



- The mainline would be outside the Thruway ROW for approximately 0.21 mile in the Town of New Windsor in order to cross under Route 94. In this location, land on the north side of Route 94 is undeveloped and on the south side, residential. According to the Town's Zoning Map (Town of New Windsor 2012), the Project would cross land designated as Neighborhood Commercial, which permits commercial uses and offices. The Project would have no effect on the planned use of land within New Windsor.
- The Town of Cornwall updated its Comprehensive Development Plan in 2011. The goals of the plan include the land use goal of allowing for "future new development and the conversion of existing uses that will provide a desirable diversity of land uses necessary to meet long-term population need as well as the fiscal stability of the community", and the natural resources goal of protecting the "diverse natural resources of the town" (Town of Cornwall 2011). In the Town of Cornwall, the mainline would be outside of the Thruway ROW in two locations for a total distance of about 0.18 mile. In both locations, the mainline ROW would parallel and be adjacent to the NYS Thruway ROW in currently undeveloped land. The land in both locations is currently undeveloped, but conversion to pipeline ROW would not affect the overall goals or recommendations indicated in the towns Comprehensive Plan. Therefore, the Project is consistent with Cornwall's Draft Comprehensive Development Plan.
- In the Village of Woodbury the mainline would be constructed outside the Thruway ROW in four locations for a total distance of 0.14 mile. Woodbury's Comprehensive Plan identifies watershed and steep slopes protection as among its goals. A portion of the offset from the Thruway would be largely to avoid steep slopes. Other sections of the off-Thruway sections of the mainline in Woodbury would be to facilitate the major crossing of Route 17 and its entrance and exit ramps to the NYS Thruway as well as to cross under the Conrail tracks, also at this intersection. In all of the off-Thruway sections the mainline ROW would parallel and generally abut either the NYS Thruway ROW or the Conrail ROW through land that, aside for the major interchange with Route 17, is undeveloped. Overall, the location of the proposed mainline would have no effect on current or planned land use within Woodbury and, by offsetting the mainline from the NYS Thruway to avoid steep slopes, Pilgrim would be consistent with that plan goal.
- The mainline would be located outside the Thruway ROW for 0.38 mile in the Village of Harriman. Harriman has not developed a Comprehensive Plan – therefore a consistency determination is not possible.
- The Town of Tuxedo adopted its Master Plan in 1972 and a Comprehensive Plan Update in 2011. The Plan Update is "designed to serve as a general guide for the development and redevelopment of the Town." According to the Conceptual Land Use map in the Town of Tuxedo Comprehensive Plan Update, the mainline would cross through land identified as Open Space/Recreation where it would leave the Thruway ROW in Tuxedo and would also cross through areas identified as Low Density Residential, General Business, and Mixed Use Hamlets (Town of Tuxedo 2011). The total



distance of the mainline in Tuxedo would be about 3 miles. The Comprehensive Plan's goal for land use is to "provide a reasonable balance of residential uses and nonresidential uses that will serve the Town's existing and future population and will maintain Tuxedo's tax base. Development and operation of the mainline in the proposed corridor through the Town of Tuxedo would not limit or affect the overall goals of the Plan. As such, the Project would be consistent with the Town of Tuxedo's Master Plan and Comprehensive Plan Update.

- The mainline would be in the Village of Tuxedo Park for about 0.2 mile in areas designated as Four-acre Single Family Residence District (Village of Tuxedo Park 2009). The current land use is residential and undeveloped forest. During pipeline operation new home construction could still occur along Tuxedo Road in the vicinity of the mainline ROW. Lawns, driveways and other residential features could be allowed over the pipeline, but no structures or trees would be allowed within the permanent pipeline ROW. Since pipeline operation would not preclude residential development in this area, the Project would be consistent with the Village's Plan.
- The proposed mainline would cross through the Town of Ramapo for about 0.03 mile. Ramapo adopted its Comprehensive Plan in 2004. The primary mission of the Comprehensive Plan is "to provide a balance between the need to accommodate anticipated population growth and the need to preserve the quality of life and natural resources that make Ramapo a special place to live" (Town of Ramapo 2004). The necessity to protect the Town's ground water supply (the Ramapo-Mahwah Aquifer) from pollution is identified as a key natural resource issue by the plan. An objective of the plan is to introduce local laws, regulations and programs that help protect natural resources. Although it would cross over the aquifer, Pilgrim routed the mainline corridor to avoid the 1,500 foot buffer around public wells as well as the Ramapo groundwater protection zone. The mainline would cross through primarily undeveloped forested lands and would generally have no effect on future land use or development within the Town.
- The Comprehensive Plan for the Village of Hillburn was not available at the time this DEIS was prepared and a consistency determination was not possible for this municipality.

#### 4.2.2.5.2 Laterals

The Project laterals were analyzed for consistency with future land use in municipal Comprehensive Plans and are described below.

- The BL would pass through land planned as industrial in the City of Albany's Comprehensive Plan Land Use Framework map (City of Albany 2012); the Project would be consistent with this planned land use.
- The CAL would pass through the Town of Bethlehem. The Plan Recommendation Map in the Town of Bethlehem's 2005 Comprehensive Plan, which depicts future land use, was not available for