
EXECUTIVE SUMMARY

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A. Introduction

This is a Draft Environmental Impact Statement (DEIS) prepared for the Crossroads 312 project 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 and Special Permit approvals to construct mixed use commercial proposal on a 51.88± acre site sitting 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, 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. The Town Board of the Town of Southeast declared itself Lead Agency for the purpose of SEQRA review with no objections raised during circulation of the notice on September 24, 2009, see Appendix C and D and E. The Town Board determined the project to be a Type I action issued a positive declaration on September 24, 2009 and subsequently conducted a SEQRA Scoping Session. This Draft Environmental Impact Statement (DEIS) is based on the approved Scoping Document found in Appendix G and the Scoping transcript, Appendix F. A preliminary Draft Environmental Impact Statement (p.DEIS) was submitted in April 2012 for Town Board comments to determine completeness. A revised p.DEIS was submitted in January 2013. Comment letters from the Town staff and consultants were issued in February 2013. A revised pDEIS, dated July 29, 2013, was filed with the Town July 31, 2013. The pDEIS was determined complete August 22, 2013 with a Public Hearing scheduled for October 24, 2013. The Public Comment Period will be open until November 11, 2013 (or a date 10 days after the close of the Public Hearing, whichever is later).

The original Site Plan Application requested approval for a seven story 200 room hotel and a multi story mixed use retail/restaurant complex of 314,700 SF± of space on two main levels, See Map #3, called Proposal Withdrawn. Parking as well as buildings were proposed to be constructed on layers. Total building size of the original proposal was 514,000+/- sf covering about 41± acres of the property.

To accomplish this level of development, the applicant had requested a rezoning from RC to HC-1A, a new zone to be created. Following Town consultant review comments and discussions with municipal officials, the applicant modified the proposal. The applicant recognized municipal officials were reluctant to support the creation of a new zone, specific for this site. Furthermore, the applicant observed that the proposed level of development was more intense than municipal officials thought reasonable. The primary

proposal now described in the DEIS requests a rezoning of the property from RC to HC-1, an existing zone in the Town of Southeast. The applicant proposes 186,000 SF± of mixed commercial development comprised of retail, bank and restaurants, as well as personal and professional services, a 40% reduction in commercial space in comparison to the Withdrawn Proposal, as shown on Map #4. The Primary Proposal will also be subject to Zoning Section 138-63.4 (Large Retail Establishments). Personal and Professional Services and Restaurants are permitted principal uses in the zone. Large Retail Establishments are Special Permit uses. As part of this application, the applicant has proposed a zoning text change where in the Town Board will review and approve the site plans for all “Large Retail Establishments” (or for purposes of this DEIS - “Large Retail”) as defined in the Zoning Regulations, in addition to the granting of Special Permits for such use, already established in the regulations. The applicant has also requested a change in Section 138-12.I to allow the Town Board to grant a permit to disturb portions of the ridgeline area and 138-15A & B to allow up to a 10% modification of the requirements of slopes and walls. The primary proposal calls for no direct wetland and limited wetland buffer disturbance. Stormwater, historic, archaeological, air quality, noise, viewshed, wetland, environmental, geotechnical and traffic analysis were undertaken. Plans included in the DEIS are the latest site plans, as amended, for the Primary Proposal, also called the Plan or the project in this DEIS.

B. Description of the Proposed Action

1. Location and Site Definition

The site is 51.88± acres in size and is located in a RC (Rural Commercial) Zone in the Town of Southeast. The southeast quadrant of the intersection of Route I-84 and NYS Route 312 is occupied by the property.

The property is known as:

Tax Lot 45.2-52 295 Route 312, Brewster, NY, 21.20 acres ±
Tax Lot 45.2-53 265 Route 312, Brewster, NY, 1.00 acres±
Tax Lot 45.2-54 257 Route 312, Brewster, NY, 1.15 acres±
Tax Lot 45.2-55 247 Route 312, Brewster, NY, 20.12 acres±
Tax Lot 45.2-56 237 Route 312, Brewster, NY, 8.40 acres±

See Neighborhood Context Map #5 for additional geographic location information, such as lot lines and nearby zones.

Route I-84 has 1,800± feet of frontage on the southern side of the site; NYS Route 312 has 2,200± feet of frontage on the northwest side of the site. Metro North has a rail line extending 3,000± feet fronting on the east side of the site. The site abuts a single family residence Zoned ED, Economic Development, on the north side of the site. On the opposite side of the rail line, to the east,

NYSDEC Wetland BR-18 exists.

The site is sloped in all directions from an elevation of 660'± in the northwest portion of the site, the high point. Grades decline in all directions from the high point. The lowest elevation of the site is in the range of 450' ± along the property border adjacent to the Metro North Rail Line.

The site is primarily wooded with the third or fourth growth vegetation, a mixture of oak, birch, and maple considered an Appalachian Oak-Hickory Forest. The site is the home of a wood processing business which occupies a three± acre area for the business activities. The site has been harvested for timber continually over many years. Small areas of wetlands totaling 0.59+/- acres have been identified on the property in close proximity to the rail line and the toe of the slope. Wetland boundaries were confirmed with the Town Staff, NYSDEC Staff and the Army Corps of Engineers. Staff of the New York City Department of Environmental Protection (NYCDEP) confirmed the lack of watercourses on the site, see Chapter #9.

2. Project Description

The site is composed of five tax lots totaling 51.88± acres in size. All lots are now zoned RC, Rural Commercial, see Tax Lot Table page ES-2, this section, above. The sponsor proposes to re-zone the land to HC-1, see Maps #6 & #7.

The project is proposed as a 186,000 SF±, primarily retail, mixed use complex. Access is proposed from NYS Route 312, an arterial road connecting NYS Route 22, on the east, with Route 6 near the Town Line with Carmel on the west. The project sponsor has proposed development in this particular location because of the direct access to the interstate highway and the similarity of use types and building densities of near by commercial development. The immediate area of the intersection I-84 and NYS Route 312 is developed with commercial properties. Brewster Highlands, a 380,000 SF± mixed use retail/commercial development is located, in the southwest quadrant of the highway intersection along with a medical office building called Southeast Executive Park. Terravest Corporate Park (Terravest) sits opposite the proposed site across Route 312 with access to NYS Route 312 via International Boulevard and Zimmer Road. Terravest Corporate Park (Terravest) has over 540,000 SF± of existing buildings and is master planned for an additional 150,000 SF± of building space, see Map #8.

A privately owned tertiary wastewater treatment facility (WWTF) with capacity for approximately 52,000± gallons of flow per day services uses within Terravest. The Terravest WWTF has the capacity to serve Crossroads 312, see Chapter #10 and Map # 43. Private water supply wells exist within the Terravest Corporate Park which provide water to a 500,000± gallon fire protection water tank. The water tank and pump system will be refurbished and water lines for both fire protection and potable water services will be extended to the site, see Chapter #12 and Map #46.

Access is proposed at two locations on Route 312. The primary access point will be opposite the Westbound I-84 exit and entry ramp at Interchange #19 where modifications will be made to existing traffic signal. Additional traffic lanes will be added at the intersection. The second point of access will be located at the existing signalized intersection of International Boulevard which serves Terravest Corporate Park. The two points of access/exit will be connected via an internal site loop driveway, as shown on Map #4 and Map# 9.

A comparison of traffic volumes over the last several years shows that volumes are static and in many locations slightly reduced. The project traffic consultant reports that a meeting in October 2012, NYSDOT agreed that more recent traffic counts will show lower volumes and that continuing to use the 2009 volumes originally presented for the project is considered to be more conservative, see Traffic Chapter 10. The 2009 baseline traffic volumes were expanded to reflect a 2015 design year. Additional turning movement counts were conducted in August 2012 at intersections in the Study Area to provide a comparison. The no-build traffic volumes included a growth rate and traffic related to other planned or proposed developments along Route 312 Corridor. Copies of the DOT meeting notes are included in Appendix R.

The Traffic Study Area included all of Route 312 from the intersection of U.S. Route 6 to the south to the intersection of New York Route 22 to the northeast. It included the Interchange ramps with Interstate 84 at Interchange 19. A development of this type and size is anticipated to generate additional vehicle trips. It is expected that peak AM, PM and Saturday traffic generation will result in 135, 685 and 989 trips respectively. The reduction in the size of the proposal from 514,000± sf of building space and 1,600± parking spaces to 186,000 ±sf of building space and 800± parking spaces has reduced the possible traffic generation from 268, 854 and 1148 trips. This is a 50% reduction in the AM, a 20% reduction in the PM and a 14% reduction in Saturday trips.

Results of the traffic analysis for each of the intersections along Route 312 indicate that there are capacity issues that should be addressed for both existing and future traffic volumes. Therefore, a detailed Traffic Mitigation Plan has been developed to address the existing traffic congestion and to accommodate traffic

related to other developments and to include traffic related to this proposed commercial development on the subject property. The Mitigation Plan is included as Figure 29 and 30 in Chapter #11.

The Traffic Mitigation Plan includes road improvements along Route 312 at both of the Interchange 19 ramp intersections and along the site frontage between the Interstate 84 overpass and International Boulevard. These improvements include additional turning lanes, updated traffic signals at the Interstate 84 westbound ramp intersection and at International Boulevard and Interstate 84 eastbound ramp intersections. A new signal is proposed on Independent Way at the Home Depot/Applebee's intersection and at the North Brewster Road intersection with Route 312.

The overall operation of the intersections along Route 312 will be improved with the Mitigation Plan described in this report. These road improvements will be the obligation of the Applicant and will be in place to accommodate the traffic related to this development in 2015. Approvals will be necessary from the NYSDOT and the Town.

As previously noted, the development will have two access drives to Route 312. The access drives will be interconnected with an internal loop road on the site. Truck access and exit will be possible at both access drives and, all of the truck loading areas will be accessible via to the internal loop roadway.

The Putnam County Area Transit system travels Route 312 and can provide access to the property as they did when The Highlands was built, see Map #17.

The original Site Plan submitted and, now withdrawn, proposed a 200 room hotel to be located at the high point of the site in the northwest corner of the property with access taken from the internal loop driveway. The Primary Proposal has eliminated the request for approval of a hotel because HC-1 Zoning does not allow the use. However, the applicant has requested the Town Board consider modifying the text of the HC-1 Zone to allow a 4 story hotel. The applicant is including an alternative which depicts a 4 story 150± room hotel which could be constructed in substitution for 28,000 SF± of retail space, should the zoning modification be approved and appropriate market conditions exist in Chapter #16

The site work proposed is an approximate balance of cut and fill at 400,000 ± cy of cut and 400,000 ± cy of fill. Cut slopes will be graded at 2 on 1. Areas of fill slopes will be graded no steeper than 2 on 1. Slopes will meet the provisions of 138-15.1.A. Retaining walls will also meet the Zoning Standards of Section 138-15.1.B, see Map #4 and #9 and Illustrations #18 and #19.

Stormwater management basins are proposed at the north and south ends of the

property. Stormwater will be contained and treated to meet present regulatory requirements and include all “Best Management Practices.” Areas of stormwater will be treated with various practices such as rain gardens and sand filters. Porous paving will be utilized in some parking areas, as required by Zoning Standards of 138-63.4. All stormwater facilities must be designed to meet NYCDEP and NYSDEC Standards. Sufficient area is provided in large storm basins to treat and detain stormwater see Chapter #10.

The shopping center will likely have normal hours of operation seven days per week. Some facilities may open as early as 8:00 a.m. and some may close as late as 11:00 p.m.

The building floor elevations will range from 582 to 572 and will generally follow the elevation of Route 312. Parking is provided for each use per the Zoning Code, a total of 800± spaces as shown, approximately 786 spaces are required per the code.

The applicant proposes to construct all on and offsite improvements privately. At this point in time, no public financing for any portion of the project is available or proposed.

The sponsor believes the proposed project, including the HC-1 Zoning proposal, complies with the Town of Southeast Comprehensive Plan. The HC-1 district will encourage and facilitate a complimentary set of uses for the Interstate 84/Route 312 interchange area identified by the Comprehensive Plan of the Town of Southeast as an “important node of commercial activity”. (Town of Southeast Comprehensive Plan, adopted June 20, 2002, p. 5-6).

The Interstate 84 Route 312 interchange has been identified as an important area of commercial development since the 1992 Master Plan. (Comprehensive Plan, p. 3-1). In particular, the Comprehensive Plan recognizes the “competitive advantages of the Southeast’s access to interstate highways” as a catalyst for commercial development, including offices and light industrial, and notes that the interchange “remain(s) ripe for additional commercial development.” (Comprehensive Plan, p. 3-4 through 3-5). In fact, the Comprehensive Plan recommended the creation of a Transportation Improvement District to implement traffic improvements in at the Interstate recognition of the Interstate 84/Route 312 interchange to facilitate continued commercial development. (Comprehensive Plan, p 5-6, 8-4 through 8-6). However, lacking a Transportation Improvement District, the proposed roadway improvements, identified in the DEIS Chapter 11, modifications to the such as additional turning lanes, traffic signals at the Interstate 84 westbound ramp and the Interstate 84 eastbound ramp and at International Boulevard will be implemented with private financing.

Note: The reader should be aware a Transportation Improvement District is a taxing district established by a town to assess costs to specific properties to pay for improvements, such as roadway improvements, where those assessed properties particularly benefit from the improvements. Such a district was once formulated for the Route 312/I-84 Interchange area but the legislation was never approved in the State Legislature. As a result, each property owner has had to pay for all roadway improvements independently and privately.

Following the adoption of the 2002 Comprehensive Plan, the subject property was rezoned to the newly created Rural Commercial (RC) Zoning District which includes uses such as restaurant, office, recreation, bed-and-breakfast, country inn, garden center, farm use, conference center and equestrian center. The use of the site for office purposes is, in the applicant's opinion, severely restricted due to lack of market demand. The applicant has not seen any evidence of a market for office space for close to twenty years in the Putnam County area. Though there may be a need for restaurant space and a hotel, the applicant does not believe these uses carry on their own, enable the project to be financed by a lender and, therefore, have economic success. The applicant feels, the current RC zoning designation is contrary to the Comprehensive Plan's recognition of the Interstate 84/ Route 312 interchange as an "important node of economic activity," because the RC zoning district, at this time, has few permitted uses which have significant economic viability.

Rezoning the property to HC-1 to allow additional permitted uses while maintaining design guidelines, the applicant believes, is consistent with the Comprehensive Plan which identifies the Route 312/I-84 interchange as "significant commercial hub for the Town and for Putnam County," but also recognizes the need to preserve Southeast's rural character. (Comprehensive Plan, p. 8-4). Furthermore, visual analyses set forth in Chapter 5 shows that the majority of the proposed project will not be visible from Interstate 84 or other State, County or Town roads, except for Route 312 along the site frontage and occasional views from the North Brewster Road area. Rezoning the property and approving the proposed site plan will encourage the commercial development envisioned by the Town for the area of this highway interchange.

The applicant believes the proposed project, including the rezoning, is also consistent with the Town of Southeast Croton System Water Quality Protection Plan ("Croton Plan") which was developed to identify water quality problems, identify means to correct existing water quality problems, and identify strategies to prevent further water quality problems, all in the context of community character needs. Both Chapter #10 of the Comprehensive Plan, which discusses the Croton Plan and the Croton Plan itself, identify the Interstate 84/Route 312 interchange as an area for new commercial growth. In particular, the Croton Plan

identifies the interchange as being appropriate for commercial office parks.

The Croton Plan specifically identifies the Interstate 84/Route 312 interchange area as one appropriate for commercial growth, provided adequate stormwater management and wastewater treatment are available. (Croton Plan, p.1-12 through 1-13). The proposed project intends to connect to the existing private sanitary sewer treatment facility located at the immediately adjacent Terravest Corporate Park. A grey water recirculating system and water efficient fixtures are also proposed to reduce sewer discharges. Furthermore, stormwater management for the site has been designed to address detention as well as stormwater quality requirements of NYCDEP and NYSDEC. Low impact development elements, such as rain gardens, will be included in the proposed project and will be defined at the final site plan stage, as they are required by NYSDEC regulations. Pervious pavement and green roof technologies are being considered for incorporation into the design. Thus, the proposed project is designed to reduce or eliminate any impact upon water quality and is therefore consistent with the Croton Plan.

Based on the foregoing, the applicant believes the proposed project is in compliance with the Town of Southeast Comprehensive Plan and the Town of Southeast Croton Plan.

Should the applicant obtain Zone Change, Special Permit and Site Plan approvals in 2013 or 2014, it is the sponsor's intention to commence construction immediately. Due to the fact that the site earthwork is balanced and stormwater systems must be constructed first, with a NYSDEC requirement to minimize active areas of earth disturbance, the applicant assumes the earthwork activities will occupy most of 2014. Initial occupancy is projected for 2015. Waivers will be sought, per NYSDEC Regulations, for the size of construction areas to be disturbed at one time, if it is determined that waivers are necessary as the plan evolves during final design.

3. Building Design

Concept building design studies for the facility have been prepared. See the Elevation studies included as Illustrations #1 through #10 located in Chapter #23.

All buildings will meet the requirements of the HC-1 Zone in regard to articulation, Human Scale elements, Roof Lines, Materials and Colors per Section 138-63.4. Some portions of the development may incorporate a form of green roof, to be defined as part of the stormwater analysis at the time of final design. All HVAC equipment will be screened. Building and insulation systems will be energy efficient.

BUILDING DESIGN

The placement of key architectural elements is intended to recognize the major vehicular entry points onto the site. With large surfaces associated with such a complex development, it is paramount to break down the architectural elements into structured bays with undulating surfaces and more human-scale components and traditional, tactile materials. This allows for visual focal points at primary and secondary business entries and certainly meets or exceeds the stipulated requirements in the /Town zoning language regarding excessively large, monolithic surfaces.

The north west elevation of Building A incorporates a strong corner that anchors both the north and west facades of the major retail unit. The corner, equal in dimension at both north and west face, is detailed with a nod to an Arts & Craft feel incorporating a rustic brick or stone panel base with a stucco finish at the upper mass, a heavily articulated crown molding at the eave of the roof line and a hipped roof capped with a cupola. The blank window panels at the corner help break the mass of the structure and provide an opportunity for tenant signage, see Illustrations #1, #2, #3. The number of tenants in the major retail building has not been determined. Articulation of the facade materials and roof line are anticipated at tenant entry points, as indicated on the north elevation. The facade will be broken into pedestrian scale sections with the use of windows and changes of material. The sides of the building not visible to the customers or from a street, south and east sides, will be constructed of painted bock or tilt-up concrete panel.

Restaurant

The restaurant is a single story structure mostly of brick cladding and painted trim board that incorporates an entry tower with a pediment roof form. An entry canopy, illustrated as a timber framed structure may also be painted steel. Signage resided on the canopy. Large window bays front the major elevations along with canvas awnings and planters. The back side elevations are a combination of brick pilasters and painted exterior stucco system. On all sides, a rooftop balustrade made with painted synthetic wood provides screening of all mechanical roof top units. An outdoor patio will be adorned with an exterior trellis made of cedar, see Illustrations #9 and #10.

Bank

The bank is a one story Cape structure that incorporates a combination of stone at the base and painted clap board on all sides. With more of a residential scale, the

building possesses a hipped roof of asphalt shingles capped with a window lined cupola. The entry is a lower gabled roof with a standing seam roof with freestanding columns at the covered entry vestibule. The windows have a traditional look with divided glass lites. The drive-through covered structure incorporates a crown molding detail at the bottom and top edges and supported with a stone clad structure, see Illustration #8.

Mixed Use Retail Building

This building will house smaller retail and restaurant tenants and is designed to reflect the character of the restaurant and bank buildings. Sidewalk arcades, extensive use of glass, column forms, roof articulation will all be used to identify tenants and create visual interest. A potential drive through is shown on the east elevation. The building will be one story tall. However, the east elevation will be articulated to appear, in part, two stories tall. The east elevation will be visible from the internal roadway system and must look attractive but, the tenant service doors will also exist on the east side, see Illustrations #4, #5, #6, and #7.

C. Prior Approvals

The site has few prior approvals. The site was previously rezoned to HC-1 after the owners filed site plans. No site disturbance has happened per those filings. The site is actively used for wood product processing.

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
 - NYCDEP: Stormwater Management
 - 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: Town Board Town of Southeast
 - Town Wetland Permit: Town Board Town of Southeast
 - Architectural Review: Town Board Town of Southeast
 - Putnam County planning Review Gen. Municipal Law (239 l&m)
- *Petition filed by the applicant requests the Town Board grant Site Plan Approval 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 Environmental Protection (NYCDEP)
New York State Department Environmental Conservation (NYSDEC)
New York State Department of Transportation (NYSDOT)

F. Summary of Potential Significant Impacts

- Land Use and Zoning

Given present RC zoning, and, the availability of the same permits for ridgeline disturbance as assumed in the primary proposal, office buildings of up to 173,000 SF plus a 7,000 SF± restaurant, a 3,000 SF± bank and a 120 room ± three story hotel could be constructed on the site, meeting zoning codes. The development area for the proposed HC-1 Zone primary proposal would match the development area disturbance for an RC, zoning development.

Development under the proposed HC-1 Zoning or the RC Zoning would require relief from the ridgeline area. Total site disturbance, using either zone, would be equal. The primary plan, proposed as an HC-1 zoned site with Zoning Section 138-63.4 applicable, would permit an identical Building Floor Area, Floor Area Ratio and Total Coverage as the RC zone. The issue for the applicant has been the long term lack of market for office buildings permitted under RC zoning. In response to market forces, the developer is seeking a rezoning to HC-1 which would allow marketable retail space to be constructed.

- Community Services

The existing service providers police, fire, and emergency services, have indicated the property can be protected with present levels of staff and equipment, see Community Services, Chapter #3.

- 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. Three people are employed in a wood processing operation on the property, see Economic Conditions, Chapter #4.

The proposed project, it is estimated, will generate 150 construction jobs and 262 permanent jobs.

The proposed project, it is estimated, will generate \$687,863 property taxes to be divided among the Town, County, Fire District, and School System.

It is estimated, \$3,955,200 in sales taxes will be generated for the County.

- Visual Resources

The development will not be visible from Route 84. Per 138-63.4, a 50' Environmental Conservation Buffer is required along the Route 84 frontage and 75' along Route 312. A portion of the ridgeline will remain to screen the development in the south and southwest of the site. The building roof lines will be below the ridgeline elevation.

The retail buildings will be only partially visible from Route 312 along the site frontage and from isolated locations in the area of North Brewster Road, see Chapter #5. A Planting shelf has been proposed along the south and east side of the development area so that mature evergreen trees can be transplanted to screen the view of the development from people who reside, about one mile away, on the elevated hillside through which North Brewster Road passes

- Cultural Resources

There are no impacts, see Chapter #6.

- Geology

Earth and rock cuts will be created. These cuts will be balanced against fills which must be placed and compacted. Blasting will be required, see Chapter #8 Geology.

- 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 and stabilize drainage swales, see Chapter #9. The building pad development area will be 120'± beyond the wetland buffers.

- Sanitary Sewage and Stormwater Management

Sanitary Sewage will be directed into an existing waste water treatment plant, see Chapter #10. Stormwater control basins will be created to meet all regulatory requirements, see Chapter #10.

- Traffic and Transportation

Increased traffic will result from the project, but all increases will be mitigated, see Chapter #11.

G. Summary of Mitigation Measures

- Economic

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 (25) times the present use of the parcel, \$27,423 today versus (\$687,863) after development.

Today no sales taxes are generated from the site. When constructed, it is estimated, Putnam County will gain \$3,955,200 in sales tax annually, at a minimum.

During a time period of severe economic strain on municipal budgets, these figures offer significant mitigation, in the applicant's opinion. Over 260 jobs will be provided. These jobs will partially address employment rates in the area.

- Visual Resources

The buildings will be designed carefully with elements included to break up the massing and create a human scale. 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 mature trees on the site will screen most of these distant views.

- Geology and Wetlands

Earthwork will be balanced. There will be no mass export or import of earth products. Earthwork will follow the pollution prevention and sequencing plans, where limited areas will be disturbed at any one time. Stormwater will be collected and treated to avoid on-site and downstream sedimentation and erosion.

No direct wetland and limited wetland buffer disturbance has been proposed.

- Water Resources and Sanitary Sewage

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.

An existing waste water treatment plant will be utilized, no new sewage discharges are proposed.

- Traffic and Transportation

Additional traffic generated by the project will be mitigated. Intersection improvements at both the east and west bound ramps for Exit 19 will be implemented. The traffic signal at International Boulevard will be improved. A signal will be proposed at North Brewster Road to mitigate existing traffic conditions. Further, a signal will be proposed on Independent Way at the entrance to the Applebee's and the Home Depot site to mitigate existing conditions. Improvements are also proposed at the intersection of Route 312 and Route 6 to mitigate existing conditions.

H. Alternatives Analyzed

Numerous alternatives were investigated.

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 the RC allowed use of the site could disturb an identical area of the site as is suggested under the primary proposal. The RC Zoning, however, only allows a three story hotel, limiting the number of rooms possible. Further, the applicant believes the market for 173,000 SF± of office use does not exist. The applicant believes that such a proposal would not be economically viable because the office buildings could not be leased.
3. HC-1 with Hotel:
The applicant has proposed the Town consider a text change in the HC-1 Zone to allow 4 story hotel uses. The alternate places a 4 story, 150 room hotel, in place of 28,000 SF± of retail in the Building identified as Building D in the primary proposal. The balance of the development would match the primary proposal: a 148,000+/- sf retail building, a 3,000+/- sf bank and a 7,000+/- sf restaurant. No

additional disturbance would be caused by the Hotel proposal. Traffic generation may reduce, local property taxes may increase, sales taxes would decrease.