



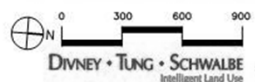
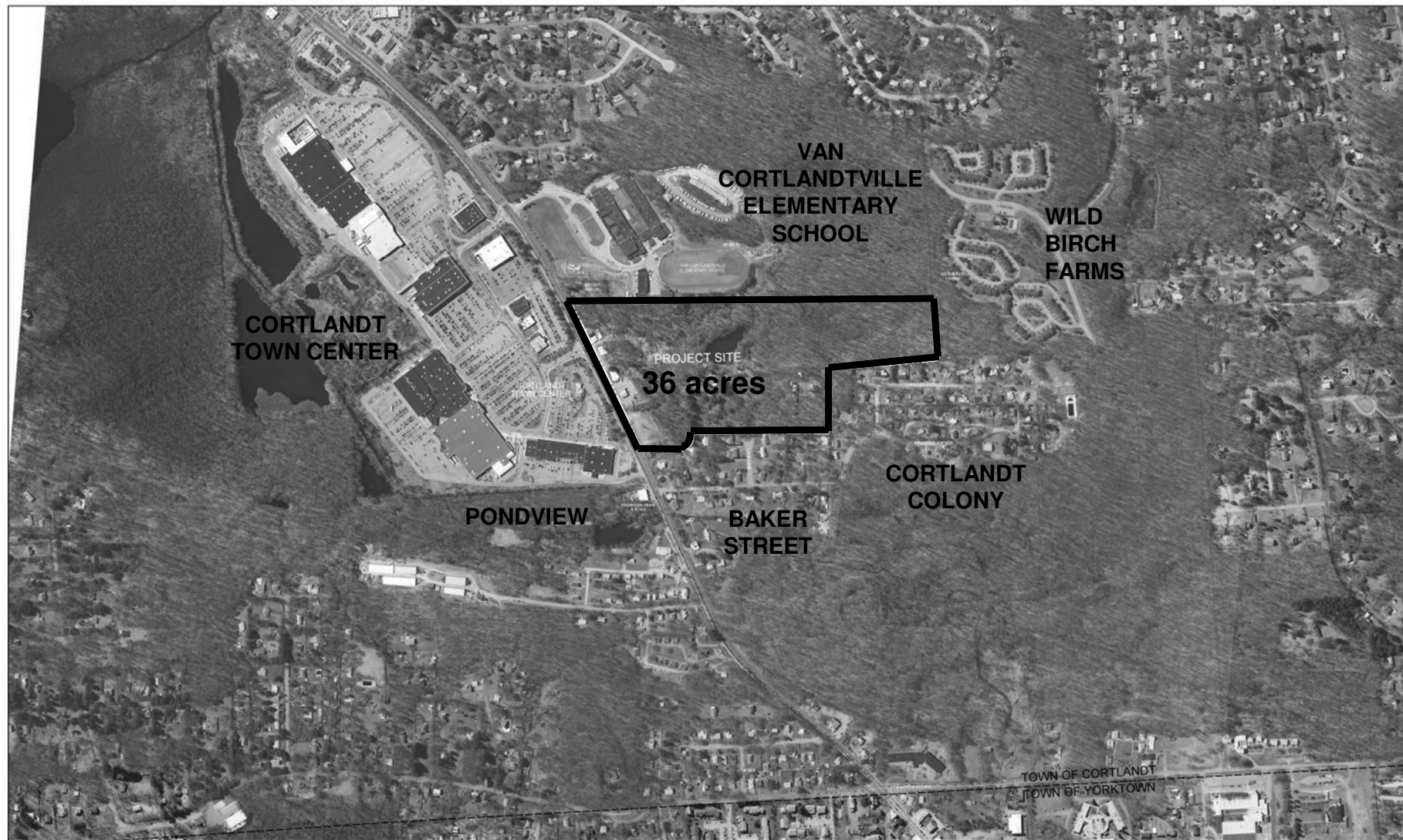
**Cortlandt Crossing
Draft Environmental Impact Statement
Public Hearing**

January 13, 2015

SBLM Architects

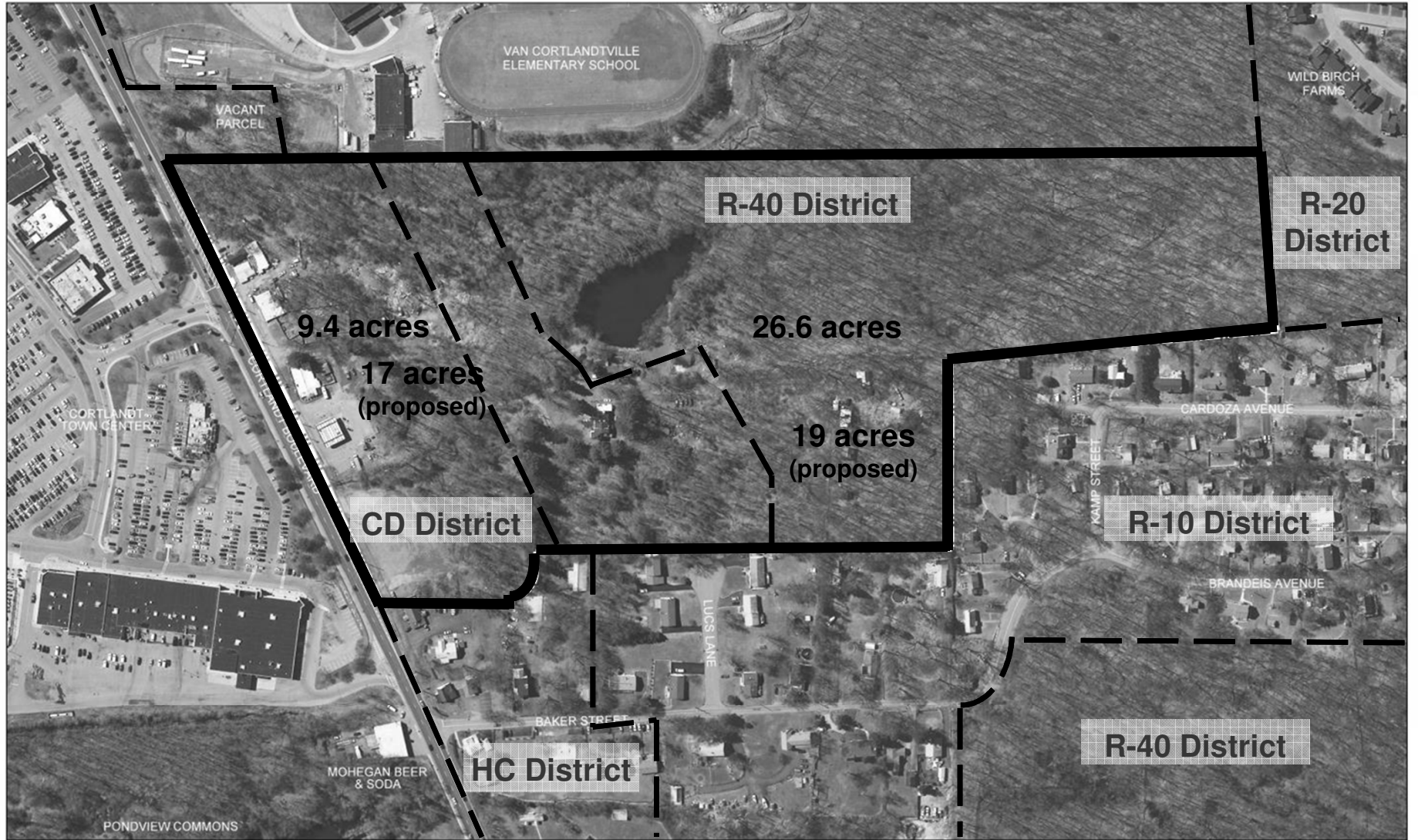
DIVNEY • TUNG • SCHWALBE
Intelligent Land Use

 ZARIN &
STEINMETZ



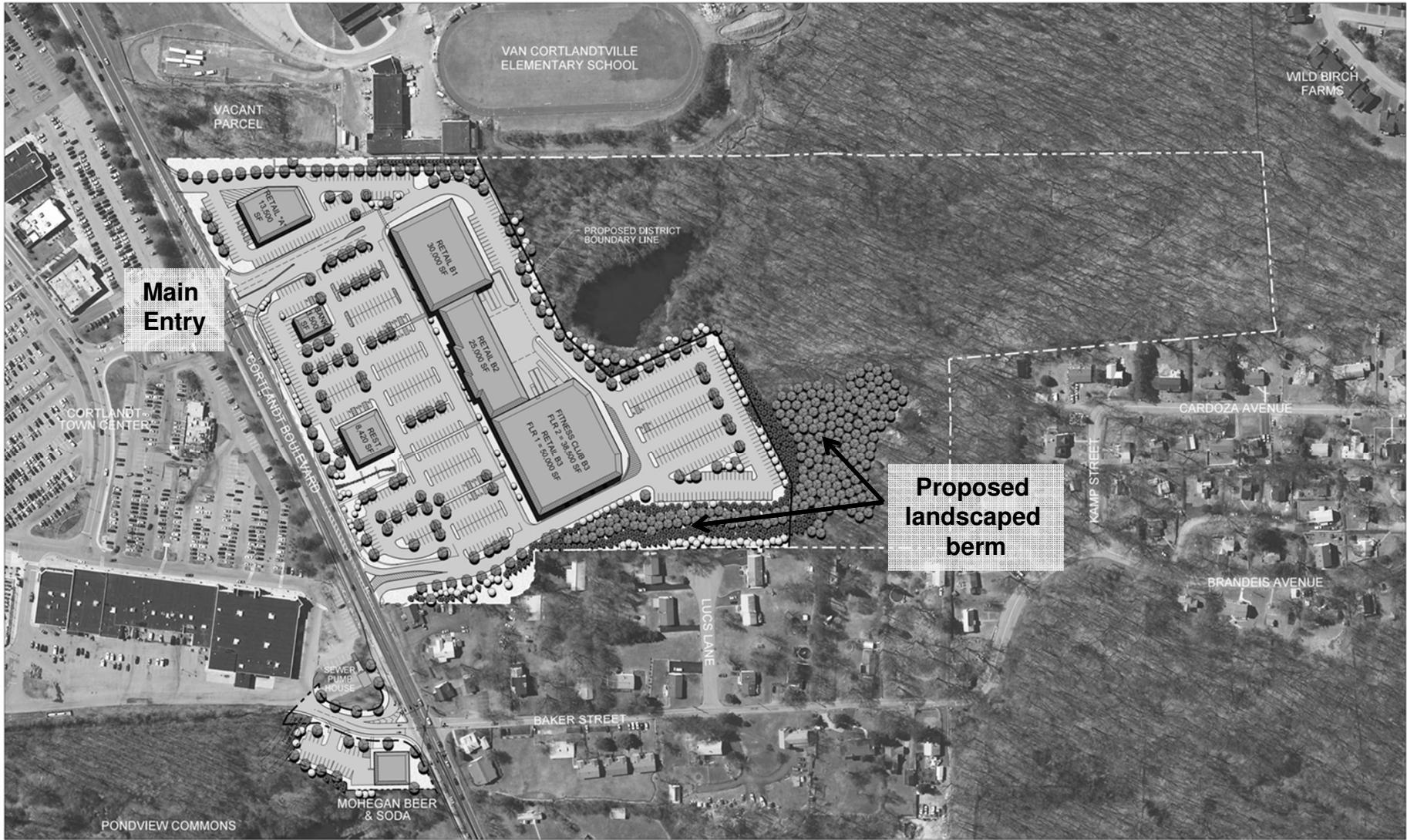
DIVNEY • TUNG • SCHWALBE *Intelligent Land Use* **SBLM**Architects **ACADIA** ZARIN & STEINMETZ

SITE VICINITY
CORTLANDT CROSSING
TOWN OF CORTLANDT, NEW YORK



Proposed Plan

- **Proposed Zoning**
 - CD District: 17 acres
 - R-40 District: 19 acres
- **19 acres of Permanent Open Space**
- **170,000 SF of Retail**
 - 123,000 sf general retail
 - 8,500 sf restaurant
 - 38,500 sf non-retail commercial
- **Reduction to 3 driveways**
- **Streetscape enhancements along frontage**
- **No residential road connections**



DEIS Contents

I. EXECUTIVE SUMMARY

II. DESCRIPTION OF PROPOSED ACTION – Program, Project Design, Approvals

II. EXISTING ENVIRONMENTAL CONDITIONS, POTENTIAL IMPACTS, POTENTIAL MITIGATION MEASURES

- A. Geology
- B. Water Resources
- C. Terrestrial and Aquatic Ecology
- D. Air Quality and Noise Resources (Town's Consultant)
- E. Transportation (Town's Consultant)
- F. Land Use and Zoning
- G. Community Services
- H. Fiscal Analysis
- I. Cultural and Visual Resources

DEIS Contents

IV. ADVERSE ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED

V. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

VI. GROWTH INDUCEMENT

VII. ALTERNATIVES

- A. No Build (No Action) Alternative
- B. As-of-Right Alternative
- C. Pedestrian Friendly Design
- D. Alternative with Building Height Variance
- E. Alternative with Condemnation of Mohegan Beer and Soda Property

VIII. REFERENCES

IX. ORGANIZATIONS AND PERSONS CONTACTED

X. APPENDICES

Baker Street Intersection



Sewer Improvements

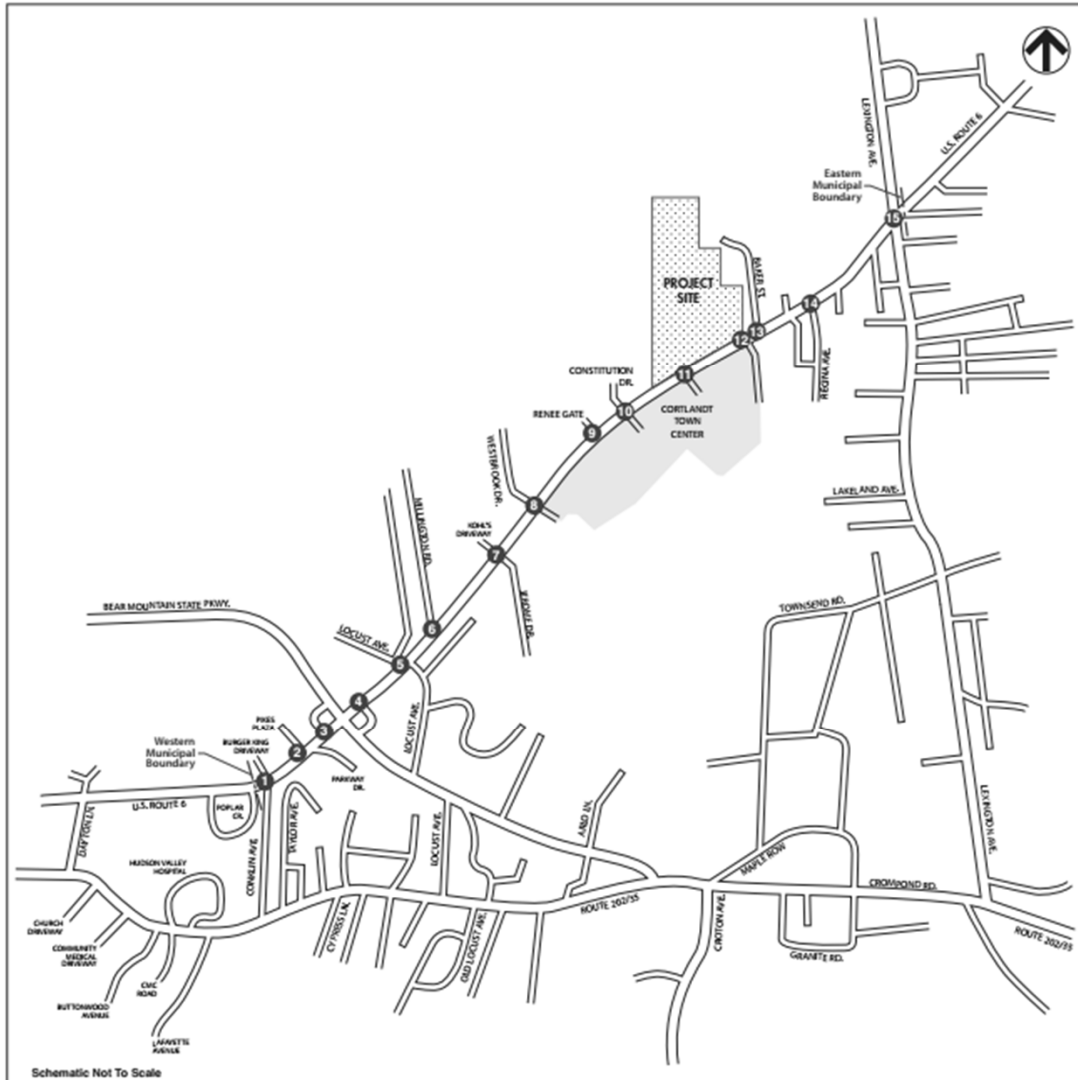
- **Creation of new sewer district – convey sanitary sewer flow from Route 6 corridor east of Westbrook Drive**
- **Provide access to sewer for Van Cortlandville School so it can abandon existing septic system**
- **Sewer service shall be brought to the Baker Street / Route 6 intersection**

Streetscape Improvements

- **Streetscape improvements along Cortlandt Boulevard frontage of the site, including,**
 - **new sidewalk**
 - **street trees**
 - **Town-standard street lights**
- **Mid-block pedestrian connection along Cortlandt Boulevard into the site adjacent to the day-lighted stream**

Cortlandt Crossing Traffic

Traffic Study Area



U.S. Route 6 Intersections to be Analyzed

- 1 U.S. Route 6 • Conklin Avenue/Burger King Driveway
- 2 U.S. Route 6 • Pikes Plaza/Parkway Drive
- 3 U.S. Route 6 • Bear Mountain State Parkway Southbound Ramps
- 4 U.S. Route 6 • Bear Mountain State Parkway Northbound Ramps
- 5 U.S. Route 6 • Locust Avenue
- 6 U.S. Route 6 • Millington Road
- 7 U.S. Route 6 • Jerome Drive/Kohl's Driveway
- 8 U.S. Route 6 • Westbrook Drive/Cortland Town Center Drive
- 9 U.S. Route 6 • Renee Gate
- 10 U.S. Route 6 • Constitution Drive/Cortland Town Center Drive
- 11 U.S. Route 6 • Cortland Town Center Drive
- 12 U.S. Route 6 • Cortland Town Center Drive (eastbound Route 6 Access Only)
- 13 U.S. Route 6 • Baker Street
- 14 U.S. Route 6 • Regina Avenue
- 15 U.S. Route 6 • Lexington Avenue

Two-Way Traffic Volumes

- **U.S. Route 6 volumes are approximately 1,500 to 2,500 vehicles per hour (vph)**
- **Lexington Avenue volumes are approximately 700 to 1,000 vph**
- **Westbrook Drive volumes are approximately 400 to 1,000 vph**
- **Volumes on Conklin and Locust Avenues are approximately 200 to 550 vph**
- **Volumes on local roads (e.g. Baker Street, Jerome Drive) are approximately 130 vph or less**

Accident Data

- **Accidents at study area intersections on U.S. Route 6 generally range from 2 to 13 accidents per year. Highest accident location is U.S. Route 6 at Lexington Avenue (based on NYSDOT accident records).**
- **This does not represent all accidents that occurred on Route 6 (non-intersection accidents).**

Future Traffic Conditions 2016

- **Increased existing traffic levels by 3 percent to account for background growth**
- **The addition of a new southbound right-turn lane on Westbrook Drive**
- **Restriping the northbound Cortlandt Town Center Driveway to provide two left-turn lanes and one through/right-turn lane.**
- **Included 13 proposed projects in Cortlandt and neighboring municipalities (i.e., Costco, etc.)**

Level of Service Analysis

- **Existing/No Build Intersections with Congested Operating Conditions (LOS E or worse)**
 - ❖ **U.S. Route 6/Westbrook Drive/Cortlandt Town Center Driveway**
 - ❖ **U.S. Route 6/Lexington Avenue**
 - ❖ **U.S. Route 6/Bear Mountain Parkway Northbound Ramps***
 - ❖ **U.S. Route 6/Renee Gate***
 - ❖ **U.S. Route 6/Baker Street***

*It is not uncommon for unsignalized intersections that intersect with an arterial (U.S. Route 6) to operate at LOS E or F conditions.

Emergency Services

- **Based on information from Town's emergency service personnel congested conditions on U.S. Route 6 during certain times of the day create response and safety issues.**

Project Trip Generation

- **AM Peak Hour– 121 trips**
- **PM Peak Hour– 467 trips**
- **Saturday Peak Hour– 607 trips**

Project Impacts

- **U.S. Route 6/Westbrook Drive/Cortlandt Town Center Driveway**
- **U.S. Route 6/Lexington Avenue**
- **U.S. Route 6/Bear Mountain Parkway Northbound Ramps**
- **U.S. Route 6/Baker Street**
- **U.S. Route 6/Renee Gate**
- **Emergency Service**

Improvement Measures

- **U.S. Route 6/Westbrook Drive/Cortlandt Town Center Driveway – Installation of an Adaptive Traffic Signal at all Cortlandt Town Center Driveways.**
- **U.S. Route 6/Baker Street – realigning Cortlandt Town Center driveway with Baker Street and installing an adaptive traffic signal.**
- **Installation of Fire Pre-emption Devices at all signalized intersections on U.S. Route 6.**
- **Examine potential jitney service on U.S. Route 6.**
- **Pedestrian crossings between the two centers.**
- **Adaptive Traffic Signals and Pre-emption Devices (GPS based) are state of the art traffic signal technology that would improve traffic conditions on U.S. Route 6 in front of the Town Center and Proposed Project.**

Note: An adaptive traffic signal control system can adjust signal timings (offsets, cycle lengths, and splits) incrementally based on real-time traffic volume information. Adaptive traffic signal control systems have the capability to adjust automatically to accommodate traffic patterns that are different from the peak periods during which they were designed to operate. Another feature of these systems is the ability to adjust when greenlights start and end to accommodate current traffic patterns and promote smooth flow and ease traffic congestion.

Intersections Requiring Additional Coordination and Analysis

➤ **U.S. Route 6/Lexington Avenue**

- ❖ **No immediate plans by NYSDOT to construct any improvements**
- ❖ **Longstanding regional operating deficiencies**
- ❖ **Need to be addressed by NYSDOT.**

➤ **U.S. Route 6/Bear Mountain State Parkway Northbound Ramps**

- ❖ **study to determine if a traffic signal is warranted.**

Economic Benefits

Existing Tax Generation \$71,000

Proposed Tax Generation \$1.4MM – \$1.7MM

- **Town & Special Districts \$183,000 – \$215,000**
- **Lakeland Central School \$1.0MM – \$1.2MM**
- **Annual Sales tax to Town \$10,000**

- **No School Children added to district**
- **Construction: direct/indirect spending and jobs**
- **Operation: 490 ongoing direct jobs**

- **\$1.90 MM in Sewer Infrastructure Improvements**
- **\$2.95 MM related to Baker Street intersection**

Alternatives

- **No Action**
- **As-of-right – 90,000 sf of retail and 10 single-family residential lots**
- **Pedestrian-friendly Design – 134,000 sf of retail**
- **Alternative with building height variance**
- **Alternative with condemnation of MB&S**

Building Renderings



Building Renderings



Building Renderings



Building Renderings



