

Executive Summary

A. INTRODUCTION

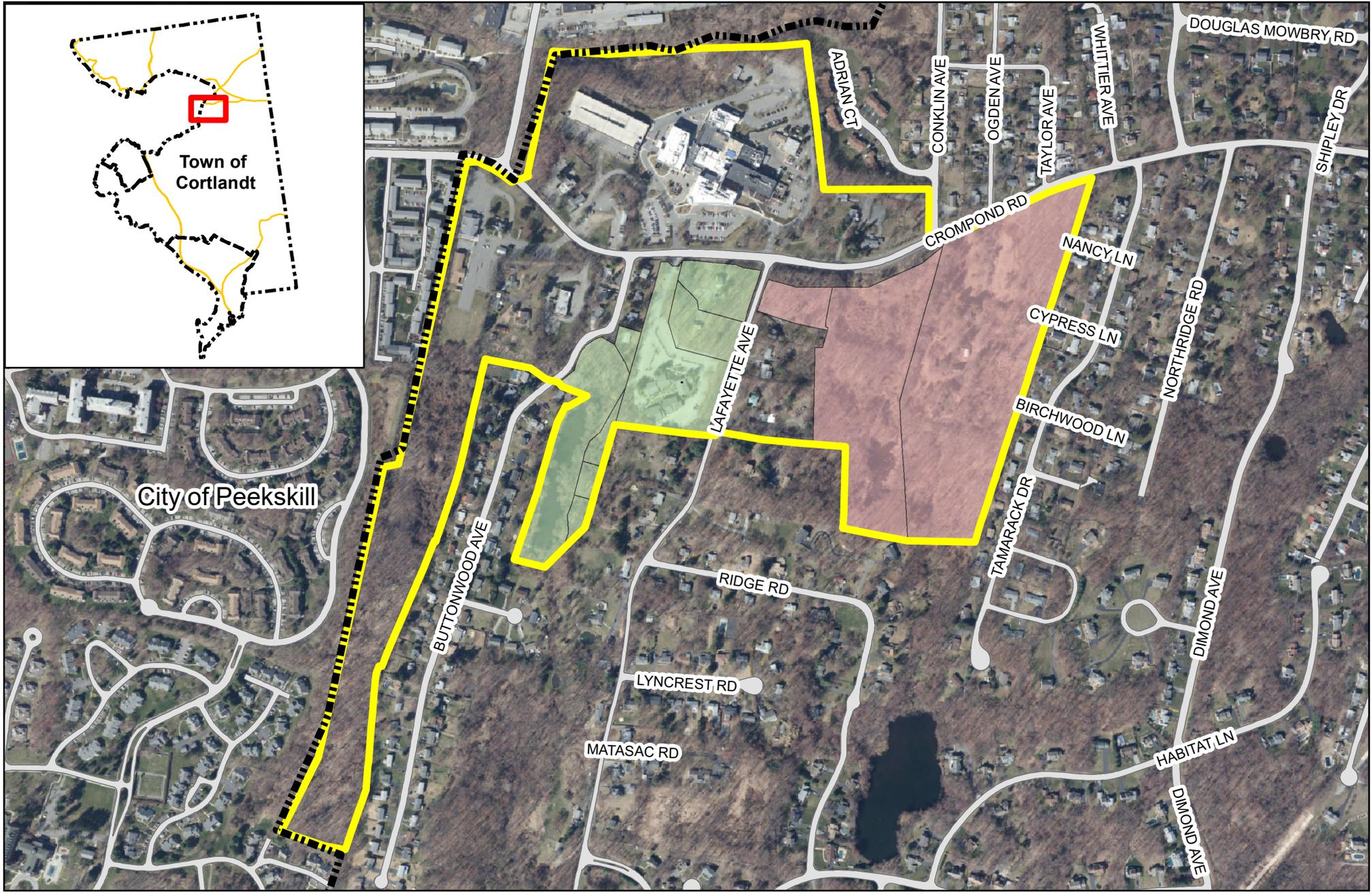
In 2014-15, the Master Plan Committee (MPC) as part of the Town's comprehensive planning process developed the idea for a Medical Oriented District (MOD) in the area surrounding the New York Presbyterian-Hudson Valley Hospital Center along the Route 202/35 corridor. The Town Board, MPC and Town Staff, with the assistance of planning consultants, worked to create and envision a concept for how the MOD area could be redeveloped into a walkable, visually cohesive medical district with first class medical services, appropriate neighborhood scale redevelopment and amenities such as sidewalks, open space plazas, and eateries. It was understood that in order to realize the ideas and visions outlined in *Envision Cortlandt*, the existing zoning for this area of town would need to be reconsidered, and consensus built among local residents and property owners about how it should work. Three public workshops were held to invite local residents, business owners and landowners to discuss what they would like to see. The result of these dialogs was used to inform the development of the MOD Zoning.

The adoption of the proposed MOD Zoning (see **Figure ES-1** "Proposed MOD Zoning Area") would allow property owners with eligible parcels in the district to apply to the Town Board to receive a MOD campus designation which would be affixed to a qualifying parcel of land. Once a parcel receives a MOD campus designation, the parcel would be governed by the uses, dimensional requirements and other provisions of the MOD zoning regulations and the MOD zoning would replace the existing zoning.

B. DESCRIPTION OF PROPOSED ACTION

Gyrodyne, LLC and VS Construction (referred to as "the Applicants") are applying for a MOD campus designation and proposing to develop a mix of uses on several parcels totaling approximately 42 acres within the proposed MOD (see **Figures ES-2 and ES-3**). Together these projects are referred to as the "MOD Designated Sites." The Proposed Action and subject of this combined Draft Generic Environmental Impact Statement (DGEIS) and Draft Environmental Impact Statement (DEIS) is comprised of two elements: 1) the adoption of zoning to establish the Medical Oriented District (MOD) in the area of Route 202/Route 202/Crompond Road near the City of Peekskill and 2) site plan and subdivision approval for the MOD Designated Sites (Evergreen Manor/VS Construction and Gyrodyne, LLC or "the Applicants") which includes a mix of medical, residential, and commercial uses as well as parking and public amenities on multiple parcels within the MOD.

To develop within the MOD, the applicants have initiated the following: First, the Applicants have applied for a MOD designation from the Cortlandt Town Board to enable the development of the Evergreen Manor and Gyrodyne site plans. The approval of the MOD designation is contingent on the Town Board adopting the MOD Zoning and the proposals meeting the intent, requirements,



**Figure ES-1
Proposed
MOD Zoning District
Boundary Map**

Medical Oriented District
Draft Generic Environmental
Impact Statement

Legend

- Municipal Boundary
- Proposed MOD Boundary

Sites Proposed for MOD Designation

- Evergreen (VS Construction)
- Gyrodyne LLC

N

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Miles

Project #: 1234567
Map Created: January 2019

The town and its consultants do NOT provide any guarantee of accuracy or completeness and will NOT be held liable for any damages or losses due to its use. Data Sources: Westchester County GIS, Town of Cortlandt GIS, ESRI



Figure ES-2
Evergreen
Master Site Plan
 Medical Oriented District
 Draft Generic Environmental
 Impact Statement



The information contained in this data is NOT to be construed as a legal description. The town and its consultants do NOT provide any guarantee of accuracy or completeness and will NOT be held liable for any damages or losses due to its use.



Figure ES-3

**Gyrodyne
Master Plan**

Medical Oriented District
Draft Generic Environmental
Impact Statement



Not to scale

and bulk standards of the proposed MOD zoning amendment. Second, the Applicants are concurrently seeking Site Plan and Subdivision Approval from the Planning Board for the MOD Designated Sites, which will include medical offices, a hotel, an assisted living facility, residential apartments, retail, restaurants, and other office uses. The Applicants intend to begin the first phase of construction of the MOD Development Plan by 2021, pending receipt of the necessary approvals. To evaluate the impacts of the proposed MOD zoning this Draft Generic Environmental Impact Statement (DGEIS) was prepared. The DGEIS also includes a site specific Draft Environmental Impact Statement (DEIS) to analyze the potential impacts of the proposed mixed-use projects on the MOD Designated Sites.

The Proposed Action would introduce: up to approximately 366 residential dwelling units (DUs), an assisted living facility with 120-beds; up to approximately 227,000 gross square feet (gsf) of commercial uses, including approximately 15,000 gsf of medical/dental lab space; approximately 185,000 gsf of medical office uses; a 100-room (52,000-gsf) hotel; and up to approximately 60,000 gsf of retail uses, including restaurant space. Development resulting from the Proposed Action would support community economic goals and objectives in line with *Envision Cortlandt*, the Town's Comprehensive Plan adopted in 2016. The Proposed Action would maximize the economic potential of the area by supporting new complementary medically-oriented commercial investment in proximity to New York Presbyterian Hospital (NYPH), and by providing expanded housing options, particularly in high demand segments that are in high demand. The Proposed Action would provide opportunities for empty-nesters to move from large single-family homes, freeing up this housing stock for young families and attracting new residents to the Town.

At full build-out, development expected to result from the Proposed Action is projected to generate approximately \$5.32 million in annual property tax revenues, of which:

- Westchester County would receive approximately \$537,000 per year, which includes general taxes to the county and the county refuse tax;
- The Town of Cortlandt (through its general fund and highway fund) would receive approximately \$554,000 annually; and
- Lakeland Central School District (LCSD) would receive approximately \$3.80 million annually.

C. LIST OF ALL LOCAL, COUNTY, STATE, AND OTHER APPROVALS

The Proposed Action will require the adoption of the MOD zoning as well as site plan approval for the proposed MOD Development Plan. The site plan approval for the MOD Development Plan is dependent on the adoption of the proposed MOD zoning. The MOD Development Plan will require the submission of site development plan applications, and applications for applicable local, state, and federal approvals. **Table ES-1** sets forth the anticipated permits, approvals, and reviews that will be required.

**Table ES-1
Required Approvals**

Agency	Approval or Permit Required
Town of Cortlandt Town Board	Zoning Text Amendment
Town of Cortlandt Town Board	MOD Designation
Town of Cortlandt Planning Board	Site Plan Approval
Town of Cortlandt Planning Board	Subdivision Approval
Town of Cortlandt	Road Opening Permit Water Main Extension Application Sewer Main Extension Application (Town Code Permits / Steep Slopes, Wetlands, Tree, Topographical, Stormwater Management, Alteration, et) Architectural Review Council (ARC)
Westchester County Division of Planning and Environmental Management	GML Section 239 Project Review
Westchester County Department of Health	Ground and/or Surface Water Withdrawal Water Supply Sanitary Sewer
New York City Department of Environmental Protection (NYCDEP)	Land Use Permit (for proposed traffic improvement only)
NYS Department of Environmental Facilities	Sanitary Sewer Extension
NYS Department of Environmental Conservation (DEC)	Public Water Supply Permit
NYS Department of Health (DOH)	Public Water Supply Permit
NYS DEC	SPDES Permit(s) – General Permit for Stormwater Discharges from Construction Activity
NYS DOH	Sewer System Extension Permit
NYS DEC	Article 24 Freshwater Wetland Permit
NYS DEC	Water Quality Certification (Section 401)
NYS DEC	Air Quality Permit or Registration
NYS DEC	Sewer Extension Approval/Formation of Sewage Corporation
NYS DEC	Protected Species and Habitats Review
NYS Department of Transportation	Highway Work Permit
New York State Historic Preservation Office (SHPO)	Section 106 and Section 14.09 Cultural Resources Coordination
US Army Corps of Engineers	Nationwide or Individual Wetland Permit
U.S. Fish and Wildlife Service (USFWS)	Threatened and Endangered Species Review

*or any other agency with approving authority

D. STATEMENT OF PURPOSE AND NEED

The purpose of the MOD is to foster economic development by building on the existing medical institutions in Town while also providing residents access to a continuum of care and creating a

walkable, neighborhood scale town center that provides services and amenities to local residents, workers and visitors to the MOD. Specifically, the intent of the MOD zoning is to:

- Centralize and improve medical services by providing for a broader spectrum of high quality health care services;
- Allow residents to age in place by providing a continuum of care through various life stages in close proximity to medical services;
- Provide a broader range of housing options for people of all ages;
- Provide for a dynamic mix of uses including complementary and accessory commercial uses such as eateries, coffee shops, hotel, assisted living, pharmacies, medical supplies.,;
- Provide opportunities to share infrastructure such as parking and pedestrian amenities (crosswalks, streetscape);
- Improve walkability in the area surrounding the hospital center;
- Create a sense of place through vibrant outdoor spaces, streetscape improvements, sidewalks, and pedestrian amenities (such as benches and street lighting);
- Connect the MOD to the Town and Region via various transit options including micro-mass transit (shuttles) and Westchester County beeline bus services.

The adoption of the proposed MOD zoning would allow property owners with eligible parcels in the district to apply to the Town Board to receive a MOD campus designation which would be affixed to a qualifying parcel of land. Once a parcel receives a MOD campus designation, the parcel would be governed by the uses, dimensional requirements and other provisions of the MOD zoning regulations and the MOD zoning would replace the existing zoning.

Gyrodyne, LLC and VS Construction (referred to as “the Applicants”) are applying for a MOD campus designation and proposing to develop a mix of uses on several parcels totaling approximately 42 acres within the proposed MOD. Together these projects are referred to as the “MOD Designated Sites.”

E. SUMMARY OF IMPACTS AND MITIGATION

This section summarizes the potential environmental impacts that are discussed in detail in this DGEIS/DEIS. It also describes the measures that the Applicant will include in the Proposed Project to avoid or minimize any significant adverse impacts to the maximum extent practicable.

LAND USE, COMMUNITY CHARACTER, ZONING, AND PUBLIC POLICY

Overall, the land use changes associated with the Proposed Action will have a positive effect on the Town of Cortlandt by allowing for the redevelopment of underutilized property, improving medical services, providing a range of housing options, and encouraging economic growth. While the Proposed Action will permit additional uses and higher densities and will increase the intensity of the development in the MOD Zoning Area, the general character of the MOD will reflect the

surrounding uses. The Proposed Action is consistent with the Town's adopted comprehensive plan which recommends the adoption of a MOD near the existing NYPH.

COMMUNITY SERVICES

At full build out, the Proposed Project would increase the residential population of the Town of Cortlandt by an estimated 718 new residents. This would represent an approximately 1.7 percent increase in the Town's residential population (based on existing population estimates). The Proposed Action would also generate additional employment and visitors. The projected increase in the Town of Cortlandt residential population would increase the demand for community services.

Emergency Services

Project generated residential population would potentially increase staffing needs from the emergency services. Property tax revenues allocated the emergency service providers would be expected to offset the costs for additional equipment and personnel required to provide emergency service protection to the MOD.

Schools

At full build out, the Proposed Action could generate approximately 29 school- aged children to the Lakeland Central School District. Given the relatively small student increment associated with the Proposed Zoning Action and the fact that the LCSD has experienced shrinking attendance since the 2009-2010 school year, the Proposed Action is not expected to trigger any major capital investments for LCSD, nor are costs related to administration expected to increase.

Recreational

The Proposed Action is not anticipated to adversely impact recreation in the Town of Cortlandt as it does not directly authorize a specific development. Generally, it is expected that any new development will increase the need for recreation services. The Proposed MOD Zoning would require MOD projects to either propose new public recreation areas or pay a recreation fee as required under § 265-11 of the Town of Cortlandt Subdivision Ordinance. Further, all projects proposed under MOD Zoning would be required to complete a site-specific SEQR analysis to identify the potential for specific impacts on recreational services.

Solid Waste

All private development projects proposed as part of the MOD would be required to contract with a licensed private carter for the removal of refuse and recyclable materials. It is expected that the private carting service would utilize a waste disposal facility that has capacity to accept waste. Therefore, the Proposed Action would not have a significant adverse impact as a result of solid waste.

Mitigation

The Proposed MOD Zoning would require all buildings within the MOD to provide adequate water for firematic protection in the form of onsite storage tanks. In addition, the Proposed MOD Zoning would require MOD projects to either propose new public recreation areas or pay a

recreation fee as required under § 265-11 of the Town of Cortlandt Subdivision Ordinance. All projects proposed under MOD Zoning would be required to complete a site-specific SEQR analysis to identify the potential for specific impacts on community facilities. If significant adverse impacts are identified mitigation to avoid or lessen project impacts on community services would be required.

GEOLOGY, SOILS, AND TOPOGRAPHY

The Proposed Action would result in new development within the MOD Zoning Area at higher densities than allowed under existing zoning. Development actions would decrease forest cover on steep slopes, add impermeable surfaces that will increase peak water flows, and increase sedimentation into streams if shallow soils are eroded off steep slopes. There could also be increased contaminant concentrations in surface water by increasing peak flows from impermeable surfaces. In addition, the MOD Development Plan would result in excess material that would need to be removed off site. The MOD Development Plan as presented herein is estimated to require the off-site export of some 130,000 CY of excess fill material, which could potentially result in up to 34 truck trips per day.¹ It is estimated that the removal of excess material may take up to 120 working days to haul off-site.

Mitigation

In compliance with requirements established for the NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activity (Permit No. GP-0-15-002) a preliminary Stormwater Pollution Prevention Plan (SWPPP) would be prepared for both MOD Development Plan sites and would be implemented during construction activities. As a result, an Erosion Control Plan shall be prepared as part of the contract documents and will require that the erosion and sedimentation controls set forth thereon be implemented before the start of construction and further such controls will be monitored and maintained during construction. Stabilization of the site shall also comply with the conditions or requirements of the Town, County and State.

Several temporary structural practices to be utilized during construction to mitigate any potential impacts including, but not be limited to, surrounding material stockpiles with silt fencing and hay bale dams, excavated and embankment areas will be graded to permit drainage and the runoff will be intercepted in ditches with silt barriers or collected in settling basins to permit sedimentation. Sediment traps, inlet protection, swales, berms and energy dissipaters will be installed, as necessary, to minimize soil and sediment from leaving the project site. Temporary mulching and seeding will be conducted to limit and control the exposure of soil. Stabilized construction entrances including wheel wash down areas and anti-tracking pads will also be constructed and maintained throughout construction to minimize the off-site migration of sediment. Soil erosion and sedimentation control measures will meet the NYSDEC New York State Standards and Specifications for Erosion and Sediment Control requirements and the Town of Cortlandt requirements as outlined in the Town Code, Chapter 262 Stormwater Management and Erosion and Sediment Control. The erosion and sediment control plans for the Project are also further described in Chapter 7, “*Stormwater Management.*”

¹ Based on three 35 cy truck loads per hour over an 8-hour work day or 840 cy per day.

NATURAL RESOURCES

No endangered, threatened, or rare species or significant ecological communities are known to be present in the MOD or on the MOD Development Plan sites; accordingly, no impacts to endangered, threatened, or rare species or significant ecological communities shall result from the Proposed Action.

i. Evergreen

The MOD development plan for the Evergreen Manor site does include the clearing of a wooded area along the eastern edge of Parcel 4 for a parking lot associated with the proposed residential site. This strip of woodlands approximately 100 feet wide likely provides some habitat for breeding birds, including the forest interior species that were identified during the bird surveys. The proximity of this area to the adjacent residences on Tamarack Drive make it less than ideal for the more sensitive bird species, but the removal of trees may represent an impact to these species.

ii. Gyrodyne

The proposed development on the Gyrodyne Project Site will result in the removal of approximately 292 trees within the limits of disturbance for the construction of the multi-family residential building and the medical office building, as well as associated parking areas and drive aisles. While trees on the interior of the site will be removed, most of the trees located along Lafayette Avenue and around Orchard Lake (excluding the area designated for the proposed valet parking area) will be preserved. Many of the trees that will be removed are young, since the area was cleared in the not so distant past for the construction of the existing structures. The vegetation surrounding Orchard Lake will remain and will not be affected by the proposed construction.

Mitigation

i. Evergreen

Mitigation efforts will focus on expansion, restoration and enhancement of the two wetland systems on the Evergreen Manor Site. This also includes invasive species management, cleanup of former debris areas, aggressive re-planting with native ground covers, shrubs and trees, and initiatives to improve wetland and wetland buffer functions.

ii. Evergreen and Gyrodyne

The proposed landscaping plans for both sites will include native species wherever feasible, and the water quality/bioretenion features will be planted to mimic wetland vegetation to provide additional habitat, particularly to bird species. In addition, two open space parcels will remain and include the wetlands, which are the most sensitive habitat on the parcel. Other protective measures will include buffer restoration and construction of a physical barrier- such as fencing, or walls to separate these areas from the proposed development activities.

In order to preclude any potential issues with both bat species, development of the project sites will adhere to the federal and state guidelines. Specifically, the tree clearing activities for the proposed development will be scheduled during winter months to the maximum extent practicable

as required by reviewing agencies, including the removal of all snag (dead standing) and cavity trees unless they are a hazard to human life and property.

SURFACE WATER RESOURCES AND WETLANDS

The Proposed Action would result in the adoption of MOD Zoning which could potentially result in new development within the MOD Zoning Area at higher densities than allowed under existing zoning. Development actions could result in direct impacts to wetlands and buffers, add impermeable surfaces that will increase peak water flows into wetlands and waterbodies, and increase sedimentation into streams if shallow soils are eroded off steep slopes. There could also be increased contaminant concentrations in surface water by increasing peak flows from impermeable surfaces. Any project proposed under MOD Zoning would be required to conduct a site-specific SEQR analysis to determine if the project would result in any significant adverse impacts to surface water resources and wetlands. If any significant adverse impacts are identified, mitigation would be required to minimize or avoid impacts to surface water resources and wetlands. The Proposed impacts related to the MOD Development Plan are described below.

i. Evergreen

In order to accomplish the proposed project on the Evergreen Manor site, some filling of regulated wetlands will be required. Approximately 18,000 sf of Wetland C will be filled to provide access to Parcel 1 (proposed restaurant) and the creation of a building pad and parking area for Parcel 2 (two-story commercial building). Approximately 55,000 sf of this wetland (1.26 acres) will remain. The area to be filled will occur in the portion of the wetland identified as having the lowest function related to habitat, wetland vegetation, stormwater storage and aesthetic value. Historic aerial photos from 1926 clearly show this area as having been maintained as open field. It is unclear when wetland characteristics developed in this portion of the site.

The proposed fill has the potential to alter site hydrology to the wetland, but this will be offset by runoff from the newly developed portions being routed through water quality basins before discharge back into the wetland.

As noted above, the functional connection between Wetland C and offsite/downstream wetlands is in question. The wetland does provide functions related to groundwater discharge and habitat, but these functions are compromised by the presence of invasive and non-native vegetation. In the Applicant's opinion, the filling of the southern part of this wetland is unavoidable in order to provide efficient internal access to Parcel 1. It is anticipated that the enhancement and restoration of the remainder of the wetland will provide mitigation for this impact.

A road crossing at the northern edge of Wetland B is proposed in order to access proposed Parcel 4 (residential building). In this location the existing small pond overflows to the south, creating a narrow drainageway that ultimately conveys flows to the larger pond/wetland. A large culvert will be installed to minimize the disruption of this flow. A water quality basin will be constructed on the east side of the pond, and plantings will be added to make this a visual amenity.

ii. Gyrodyne

The proposed Gyrodyne Project will disturb approximately 33,000 square feet (0.80 acres) of the delineated on-site wetland. The Proposed Action includes development within the wetland

boundary and the wetland buffer area. This development includes the multi-family residential building, parking areas, the environmental education gateway, an amphitheater, a pedestrian bridge and gravel paths around Orchard Lake, as well as proposed landscaping. There will be no impacts related directly to Orchard Lake. The Gyrodyne Project proposes to keep the lake in its natural state without any disturbance.

Mitigation

i. Evergreen

In order to offset the functional impacts to the Evergreen site wetlands that will be disturbed as part of the proposed construction, the Applicant is proposing a multi-phased mitigation plan that will result in expanded and enhanced existing wetlands. Stormwater management practices and buffer enhancement are also proposed to protect the wetlands in the long term.

ii. Gyrodyne

To offset impacts the approximately 33,000 square feet (0.80 acres) of disturbance to local wetlands, the area around Orchard Lake is proposed to become a recreational resource and will be enhanced with passive walking trails and landscaping. Great effort has been taken to revegetate the area with native wetland plants and ground cover, while also using natural materials and mulch to demarcate the path around the lake. Orchard Lake itself will remain undisturbed and in its natural state. These improvements will help to improve the lake and wetland area in order to make it available and easily accessible for public use. Areas within the wetland boundary and wetland buffer will have permeable pavers and porous asphalt.

STORMWATER MANAGEMENT

Any project within the MOD would require the development of a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the New York State Stormwater Management Design Manual (NYSSMDM). The SWPPP would also be required to meet the minimum requirements for stormwater quality treatment and quantity control defined in the General Permit. Future projects that include earth disturbances in excess of 1-acre would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) and gain coverage under the New York State Department of Environmental Conservation (NYSDEC) General Permit. Projects that involve less 1-acre of earth disturbance would be required to develop a Storm Water Pollution Prevention Plan as part of the local site plan approval process. In either case, each project within the MOD would be required to include stormwater management practices for stormwater quality treatment and stormwater quantity control.

As the majority of the MOD is developed under existing conditions, it is anticipated Storm Water Pollution Prevention Plans would include a mix of stormwater management practices for “New Development” and “Redevelopment” as defined by the NYSSMDM. Practices for New Development would include green infrastructure practices, such as rain gardens, green roofs, and stormwater planters, as well as standard management practices with runoff reduction capacity, such as bioretention basins and infiltration practices. Practices for Redevelopment could include proprietary practices such as hydrodynamic separator units.

As such, impacts associated with increased impervious area (e.g. increases in pollutants, erosion, stormwater runoff volume and peak flow rate) would be mitigated through the inclusion of stormwater management practices for each future development within the MOD. The Storm Water

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Pollution Prevention Plan for each future development within the MOD would be reviewed as part of the Town of Cortlandt site-specific SEQRA review and Site Plan Approval process. Therefore, no adverse impact to stormwater runoff would occur as a result of the Proposed Zoning Action.

i. Evergreen

The Evergreen Manor Project will increase the impervious coverage of The Evergreen Manor Site by approximately 9.5 acres and thereby produce greater rates of stormwater discharge and may introduce additional pollutants into the stormwater runoff. Without appropriate stormwater management measures, proposed development of the Evergreen Manor Project could impact the quality and quantity of the stormwater runoff. The removal of elements, such as trees, absorbent topsoil and natural depressions, that naturally store stormwater runoff by both intercepting, infiltrating and temporarily ponding water, combined with an increase in impervious surfaces, would result in the concentration of stormwater runoff pollutants and increased peak flow rates that could cause downstream erosion.

ii. Gyrodyne

The Gyrodyne Project will increase the impervious coverage of The Gyrodyne Project Site by approximately 3.3 acres and thereby produce greater rates of stormwater discharge and may introduce additional pollutants into the stormwater runoff. Without appropriate stormwater management measures, proposed development of the Gyrodyne Project could impact the quality and quantity of the stormwater runoff. The removal of elements, such as trees, absorbent topsoil and natural depressions, that naturally store stormwater runoff by both intercepting, infiltrating and temporarily ponding water, combined with an increase in impervious surfaces, would result in the concentration of stormwater runoff pollutants and increased peak flow rates that could cause downstream erosion.

Mitigation

i. Evergreen

The Storm Water Pollution Prevention Plan for Evergreen Manor will consist of a combination of Stormwater Management Practices (SMP), Green Infrastructure Practices, and Alternative Treatment Practices. Standard Treatment Practices such as bioretention basins and underground infiltration basins will be used to treat stormwater runoff from roads, walks, driveways and parking areas. Stormwater planters will be used to treat roof runoff. A hydrodynamic separator will treat the equivalent area of the existing 0.5 acres of impervious surface. The proposed Stormwater Management Practices will be designed to meet the NYSSMDM requirements in order to provide 80% Total Suspended Solids (TSS) removal and 40% Total Phosphorous (TP) removal.

In compliance with requirements established for the NYSDEC State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity, Permit No. GP-0-15-002, (“General Permit”), a Preliminary SWPPP has been prepared and will be implemented for the Evergreen Manor Project. In conformance with NYSDEC requirements, the proposed stormwater management practices are designed in accordance with the NYSSMDM. The SWPPP evaluates the potential stormwater management impacts anticipated with the proposed Evergreen Manor Project Site and to provide measures to minimize impacts to the maximum extent practicable during construction and after completion of the project with the use of temporary and permanent treatment practices.

The Storm Water Pollution Prevention Plan has been developed and will be implemented so that the quantity and quality of stormwater runoff during construction and after development are not significantly altered from pre-construction conditions. Primary stormwater management objectives are to replicate, as close as possible, pre-development hydrology and to avoid causing downstream flooding and flood damage and to employ all means practicable to mitigate increases in pollutant (TSS and TP) loads that will occur as a result of the proposed Project. In addition to maintaining stormwater runoff flow from the proposed watershed areas in a manner similar to existing drainage patterns, the peak rates of runoff at each storm event up to a 100-year storm frequency will be less than or equal to existing conditions through the implementation of proposed stormwater detention and infiltration practices.

ii. Gyrodyne

The stormwater management practices for Gyrodyne will consist of a combination of SMPs and Green Infrastructure Practices such as HDPE piping, drain inlets, trench drains, porous pavement, the Terre Arch stormwater storage system, and the Contech Jellyfish JF-6 stormwater treatment system to treat stormwater runoff from roads, walks, driveways, parking areas and roofs. The site will be divided into four watersheds, each with its own discharge outfall. Outfalls 1, 3, and 4 will discharge into Orchard Lake. Outfall 2 will discharge to the New York State system along Route 202/35/Crompond Road. The stormwater treatment systems will incorporate the use of the above mentioned stormwater management practices to provide water quality treatment of stormwater runoff from newly constructed impervious surfaces.

Stormwater management facilities on the Gyrodyne Project Site will be owned and maintained by the building owner upon completion of construction activities. It is expected that the proposed measures will be maintained in accordance with cleaning, replacement and maintenance practices outlined in the SWPPP prepared for the project.

In compliance with requirements established for the General Permit, a preliminary SWPPP has been prepared for the Gyrodyne Project. In conformance with NYSDEC requirements, the proposed stormwater management practices are designed in accordance with the NYSSMDM. The preliminary SWPPP evaluates the potential stormwater management impacts anticipated with the proposed Gyrodyne Project Site and provides measures to minimize impacts to the maximum extent practicable during construction and after completion of the project with the use of temporary and permanent treatment practices.

WATER SUPPLY

The Proposed Action at full build-out would add a total of approximately 798,000 gsf of development to the MOD, including 366 dwelling units, a 100 room hotel, and a 120-bed assisted living facility. Commercial development as part of the Proposed Action would include 11,000 sf of restaurant space, 49,000 sf of retail, 15,000 sf of medical/dental labs, and 185,000 sf of medical office space. Any new development proposed as part of the MOD would be required to connect to a municipal water supply. Therefore, it is anticipated that the Proposed Action would result in an increase in future water demand compared to a future build condition under existing zoning.

Although water infrastructure already exists, the incremental increase in development could require additional investment in water infrastructure and equipment. Some of the additional costs could be offset by the additional property tax revenues that the NWJWW/Cortlandt Consolidated Water district would receive from new development within the MOD. Site specific SEQR would

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be required to determine the potential for adverse impacts to the NWJWW/Cortlandt Consolidated Water District from new development associated with the MOD.

The Town of Cortlandt must first approve and be willing to serve any new development within the proposed MOD. Since the Proposed Action would require designated parcels to connect to municipal water and MOD parcels are located adjacent to existing municipal water infrastructure, connection to the water distribution system would be mandatory. If ample capacity is present, a will serve letter will be provided and development within the MOD would include the extension of the Town's water distribution system in accordance with the Rules And Regulations of the State Of New York and County Health Department. Each MOD developer would be responsible for necessary on-site conveyance for potable and fire protection via local water district extension.

i. Evergreen

The Evergreen Manor Project will require a conservatively estimated average daily water demand of approximately 81,411 gallons per day. The available water supply within the NWJWW water supply system more than exceeds the estimated average daily demand for the Evergreen Manor Project and the available water pressure and flow in the Town of Cortlandt water mains appear adequate to meet a maximum peak flow demand of 283 gpm and an average demand flow of 57 gpm. The proposed buildings will require both fire suppression systems and fire hydrant flow within the Project Site. Fire flow demand for the individual buildings will be determined during the building permit review. At this time, the available hydrant flow in the system appears to have adequate capacity to accommodate the new buildings. The need for fire pumps and storage, if required, within the buildings would be determined once the buildings have been designed. At least one existing fire hydrant located along Route 202/35/Crompond Road will require relocation to accommodate construction of the main entry road to the Evergreen Manor Project Site.

ii. Gyrodyne

The proposed Gyrodyne Project consists of a four-story medical office building and a five-story, 200 unit multi-family residential apartment building. The average daily water usage for this project, based upon NYSDEC Design Standards for Intermediate Sized Wastewater Treatment, is estimated at 53,035 gpd. It should be noted that a seasonal irrigation system is proposed for the site, which will contribute an additional water load of approximately 3,037 gpd pro-rated over a year. Based on an average maximum to average day ratio of 4.0, the peak domestic demand for the proposed development is 212,140 gpd or 140 gpm.

Mitigation

i. Evergreen

Water Conservation

The owners and operators of the buildings within the Evergreen Manor Project Site will be encouraged to utilize water fixtures and appliances that meet or exceed the minimum standards for water efficiency. In addition, most landscape plantings will be selected based on their ability to be drought tolerant and native to the area. Irrigation if needed will be limited to only those areas where needed such as building and site entrances and gardens. It is recommended that irrigation systems be used during non-peak water usage times to minimize impacts to the Town's water distribution system. Typical peak demands in the public water distribution systems occur during

the early morning hours and early evening hours. Irrigation should be scheduled during late evening or before early morning hours.

System Interconnections

The Evergreen Manor Project will include a connection to the 8-inch CIP water main located on the north side of Route 202/35/Crompond Road and extended as a public water main within the main access road. From there individual building services will be made from the new water main. To minimize water main dead-end pipes, the water main in the main access road will be routed to the west through the development site and connected to the 8-inch Town owned and operated water main located in Lafayette Avenue. This interconnection will also help strengthen the Town water system by allowing water flow to travel through multiple pipes thereby increasing water flow. The water mains installed in the main access road and interconnection to Lafayette Avenue will be designed and constructed to meet the Town of Cortlandt standard specifications. Upon completion of the water mains, they will be offered for dedication to the Town of Cortlandt as a public water distribution main.

- ii. Gyrodyne

Water Conservation

The owners and operators of the buildings within the Gyrodyne Project Site will be encouraged to utilize water fixtures and appliances that meet or exceed the minimum standards for water efficiency. In addition, most landscape plantings will be selected based on their ability to be drought tolerant and native to the area. Irrigation if needed will be limited to only those areas where needed such as building and site entrances and gardens. It is recommended that irrigation systems be used during non-peak water usage times to minimize impacts to the Town's water distribution system. Typical peak demands in the public water distribution systems occur during the early morning hours and early evening hours. Irrigation should be scheduled during late evening or before early morning hours.

System Interconnections

As discussed above, the Gyrodyne Project will include a cross-connection between the existing water mains in Buttonwood Avenue and Lafayette Avenue to provide redundancy and enhance distribution. This 8-inch cross-connection will also provide water service for the multi-family residential building. The water mains installed in the main access road and interconnection to Lafayette Avenue will be designed and constructed to meet the Town of Cortlandt standard specifications. Upon completion of the water mains, they will be offered for dedication to the Town of Cortlandt as a public water distribution main.

SANITARY SEWER SERVICE

The Proposed Zoning Action would not directly result in the generation of any new sanitary flows. However, any new development proposed as part of the MOD would be required to be located within the Peekskill Sanitary Sewer District and connect to municipal sewer. Since the proposed MOD Zoning would be expected to result in an increase in the permitted density of MOD Zoning Area, it is anticipated that the MOD Zoning Area Build Out would have the potential to increase sanitary flows to the Peekskill Wastewater Treatment Plant over the potential build out under existing zoning. Any projects proposed under MOD Zoning would be required to complete site-

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specific SEQR, which would include an analysis of the project's proposed sanitary flows, the infrastructure needed to carry the flows, and the capacity of the Peekskill Wastewater Treatment Plant to accommodate those flows.

i. Evergreen

Due to the planned mixed-use development on the Evergreen Manor site, there will be an increase in sanitary flows to the existing 10" Town of Cortlandt sewer main located in Route 202/35/Crompond Road. The estimated average daily sanitary flow for the Evergreen Manor development is approximately 74,000 gallons per day with an estimated peak flow of approximately 180 gallons per minute.

Based on the 2017 sewer flow monitoring data provided by the Town and a review of record plan and profile information shown on WCDEF mapping, the existing County Trunk Sewer is estimated to have adequate capacity under full flow conditions (900 gpm) to convey the estimated combined peak sewer flow (862 gpm) from the estimated Evergreen Manor development peak flow (180 gpm) and the recorded 2017 peak flow (682 gpm) through the McGregor Brook Interceptor Sewer.

The Town of Cortlandt, however, has indicated sewer flow through the McGregor Brook Interceptor Sewer is expected to experience an increase in peak demand due to the addition of other planned and/or approved sewer connections in the area. These other contributory properties (and their estimated peak flows) include the proposed Gyrodyne development (148 gpm), Buttonwood (125 gpm), the planned Tamarack Sewer District comprised of approximately 79 homes (84 gpm), the approved Yeshiva development (part of the Furnace Woods Sewer District) off Furnace Dock Road, and up to 156 single-family residences assumed contributory to the Lafayette Avenue Sewer (estimated between 68 and 126 gpm depending on offsite connections). The combined sewer flow from these properties has the potential to increase sewer flows through the Interceptor Sewer by approximately 160,640 GPD with an estimated peak demand of approximately 390 gpm.

If all the projects identified above connect to the McGregor Brook Interceptor Sewer, some sections of the Interceptor Sewer may not have the capacity to accommodate the increased flows. While the flow estimates for proposed projects and existing projects with no recorded data are conservative, the potential for overflow and backups is of concern. Based on these flow estimates approximately 500 feet of the existing 12" McGregor Brook Interceptor Sewer between MH 32 and MH 34 may require replacement with new sanitary infrastructure to increase the flow capacity through these sections of the County Trunk Sewer. The pipe replacement costs will be equitably distributed among the stakeholders. Upsizing of the McGregor Brook Interceptor Sewer will require the review and approval of both the Westchester County Department of Environmental Facilities and Westchester County Department of Health.

NYSDEC Freshwater Wetlands Permitting will also be involved as McGregor Brook is a regulated state wetland/watercourse. Temporary disturbances adjacent to the McGregor Brook would likely be required to install a replacement or bypass of the existing pipe.

Route 202/35/Route 202/35/Crompond Road and Conklin Avenue Sewer (Town of Cortlandt Sewer)

The Route 202/35/Crompond Road and Conklin Avenue Sewer will receive the sewer flow from the proposed Evergreen Manor development. In addition, this sewer presently receives flow from the existing Town of Cortlandt Lafayette Avenue Sewer and the Stephen Lane Pumping Station and is expected to receive additional flow from the Tamarack Sewer District, the planned and/or approved Yeshiva Development off Furnace Dock Road, and 156 additional residences with access to the sewer. The Gyrodyne development (and any Buttonwood Road homes that may be serviced in the future) are not contributory to this sewer main.

The capacity limiting this section of pipe in this sewer is reportedly in a 12" section, located just upstream of the connection to the County Trunk Sewer, with a capacity of 972 gpm when flowing full.

The estimated peak flow entering the Route 202/35/Crompond Road and Conklin Avenue sewer system from the proposed Evergreen Manor Development, when combined with the Tamarack Sewer District and other new planned and/or approved projects in the service area is estimated at approximately 390 gpm. The 2017 recorded flows through the McGregor Brook interceptor sewer at its upstream end, without the contribution from the Hospital, was 262 gpm. Using this as the base flow for this sewer is considered conservative as this recorded flow also included flows from Jacobs Hill Crossing and the Conklin Avenue East Sewer District. Combining the 2017 recorded flow of 262 gpm base flow and the estimated new flow of 390 gpm totals an estimated peak daily flow of 732 gpm. This combined peak flow (existing plus proposed and planned future demands) is within the reported capacity of the existing sewer main and thus no impacts to the existing system are anticipated because of the estimated increase in sewer flows.

Evergreen Manor Sewer System (Town of Cortlandt Sewer and Private Service Laterals)

The proposed on-site sewage collection system is to be comprised of a newly constructed public sewer main and series of private service laterals. Combined, the system is expected to require the on-site installation of approximately 1500 linear-feet of new sewer piping, comprised of a mix of 8-inch and 6-inch PVC (SDR 35) sanitary sewer pipe.

All new public sewer mains and private service laterals (with the capacity to convey in excess of 2,500 GPD) will require the review and approval of the Westchester County Department of Health and will be designed in strict accordance with local standards, the customary Ten States Standards, and regulatory Westchester County Department of Health (WCDOH) requirements.

The on-site sanitary sewer collection system will also be designed with added capacity to receive and convey flows from a planned future Tamarack Sewer District. The exact location of the future Tamarack Sewer District sewer main connection(s) will be coordinated with the Town of Cortlandt. Consideration will be given to extend the collection system as a community betterment.

ii. Gyrodyne

The proposed Gyrodyne Project consists of a four-story medical office building and a five-story, 200 unit multi-family residential apartment building. The average daily sanitary load for this project, based upon NYSDEC Design Standards for Intermediate Sized Wastewater Treatment, is estimated at 53,035 gpd. The projected peak hourly flow is approximately 185,623 gpd, based on a peaking factor of 3.5.

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The proposed collection system for the Gyrodyne Project Site involves a series of manholes, with 8-inch sewer mains, connecting to an existing manhole in the northwest corner of the property. The discharge continues through an existing 10-inch main through the New York Presbyterian Hospital property, ultimately discharging into the public sanitary sewer located along McGregor Brook.

The new flow generated by the Gyrodyne project on its own is 148 GPM. This sewer line connects to the McGregor Brook Interceptor Sewer at MH 34. This is also the location of WCDEF sewer flow monitoring site C-1. East of this point, flow is also coming from the City of Peekskill (Jacobs Hill Crossing) Sanitary Sewer and the Town of Cortlandt Conklin Avenue East Sewer District. The Town of Cortlandt has estimated that this flow from the east entering MH 34 is 262 GPM. The section of 12" pipe between MH 34 and MH 33 is limited to 821 GPM (¾ depth) and 900 GPM (full depth). The section of 12" pipe between MH 33 and MH 32 is limited to 907 GPM (¾ depth) and 995 GPM (full depth).

The existing flow at Town Meter 1 of the McGregor Brook Interceptor Sewer is 682 GPM. The proposed flow expected at the same point following the construction of the Gyrodyne and Evergreen Manor projects is 1,297² GPM. The existing pipe capacity at the worst slope location along the trunk sewer line, located downstream from MH 34 is 821 GPM. In order to accommodate the additional flow, it is proposed that 600 LF of existing 12" pipe between MH 34 and MH 32 would be replaced with 16" pipe, which would increase the pipe capacity to 1,773 GPM (¾ depth). As an alternative to replacing the 12" pipe with 16" pipe, a new 12" pipe could be installed parallel to the existing 12" pipe in the same segment as previously mentioned.

The Westchester County Health Department has requested that the Applicant dedicate all on- and off-site mains to the Town of Cortlandt. The Applicant would comply with this request by dedicating the mains via written easements.

Mitigation

- i. Evergreen

Project Wastewater Flows

To reduce the sanitary sewer demand of the project, water saving fixtures and devices will be used in all new buildings. Further, all new sanitary sewer piping will be pressure tested for leakage in accordance with WCDOH regulations and will be required to pass such testing before being allowed to be placed into service. This will assure little or no inflow or infiltration will enter the sewer system from the new construction.

Off-site Sewer Connections

As outlined above, the Town has identified several areas near and adjacent to the site that are not currently served by public sewers but are being considered for possible connection. One of the off-site areas is the planned Tamarack Sewer District. In 2003, the Town canvassed the residents of the proposed Tamarack Sewer District to gauge interest in the formation of a sewer district but

² This number assumes the following: 148 GPM for Gyrodyne, 180 gpm for Evergreen, 126 gpm for Furnace Woods Sewer District (Yeshiva plus 156 homes), 84 gpm for future Tamarack Sewer District, 77 gpm for future Buttonwood connection, and 682 gpm existing flow.

did not receive the two-thirds majority consent required to form the district.³ As part of the environmental review of the proposed MOD, the Town has requested that the proposed sanitary sewer layout for the development sites within the MOD, be designed to facilitate the possible future connection of the surrounding properties.

The planned Tamarack Sewer District is adjacent to the east side of the Evergreen Manor site. The Town has developed a preliminary sewer layout for the Tamarack Sewer District which includes approximately 9,300 linear-feet of gravity sewer serving 79 single-family homes. The proposed off-site district will contribute an estimated average daily sanitary flow of 34,760 GPD (approximately 24 gpm) and a maximum peak rate of approximately 84 gpm.⁴ The proposed Evergreen Manor on-site sanitary sewers will be designed to accommodate the estimated peak flows from the planned Tamarack Sewer District.

Sewer Ownership and Maintenance

The proposed layout includes the creation of five (5) development parcels that are accessed by a central cul-de-sac. The proposal anticipates dedication of the cul-de-sac to the Town so that it will become a public right-of-way. The sewer main within the proposed right-of-way will be dedicated to the Town of Cortlandt and owned and maintained by the Town. The sewers connecting the proposed buildings to the sewer main will be private service laterals, owned and maintained by the individual parcel owners.

Any sewer main which ultimately conveys flow from the proposed Tamarack Sewer District across lands of Evergreen Manor, will be dedicated to and maintained by the Town of Cortlandt as per WCDOH regulations. Further, any such sewer main(s) that cross an Evergreen Manor development parcel will be located within a utility easement granting access to the Town for future maintenance of the sewer main.

- ii. Gyrodyne

Project Wastewater Flows

To reduce the sanitary sewer demand of the project, water saving fixtures and devices will be used in all new buildings. Further, all new sanitary sewer piping will be pressure tested for leakage in accordance with WCDOH regulations and will be required to pass such testing before being allowed to be placed into service. This will assure little or no inflow or infiltration will enter the sewer system from the new construction.

Off-site Sewer Connections

At the request of the Town of Cortlandt, Cameron Engineering reviewed the on-site pipe capacity in the event that the residential community along Buttonwood Avenue is connected to the sewer. The potential Buttonwood Avenue off-site district will contribute an estimated average daily sanitary flow of 77 gpm. Cameron Engineering developed a technical memorandum which concluded that if the residential community along Buttonwood Avenue were to be connected to

³ Letter from Michael Preziosi, PE, Town of Cortlandt, dated October 23, 2018.

⁴ Sanitary flow rates based on New York State Standards for Intermediate Sized Wastewater Treatment Systems, March 5, 2014 and a peaking factor of 3.5.

the sewer the on-site sewer pipe would function at less than 50% capacity when factoring peaking factors, well within 10 States Standards.

ENERGY & TELECOMMUNICATIONS

Table ES-2 shows the estimated electric and gas demand of the Proposed Action based on a theoretical build out that includes the proposed MOD Development Plan’s uses and densities and the remaining MOD density leftover if both Evergreen Manor and Gyrodyne are constructed as proposed.

Table ES--2
Proposed Electric and Gas Demand for MOD Zoning

Proposed Parcel	Proposed Use	Square Footage (Approximate)	Estimated Electric Load Kilowatts (KW)	Estimated Gas Load	
				Cubic Feet per Hour (CFH)	per Hour (CFH)
1	Remaining Medical Office (after MOD Development Plan build out)	85,000	@ 12 W/sf – 1,020 kW	4,548 CFH	
2	Remaining Retail/Commercial	34,000	@ 12 W/sf – 408 kW	1,658 CFH	
3	Proposed MOD Development Plan*	NA	7,908 KW *See Table 10-2 and 10-3 in Section B below	69,256 CFH	*See Table 10-2 and 10-3 in Section B below
Total Energy Demand		--	9,336 KW	75,462 CFH	
*Note: Assumes full build out of MOD Zoning includes MOD Development Plan densities and uses.					

Based upon the uses proposed at the Evergreen Manor and Gyrodyne Project Sites, it is expected that demand projected to be generated by the MOD Development Plan will be met by the current energy and telecommunications service providers.

Mitigation

- i. Evergreen

Once the building designs have been further developed, a service request will be made to Con Edison, and Con Edison will provide a service plan for the Project, which may identify system infrastructure improvements required to be completed by Con Edison. Con Edison is required to provide gas and electric service to the customers within Westchester County, in accordance with its tariff requirements and subject to Con Edison’s final engineering approvals.

All buildings will be designed to comply with the latest New York State Energy Conservation Code and New York State Building Code. Utilization of energy efficient fixtures, smart technology, LED lighting fixtures, and solid state reduced voltage frequency-controlled motor starters will help reduce the electric demands as well as overall energy demands.

ii. Gyrodyne

The anticipated electrical load requirements have been submitted to Con Edison to confirm that there is available capacity to serve these loads using existing equipment and transmission wires that neighbor the site on both Route 202/35/Crompond Road and Lafayette Avenue. Con Edison has agreed to serve the Gyrodyne Project Site based upon the request that was submitted. The arrangement of the buildings on the site may require new conduit to bring power to the new building locations, but that is to be anticipated since the site is being cleared.

As it is anticipated that the buildings will be designed to apply for LEED Green Building Certification, there are a number of categories of energy efficiency measures that could be investigated and implemented in order to reduce both electric and natural gas consumption and demand including the following:

1. High-efficiency HVAC systems
2. High-efficiency boilers and hot water heaters
3. Energy recovery ventilators and economizers
4. Building energy management systems for HVAC and lighting systems
5. Automatic occupancy and CO₂ controlled space temperature and lighting controls
6. Daylight harvesting
7. Enhanced and thermally insulated envelop and fenestration assemblies
8. High-efficiency water fixtures
9. High-efficiency equipment (ex. Washers/dryers, refrigerators, computer, medical and entertainment equipment)

TRAFFIC AND TRANSPORTATION

A Traffic Impact Study (TIS) was conducted for the Proposed MOD Development Plan and the full build-out of the Proposed MOD Zoning. It is estimated that the MOD Development Plan would generate approximately 442 net new trips during the Weekday AM peak hour (222 entering, 220 exiting) and 671 net new trips during the Weekday PM peak hour (311 entering, 360 exiting). Upon completion of the MOD full build-out (anticipated to be 2021) the additional development allowed under the Proposed Zoning Action would generate approximately 235 and 341 net new trips (beyond the build out of the MOD Development Plan) during the Weekday AM and PM peak hours respectively. It is estimated that the full build out of the Proposed Zoning Action (including the MOD Development Plan) would generate approximately 677 net new trips during the Weekday AM peak hour (369 entering, 308 exiting) and 1,012 net new trips during the Weekday PM peak hour (445 entering, 567 exiting). The recommended mitigation measures for the MOD Development Plan are shown in **Table ES-3** below. With the implementation of these mitigation measures which are subject to review and approval by the Town and NYSDOT, the significant adverse traffic impacts identified for the MOD Development could be fully mitigated except for the signalized intersections of Route 202/35 and Bear Mountain Parkway (Weekday PM peak hour), Route 202/35 and Croton Avenue/Maple Row (Weekday AM and PM peak hours) and Route 202/35 and Lexington Avenue (Weekday PM peak hour). In addition, the unsignalized

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intersections of Dayton Lane and Beach Shopping Center south driveway (weekday PM peak hour), Route 202/35 and Tamarack Drive (Weekday PM peak hour), Route 202/35 and Shipley Drive/Diamond Avenue (Weekday PM peak hour), Route 202/35 and Locust Avenue (Weekday AM peak hour), and Bear Mountain Parkway and Arlo Lane (Weekday AM and PM peak hours) could not be fully mitigated.

Table ES-3
Recommended Intersection Mitigation Measures – MOD Development Plan

Intersection/Roadway Segment	Recommended Mitigation Measures	
	Weekday AM Peak Hour	Weekday PM Peak Hour
Signalized Intersections		
Route 202/35 and Dayton Lane	1) Restripe the SB Dayton Lane approach from one lane to one left turn only lane and one right turn only lane 2) Signalize the intersection ¹	1) Restripe the SB Dayton Lane approach from one lane to one left turn only lane and one right turn only lane 2) Signalize the intersection ¹
Route 202/35 and Lafayette Avenue / NY Presbyterian Driveway	1) Widen the NB Lafayette Avenue approach from one lane to one 100-foot left turn only lane and one through/right turn lane 2) Restripe the SB NY Presbyterian driveway approach from one left turn/through lane and one right turn lane to one left turn lane and one through/right turn lane 3) Signal phasing modifications to allow for protected/permitted NB/SB left turns ⁵	1) Widen the NB Lafayette Avenue approach from one lane to one 100-foot left turn only lane and one through/right turn lane 2) Restripe the SB NY Presbyterian driveway approach from one left turn/through lane and one right turn lane to one left turn lane and one through/right turn lane 3) Signal phasing modifications to allow for protected/permitted NB/SB left turns
Route 202/35 from Dayton Lane to Conklin Avenue	Coordinate the corridor with optimized offsets ⁷	Coordinate the corridor with optimized offsets ⁷
Route 202/35 and Bear Mountain Parkway	Restripe the EB Route 202/35 Approach to include an approximate 50-foot left turn only lane	Restripe the EB Route 202/35 Approach to include an approximate 50-foot left turn only lane ²
Route 202/35 and Croton Avenue/Maple Row	Unmitigated	Unmitigated
Route 202/35 and Lexington Avenue	1) Restripe the SB Lexington Avenue approach from one left turn/through lane and one right turn lane to one left turn lane and one through/right turn lane 2) Signal Timing Modifications	1) Restripe the SB Lexington Avenue approach from one left turn/through lane and one right turn lane to one left turn lane and one through/right turn lane 2) Signal Timing Modifications ²
Unsignalized Intersections		
Dayton Lane and South Shopping Center Driveway ³	No significant impact	Unmitigated
Route 202/35 and Tamarack Drive	No significant impact	Unmitigated
Route 202/35 and Shipley Drive ^{3,4}	No significant impact	Unmitigated
Route 202/35 and Locust Avenue ^{3,4}	Unmitigated	No significant impact
Arlo Lane and Bear Mountain Parkway	Unmitigated	Unmitigated
<p>Notes: EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound. (1) Traffic Signal is warranted with or without the Proposed Project. (2) Does not fully mitigate the intersection (3) Unsignalized intersection which does not meet signal warrant criteria under With Action Condition. (4) Not uncommon for unsignalized minor approaches/driveways on a state/city roadway to operate at LOS E and F (6) Mitigation not necessary for peak hour (7) Coordination and offsets synchronize traffic signals together in order to provide smooth flow of traffic along a segment with closely spaced intersections in order to reduce travel time, stops and delay.</p>		

As described above, the additional development allowed under the Proposed Zoning Action would generate approximately 235 and 341 net new trips (beyond the build out of the Proposed Project) during the Weekday AM and PM peak hours respectively. Therefore, it is estimated that the full build out of the Proposed Zoning Action (including the Proposed Project) would generate approximately 677 net new trips during the Weekday AM peak hour (369 entering, 308 exiting) and 1,012 net new trips during the Weekday PM peak hour (445 entering, 567 exiting).

Under the 2021 With Action condition, absent any additional improvements beyond those specified for the MOD Development Plan, there would be impacts at the following locations;

- U.S. Route 6 and Dayton Lane-the northbound left turn movement would deteriorate from LOS D to LOS E during the Weekday PM peak hour.
- Route 202/35 and Lafayette Avenue/NYPH Driveway-the eastbound approach would deteriorate from LOS C to LOS F during the Weekday PM peak hour. The westbound through movement would deteriorate from LOS C to LOS D during the Weekday PM peak hour. The northbound approach would deteriorate from LOS D to LOS during the Weekday PM peak hour. The southbound shared left turn/through movement would deteriorate within LOS F during the Weekday AM and PM peak hours.
- Route 202/35 and Conklin Avenue-the westbound approach would deteriorate from LOS C to LOS F during the Weekday PM peak hour.
- Route 202/35 and Bear Mountain State Parkway-the eastbound approach would deteriorate within LOS F during the Weekday AM and PM peak hours. The westbound through movement would deteriorate from LOS C to LOS E during the Weekday PM peak hour.
- Route 202/35 and Croton Avenue/Maple Row-the eastbound through movement would deteriorate from LOS E to LOS F during the Weekday AM peak hour. The westbound left turn movement would deteriorate from LOS B to LOS E during the Weekday PM peak hour. The westbound through/right turn movement would deteriorate within LOS F during the Weekday PM peak hour. The northbound left turn movement would deteriorate within LOS F during the Weekday AM and PM peak hours.
- Route 202/35 and Lexington Avenue-the eastbound through/right turn movement would deteriorate within LOS F during the Weekday AM and PM peak hours. The westbound through movement would deteriorate within LOS F during the Weekday PM peak hour.
- Dayton Lane and Beach Shopping Center South Driveway-the westbound left turn/right turn movement would deteriorate within LOS F during the Weekday PM peak hour.
- Route 202/35 and Dayton Lane-the southbound approach would deteriorate within LOS F during the Weekday AM and PM peak hours.
- Route 202/35 and Tamarack Drive-the northbound approach would deteriorate from LOS C to LOS F during the Weekday PM peak hour.
- Route 202/35 and Shipley Drive-the northbound approach would deteriorate from LOS D to LOS F during the Weekday PM peak hour.
- Route 202/35 and Locust Avenue-the southbound approach would deteriorate from LOS D to LOS F during the Weekday AM peak hour.
- Bear Mountain Parkway and Arlo Lane-the northbound approach would deteriorate within LOS F during the Weekday AM and PM peak hours.

The mitigation measures described in the Table above as well as additional queue and corridor delay improvement measures are the only traditional mitigation measures feasible for the study area given the existing right-of-way for Route 202/35. When the roadway capacity cannot be increased Intelligent Transportation Systems (ITS) can sometimes be employed to manage peak period congestion and fluctuations in traffic.

AIR QUALITY

MOD Full Build-Out

The additional vehicle trips generated by the Proposed Action and the MOD Development Plan's stationary sources are not expected to cause any exceedance of ambient air quality standards. Therefore, there would be no potential significant adverse air quality impacts from the Proposed Action. With the Proposed Zoning Action, the NYPH facility as a nearby source is not expected to cause any significant adverse air quality impacts on sensitive receptor locations introduced by the Proposed Project, however, as this is a Generic Environmental Impact Statement (GEIS), as more information becomes available, additional detailed analysis could be required.

MOD Development Plan

The MOD Development Plan would introduce relatively small stationary sources at sufficiently large distances from the nearest sensitive locations, and the traffic increments associated with the Proposed Project would not exceed screening levels, as described below. Overall the Proposed Project would not cause significant adverse air quality impacts.

NOISE

MOD Full Build-Out

Noise associated with the Proposed MOD Zoning Action would be in compliance with the Town of Cortlandt's code restrictions on noise. Additionally, the Proposed Zoning Action would not be expected to result in significant adverse noise impacts at residences or other receptors immediately adjacent to the project site according to the New York State Department of Environmental Conservation (NYSDEC) noise guidance document, and future noise levels at the buildings included in the Proposed Zoning Action would experience noise levels in the range considered acceptable for residential use according to the NYSDEC guidance document. The analysis finds that the Proposed Zoning Action would not result in any significant adverse noise increases at nearby noise receptors.

MOD Development Plan

Noise associated with the MOD Development Plan would be in compliance with the Town of Cortlandt's code restrictions on noise. Additionally, the Proposed Project would not be expected to result in significant adverse noise impacts at residences or other receptors immediately adjacent to the project site according to the NYSDEC noise guidance document, and future noise levels at the buildings included in the Proposed Project would experience noise levels in the range considered acceptable for residential use according to the NYSDEC guidance document. The analysis finds that the MOD Development Plan would not result in any significant adverse noise increases at nearby noise receptors.

ECONOMIC CONDITIONS

Development expected to result from the Proposed Zoning Action would introduce: up to approximately 366 residential dwelling units (DUs), an assisted living facility with 120-beds; up to approximately 227,000 gross square feet (gsf) of commercial uses, including approximately 15,000 gsf of medical/dental lab space; approximately 185,000 gsf of medical office uses; a 100-room (52,000-gsf) hotel; and up to approximately 60,000 gsf of retail uses, including restaurant space. Development resulting from the Proposed Zoning Action would support community economic goals and objectives in line with Envision Cortlandt, the Town's Comprehensive Plan adopted in 2016. The Proposed Zoning Action would maximize the economic potential of the area by supporting new complementary medically-oriented commercial investment in proximity to New York Presbyterian Hospital (NYPH), and by providing expanded housing options, particularly in high demand segments that are in high demand. The Proposed Zoning Action would provide opportunities for empty-nesters to move from large single-family homes, freeing up this housing stock for young families and attracting new residents to the Town.

At full build-out, development expected to result from the Proposed Zoning Action is projected to generate approximately \$5.32 million in annual property tax revenues, of which:

- Westchester County would receive approximately \$537,000 per year, which includes general taxes to the county and the county refuse tax;
- The Town of Cortlandt (through its general fund and highway fund) would receive approximately \$554,000 annually; and
- Lakeland Central School District (LCSD) would receive approximately \$3.80 million annually.

Development resulting from the Proposed Zoning Action and the MOD Development Plan is not anticipated to result in any significant adverse economic or fiscal impacts. The Proposed Zoning Action would result in new commercial uses, including professional offices, as well as new residential development that would attract and retain residents and consumer expenditure associated with those residents. The projected annual property tax revenues generated for each affected taxing jurisdiction is expected to exceed the estimated costs to those jurisdictions, particularly for the LCSD. The Proposed Zoning Action would therefore have overall net positive economic and fiscal effects, and no mitigation measures are required.

CULTURAL RESOURCES

All projects proposed as part of the Proposed Action would be required to complete a site-specific SEQR analysis to identify the potential for specific impacts on historic or archeological resources. If any impacts are identified, modification to the project or mitigation would be required to avoid or lessen the potential for significant adverse impacts to historic or cultural resources.

- i. Evergreen

The Evergreen Manor project will not impact the nearby archaeological sites or properties listed on the National Register of Historic Places. The Applicant will continue to work with OPRHP to identify the appropriate mitigation measures to be incorporated into the Evergreen Manor Project related to the demolition of the existing on-site structures.

- ii. Gyrodyne

The Gyrodyne Project will not impact the two identified cultural resources that are National Register Listed and no mitigation measures are proposed.

VISUAL RESOURCES

A MOD designation would allow new uses and higher densities than are currently allowed under existing zoning. Under full build-out of the Proposed Action, it is expected that trees would be removed on MOD designated parcels and new buildings would be constructed with surface parking and/or structured parking. Sidewalks would also be constructed along the Route 202/35/Crompond Road frontage. MOD Development projects could potentially be visible from residential parcels abutting or in close proximity to undeveloped or underdeveloped MOD designated sites. Landscaping plans would be required to buffer and soften views of the sites from surrounding residential uses.

The proposed MOD would allow 5-story buildings up to 60 feet in height similar to the height and bulk of the existing NYPH. Therefore, the Proposed Action would be expected to result in the construction of larger and taller buildings as well as denser more compact development. The appearance of the Route 202/35/Crompond Road corridor would be expected to change due to the new uses, denser development, and removal of trees. Although there would be visual changes to the MOD Zoning Area, these changes would be expected to support the planned economic growth of the MOD and would not be inconsistent with the surrounding MOD uses. The MOD Zoning would be expected to create a neighborhood scale campus-like atmosphere and would encourage the use of compatible design, building materials, signage and other architectural elements among developments.

Mitigation

i. Evergreen

The Evergreen Manor Project has been designed to provide a vibrant mixed-use development that is consistent with the goals of the MOD to encourage economic development and provide a range of housing options proximate to the hospital.

The proposed buildings have been designed to feature articulated façade elements and neutral color palettes with accent colors to provide complementary design and visual interest. Evergreen, deciduous, and flowering trees and shrubs are proposed throughout the Evergreen Manor Project to provide both screening and visual interest from within and outside of the Property. Existing vegetation would be maintained between the proposed assisted and independent living facility and the eastern property boundary. Additionally, existing vegetation within and adjacent to the existing wetland areas in the northern and southern portions of the property will be maintained.

Lighting will provide safety in evening hours and will be appropriately scaled and designed to have little visual impact on surrounding areas. Parking areas will utilize appropriately-scaled lights that will be selected to complement the architecture. These fixtures incorporate LED bulbs and optical systems to uniformly distribute light downward. The light distribution pattern will be directed downward towards proposed interior driveways, walkways and parking areas. Building mounted LED-lighting fixtures will be installed adjacent to doorways to provide general lighting at the building entryways for safe ingress and egress to buildings. Where practicable, motion controls and dimmers may be utilized to reduce the amount of lighting in areas where full lighting may not be necessary all night.

ii. Gyrodyne

The Gyrodyne Project has been designed to provide a mixed-use development that is consistent with the goals of the MOD to encourage economic development and provide a range of housing options proximate to the hospital. The proposed style of the medical office building is modern contemporary, while the multi-family residential building was designed in a Tudor revival style. Both buildings were designed in a manner to establish the site as a gateway to the MOD and create a sense of place. A key element of this design is the village green and wellness plaza as well as the prominent street frontage with the medical office building designed to promote walkability. The foreground of the medical office building will also provide a feeling of entering a cultural hub with art sculptures and outdoor terraces. The proposed buildings have also been designed to feature articulated façade elements and neutral color palettes with accent colors to provide complementary design and visual interest.

As shown on the Landscape Plan for the Gyrodyne Project, evergreen, deciduous, and flowering trees and shrubs are proposed throughout the Gyrodyne Project to provide both screening and visual interest from within and outside of the Property. Existing vegetation would be maintained around Orchard Lake and along Lafayette Avenue where feasible.

Lighting will provide safety in evening hours and will be appropriately scaled and designed to have little visual impact on surrounding areas. Parking areas will utilize appropriately-scaled lights that will be selected to complement the architecture. These fixtures incorporate LED bulbs and optical systems to uniformly distribute light downward. The light distribution pattern will be directed downward towards proposed interior driveways, walkways and parking areas. Building mounted LED-lighting fixtures will be installed adjacent to doorways to provide general lighting at the building entryways for safe ingress and egress to buildings. Where practicable, motion controls and dimmers may be utilized to reduce the amount of lighting in areas where full lighting may not be necessary all night.

HAZARDOUS MATERIALS

The Proposed MOD Zoning Area is comprised of 34 parcels totaling 105 acres. Based on a review of historic aerials, the MOD Zoning Area has a history of agricultural, commercial, and residential uses and a hotel was previously located on the Evergreen Manor site. Based on a review of the New York State Environmental Quality Mapper, the NYSDEC EAF Mapper, and NYSDEC's Environmental Site Remediation Database, no known sites with the potential to contain hazardous materials were identified in the MOD Zoning Area.

i. Evergreen

The Evergreen Manor Project will engage properly licensed contractors to remove any inactive and active heating oil ASTs and materials found within the dump area on the property. An asbestos survey will be performed to determine if there is any ACM present in the existing buildings that will be disturbed during demolition activities.

ii. Gyrodyne

The Phase I ESAs conducted for the Gyrodyne Project Site did not identify any RECs on or near the property that would be expected to result in adverse impacts to the site. The reports indicated that all ASTs should be removed from the property when future development occurs. Suspect asbestos-containing material (ACM) floor tile was observed throughout the existing medical buildings, and suspect ACM pipe insulation was observed in the basement of the residence located

at 1987 Crompond Road. Due to the age of the building, it is possible that roofing and other building materials may contain asbestos. An asbestos survey will be performed to determine if there is any ACM present in the existing buildings that will be disturbed during demolition activities.

Mitigation

i. Evergreen

The removal of any ASTs, ACM and other materials within the dump area and existing structures on the Evergreen Manor Site will be conducted in accordance with applicable, local, county and state regulations by licensed contractors, as required. Any required asbestos abatement will be conducted prior to demolition activities.

ii. Gyrodyne

The removal of any ASTs, ACM and other materials within the dump area and existing structures on the Gyrodyne Site will be conducted in accordance with applicable, local, county and state regulations by licensed contractors, as required. Any required asbestos abatement will be conducted prior to demolition activities

CONSTRUCTION

It is anticipated that the full build-out of the Proposed Action would be a multi-year project and would include several parcels within the MOD. This GDEIS/DEIS provides a generic analysis of the anticipated construction process for projects proposed as part of the MOD and a more detailed site -specific analysis for the Evergreen and Gyrodyne projects which are proposed as part of the MOD Development Plan. Given the magnitude of the infrastructure improvements that would likely be required for the MOD Development Plan and MOD full build-out, it is expected construction would be implemented in multiple phases. It is anticipated that the build year of the MOD Development Plan would be 2021.

i. Evergreen

Construction activities associated with the Evergreen Manor Project will be temporary in nature. Construction of the Evergreen Manor Project will involve the construction of a main entrance road, individual development parcel access driveways, parking areas, underground utility systems, building foundation systems, building structures, stormwater management measures, site lighting, landscaping and other physical improvements that will physically alter the existing Evergreen Manor Site.

Construction activities could potentially result in a number of temporary environmental impacts. These include construction-related noise from the operation of heavy equipment; construction traffic relating to material deliveries and material export operations; employee arrival/departure routes on the adjoining roadway network; increased soil erosion from on-going earthwork operations; and the degradation of air quality from fugitive dust and emissions from operating power equipment. It is anticipated that all of these impacts would be mitigated through management of the timing and methodologies of the construction process.

ii. Gyrodyne

Executive Summary

Like any large construction project, the future construction associated with the Gyrodyne Project will have short-term temporary environmental impacts which can include soil erosion, noise, traffic disruption, and dust associated with the construction of the proposed buildings, driveways, parking, utilities, plazas, lighting, landscaping, and sidewalks. The preferred construction timing for the site is to construct both the medical office building and the multi-family residential building at the same time in a single phase. A proposed alternate is to have construction follow a two-phase plan with the medical office building constructed first followed by the multi-family residential building. A reasonable construction timeframe estimate is approximately 24 months for the preferred single phase approach, which is approximately 14 to 16 months shorter than the 38 to 40 month projection for the alternate two-phase construction plan. Noise and vibration will be generated from construction and worker traffic, heavy equipment operation, and delivery vehicles. While there will be far fewer site-generated trips associated with construction than there will be with the full build-out of the Proposed Action, the number of site-generated trips associated with construction is less with a single phase plan as compared to a two-phase plan.

Mitigation

i. Evergreen

Construction of the Evergreen Manor Project has been designed to minimize and mitigate potential impacts to the extent practicable. Best management practices will be incorporated into the construction management plans to minimize potential impacts in accordance with all applicable laws and regulations.

Construction Traffic

The routes of trucks being used for construction activities will vary depending on the truck's point of origin and/or destination, but the roads that will be utilized by trucks will be US Route 202/35/Crompond Road, US Route 6, and US Route 9.

Air Quality

During construction of the Evergreen Manor Project, appropriate air quality measures, such as erosion and sediment controls, stabilized construction entrances, site watering during excavation (including truck wash stations) to avoid the re-suspension of dust, covering stockpiles of soil and gravel, will be implemented where necessary.

Noise

Although 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. In compliance with Section 197-16 of the Town of Cortlandt Code, Town of Cortlandt Noise Control Law construction on of the Evergreen Manor Project will limit "the use and operation of construction machinery and equipment in connection with the excavation and filling of land and the demolition, rehabilitation and construction of buildings between the hours of 7:00 p.m. and 7:00 a.m., Monday through Friday, from Friday 7:00 p.m. to Saturday 8:00 a.m. and all day Sunday and national holidays". If bedrock is encountered as the Project area is excavated and blasting is required all necessary permits for blasting will be obtained. Prior to any blasting a pre-blast survey of all structures that could potentially be impacted

will be performed by experienced and licensed professionals and submitted to the Town for approval.

Stormwater & Erosion and Sediment Control

Several temporary stormwater management and erosion and sedimentation control practices to be utilized during construction to mitigate any potential impacts including, but not limited to, surrounding material stockpiles with silt fencing and hay bale dams, excavated and embankment areas will be graded to permit drainage and the runoff will be intercepted in temporary diversion ditches with silt barriers or settling basins to collect sedimentation. Sediment traps, inlet protection, swales, berms and energy dissipaters will be installed, as necessary, to minimize soil and sediment from leaving the Project Site. Temporary mulching and seeding will be conducted to limit and control the exposure of soil. Stabilized construction entrances including wheel wash down areas and anti-tracking pads will also be constructed and maintained throughout construction to minimize the off-site migration of sediment. Soil erosion and sedimentation control measures will meet the New York State Department of Environmental Conservation (NYSDEC) New York State Standards and Specifications for Erosion and Sediment Control requirements and the Town of Cortlandt requirements. Permanent structures and measures implemented to manage the project's quantity and/or the quality of the stormwater will require regular inspections and maintenance. These include permanent erosion control practices (soil stabilization), water quality control practices (i.e. bioretention areas), and related stormwater flow controlling structures (culverts, catch basins, etc.). The project sponsor will be responsible for inspecting and maintaining permanent stormwater management structures and practices as outlined in the project SWPPP.

ii. Gyrodyne

Construction of the Gyrodyne Project has been designed to minimize and mitigate potential impacts to the extent practicable. Best management practices will be incorporated into the construction management plans to minimize potential impacts in accordance with all applicable laws and regulations.

Construction Traffic

The routes of trucks being used for construction activities will vary depending on the truck's point of origin and/or destination, but the roads that will be utilized by trucks will be US Route 202/35/Crompond Road, US Route 6, and US Route 9.

Maintenance and Protection of Traffic (MPT)/Work Zone Traffic Control (WZTC) plans will be implemented to ensure continued two-way vehicle and pedestrian access around the property. Typical MPT elements include wayfinding and advance lane/shoulder closure signage (e.g. "Shoulder Closed Ahead"), construction fencing, barricades (possibly with flashing beacons/temporary lighting), flaggers to help direct traffic, etc.

Air Quality

During construction of the Gyrodyne Project, appropriate air quality measures, such as erosion and sediment controls, stabilized construction entrances, site watering during excavation (including truck wash stations) to avoid the re-suspension of dust, covering stockpiles of soil and gravel, will be implemented where necessary.

Noise

Although 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. In compliance with Section 197-16 of the Town of Cortlandt Code, Town of Cortlandt Noise Control Law construction on of the Gyrodyne Project will limit "the use and operation of construction machinery and equipment in connection with the excavation and filling of land and the demolition, rehabilitation and construction of buildings between the hours of 7:00 p.m. and 7:00 a.m., Monday through Friday, from Friday 7:00 p.m. to Saturday 8:00 a.m. and all day Sunday and national holidays". If bedrock is encountered as the Project area is excavated and blasting is required all necessary permits for blasting will be obtained. Prior to any blasting a pre-blast survey of all structures that could potentially be impacted will be performed by experienced and licensed professionals and submitted to the Town for approval.

Stormwater & Erosion and Sediment Control

Soil erosion and sedimentation control measures will meet the New York State Department of Environmental Conservation (NYSDEC) New York State Standards and Specifications for Erosion and Sediment Control requirements and the Town of Cortlandt requirements. A Stormwater Pollution Prevention Plan (SWPPP) will be utilized to control erosion and minimize the transfer of site debris onto local roads. Erosion and Sediment Control 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.

DESCRIPTION OF ALTERNATIVES ANALYZED

The State Environmental Quality Review Act (SEQRA) and its implementing regulations require the consideration of project alternatives, which are formulated in response to potential impacts of the Proposed Action. The adopted Scope requires consideration of three alternatives for comparison to the Proposed Action. In addition, Gyrodyne prepared an additional alternative to access the potential impacts of an alternative bedroom count mix.

Alternative 1: No Action Alternative

The No Action Alternative assumes that neither the MOD nor the MOD Development Plan would be approved and no development would occur within the 105-acre MOD Zoning Area. The No Action Alternative would not be consistent with the goals and objectives of *Envision Cortlandt*, the Town's Comprehensive Plan adopted in 2016, which envisioned a Medical Oriented District in the MOD Zoning Area to provide for a continuum of care, centralize medical services, create a mixed use center, and support the continued economic development of the Route 202/35/Crompond Road corridor.

The Evergreen Manor Project Site which consists of three parcels and is predominantly undeveloped would continue to be an underutilized property under the No Action Alternative.

If no action is taken on the Gyrodyne Project Site, the existing Cortlandt Medical Center medical office complex would remain and continue to provide medical services for local residents. In addition, all of the existing residential structures would remain. Orchard Lake and existing open space would remain in their current states and no public recreational resources would be

constructed. Under the No Action Alternative, the Town's MOD goals and objectives of economic development, job creation, vibrancy and sustainable growth would not be achieved.

With the No Action Alternative, no impact to the natural environment would be expected, no additional project generated traffic would occur on the existing street network and no impacts on the demand for community services would be expected to occur. The No Action Alternative would also eliminate the potential for significant project-generated property, sales, and hotel occupancy tax revenue to the Town, County, School, and other relevant taxing jurisdictions. The No Action Alternative would generate neither temporary construction jobs, nor permanent on-site part- or full-time employment.

The No Action Alternative does not achieve the development objectives of the Town or the Applicants and therefore the No Action Alternative is considered infeasible by the Applicants.

Alternative 2: Development Under Existing Zoning

If the MOD Zoning is not adopted, this alternative evaluates the relative impacts on the MOD Zoning Area being developed in accordance with the existing zoning regulations.

The existing zoning regulations would allow for development to occur on selected sites within the MOD provided the sites and the proposed development meet certain criteria. The majority of the parcels in the Proposed MOD Zoning Area are zoned for single family residential use with two-family residential uses permitted by special permit. A small number of commercially zoned parcels are located in the Proposed MOD, but these parcels are limited by the Community Commercial (CC) Zoning which was designed to provide shopping facilities and services for persons residing in immediately adjacent areas. Therefore, the size of businesses that can be constructed under CC Zoning is restricted in order to limit traffic volumes to a level appropriate to the character of the districts.

By comparison, the Proposed MOD would allow for new uses and mixed uses on parcels that receive a MOD designation by the Town Board. In addition, MOD Zoning would permit higher residential, commercial, and medical densities than currently allowed under the existing zoning.

The as-of-right zoning alternative would likely result in fewer impacts compared to the Proposed Action related to demand on schools, sewer infrastructure, water supply, solid waste generation, recreation use, emergency service calls, traffic increases, air quality, noise, natural resources, wetlands, land disturbance, stormwater, energy use, and visual impacts. The as-of-right zoning would not result in the fiscal benefits expected from the Proposed Action and would not be consistent with the Town's Comprehensive Plan, which recommends the establishment of a MOD as one of Town's four strategic planning initiatives.

i. Evergreen Manor Site

The Evergreen Manor Project Site is located within the R-40, Single-Family Residential zoning district as discussed in Chapter 2, "*Land Use, Zoning, and Public Policy*," which primarily permits residential uses including single-family dwellings and accessory uses. Under this alternative a subdivision consisting of 18 residential lots on the three existing parcels could be constructed. As part of the subdivision, open space parcels totaling approximately six acres could be located adjacent to Route 202/35/Crompond Road and within the southern portion of the Site arranged around the existing wetland areas.

Executive Summary

Under this alternative, it is estimated that the 18 lots would generate approximately \$108,000 to the Town/County and \$234,000 to the LCSD. This would represent approximately \$2 million less in tax revenue to these jurisdictions than under the proposed Evergreen Manor Project.

ii. Gyrodyne Site

An alternate site plan that utilizes the existing zoning on the Gyrodyne Project Site is the construction of a religious institution. A church or other place of worship and religious instruction, parish house, rectory or convent and nursery school is permitted by right in the R-40 zoning district. The alternate site plan includes a 48,842 square foot two-story building, with 60,886 square feet of floor area, located in the north half of the property facing Crompond Road, with a parking lot comprised of 342 parking spaces located behind the building in the south half of the property. The Town's zoning code allows for buildings to have a maximum height of 2½ stories or 35 feet, and a maximum building coverage of 65% of the allowed FAR.

The creation of a religious institution on the Gyrodyne Project site will not be an economic stimulus that is discussed as main intent in the proposed MOD code, which speaks to encouraging economic revitalization in the area surrounding the hospital center, as compared to the economic benefits associated with the Proposed Action for the project site. The proposed religious institution would be replacing the existing jobs that are associated with the existing medical office buildings with a far fewer amount of jobs that are unrelated to the healthcare profession. In addition, there would be a far greater amount of jobs created by the proposed medical office building that would contribute to the economic revitalization of the area surrounding the hospital. Furthermore, the Town would be losing the potential tax revenue associated with the proposed development of the site with a medical office building and a multi-family residential building.

The alternative development plan would not create or introduce advanced environmental impacts that are different from those created by the Proposed Action.

Alternative 3: Reduced Residential Alternative with a Maximum of 150 residential units excluding assisted living

This Alternative evaluates the relative impacts of the MOD Zoning if the residential density were reduced from 400 bedrooms to a maximum of 150 units.

The Proposed MOD Zoning would allow a maximum of 400 bedrooms to be constructed as part of the MOD. By comparison, under this alternative, fewer residential units would be constructed. Fewer residential units would reduce the density of the development and the number of people living in the MOD. This would result in the generation of fewer school children, emergency service calls, sewage and solid waste and would reduce the demand for water. It is likely that less residential development would also result in less disturbance to the MOD project sites as well as less impacts to natural resources and surface water/wetlands. Less development would also result in fewer parking spaces, less impervious surface, and reduced rates of runoff. Energy use would be reduced with fewer residential units and traffic volumes would decrease because fewer people would be living in and traveling to and from the MOD. Smaller buildings and less traffic would reduce the potential for air quality and noise impacts and would reduce the amount of time it would take to construct the projects resulting in fewer construction related impacts. Smaller buildings would also mean less disturbance to the ground and a lower likelihood of encountering cultural resources and hazardous materials. While shorter buildings would reduce the potential for visual impacts. In regards to fiscal impacts, permitting fewer residential units would result in less tax revenue to the Town and could have fiscal implications for developers building in the MOD. Less

residential units would affect the number of people living in close proximity to the commercial uses in the MOD and could impact the viability of the mix of uses that rely on residential customers.

Alternative 4: Gyrodyne Project with Increased Number of 2-bedroom Units

An additional alternative to the Proposed Gyrodyne Project would be to construct a similar project with the only difference being a different mix of bedroom types, specifically an increased number of two-bedrooms units. Under this alternative, the number of total units would still remain 200, but the number of 2-bedroom units would be increased from 20 to 50, the number of studio units would be increased from 20 to 30, and the number of 1-bedroom units would be reduced from 160 to 120. Developer interest from reputable national and regional multi-family developers has consistently emphasized the need for this type of residential bedroom mix based on the project location. Since marketing and absorption of the residential units could be hampered by the improper balance of units, altering the distribution more towards 2-bedroom units could make it easier to rent the units. Optimizing the unit mix and responding to the real estate market would allow for the highest project success.

To complement the additional 2-bedrom units, Gyrodyne would include several additional amenities for the general public into its proposed development plan that are significantly beyond the traditional amenities that are offered for a development of this type.

To accommodate the unit mix proposed, the building footprint would be expanded, resulting in full building elevations on the south and west sides of the building. The existing residences on Lafayette Avenue may see a slightly larger portion of the south side of the building, but due to the location of the closest house, the change in elevation and the proposed landscape screening, the visual impact from the south side of the building may remain the same as compared to the Proposed Action. The alternative development plan would not create or introduce advanced environmental impacts that are different from those created by the Proposed Action.

This alternative would exceed the number of two bedroom units currently permitted as part of the proposed MOD Zoning.