
MITIGATION

Chapter Seventeen

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1. Introduction

This chapter will summarize mitigation measures discussed in the various chapters presented herein. This section will be used as a guide in defining potential conditions should this proposal eventually obtain approvals.

2. Land Use and Zoning

The applicant proposes 186,000 SF± of commercial space composed of 176,000 SF± of retail space, a 7,000 SF± restaurant and 3,000 SF± bank.

A proposed zone change to HC-1 is requested. A text change would provide the Town Board the ability to address site plan approvals for all “Large Retail” projects. The Town Board would also be allowed permit discretion in regard to Section 138-12 Performance Standards, specifically Section I and Ridgeline Protection and Section 138-15.1 A&B Grading and Disturbance; retaining walls (manufactured slopes). The Town Board could allow disturbance of a ridgeline area and could allow variation to 138-15.1 A & B by 10%.

3. Community Services

No specific needs were defined by members of the police, fire, or emergency service agencies. It appears present staff and equipment are capable of responding to issues at the site, if developed per the plan. No specific mitigation is required.

4. Economic Conditions

The Town of Southeast and Putnam County, like others in the region, are facing serious economic strain in meeting ongoing budget commitments. Over the past few years, there has been little growth in property value and limited new construction.

The poor economic conditions can, to some degree, be mitigated with the approval and construction of this project. Based on 2012 dollars, it is estimated this development will generate the following property taxes annually :

County:	\$46,084
Town:	\$10,340
Fire District:	\$60,920
School District:	\$568,519

It is estimated, the County will see an annual increase in sales tax of \$3,955,200. If constructed, this development can start to address the funding issues now facing the Town, County and School District.

The Town has the ability to further mitigate its economic position by approving a Zone text modification to permit a 4 story hotel in an HC-1 Zone.

5. Visual Resources and Community Character

The ridgeline area will be disturbed but, the perimeter of the ridge will be preserved and no building will be visible. The site visibility balloon test indicated that the site is not immediately visible from I-84 west or east bound. The site may be partially visible from the higher areas around North Brewster Road but views will be screened with large tree plantings on the development site. The site will be screened from Route 312 immediately in front of the property via the Environmental Conservation buffer.

The air photographs and site photographs of the environment around the property clearly demonstrate the character of the interchange of I-84 and Route 312 is commercial retail and light industrial.

The lands to the north, south and west of the site are zoned commercial. Only two homes are adjacent to the site to the north, both homes are zoned rural commercial, EC, Economic Development. At least one of the homes is a rental property.

The Site Planting Plan will add vegetation to the frontage along Route 312 in the Environmental Conservation buffer. The new vegetation will filter the view of parking lots. New deciduous and coniferous trees will filter the view of the buildings but will not entirely hide the development.

6. Cultural Resources

The project will not impact either prehistoric or historic cultural resources. A complete site investigation was undertaken and no traces of activity were discovered; no mitigation is necessary.

7. Natural Resources

Vegetation on the site will be removed. Earth will be moved on a hillside. These activities have the potential to cause significant damage to the environment if not mitigated.

As a mitigating measure, a Stormwater Pollution Prevention Plan (SWPPP) is proposed which indicates construction phasing and specifies erosion and sedimentation practices to prevent damage to the environment. It will be critical to follow the SWPPP and minimize areas of disturbance; to stabilize areas prior to starting work in additional work phases; to maintain all erosion control devices.

During the operational phase of the development the maintenance of LID stormwater devices and maintenance of permanent stormwater basins will be necessary to mitigate pollutant loading and peak discharges from the stormwater system.

No disturbance of wetlands or watercourses is proposed. Minimal disturbance of variable town buffer areas is proposed. In this case, the installation of stone retaining walls as well as haybales and silt fence barriers above variable buffers will ensure that no sediment disturbance ever reaches the wetland.

The buffer is further mitigated with a Habitat Planting Plan along the outer edge of the entire buffer. Hundreds of plants which are intended to provide cover and food to small animals will be planted. The habitat planting is part of the larger site planting plan intended to stabilize the site.

8. Geology

Earthwork will include rock removal will include blasting as a removal technique. A careful pre-blasting survey of the area will be critical to the success of the operation. The contractor will be obliged to follow all state and local codes in regard to rock removal.

The site earthwork is balanced. Rock cut on the property will be processed with a portable crusher and the rock will be used during construction as a product for road and slope stabilization. This activity will minimize offsite trucking operations and mitigate impacts on the road system and neighbors.

9. Water Resources and Wetlands

No wetlands or watercourses are to be disturbed but site activities will be mitigated with erosion control measures and new extensive habitat plantings.

10. Sanitary Sewage and Stormwater Management

Sewer lines will be extended from the existing, underutilized waste water treatment plant built in Phase 3 of Terravest Corporate Park.

Stormwater will be mitigated during both construction and operational periods. The SWPPP and erosion control measures will mitigate construction phase stormwater discharge.

Operation methods to mitigate stormwater impacts may include: LID techniques of rain gardens and for porous paving. Stormwater basins will capture, treat and detain storm flows.

11. Traffic and Transportation

The development of the property as proposed will generate additional traffic and cause congestion and delay on the existing road network unless mitigated. The following actions are proposed to mitigate traffic generation impacts:

1. Additional travel lanes and modified traffic signal at the proposed project entry opposite the Route I-84 west bound ramp.
2. Improved traffic signal at the Route 312 and I-84 east bound lanes.
3. New traffic signal on Independent Way at the intersection of the Home Depot driveway and Applebee's driveway.
4. Lane modifications and signal modification at the intersection of Route 312 and Route 6.
5. Improved traffic signal and turning lanes at the intersection of Route 312 and International Boulevard.
6. New traffic signal at North Brewster Road and Route 312 intersection.

The improvements will not only maintain traffic flows by mitigating the impact of the new development, but will also improve existing problems.

12. Infrastructure and Energy

The development will require roadway infrastructure mitigation as described immediately above.

NYSE&G, the utility provider of gas and electric, has indicated that adequate capacity exists in the system to serve the needs of the development; No mitigation is necessary.

13. Air Quality

During construction air quality issues related to dust and vehicular emissions will be mitigated. Mitigation for dust emissions will include minimizing exposed areas and watering surfaces. Construction vehicle emissions would be mitigated through proper tuning of engines. No mitigation is required during operation of the facility.

14. Noise

The site evaluation for noise created during construction and during operation including vehicle noise, mechanical equipment noise and loading dock/service noise suggest there will be no impact to surrounding properties.

Other than tuning construction equipment engines, specific mitigation measures are not required.

15. Construction

Mitigation to minimize impacts would include:

- Construction activity must follow the SWPPP
- Erosion control measures must be installed and maintained
- Earthwork must be phased in small areas.
- Rock removal via blasting must follow all regulatory protocols
- Sections of the site must be finally stabilized as complete, not waiting for the end of the project.