oriented character of the IB district. Accordingly, the Project will not result in any significant adverse impact to air quality in the DAC where the Project is located and through which Project traffic will travel along Route 6 to I-84.

Question 19(c) - The proposed action may create new wastewater treatment or discharges, or expand existing wastewater treatment or discharges, within a disadvantaged community.

As noted above, the Project will not connect to a public sewer. Wastewater from the Project (approximately 1,200 gallons per day of sanitary wastewater only) will be treated by a new on-site septic system designed to Orange County Department of Health standards, including a septic tank, dosing pump, grease trap to pretreat wastewater from the convenience store, distribution field, and a reserve / expansion area as depicted on the Utility Plan (Sheet C-501). Percolation rates documented in the on-site geotechnical investigation ranged from 1.0 min/in or less in four test pits to 60 min/in in one location, and the septic system has been sited in areas where on-site treatment is feasible. The septic system is subject to review and approval by the Orange County Department of Health prior to installation.

Because the Project's wastewater is limited to sanitary wastewater and will be treated and dispersed entirely on-site under Orange County Department of Health supervision, the Project does not create or expand any centralized wastewater treatment plant or surface discharge in the DAC. Accordingly, the Project will have no more than a minimal impact on the DAC from wastewater treatment or discharges.

Question 19(d) - The proposed action creates or expands a solid or hazardous waste management facility, or involves the generation of solid or hazardous waste, within or near a disadvantaged community.

As reflected in the FEAF Part 1 submitted by LaSalleRoad, the Project will not result in the generation of any hazardous waste and will not be a solid waste management facility. Per the FEAF Part 1, the Project will generate an estimated 1-2 tons per month of solid waste during operations that will be hauled offsite and disposed of by a private carting business at the Orange County Transfer Station, a licensed and permitted solid waste management facility subject to NYSDEC permit requirements. No waste will be disposed of on the Project Site. Eligible construction materials (wood, metal, etc.) will be recycled, and the operating business will recycle in accordance with applicable requirements. Accordingly, the Project will have no more than a minimal impact on the DAC from solid or hazardous waste.

Question 19(e) - The proposed action may increase traffic within a disadvantaged community.

The Project will result in a modest increase in traffic within the DAC along the immediately adjacent Route 6 / I-84 interchange corridor, but will not result in any significant adverse impact to the DAC. Almost all of the Project's truck traffic will travel on the short segment of Route 6 between the Project's driveway and the I-84 interchange on/off ramps located immediately adjacent to the Site, and the Project will include a single, full-access driveway on Route 6 designed in accordance with NYSDOT access management standards.

A NYSDOT Highway Work Permit will be required for any work within or affecting the Route 6 right-of-way, including the new driveway access. LaSalleRoad will consult with NYSDOT, as the agency with jurisdiction over Route 6, regarding any traffic-related approvals or improvements required for the Project. As a result of this NYSDOT review, the geometry, signing, and any signalization-related improvements at the Site driveway will be designed to NYSDOT's satisfaction, helping ensure that no significant adverse impact on the DAC from Project-generated traffic will occur.

Compared to the existing condition of the Site, which generates zero trips as a vacant parcel, the Project will add traffic, but in a corridor whose existing trip volumes are dominated by the very high background traffic on Route 6 and I-84 immediately adjacent to the Site. Accordingly, the Project will not result in any significant adverse impacts on traffic in the DAC.

Question 19(f) - The proposed action affects or involves one or more of the following facility types: landfill; other industrial, manufacturing, or mining land uses; major oil or chemical bulk storage facility; municipal waste combustor; power generation facility; risk management plan site; remediation site; or scrap metal processor.

The Project will store petroleum products in underground storage tanks with an aggregate capacity of approximately 167,000 gallons of gasoline, diesel, and diesel exhaust fluid. This bulk storage qualifies the Project as a "petroleum bulk storage" facility under NYSDEC Petroleum Bulk Storage ("PBS") regulations at 6 NYCRR Part 613, which require registration, design, installation, monthly monitoring, testing, recordkeeping, and reporting. The Project does not involve a landfill;

manufacturing or mining land use; municipal waste combustor; power generation facility; risk management plan (“RMP”) facility under 40 CFR Part 68; remediation site; or scrap metal processor.

The DAC indicator profile from the DAC Assessment Tool, summarized above, confirms that this census tract has near-0th-percentile burdens from the most directly comparable land-use categories (“Major Oil Storage Facilities” 0th percentile, “Power Generation Facilities” 0th percentile, “Municipal Waste Combustors” 0th percentile, “Industrial / Manufacturing / Mining Land Uses” 69th percentile but reflecting general land use rather than the specific facility types listed). The Project’s modern double-walled UST design, with continuous interstitial monitoring, automatic tank gauging, overfill protection, 24/7 remote third-party leak detection, secondary containment, and CARB-certified vapor recovery, is specifically engineered to avoid contributing to soil, groundwater, or air pollution burdens in the surrounding community.

The Project will comply with the Town of Deerpark’s Zoning Law and is a permitted use in the IB zoning district where the Site is located. The Project will comply with all applicable bulk and dimensional requirements of the Zoning Law.¹³

Consistent with the Town’s 2003 Comprehensive Plan, the Project will advance the Plan’s vision for commercial development along the Route 6 corridor that contributes to the local tax base with a Project that has minimal local impacts. Specifically, the Project will contribute to the Plan’s stated goals through:

- Property tax and New York State / sales tax revenue from a previously vacant, non-revenue-generating parcel;
- Creation of construction jobs during the 8-12 month construction period, including potential opportunities for DAC-resident contractors and tradespeople;
- Creation of permanent jobs at the operating store (typical 7-Eleven staffing of a manager plus two to four employees per shift, operating 24 hours per day, seven days per week), with employment opportunities accessible to DAC residents;
- Productive use of a vacant, formerly-developed parcel in the IB District specifically targeted by the Plan for commercial development;

¹³ Town of Deerpark Zoning Law, ch. 230 (adopted Mar. 25, 2013, as amended). See Zoning Law § 230-5 (enumerating zoning districts, including the Interchange Business District); § 230-8 (Schedule of District Regulations for the IB Interchange Business District); § 230-10 (Local Law No. 5 of 2010) (amending the IB District to make it “a more viable area for the orderly and desirable development and use of the land within said District”). The IB District lists “Retail stores and shopping Centers” as a Principal Permitted Use and “Bulk storage” and “Vehicle service establishments” as Special Uses subject to site plan review.

- Provision of fuel and convenience-good services to residents (including DAC residents) and travelers at a major regional transportation node, reducing the need for residents to travel outside the immediate area for these goods and services;
- Indirect employment resulting from build-out (fuel deliveries, product deliveries, ongoing site services); and
- Self-contained on-site water and septic infrastructure, having no impact on Town infrastructure capacity or DAC public infrastructure investment.

The Project's location and proposed use are entirely consistent with the community's zoning for the IB District. The Site is next to I-84 along an existing commercial / highway-oriented corridor on a State highway and in a zoning district purposefully designated by the Town for uses like the Project. As stated in the Town's Comprehensive Plan, the highway-interchange category is one of the four basic categories of existing development for which the Town has adapted its zoning districts. (Plan, §3.1.2(C), p. 3-2.) This well-considered land use pattern, as reflected in the IB district, supports the goals of the Plan, making provision for highway-oriented commercial development that benefits the Town and provides services to the DAC while maintaining the vast majority of Town lands for residential, agricultural, and other uses and separating them from potential impacts from the Route 6 commercial / highway-oriented corridor in the IB district.¹⁴

Compared to the existing condition of the Site, the Project will represent an overall improvement within the DAC by restoring an underutilized parcel to productive use, decommissioning the existing well, providing modern stormwater management with hot-spot treatment for the fueling areas, providing dark-sky-compliant lighting that improves on the current unlit condition, and providing landscape buffers along the perimeter. As designed, the Project is consistent with community plans for the IB zoning district and will positively contribute to the character of, and benefit, the DAC in the IB zoning district along I-84 and the Town's existing and planned Route 6 commercial corridor.

For the foregoing reasons, the Project will not have a significant adverse impact on the DAC under this question.

Question 19(g) - Other “pollution” impacts

For the following reasons and based upon the separately submitted SEQRA EAF Narrative and its appendices, the Project will not have any significant adverse impacts on the DAC from the following other forms of pollution:

Noise

The Site is located in a highway commercial corridor immediately adjacent to Interstate 84 and U.S. Route 6, where ambient noise levels are already elevated due to highway traffic. As

¹⁴ Town of Deerpark Comprehensive Plan § 3.1.2(C), p. 3-2.

recognized in NYSDEC noise guidance, the dominant source of existing ambient noise at and near the Site is highway traffic on these two major State and Federal highways. Noise generated by the proposed development, such as vehicle traffic, fuel deliveries, mechanical equipment (HVAC), and the high-speed diesel canopy activities at the rear of the Site, is consistent with the ambient noise environment in this corridor. The Project's tractor-trailer truck visits are limited to a maximum of two per week, and store stocking, cleaning, and maintenance activities are generally conducted during off-peak hours to minimize operational impacts.

Noise impacts are further minimized through consolidated deliveries, limited tractor-trailer use, off-peak stocking and cleaning activities, buffering around mechanical equipment, and the layout of the Site, which places the high-speed diesel canopy at the rear of the property away from the nearest off-site receptors and behind the convenience store building.

For the foregoing reasons, the potential impacts of the Project on noise will not result in any significant adverse impact on the DAC.

Odors

With respect to odors, the Project is not anticipated to result in more than minimal impacts to the DAC associated with construction and operation. During construction, any odor impacts from construction equipment will be temporary, of short duration (8-12 months), and non-significant. The Project, when operational, is not a manufacturing or industrial facility and will not produce odors. CARB-certified Stage I (and where required Stage II) vapor recovery systems will control fueling-related vapors at the dispensers. Any odor impacts from mobile sources on the DAC will be no different than the existing traffic along the Route 6 / I-84 corridor and far less than the existing industrial / freight traffic that dominates the corridor.

Light

The Project's lighting will not have more than a minimal impact on the DAC. New, dark-sky-compliant, modern, and energy-efficient lighting will be used for the Project. Exterior site lighting will comply with the Zoning Law and will be the minimum necessary while ensuring a safe and secure facility. All proposed lighting will be pole-mounted, full cut-off, downward facing, and "dark-sky friendly," with minimal spill at the property line, as documented in the FEAF Part 1.¹⁵ Fixture locations have been sited to minimize light trespass onto adjacent properties and to minimize sky glow. Compared to the existing condition of the Site (currently unlit, overgrown, and visually blighted), the Project's controlled lighting will improve conditions in the DAC along the Site frontage on Route 6.

¹⁵ See Town of Deerpark Zoning Law § 230-16(B) ("Any lighting used to illuminate any off-street parking shall be so shielded as to deflect the light away from adjoining premises and public right-of-ways and avoid light spillage onto adjacent properties.").

Groundwater and Drinking Water Resources

The Site is located over a Principal Aquifer and within the boundary of the Northwest New Jersey 15 Basin Sole Source Aquifer, as identified on the FEAF Part 1. Protecting groundwater is a particular focus of the Project's design given (a) the Site's sole-source-aquifer overlay and (b) the role groundwater plays in supplying private wells and small public water systems serving DAC residents in the broader Port Jervis / Deerpark area. As discussed in detail in the FEAF Part 1 and the SEQRA EAF Narrative, the Project includes the following groundwater-protection measures: (i) no groundwater was encountered in any of the six soil borings to depths of up to 16 feet below existing grade during the geotechnical investigation, providing significant separation between the proposed USTs and the seasonal high water table; (ii) all USTs will be installed and operated in full compliance with NYSDEC PBS regulations at 6 NYCRR Part 613, including double-wall construction, secondary containment, continuous electronic interstitial monitoring, automatic tank gauging, overfill protection, and emergency shut-off devices, with 24/7 remote third-party leak detection; (iii) stormwater runoff from the fueling areas will be collected and treated as “hot-spot” runoff with on-site oil-water separation before discharge; (iv) the Project's on-site well and water-treatment system will be designed under Orange County Department of Health supervision, with a 200-foot well buffer area as depicted on the Site Plans; (v) the existing on-site well will be properly decommissioned in accordance with NYSDEC and Orange County Department of Health requirements; (vi) a Spill Prevention, Control, and Countermeasure (“SPCC”) Plan will be prepared as required; and (vii) a Phase I Environmental Site Assessment will be completed prior to Site acquisition or commencement of construction to identify any recognized environmental conditions from prior Site uses. Collectively, these measures ensure that the Project will not create any significant adverse impact on groundwater or drinking-water resources serving the DAC.

Conclusion

Based on the foregoing analysis, LaSalleRoad Companies, LLC respectfully submits the following conclusions:

- The Project Site is located in a CJWG-designated Disadvantaged Community whose elevated vulnerabilities (per the NYSDEC DAC Assessment Tool) are concentrated in public health, energy poverty / cost burden, manufactured housing, housing vacancy, and inland flooding / urgent-care driving time - vulnerabilities not meaningfully exacerbated by the kind of modern, code-compliant convenience-store-and-fueling-station use proposed by the Project. Indicators directly relevant to the Project's potential pollution pathways (major oil storage, power generation, municipal waste combustors, scrap processing, RMP facilities) are at or near the 0th percentile in this tract.
- The Project will not cause or increase a disproportionate pollution burden on the DAC within the meaning of ECL § 8-0109(4) and the related amendments to 6 NYCRR Part 617 and FEAF Part 2, Section 19. All potential modes of pollution, air, wastewater,

solid/hazardous waste, traffic, bulk petroleum storage, noise, odor, light, and groundwater, have been analyzed and found to be no more than minimal.

- The Project is located in the IB zoning district at the U.S. Route 6 / Interstate 84 interchange, where the existing environmental character is dominated by highway transportation infrastructure and where the proposed use is expressly permitted. The Project does not introduce any new pollution sources beyond what is expected and controlled at a modern fueling station designed to current NYSDEC, NYSDOT, Orange County Department of Health, and Town of Deerpark regulatory standards.
- Compared to the existing condition of the Site, the Project will represent an overall improvement within the DAC, replacing existing nuisance conditions with a modern, monitored, code-compliant commercial use that contributes property tax, sales tax, and employment to the DAC.
- All applicable mitigation and design measures will be implemented to ensure no significant adverse impact on the DAC.

Accordingly, LaSalleRoad respectfully submits that the Project will not have a significant adverse impact on the DAC where the Project Site is located and through which Project traffic will travel along Route 6 to I-84, and that the Planning Board may issue a Negative Declaration pursuant to 6 NYCRR § 617.7(a)(2)