

# EXECUTIVE SUMMARY

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## A. Introduction

This is a Final Environmental Impact Statement (FEIS) prepared for a mixed use commercial development known as Crossroads 312 located on NYS Route 312 in the Town of Southeast, Putnam County New York.

The Crossroads 312 project is a Zone Change, Site Plan, Special Permit and Wetland proposal made to the Town Board of the Town of Southeast. The applicant, Crossroads 312, LLC and JPH Development Corp. seeks a zone change from RC to HC-1, Site Plan, Special Permit, and Wetland Permit approvals to construct a mixed use commercial proposal on a 51.88± acre site adjacent to Interchange 19 at the I-84/NYS Route 312 intersection, see Map #1 Regional Location Map and Map #2 Highway Location Map. A Zone Change Petition, see Appendix A in the DEIS, together with Site Plans and an application for Special Permit and Site Development Plan approvals have been filed with the Town Board, see Appendix B in the DEIS, The Existing Zoning is shown on Map #3 and Proposed new zone limits are shown on Map #4. The Proposed Local Law is included in Volume Two, Tab 1.

The Town Board of the Town of Southeast declared itself Lead Agency under SEQRA on September 24, 2009, The Town Board determined the project to be a Type I action and issued a positive declaration on September 24, 2009. A Scoping Session was held on October 8, 2009. The Draft Environmental Impact Statement (DEIS) was determined to be complete on August 22, 2013. The DEIS was circulated on September 20, 2013 and posted on the project website on September 24, 2013. The Public Hearing was noticed for and held on October 24, 2013. The Public Comment Period was held open until November 13, 2013.

Comments were received at the Public Hearing as well as in written form during the comment period. Copies of the Public Hearing transcript and written correspondence are included in Volume 2. Each document has been assigned an abbreviation and this abbreviation appears next to each of the individual comments in each of the chapters of the FEIS so that anyone who might wish to track specific responses can cross reference them to the original question. There are many comments which were identified by multiple authors which are identified together. Comments which are used directly as written are highlighted with a bracket within the comment letter. In some cases due to the fact that the comment was already identified and used or where a comment has been paraphrased, only the comment number has been noted. A matrix of all the letters received and where those remarks are addressed in the FEIS is also included at the beginning of tab 2 of Volume 2. The following list is presented in the order used in the FEIS to determine the FEIS comment numbering system.

FEIS Comments-

<b><u>Author</u></b>	<b><u>Notation/Abbreviation Used in FEIS</u></b>
NYC DEP	NYCDEP (11/12/2013)
Putnam County Department of Health	PCDOH (10/18/2013)
AKRF, Inc Environmental & Planning Consultants	AKRF (11/12/2013)
Stephen W. Coleman	Coleman (11/11/2013)
Nathan L. Jacobson & Associates	NLJA (11/12/2013)
NYSDEC	NYSDEC (11/22/2014)
Bill Heath	Bill Heath (11/12/2013)
Kim Cercena	Kim Cercena (11/12/2014)
James M. Collins	James Collins (11/12/2013)
Richard Feuerman	Richard Feuerman (11/12/2013)
John H. Ballantine	John Ballantine (11/12/2013)
Beth Briggs	Beth Briggs ( 11/12/2013)
Robert Zubrycki	Robert Zubrycki (11/12/2013)
The Riverkeeper	Riverkeeper (11/12/2013)
Attorney James Bryan Bacon	J B Bacon (11/12/2013)
Ann Fanizzi	Ann Fanizzi (11-12-2013)
Catherine P. Croft	Catherine P. Croft (11/11/2013)
Lisa Eidlin McCarthy	Lisa Eidlin McCarthy (11-11-2013)
Michael Principe	Michael Principe ( 11/11/2013)
Deb Keiser	Deb Keiser (11/11/2013)
Lynn Edelson	Lynn Edelson (11/11/2013)
Jennifer Nordquist	Jennifer Nordquist (11/11/2013)
Stephen Shea	Stephen Shea ( 11/11/2013)
Steven Mattson	Steven Mattson (11/10/2013)
Cathie Pavek-Sloat	Cathie Pavek-Sloat (11/10/2013)
Donald McAlpin	Donald McAlpin (11/10/2013)
John F. Riley	John F. Riley (11/10/2013)
Paul DeLeo	Paul De Leo (11/09/2013)
Alice V. Brandon	Alice V. Brandon ( 11/9/2013)
James W. Bryon Jr.	James W. Bryon, Jr. (11/8/2013)
Jim Bryon	Jim Bryon (11/8/2013)
Liz & Chris Lyons	Liz & Chris Lyons ( 11/08/2013)
Concerned Residents of Southeast	Concerned Residents of Southeast ( 11/09/2013)
Samantha Jacobs	Samantha Jacobs (11/08/2013)
Steven & Christine Mattson	Steven & Christine Mattson (11/07/2013)
Alexander J. Abels	Alexander J. Abels (11/07/2013)
Stephen Abels	Stephen Abels (11/07/2013)
S. Peter Pastore	S. Peter Pastore ( 11/7/2013)
Mr&Mrs Kenneth Mitchell	Mr. & Mrs. K. Mitchell (11/07/2013)

## Author

Sara Amuso  
Janet A. Keyes  
Carol Davis  
Louis & Jocelyn Sarro  
Peter C. Alexanderson  
John Lord  
Alice V. Brandon, Sr.  
Clare & Holger de Buhr  
Sheri Hogan  
Kathleen Abels  
Michael & Sally Terlizzi  
Dr. Bernadette Brandon  
PutnamCountyEconomic Dev  
Robert Lund  
Christine&William Capuano  
John and Karen Schlick  
Nancy Teague  
Lyncia Starnott  
Cherie Ingraham  
Bradley D. Schwartz  
Public Hearing Transcript

## Notation/Abbreviation Used in FEIS

Sara Amuso (11/07/2013)  
Janet A. Keyes ( 11/07/2013)  
Carol Davis ( 11/07/2013)  
Louis & Jocelyn Sarro ( 11/06/2013)  
Peter C. Alexanderson (11/05/2013)  
John Lord (11/04/2013)  
Alice V. Brandon, Sr. (11/03/2013)  
Clare & Holger de Buhr (11/03/2013)  
Sheri Hogan (11/02/2013)  
Kathleen Abels (11/01/2013)  
Michael & Sally Terlizzi (10/31/2013)  
Dr. Bernadette Brandon (10/25/2013)  
Meghan Taylor ( 10/24/2013)  
Robert Lund (10/24/2013)  
Christine&William Capuano (10/24/2013)  
John and Karen Schlick (09/17/2013)  
Nancy Teague (9/16/2013)  
Lyncia Starnott (no date)  
Cherie Ingraham (11/11/2013)  
Bradley D. Schwartz (no date)  
Public Hearing (11/07/2013)

Comments within these documents have been identified and are noted on the right hand side of the document with a letter and number combination to indicate in which chapter the comments are addressed.

The chapters included in this FEIS are:

<b>Title</b>	<b>Comment Notation</b>
Executive Summary	
Project Description	
General	HK-1, etc
Architecture	Arch-1, etc
Land Use and Zoning	LU-1, etc
Community Services	CS-1, etc
Economic Conditions	EC-1, etc
Visual Impacts	Visual-1, etc.
Natural Resources	NR-1, etc
Geology	Geo-1, etc
Wetlands and Water Resources	WRW-1, etc
Water Supply	WS-1, etc
Sanitary Sewer	San-1, etc
Stormwater Management	Storm-1, etc
Erosion Control	Erosion-1, etc
Traffic	Traffic-1, etc
Air Quality	Air-1, etc
Noise	Noise-1, etc
Alternatives	ALT-1, etc
Mitigation	Mit-1, etc
Growth Inducing Aspects	Growth-1, etc
Energy	Energy-1, etc

## **B. Description of the Proposed Action**

The proposed project is located on NYS Route 312 in the northwest part of the Town of Southeast in Putnam County, New York. The site is composed of five tax lots totaling 51.88± acres. All lots are now zoned RC, Rural Commercial. The sponsor proposes to re-zone the land from RC to HC-1, see Existing Zoning Map #3 and Proposed Zoning Map #4, to allow the construction of a mixed use retail and hotel complex.

The proposed project is a mixed use retail complex consisting of 143,000+/- sf of retail and restaurant use and a 100 room hotel in a total of five (5) buildings as shown on Map #5. The retail buildings will be one story high as shown on Illustrations 1 through 7. The hotel will include 4 stories of rooms, a lobby area and limited below building parking, as shown on Illustrations 8 and 9. The buildings have been designed to meet the Town of Southeast Architectural standards as defined in Section 138-63.4 of the Zoning Regulations. A total of 721+/- parking spaces are proposed. Access to the property will be from two locations along NYS Route 312, the first entrance is at the existing signalized intersection of the I-84 Exit 19 eastbound ramp and Route 312 and the second entrance will be at the existing signalized intersection of International Boulevard and Route 312. Improvements to the existing roadway system and the traffic signals are proposed and discussed in detail in Chapter 15 of the FEIS. Roadway improvements, including new and modified traffic signals, are proposed to be privately funded. Since many of the proposed improvements will benefit the public at large, should roadway improvement grants become available, the sponsor may file for such funding.

The current proposed project that is the subject of this FEIS varies in some details from the plan proposed in the DEIS. Changes evolved while responding to comments, made during the Public Comment process, on the DEIS. The proposed project has evolved to incorporate the 100 room hotel as part of the primary proposal. In the DEIS, a hotel was previously considered to be part of one of the alternatives presented in the DEIS. Modifications to the stormwater management plan evolved while preparing responses to NYCDEP, NYSDEC, the Town consultants and other comments during the Public Comment period.

The FEIS proposal includes retail buildings totaling 143,000+/- sf of space (reduction of 43,000+/- sf or nearly 25% below the DEIS proposal), reconfigured into four (4) buildings. It is expected that a minor portion of the retail space (about 3,750+/- sf) could be used for a restaurant which could be located anywhere within the buildings. A local bank branch could also be located in one of the buildings. The fifth building is a freestanding 100 room hotel which would have a breakfast room but no lunch or dinner service, see illustrative site plan, Map #5.

The site is within the commercial area surrounding intersection 19 on I-84, see annotated neighborhood context Map #6. Approximately 35+/- acres of the 52+/- acres site will be disturbed to create a 17 acre building pad for the buildings and parking which includes approximately 14+/- acres of impervious surface. Earthwork is proposed to be balanced on site with approximately 384,000+/- cubic yards of cut and 384,000+/- cubic yards of fill. The graded platform will create slopes at the perimeter of the development pad that will be designed to meet

the requirements of the proposed modified Section 138-15.1A and 138-15.1B of the Zoning Regulations which allows a maximum cut or fill slope of 30' in height ( 33' with the proposed waiver), slopes will not exceed 2:1 and retaining walls will be maintained at 10' height or (11' with the proposed waiver). Site development including the stormwater management system is shown on the preliminary site plan, Map #7. Existing conditions are shown on Map #8.

Parking for the site is based on the Zoning Regulations which require a specific number of parking spaces per square foot of use. The project may include 3,750+/- sf of restaurant space, requiring 70 parking spaces. The 136,000+/- sf retail buildings will require 544 parking spaces and a 100 room hotel will require 100 parking spaces as per the Town requirements. The total town required parking is 714 +/- parking spaces; 721 +/- parking spaces are shown on the FEIS plans.

Parking is proposed below the 100 +/- room hotel building footprint. The DEIS did not include the hotel in the primary plan because hotel use is not presently allowed in an HC-1 zone either as a Permitted or Special Permit use. A Hotel had been included in the alternatives analysis. The hotel is proposed in response to numerous comments received in the public comment period suggesting that there was a need for this use in the community. Due to the fact that hotel uses are not currently allowed in the HC-1 zone, the Town Board would need to revise the HC-1 zone to allow hotels at four(4) stories in height. The zone modification would also need to address parking under the hotel. Parking below a hotel would not be counted toward either FAR or building height.

With the exception of adding a hotel use to the HC-1 Zone list of allowed Permitted or Special Permit uses, the FEIS is consistent with the current Town of Southeast Zoning Regulations HC-1 zone requirements as well as the Large Retail Establishment additional regulations ( Section138-63.4). The proposed zone change also includes three other modifications, as part of the zone change, to the existing zoning regulations, as noted in the DEIS. They are:

1. Modify Section 138-15.1A and B to allow a modification of the slope height requirements of up to 3' for cut and fill slopes and 1' per retaining wall to allow for greater flexibility to respond to site conditions and tenant needs;
2. Modify Section 138-12.I ridgelines to permit limited disturbance;
3. Modify the process for review of Large Retail Establishments to place review and approval authority for Site Plan, Special Permit and Wetland Permit of these types of projects with the Town Board, and as mentioned immediately above;
4. Permit hotels of 4 stories and 50' in height in an HC-1 Zone. Permit parking below the hotel with no increase in FAR or height imposed by the parking.

The proposed project will be buffered from view to the greatest amount possible. The Large Retail Establishment regulations ( Section138- 63.4) require the maintenance or creation of an "Environmental Conservation Buffer" (Buffer) along NYS Route 312 and I-84 of 75' and 50' respectively. The Buffer along Route 312 will be created via grading and planting. Fill will be

placed to create a visual screen berm. Plants will be installed along the road frontage with a berm, to begin to recreate a forest appearance as shown on Map #17 , Planting Plan Enlargement. Along the I-84 frontage, a 50' undisturbed zone will remain retaining the existing trees. The building will be cut into the site with the building floor elevations set no higher than elevation 606 and a roof height no higher than elevation 631. The existing grades in the southwest ridgeline area will remain and the proposed development will be set below the hilltop as shown on Maps #7 & 12. Along the north and east sides of the site, existing vegetation will remain throughout most of the wetland buffer areas adjacent to the existing railroad line. The 2 on 1 fill slopes will be planted with a mixture of vegetation which will cover the slope and grow into a visual screen, per the regulations. The top of the slope will be planted with evergreen trees 15' to 20' +/- in height.

Water service for the both potable water and fire protection will be provided via new lines extended from Terravest Corporate Park which is located just north and west of the site. Existing wells in Terravest Corporate Park have the capacity required to service the proposal. Terravest Corporate Park has a 500,000 +/- gallon fire protection tank which will be refurbished and used to serve domestic and fire protection needs for the project.

The existing tertiary wastewater treatment plant (Terravaest WWTP) at Terravest Phase 3 will be used to collect and treat the sanitary wastes from the project. This WWTP has the capacity to handle the proposed project. The project is being designed to allow for use of recycled water known as a greywater system.

Storm water runoff will be managed through an extensive system of facilities built to meet the requirements of NYCDEP (DEP) and NYSDEC (DEC). Stormwater runoff will be collected in a piped system and delivered to a series of underground infiltration chambers established to infiltrate the one year storm as shown on Maps #7, 9 & 10. Larger storms will be treated and controlled through bioretention basins and detention basins. The project will include the required green infrastructure elements of the current NYS Stormwater Manual as well as additional measures to safely return the runoff to the natural condition. The project will also include porous paving as is required by the Zoning regulations. The project will meet the DEP and DEC requirements for stormwater quantity control and quality improvement.



## **C. Changes to the Proposed Project since the DEIS**

In response to comments received during the DEIS review process, the following changes have been made to the propose Site Plans:

1. The hotel, originally proposed as an alternative in the DEIS, has been incorporated into the site plan.
2. The incorporation of the hotel has removed the freestanding restaurant from the plan.
3. The preliminary grading shown in the DEIS has been adjusted to reduce the overall cut and fill and allow the project to stay in earthwork balance.
4. A stormwater infiltration system has been added to meet DEP guidelines for stormwater quality and to address concerns regarding infiltration and its impacts on the adjacent wetlands.
5. A reduction of 43,000+/- sf of retail space to accommodate a hotel.
6. On site parking is reduced from 800+ to 721+/-.
7. Stormwater discharge points have been identified.

The following is a summary chart of the changes to the Site Plan since the DEIS-

<b>Project Component</b>	<b>DEIS Plan</b>	<b>FEIS Plan</b>
<b><i>Building Program</i></b>		
<b>Retail Square Footage</b>	176,000 sf	139,250 sf
<b>Hotel</b>	No- (200 Room Hotel provided as Alternate)	Yes - 100 room
<b>Restaurant</b>	7,000 sf	3,750 sf
<b>Bank</b>	3,000 sf	Not separate/ may be included in retail space
<b>Maximum Height</b>	Retail 28'-35'/ Hotel- 4 stories/45'	Retail - 38'/ Hotel - 4 stories/45'
<b>Anticipated Water Usage</b>	7,042 gpd	22,295 gpd
<b><i>Site Plan</i></b>		
<b>Parking</b>	800 spaces	721 spaces
<b>Impervious Surface</b>	16 acres	14 acres
<b>Site Disturbance</b>	31+/- acres plus stormwater discharge locations ( 3-5 acres)	35+/- acres (includes stormwater discharges)
<b>Stormwater Infiltration Provided</b>	No	Yes
<b>Access</b>	2 points	2 points
<b>Road Improvements</b>	Yes	Yes - no change
<b>Wetland Disturbance</b>	None	None
<b>Town Wetland Buffer Disturbance</b>	1.0 ( minimum depending on discharge locations)	0.61

## D. Approvals Required:

Zone Change:	Town Board Town of Southeast
Site Plan:	Town Board Town of Southeast*
Special Permit:	Town Board Town of Southeast*
NYSDOT:	Roadway Improvements
NYSDEC:	Stormwater Management, Approval for water withdrawal for water supply
NYCDEP:	Stormwater Management, Approval of collection system and pump station associated with flow to existing Terravest Wastewater Treatment Plant
Putnam County Health Dept:	Extension of Sewage Lines
Putnam County Health Dept:	Extension of:
NY State Dept of Health:	Water lines and Provision of Water Treatment
SEQRA:	Water Taking Permit
Town Wetland Permit:	Town Board Town of Southeast
Architectural Review:	Town Board Town of Southeast*
Putnam County Planning Review	Town Board Town of Southeast* Gen. Municipal Law (239 l&m)

\*Petition filed by the applicant requests the Town Board grant Site Plan and other approvals for all "Large Retail" projects, subject to 138-63.4.

## E. Involved or Interested Agencies

Town Board Town of Southeast  
Town of Southeast Planning Board  
Town of Southeast Architectural Review Board  
Town of Southeast Highway Department  
Town of Patterson  
Putnam County Planning Department  
Putnam County Highway Department  
Putnam County Health Department  
New York City Department of Environmental Protection (NYCDEP)  
New York State Department of Environmental Conservation (NYSDEC)  
New York State Department of Transportation (NYSDOT)  
New York State Department of Health (NYSDOH)

## **F. Summary of Potential Significant Impacts**

- Land Use and Zoning

Development under the proposed HC-1 Zoning or the existing RC Zoning would require relief from the ridgeline area. The FEIS proposal requests a zone change to HC-1 to allow retail development. Given the size of the retail development, the criteria for Large Retail Establishment (Section 138-63.4) will apply.

The HC-1 zone will need to be modified by the Town Board to allow hotels of 4 stories (with a 50' height limit) within the HC-1 zone. Parking below the building shall not be considered to be part of the building FAR calculation and the building height calculation shall not include the lower parking area.

As part of the proposed project, the regulations regarding Large Retail Establishments will be modified to indicate that all such projects which fall under this regulation (retail projects greater than 50,000 +/- sf) will be now reviewed and approved by the Town Board including Site Plan, Special Permit and Wetland Permits as noted in the proposed local law included in Volume 2, tab 1.

The proposed zone change would allow the Town Board to grant waivers for certain disturbances of the ridgeline for the project ( 138-12.1)and modifications to the steep slope and retaining wall standards ( 138-15.1 (A) and (B) respectively).

- Community Services

The development will increase commercial development in the town, potentially requiring service calls for fire, police & emergency medical services.

- Economic Conditions

The site, as presently situated, provides total taxes in the amount of \$27,423. These taxes are divided among the Town, County, Fire District, and School System. According to the DEIS, three people are employed in a wood processing operation on the property presently.

The proposal will remove the existing wood processing business. People will be employed to construct the facility and eventually staff the business establishments. Property and sales taxes will be generated.

- Visual Resources

The proposal would disturb 35 acres of land including a portion of a ridge line area. Earthwork disturbance will change the grades on the site. Buildings will be constructed including a 4 story hotel. Lighting will be installed for evening activity.

- Cultural Resources

The DEIS did not identify any impacts and no comments were raised regarding this topic.

- Natural Resources

Located between the existing rail tracks and the heavily traveled Route 312 and I-84, the site is a sliver of the habitat that existed before development of this area. The existing on-site wood operation requires large noisy equipment and has expanded significantly over time further reducing its value as habitat on-site. The project will require the removal of 32.7 acres of existing vegetation which will be replaced with a shopping center and hotel, associated parking with stormwater facilities. Plantings will be installed which will provide shade to the parking and screen views into the project. Additional edge, habitat and slope planting will be installed to stabilize the remaining forest edge plants after clearing. However, the removal of the existing vegetation is an unavoidable impact which can not be mitigated on the site.

- Geology

Earth and rock cuts will be created. Blasting will be required as noted in the DEIS. Fills will be placed composed of shotrock and subsoils.

- Water Resources and Wetlands

Water Service will be extended from an existing system.

No direct wetland or watercourse disturbance is proposed. There will be limited disturbance of some variable town wetland buffers to establish drainage systems from various stormwater elements. Approximately 0.61 +/- acres of town wetland buffer area will be disturbed. There will be no direct wetland disturbance or disturbance of the NYSDEC 100' wetland buffer, see Maps # 13 & 14 for location of adjacent NYSDEC wetland area.

- Sanitary Sewage and Storm Water Management

Sanitary Sewage will be directed into an existing waste water treatment plant as noted in the DEIS. Stormwater will be generated from the property both during construction and after construction is concluded.

- Traffic and Transportation

There will be increased traffic due to the project.

## G. Summary of Mitigation Measures

- Land Use & Zoning

The proposal to modify zoning to place decision making regarding all large retail establishments under the review and approval of the Town Board will potentially simplify the approval process which now is divided among two boards. The proposal would allow the Town elected officials to review all aspects of a project and make a decision which most benefits their perception of the town needs.

- Community Services

The existing service providers police, fire, and emergency medical services, have indicated the property can be protected with present levels of staff and equipment.

- Economic Conditions

The project is being proposed to provide services primarily to the Market Area as shown on Map #11. The project will generate significantly more jobs, both during construction and during operation than does the existing use of the property.

The proposed development will generate total property tax at a rate 65 times the present use of the parcel, \$27,423 today versus (\$1,743,250) after development.

Today no sales taxes are generated from the site. When constructed, it is estimated, Putnam County will gain approximately \$3,000,000 in sales tax annually.

Over 330 +/- permanent jobs will be provided. These jobs will improve employment rates in the Market Area.

- Visual Resources

The buildings will be designed carefully with elements included to break up the massing and create a human scale as per Section 138-63.4 of the Zoning Regulations. Existing trees will be maintained where possible, and significant new planting of trees and shrubs added to soften and filter views. Some views of the site will be possible from isolated distant spots on the elevated hillside in the North Brewster Road area. However, extensive planting of trees on the site will screen most of these distant views, see Illustration #15.1 and Map #24.

The studies done for views along Route 312 suggest the 75' Environmental Conservation Buffer will significantly screen the proposal from view as shown on Maps #16 & 17. The hotel will be the most prominent building on the property, see Illustration #16. The

retail building roof lines will remain lower than the highest elevation of the ridgeline to remain. No development will be visible from Route I-84 or from the East bound interchange of I-84 and Route 312. The preservation of existing trees on the site, resulting from a redesign of the proposed stormwater system will screen the development from the Zimmer Road intersection area of Route 312, see Illustration #17. Cross sections shown on Maps #18 and Illustrations #10 & 11 confirm the development will be screened from I-84 and Route 312.

Views from the Brewster Hill and Tonetta Lake area have been much discussed. Members of the community remain unhappy about existing views of the retail project called “The Highlands.” Cross-sections were evaluated of both the FEIS proposal and the Highlands. FEIS proposal will sit below the level of the ridgeline and slightly lower in elevation than the Highlands. The Highlands sits atop a ridge and has no background screen. The FEIS proposal depicts re-vegetation of disturbed slopes and introduction of screen plantings to mitigate disturbance, see Map #16.

Evening views were also created to assess the impact of night time lighting. Through the use of LED lighting, the introduction screen planting and topographic position of the development, the night time impact of project lighting has been minimized, see Illustration #15.2.

- Geology

Earthwork will be balanced. There will be no mass export or import of earth products. A phased erosion and sedimentation proposal has been offered which indicates how the site can be developed in five acre sections minimizing exposed soils. Erosion and sedimentation will be contained within the work area. The site will be stabilized during construction as work proceeds. Upon completion of the building construction, at least half of the disturbed area will have been re-seeded and re-vegetated.

- Water Resources

No ground water will be taken from the property. Existing wells and an existing water distributing system will be utilized, which has capacity for the project.

- Wetland Mitigation

Limited disturbance of town wetland buffers is proposed mainly for the installation of linear storm water discharge systems called level spreaders. No wetland disturbance is proposed. The storm water discharges resulting from the project will be spread throughout the length of the project to introduce non-erosive flow in a manner replicating natural conditions. The one year storm will be infiltrated over an 1,800 LF length, introducing storm water to the ground. With the introduction of storm water to the ground, the preservation of the majority of the wetlands wooded buffer and the replanting of the disturbed areas including the introduction of habitat plantings, wetland impacts will be mitigated, see Map #15.

- Sanitary Sewer

No new surface sewage discharges are allowed in the NYCDEP watershed, therefore the existing sanitary sewage treatment plant at Terravest Corporate Park will be utilized for treating and discharge of sanitary sewer flows. The sanitary flows will include a grey water system which will recycle a portion of the water for reuse. The grey water system reduces both daily demand for water and the quantity ultimately discharged. A grey water system is a green technology designed as an environmental enhancement.

- Stormwater Management

Stormwater generated during construction will be mitigated through implementation of the SWPPP including the phasing of construction into five acre segments. On a phased basis, disturbances will be stabilized prior to initiating additional phases. Temporary sediment traps will be installed as required prior to discharge into sedimentation basins.

Upon completion of construction, stormwater quality will be treated and storm water quantity will be detained to pre-development levels. Standards of the Town, NYCDEP and NYCDEC for quality and quantity will be met. A treatment train is proposed of many elements each contributing to the enhancement of water quality. Stormwater will be collected in a piped system with catch basins having sumps. The one year (Design Storm) storm will be entirely infiltrated. Storms above the one year event will be treated in bioretention basins and then treated in a micro pool extended detention basins. Storm discharges will meet pre-development conditions for quality and quantity, see Map #17.

- Traffic and Transportation

As a result of comments from the Town and public, the proposed project has changed. As usch the DEIS evaluated a greater number of vehicle trips than would be generated by the program evaluated in the FEIS. The DEIS program was comprised of 186,000 S.F. retail and restaurant space. In the FEIS, the overall project has been reduced to 143,000 S.F. of retail and restaurant space and a 100-room hotel. The previous development program provided in the DEIS was anticipated to generate 254,729 and 1,004 primary vehicle trip ends during the weekday morning, weekday afternoon and Saturday midday peak hours. The proposed development program presented in the FEIS is anticipated to generate 170, 588 and 859 primary vehicle trip ends during the three peak hours, respectively.

Therefore, the proposed development program now being presented will result in a net decrease of 84,141 and 145 vehicle trip ends during the Study peak hours, respectively. The following paragraphs provide a brief description of the methodologies utilized in the analysis of the 143,000 S.F. retail and restaurant space and a 100-room hotel, the results of the analysis, and proposed mitigation. This analysis addresses all comments and concerns presented by the Town's Consulting Engineering firm during the DEIS process. A copy of the updated Traffic Report to reflect the FEIS plan is included in Chapter 15.



Traffic operation conditions along Route 312 and throughout the Study Area roadway network are expected to continue deteriorating by the projects horizon year 2015 without the traffic generated by the proposed development, as traffic volumes are projected to continue to grow 0.8 percent annually and several other planned developments along State Route 312 and in the vicinity of the Study Area are projected to be completed in the near future. Results of the Capacity Analysis and Storage/Queue Analysis for the 2015 no-build conditions indicated that even without traffic volumes associated with the proposed action, there will be significant deficiencies throughout the Study Area along State Route 312 between U.S. Route 6 and State Route 22 and in the vicinity of the Interstate-84 interchange. The 2015 no-build analysis identifies specific locations that will experience a deterioration in Level of Service, increase in delay and queue lengths (feet) that exceed available storage length (feet). Regardless of whether the proposed Crossroads 312 development is approved the adjacent roadway network will require improvements.

In the analysis, the project traffic engineer found that the results of the 2015 no-build analysis indicate the following key intersections, lane groups and movements will experience significant delays if the project is not built:

1. *Route 312 at I-84 Eastbound Interchange 19 On/Off Ramps and Independent Way*
  - Westbound left-turn lane group total delay between 55.0 and 80.0 seconds/vehicle during the weekday afternoon peak hour;
  - Southbound left-turn lane group total delay between 55.0 and 80.0 seconds/vehicle during the weekday afternoon peak hour; and,
  - Eastbound through lane group 95<sup>th</sup> percentile queue length will exceed available storage during the weekday afternoon peak hour.
2. *U.S. Route 6 at Route 312/Access Road*
  - Eastbound left-turn lane group 95<sup>th</sup> percentile queue length will exceed available storage during all three Study peak hours; and,
  - Southbound left-through lane group 95<sup>th</sup> percentile queue length will exceed available storage during the weekday morning and weekday afternoon peak hours.
3. *Route 312 at Independent Way at Applebee's Home Depot Access Drive*
  - Eastbound left, through and right-turn movements average control delay exceed 50.0 seconds/vehicle during the all three Study peak hours;
  - Westbound left, through and right-turn movement average control delay exceed 50.0 seconds/vehicle during the Saturday midday peak hour;
  - Eastbound left, through and right-turn movements 95<sup>th</sup> percentile queue length will exceed available storage during all three Study peak hours; and,

- Westbound left, through and right-turn movements, 95<sup>th</sup> percentile queue length will exceed available storage during the Saturday midday peak hour.

At this time, any traffic added to the Route 312 Corridor, such as that of the proposed Crossroads 312 development, will only compound future conditions. Therefore, Frederick P. Clark Associates, Inc. has proposed two plans of action to mitigate traffic conditions and the inevitable delays and congestion that will be experienced on Route 312 and the adjacent street system. The first plan of action, “The Recommended Improvements,” includes several geometric/physical changes to the existing roadway infrastructure to increase the overall capacity of the roadways and intersections through the addition of turning lanes, storage bays and entire roadway lanes where appropriate. It also includes the implementation of Intelligent Transportation System (ITS) infrastructure which will help to optimize traffic signal operations (i.e. signal cycle length, split timing, etc.), provide better coordination between signals and improve the overall progression of traffic throughout the Corridor to reduce stops and delays. Specific road improvements by intersection and approach include:

1. *Route 312 at Route 22/Town Center Access Drive*
  - Eastbound approach: Add a 225-foot right-turn pocket; and,
  - Optimize traffic signal cycle length, splits & offsets.
2. *Route 312 at Farm to Market Road/Brewster Hill Road*
  - Fine Tune Traffic Signal Timing Plan.
3. *Route 312 at North Brewster Road*
  - Westbound approach: Add 100-foot westbound left-turn pocket; and,
  - Install actuated traffic signal and interconnect.
4. *N.Y.S. Route 312 at International Boulevard/Proposed North Access Driveway*
  - Eastbound approach: Restripe for a shared through/right-turn lane;
  - Westbound approach: Proposed north access driveway;
  - Southbound approach: Provide 150-foot left-turn pocket;
  - Northbound approach: Restripe for 200-foot left-turn pocket;
  - Northbound approach: Restripe for a shared through/right-turn lane;

and,

  - Upgrade traffic signal hardware and revise traffic signal timing plan.
5. *N.Y.S. Route 312 at Interstate 84 Westbound Ramps/Proposed South Access Driveway*
  - Eastbound approach: Restripe for one through lane and provide a 300-foot right-turn pocket;
  - Westbound approach: Proposed south access driveway;
  - Northbound approach: Provide a 350-foot right-turn channelized pocket with YIELD sign;
  - Southbound approach: Restripe for a 150-foot left-turn pocket;

- Southbound receiving lane: Provide a 425-foot right-turn pocket; and,
  - Upgrade traffic signal hardware and revise traffic signal timing plans.
6. *Route 312 at Independent Way/ Interstate-84 Eastbound Ramps*
    - Eastbound approach: Restripe for one left-turn lane, one through lane and one right-turn lane;
    - Westbound approach: Restripe to two left-turn lanes, one through lane and one right-turn lane; and,
    - Upgrade traffic sign hardware and revise traffic signal timing plan.
  7. *Route 312 at Office Access Drive*
    - Westbound approach: Provide a 350-foot left-turn pocket.
  8. *Route 312 at Route 6*
    - Eastbound receiving lane: Add a 625-foot receiving lane;
    - Westbound approach: Lengthen pocket to 625 feet;
    - Southbound approach: Restripe to double left-turn; and,
    - Revise traffic signal timing plan.

The Town also requested that the Applicant study traffic delays, traffic congestion and unsafe traffic operation at the following locations:

1. Route 312 at the Office Building Access Drive;
2. Route 312 at Zimmer Road; and,
3. Independent Way at the Applebee's/Home Depot Access Drives.

The minor road approaches/access drives at each of the aforementioned intersections are currently managed by two-way STOP control. Due to the high volume of through traffic within this Corridor, entering and exiting movements to/from these minor road approaches/access drives currently experience significant delays. Significant delays entering and exiting minor roads and access drives present a safety concern as drivers will be less likely to wait for acceptable gaps in traffic. Therefore, the Applicant proposed a second plan of action "The Possible Improvements," pending review from the New York State Department of Transportation (NYSDOT), which includes the installation of actuated Traffic Signals at the aforementioned locations interconnected with the existing and proposed traffic control system along State Route 312 to supplement the recommended improvements. Together the recommended and possible improvements will work together to improve traffic flow, alleviate congestion, reduce stops and delays and enhance traffic safety within the Study Area.

It would be difficult to realistically model and evaluate the performance of the Route 312 Corridor with the implementation of the possible and recommend improvements using conventional tools and methodologies (i.e. a macroscopic (SYNCHO) analysis). Therefore, a microscopic (SIMTRAFFIC) analyses or micro-simulation was undertaken as a supplement to the traditional macroscopic (SYNCHRO) analysis to further assess the

traffic impacts associated with the proposed Crossroads 312 development. The microscopic (SIMTRAFFIC) analyses conducted evaluate the project based on two very important performance measures:

- Total Delay Per Vehicle; and,
- 95<sup>th</sup> Percentile Queue Lengths vs. Storage Available.

These performance measures are believed to more realistically represent future conditions within the Route 312 Corridor. The 95<sup>th</sup> Percentile Queue Lengths are critical in understanding whether traffic queues will exceed available storage and spillback into travel lanes, thus creating gridlock. In general, the results of the micro-simulation show that with implementation of the recommended and possible improvements, the Route 312 Corridor will operate with fewer delays and less congestion than it would otherwise in the no-build conditions. The results of the 2015 build with improvements analysis indicates that of the aforementioned three key intersections provided in the 2015 no-build analysis summary only one will operate with moderate delays during some peak hours and one will have excessive queuing:

1. *Route 312 at Interstate 84 Eastbound Interchange 19 On/Off Ramps and Independent Way*
  - Northbound through lane total delay between 55.0 and 80.0 seconds/vehicle during the Saturday midday peak hour only;
  - Southbound left-turn lane and through lane total delay between 55.0 and 80.0 seconds/vehicle during the weekday afternoon and Saturday midday peak hours; and,
  - Southbound approach total delay between 55.0 and 80.0 seconds/vehicle during the Saturday midday peak hour only.
2. *Route 312 at Independent Way at Applebee's/Home Depot Access Drives*
  - Eastbound left-through-right lane group 95<sup>th</sup> percentile queue length will exceed available storage during all three Study peak hours. (It should be noted that there is significant amount of space on the Applebee's property to accommodate any queuing). The implementation of a traffic signal at this intersection will significantly increase the safety, specifically of vehicles entering and exiting the property.

In conclusion, it is the opinion of the project traffic engineer that the Crossroads 312 development and its related roadway improvements are vital to the future operation of the Route 312 Corridor.

## **H. Alternatives Analyzed**

Numerous alternatives were investigated in the DEIS and are still applicable for the FEIS.

1. The “No Build” alternative would leave in place all existing conditions.
2. Existing Zoning: The RC Zone could generate by Special Permit a hotel use of 120 rooms and a three building 173,000 SF± complex of general office and required parking. A 7,000 SF± restaurant and 3,000 SF± bank could be constructed as part of the complex for a total of 270,000 SF± of space, including the hotel. The alternative demonstrates disturbance of the under the present zoning would not differ from the impacts of the proposed FEIS plan. The applicant believes the market for 173,000 SF± of office use does not exist and will likely never exist. As such, the applicant believes that such a proposal would not be economically viable because the office buildings could not be leased. This alternative has not changed since the DEIS submission.
3. A version of Alternative 3, for the DEIS is now the project primary proposal.