

Chapter 21: Mitigation

A. PROPOSED ZONING ACTION (GENERIC ANALYSIS)

Adoption of the Proposed MOD Zoning will not directly result in mitigation as it does not involve project components that are to be immediately implemented. However, Chapter 11, “*Traffic and Transportation*,” evaluated the traffic impacts related to the potential for the Proposed MOD Zoning to induce growth. As a result, the potential traffic impacts of the MOD Zoning under a full build-out were evaluated. Based on the analysis conducted and presented in Chapter 11, “*Traffic and Transportation*,” there would be a number of unmitigated impacts related to the full build-out of Proposed MOD Zoning Area. Even with the significant and costly mitigation measures proposed for the Proposed Zoning Action, the travel times along the Route 202/35 corridor from Dayton Lane to Lexington Avenue would be increased by approximately 28 seconds and 1 minute 40 seconds in the Weekday AM and PM peak hours, respectively, as compared to 2021 No Action Conditions. However, if installed, an Adaptive Traffic Control System (ATCS) has the potential to generate similar delays to the 2021 No Action Condition.

B. MOD DEVELOPMENT PLAN

A number of mitigation measures have been identified to address the potential for traffic impacts associated with the MOD Development Plan. The traffic impact study evaluated the impacts related to the implementation of both the Evergreen Manor Project and the Gyrodyne Project together in one study since the projects are both located on Route 202/35/Crompond Road in close proximity to one another. These impacts and the proposed mitigation measures are described in detail in Chapter 11, “*Traffic and Transportation*.” A summary of the mitigation for the identified traffic impacts related to the MOD Development Plan is provided below.

The traffic impacts and mitigation discussed in Chapter 11, “*Traffic and Transportation*,” are based on the additional time it would take to make an individual movement at an intersection. However, while some individual movements may experience an increase in delay, the total increase in delay through a series of movements along a route is not identified. For this reason, the total delay along the Route 202/35/Crompond Road corridor in the study area was also evaluated.

With the mitigation measures proposed for the MOD Development Plan, the travel times along the Route 202/35 corridor from Dayton Lane to Lexington Avenue would be reduced by approximately 17 seconds and 1 minute 27 seconds in the Weekday AM and PM peak hours, respectively as compared to the 2021 No Action Condition.

In addition to operational traffic improvements, the proposed mitigation measures for the MOD Development Plan would provide added safety benefits to many of the intersections along the Route 202/35 corridor in the study area. The proposed MOD Development Plan would also

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provide additional pedestrian facilities, including sidewalks and crosswalks, providing pedestrian connectivity between the Project Sites as well as the NYPH. Both the pedestrian network and traffic safety measures would be expanded as part of the requirements for the full build out of the Proposed Zoning Action.

EVERGREEN

A number of specific mitigation measures were identified for the Evergreen Manor Project to avoid or lessen the potential for adverse impacts from the Proposed Project. These mitigation measures were identified in detail at the end of each individual chapter.

Construction

The duration of the construction period, in conjunction with the implementation of best management practices to mitigate construction emissions exposure off-site, will minimize negative effects from construction emissions. As discussed further in Chapter 18, “*Construction*,” these measures include wetting working surfaces, covering storage piles, stabilizing exposed areas following disturbance, and installing tracking pads at construction exists to prevent minimize dirt and dust emissions from the site, where appropriate. Although some noise will be generated from construction equipment, all equipment will be properly maintained and muffled in compliance with the EPA’s noise emission standards, and such noise impacts will be temporary and short-term. Construction activities will comply with the Town of Cortlandt Noise Control Law.

Trees

The Applicant will seek to mitigate the proposed removal of trees through the proposed planting of approximately 200 shade trees, 75 evergreen trees, 40 ornamental flowering trees, woodland buffer trees, along with shrubs and ground cover. The mix of trees and the layered planting will complement the architecture and will help to screen the Evergreen Manor Project throughout the seasons.

Wetlands

As discussed in Chapter 6, “*Surface Water Resources and Wetlands*,” two areas of potential wetland mitigation have been proposed that will result in the expansion and enhancement of the existing wetlands on the Evergreen Manor Project Site. A total of 35,944 square feet (0.83 acres) of wetland mitigation is proposed adjacent to Wetland B, which will offer additional water quality and habitat functions as compared to the low functions of the existing wetland area that will be removed. The Wetland B expansion will be coupled with an invasive species management program within Wetland C area that will be preserved to reduce the presence of exotic and invasive species so that native plants will have less competition for their own growth.

GYRODYNE

Construction

Mitigation measures will be employed to minimize short-term construction impacts. Any construction on this site will be governed by a Stormwater Pollution Prevention Plan (SWPPP) that will include Erosion and Sediment Control (ESC) to minimize such impacts (e.g. by preventing the propagation of dust off-site). ESC elements may include silt fences, hay bales, a

gravel or crushed-stone construction entrance/exit with a wash-down area, and/or sandbags to protect inlets. Typically, the Town would require regular SWPPP inspections as an oversight measure, to ensure that all ESC requirements are carried out as planned. Thus, construction phase air quality impacts will be minimized as an inherent part of the planning process. Any unavoidable construction phase impacts will be temporary and will end once the work is completed.