

Commercial Campus at Fields Corner

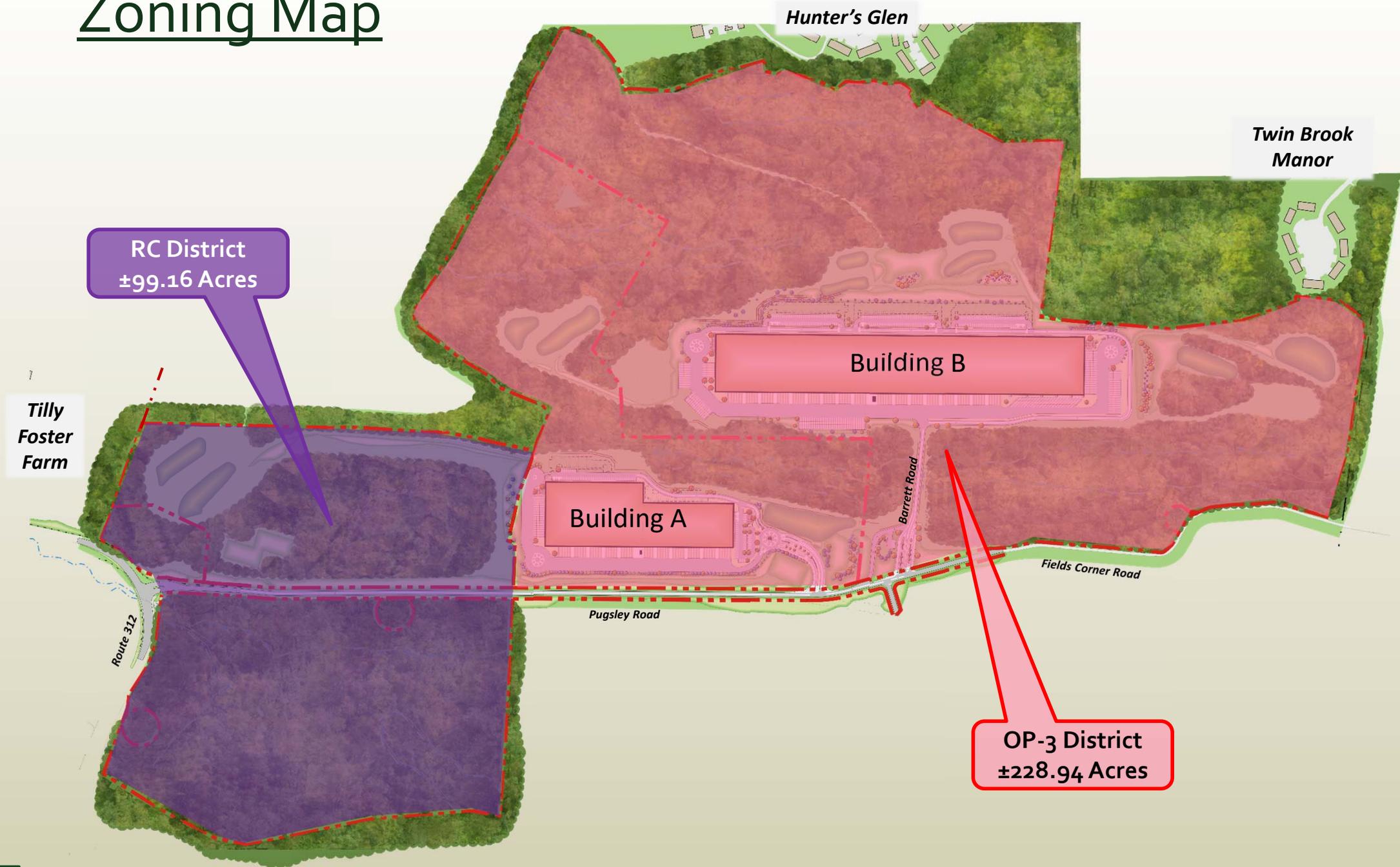
Presentation for Town of Southeast Planning Board
July 27, 2020

We Heard You!

Substantial Project Reduction Compared to DEIS:

- More compact development with increased open space and reduced disturbance.
- No development on RC district property.
- No zoning text or map amendments.
- Mitigation measures along Route 312 to generally improve operations as compared to future No-Build conditions without the Project.
- Increased distance from proposed buildings to Route 312 and Tilly Foster Farm.
- Substantial building setbacks from Hunter's Glen and Twin Brook Manor.
- Restricted truck access to Patterson.

Zoning Map

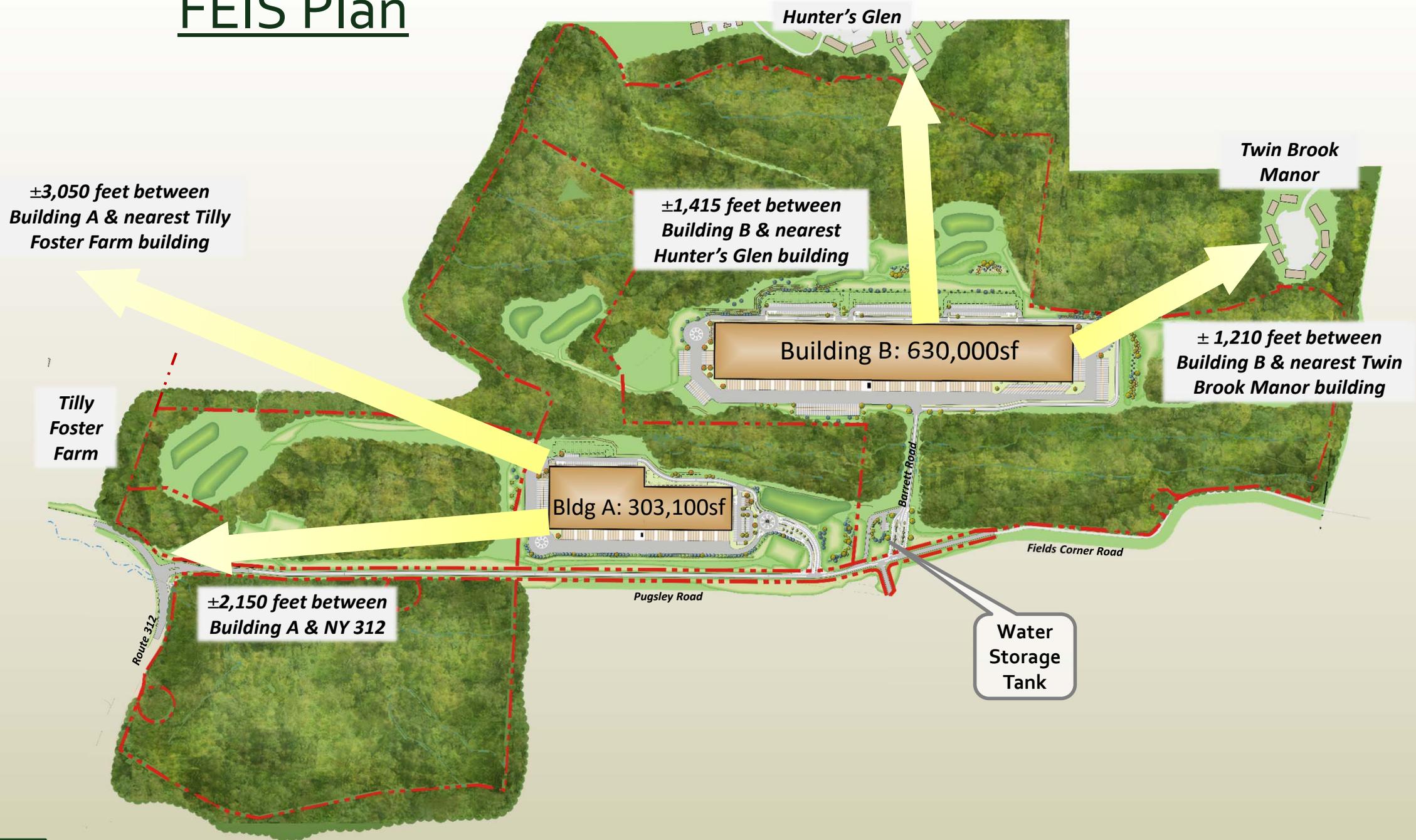


FEIS Plan

- Approximately 85% Open Space
- Approximately 65% Undisturbed



FEIS Plan



Summary of FEIS

Land Use and Zoning: Conforming

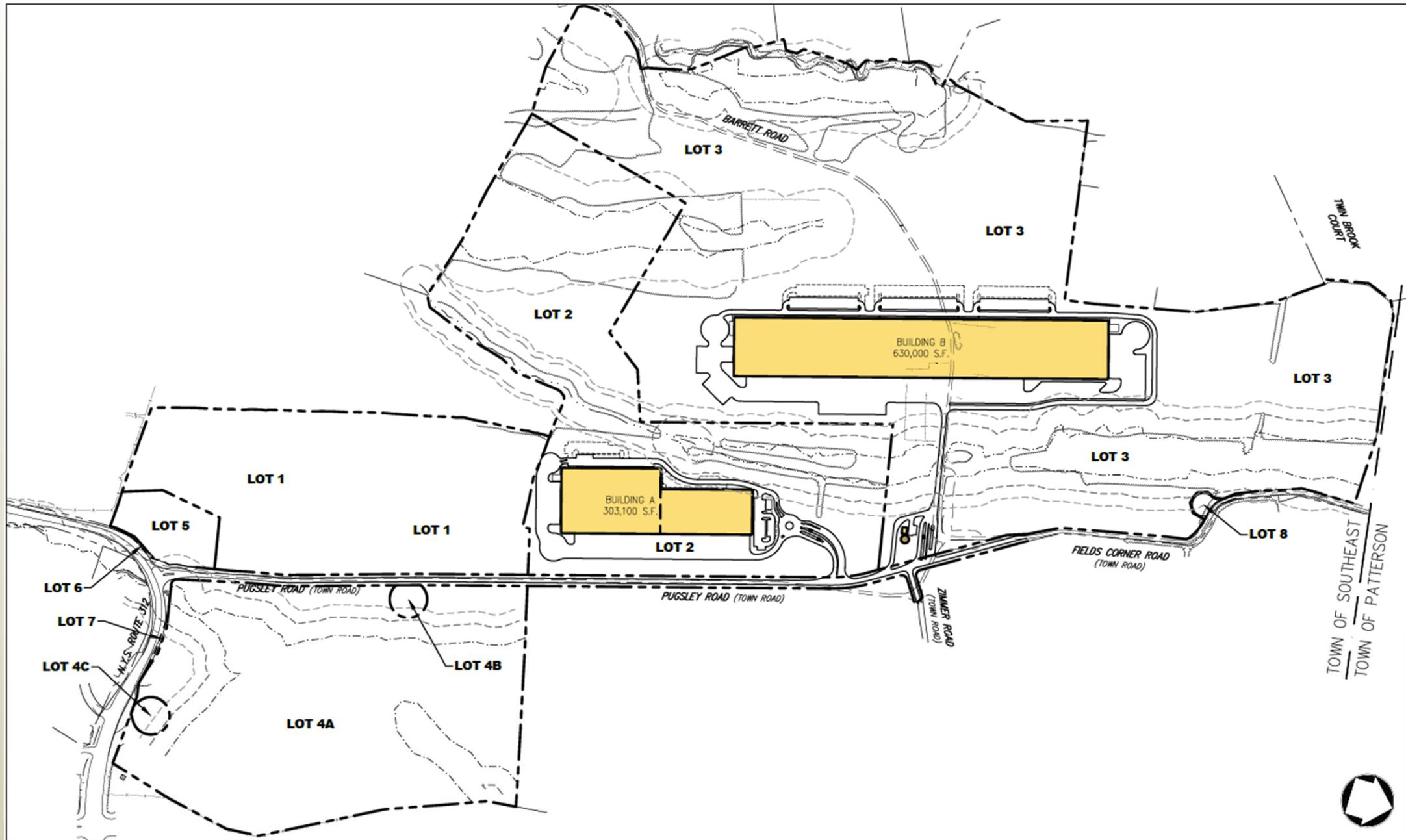
- The Project is consistent with the Town's Comprehensive Plan and is in compliance with all applicable zoning and dimensional requirements.
- The Project is a permitted use.
- The Project is consistent with the Town's goal of protecting natural resources.

Town of Southeast Actions Requested

- Planning Board
 - Subdivision
 - Site Plan Approval

- Town Board
 - Special Permit
 - Minor land exchanges to enable the straightening of Pugsley Road
 - Discontinuance of Barrett Road

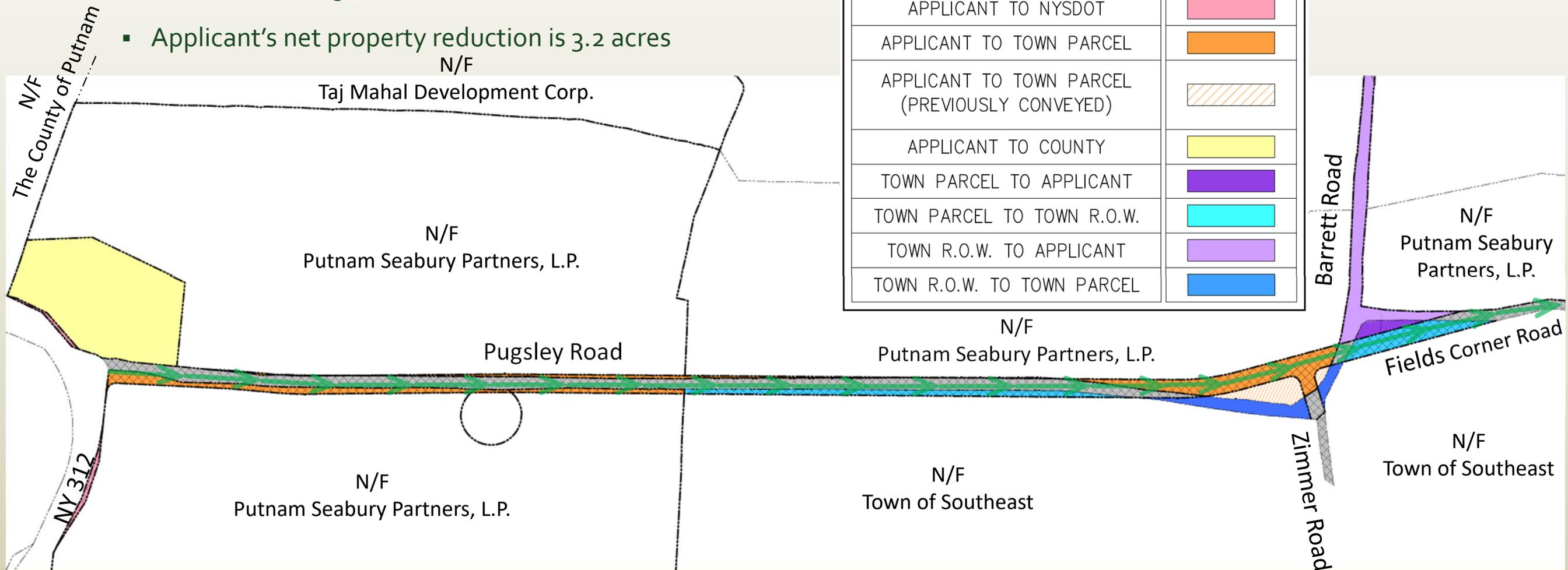
Subdivision



Straightening of Pugsley Road/Fields Corner Road

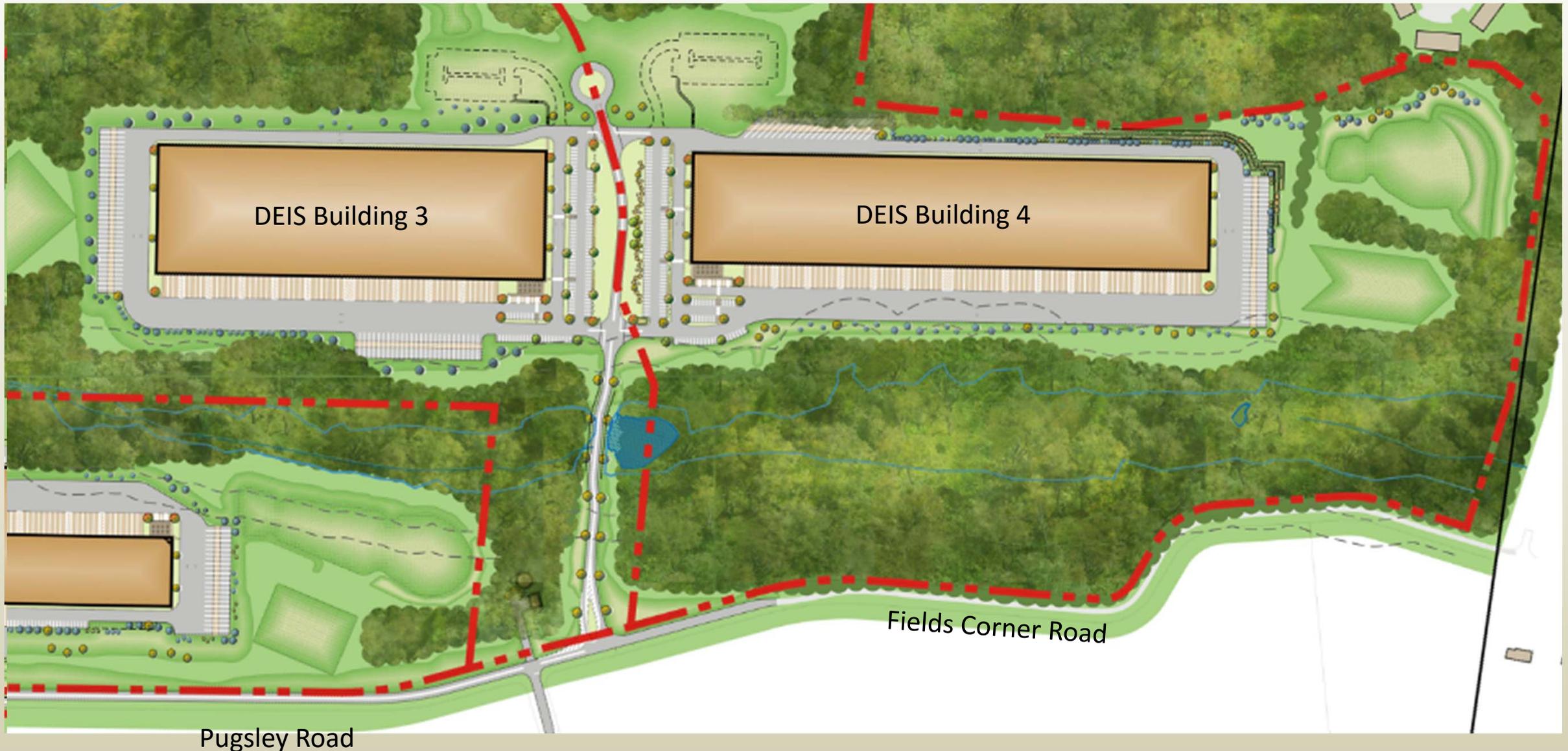
- Applicant is offering 6.8 acres to Town of Southeast, County of Putnam, and NYSDOT
- Town of Southeast would abandon 3.6 acres (including 3.4 acres in Barrett Road)
- Applicant's net property reduction is 3.2 acres

DESCRIPTION	LEGEND
EXISTING ROAD RIGHT-OF-WAY	
PROPOSED ROAD RIGHT-OF-WAY	
APPLICANT TO NYSDOT	
APPLICANT TO TOWN PARCEL	
APPLICANT TO TOWN PARCEL (PREVIOUSLY CONVEYED)	
APPLICANT TO COUNTY	
TOWN PARCEL TO APPLICANT	
TOWN PARCEL TO TOWN R.O.W.	
TOWN R.O.W. TO APPLICANT	
TOWN R.O.W. TO TOWN PARCEL	



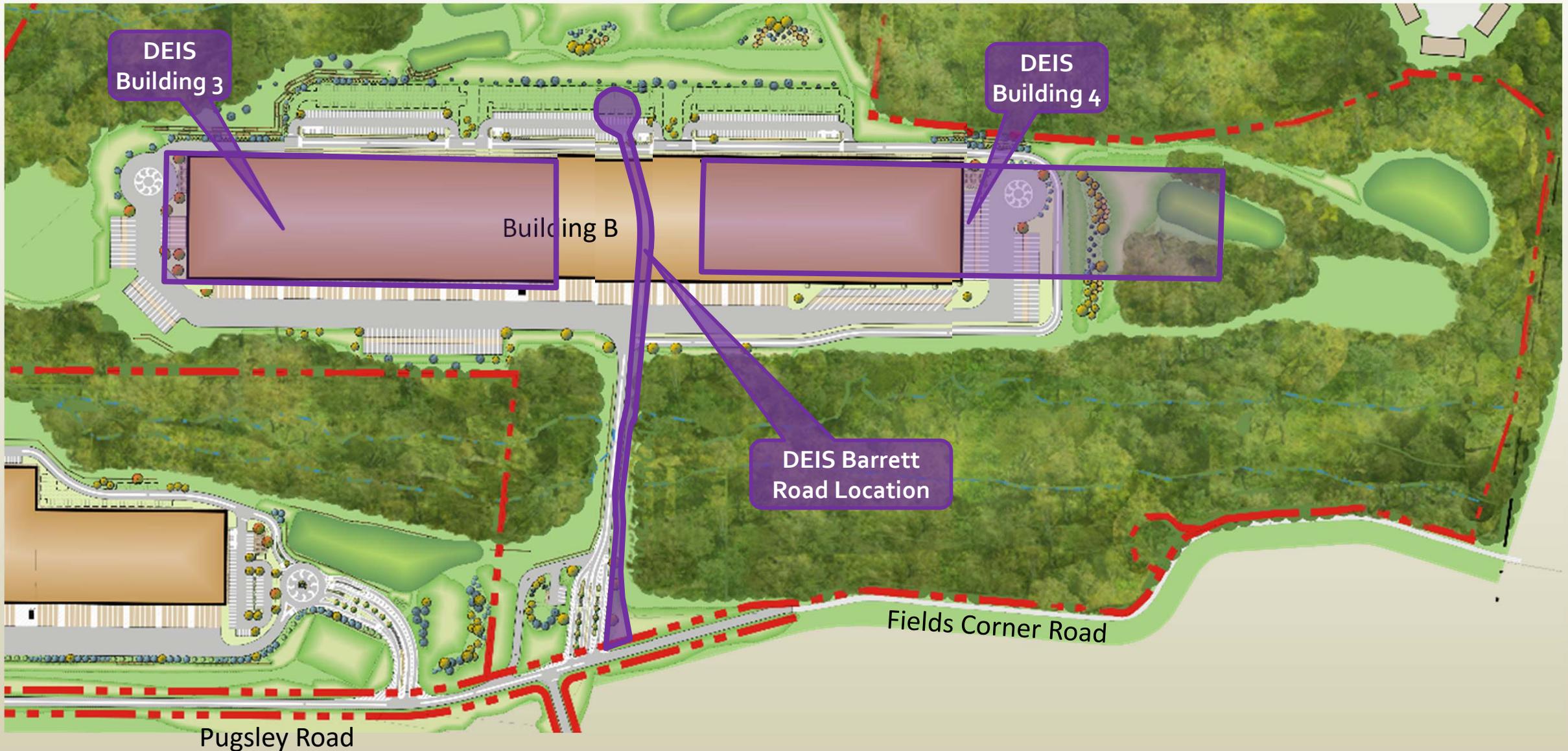
Barrett Road Right of Way

Twin Brook Manor



Barrett Road Right of Way

Twin Brook Manor



Traffic Overview

- Applicant has coordinated with Town and NYSDOT on the proposed Project mitigation improvements.
- Off-site roadway and intersection improvements proposed by the applicant total approximately \$4,500,000.
- Mitigation measures along Route 312 to generally improve operations as compared to future No-Build conditions without the improvements:
 - Proposed widening of Route 312 to four lanes between Pugsley Road and the I-84 Eastbound intersection
 - Signalize intersection of Route 312 & Pugsley Road and provide turn lanes on Route 312 and Pugsley Road
 - Signal phasing and timing adjustments & lane use modification
 - \$2,000,000+ approximate proposed cost of improvements (not including Pugsley Road)
- Pugsley Road would be improved by the Applicant from Route 312 to Barrett Road to provide two 12 foot wide travel lanes. A portion of Fields Corner Road would be improved to eliminate existing curves in Pugsley Road/Barret Road/Fields Corner Road intersections. The cost of these improvements to the Town roadway is approximately \$2,300,000.

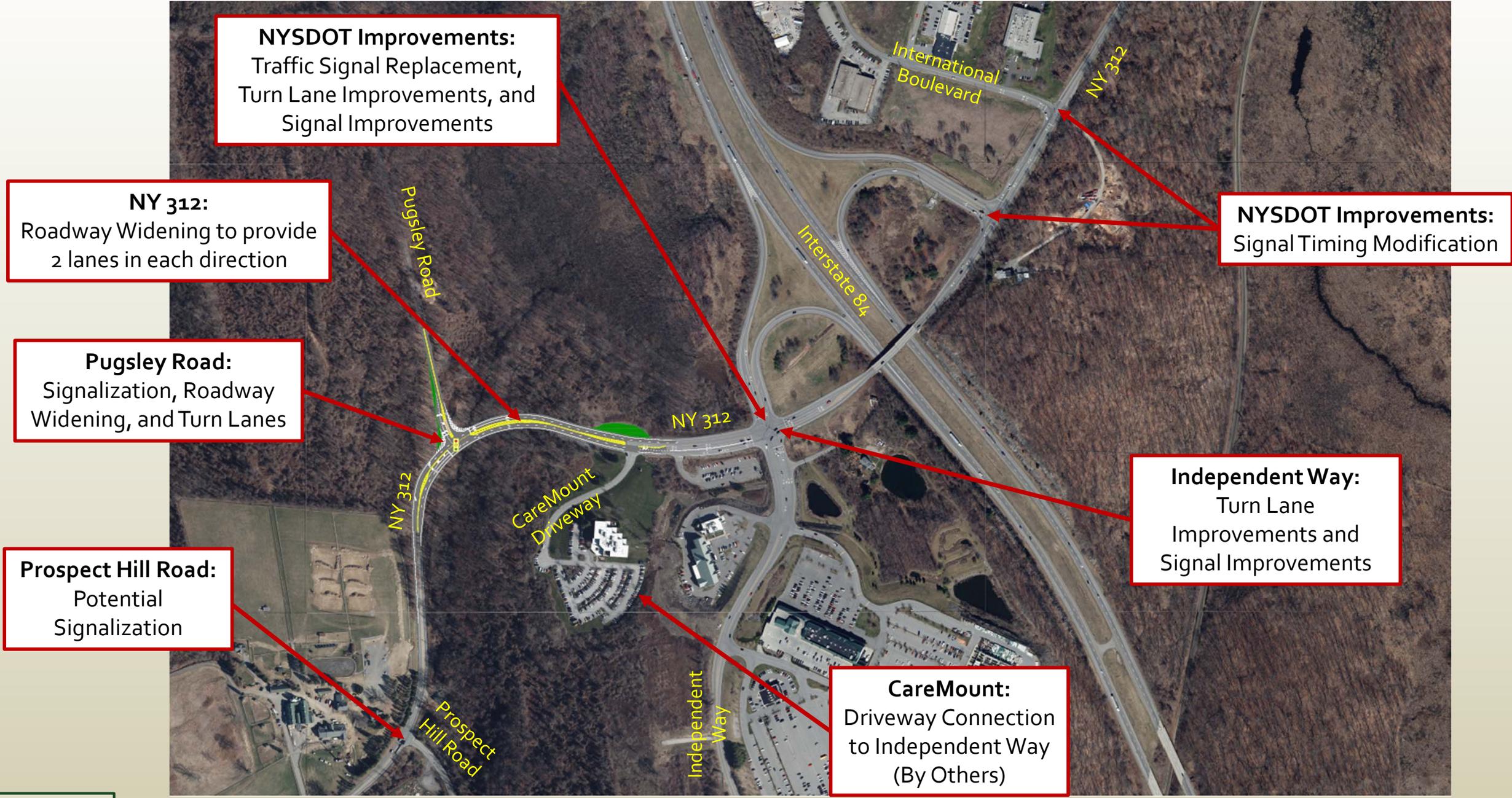
Traffic Generation

- Traffic generation related to the Project has been significantly reduced as compared to the DEIS due to:
 - Project buildings reduced by 17%
 - Elimination of ancillary retail component
 - Potential additional future traffic eliminated by no build area commitment including RC district
- The proposed Project generates less than 5% of the traffic at all studied intersections during the rush hour, except for the Pugsley Road/Route 312 intersection.
- Based on the Town's impact criteria of delays (levels of service) and queues, the Project would have a net impact on only 1% of the studied intersections, lane groups, and approaches.
- The overall levels of service at the studied intersections are not changed as a result of the Project.

Truck Traffic

- Reduced truck trip generation per ITE from 510 daily trips (270 trucks) in the DEIS to 424 daily trips (212 trucks) in the FEIS.
- Based upon Gap and Matrix facilities, the projected truck trip generation for the Project is 130 daily trips (65 trucks).
- Average of the two count sources above is 277 daily trips (138 trucks).
- Majority of truck trips are directly from the site to/from I-84 and do not occur during the local morning and afternoon peak hours.
- Based on our survey, approximately 60% of trucks will be articulated and 40% will be single unit.

Traffic Improvements



Route 312 / Pugsley Road Traffic Improvements



Further Traffic Improvement Measures

- Additional traffic improvement measures agreed upon at January 7, 2020 meeting with NYSDOT and Town representatives:
 1. A traffic signal Warrant Analysis of the Route 312/Prospect Hill Road intersection shall be prepared by the applicant within six months of full occupancy of the development.
 2. A corridor study shall be prepared by the applicant within six months of full occupancy of the Proposed Project along Route 312 from Prospect Hill Road to International Boulevard to determine the need and recommendations for revised Time-of-Day traffic signal plans.
 3. The Applicant shall make a “fair share” contribution to the traffic signal at the intersection of Route 312/Prospect Hill Road if warranted or to other measures desired by the Town to \$150,000.

Operational Requirements

The following items will be regulations for users and occupants of the Project:

1. No scheduled truck deliveries between 11:00 PM and 6:00 AM.
2. No truck parking on the site outside of designated truck loading and trailer parking spaces shown on the Project Site Plan Approval drawings.
3. No overnight accommodations for truck drivers.
4. Adherence to State guidelines and/or local Regulations of idling on-site.
5. Require contract carriers to use approved routes to and from the facility.

Limited Project Visibility

- Limited visibility from most vantage points.
- The colors of the buildings would also minimize their visibility by blending them into the surroundings.
- Project lighting would be fully shielded and dark sky compliant.
- Consistent with the Town's Ridgeline Protection law by minimizing off-site visual impacts to the maximum extent practicable.

**Not Visible
From This
Location
Summer/Spring**

BUILDING B*

From Closest Hunter's Glen Unit (Hickory Hollow Ln): Spring/Summer

Shown with 40% Opacity Only to Show Location Behind Vegetation



BUILDING B*

*Partially
Visible
From This
Location
Winter/Fall*

From Closest Hunter's Glen Unit (Hickory Hollow Ln): Fall/Winter
Shown with 40% Opacity to Show Location Behind Vegetation

*Not Visible
From This
Location
All Seasons*

BUILDING B

From Closest Twin Brook Manor Unit (Twin Brook Ct): Spring/Summer

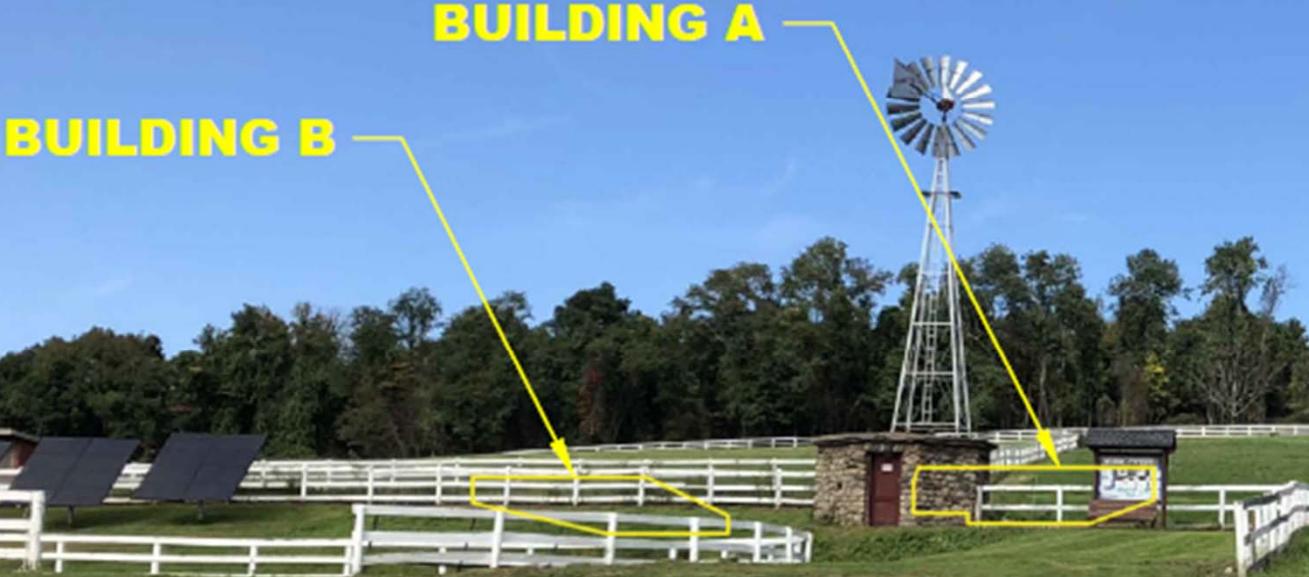
Building Outline Shown with 30% Opacity Only to Show Location Behind Vegetation

*Not Visible
From This
Location
All Seasons*

BUILDING B

From Closest Twin Brook Manor Unit (Twin Brook Ct): Fall/Winter
Building Outline Shown with 30% Opacity Only to Show Location Behind Vegetation

**Not Visible
From This
Location
All Seasons**



Tilly Foster Farm Parking Lot: Spring/Summer
Shown for Additional Perspective



**Not Visible
From This
Location
All Seasons**

BUILDING B

BUILDING A

Tilly Foster Farm Parking Lot: Fall/Winter
Shown for Additional Perspective

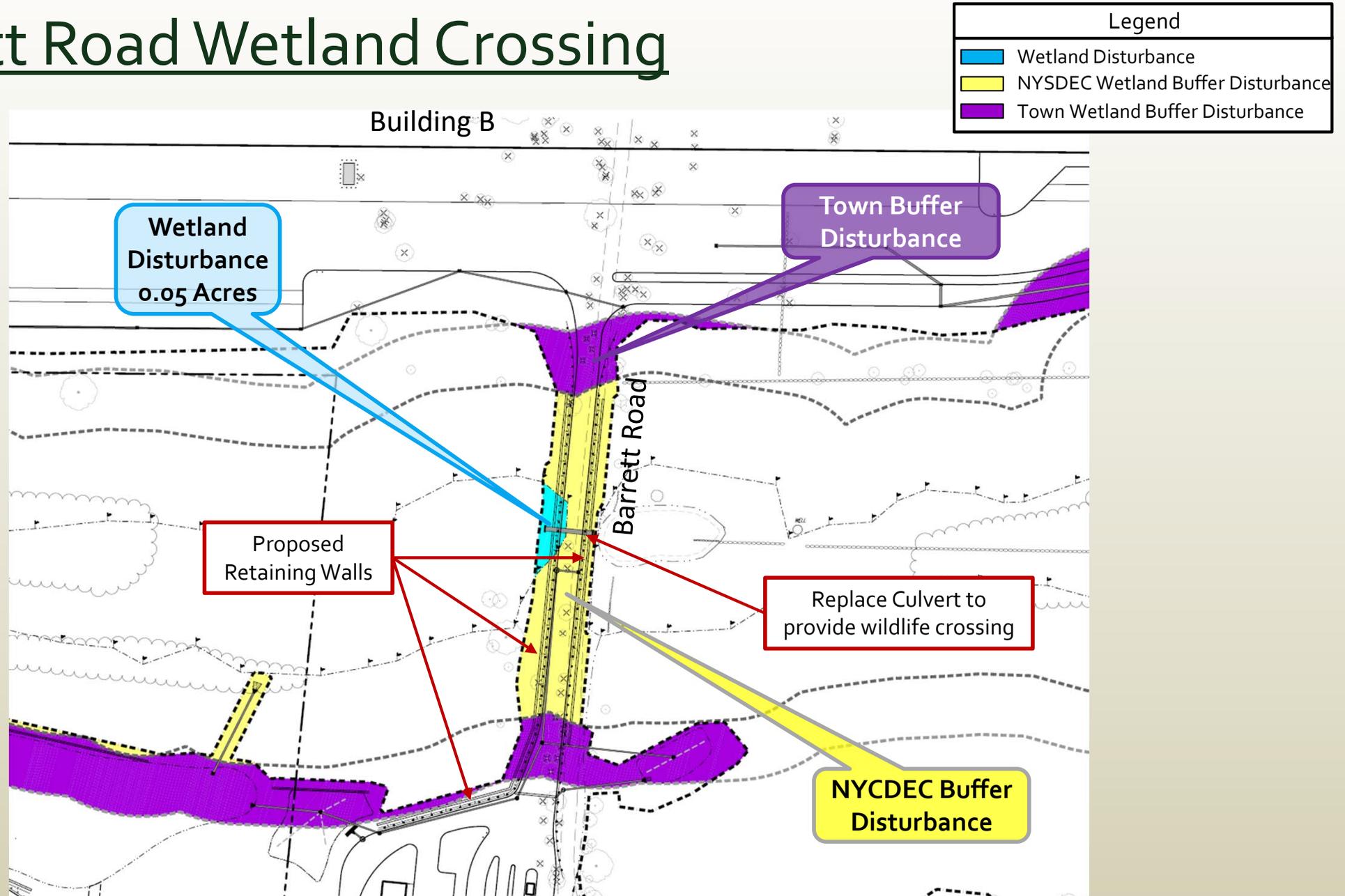
Stormwater Management

- The quantity and quality of stormwater runoff will be maintained or enhanced when compared to pre-development conditions.
- All water quality practices, including the enhanced phosphorus removal required as a result of the Project being within the NYCDEP watershed, exceed the NYSDEC requirements.
- The Project's Stormwater Pollution Prevention Plan ("SWPPP") responds to comments from the NYCDEP, the Watershed Inspector General and the NYSDEC.
- An Erosion and Sediment Control Management Program will be implemented during construction.
- Received conceptual approval from NYCDEP in writing for proposed stormwater management practices.

Wetlands, Vegetation, and Wildlife

- The Project's only permanent wetland encroachments will be minor (0.05 acres) and are located at the existing Barrett Road wetland crossing.
- 1.54 acres will be dedicated to permanent wetland mitigation (restoration and habitat enhancement), and buffer restoration within the immediate area of the wetland.
- Encroachments into the adjacent areas are proposed, with 2.08 acres of disturbance to NYSDEC wetland buffers and 5.23 acres of disturbance to Town-only regulated wetland buffers.
- A comprehensive 13 acre Wetland Buffer Mitigation/Habitat Restoration Plan including upland habitat planting/restoration mitigation which will occur outside of the actual wetland buffers has been developed.

Barrett Road Wetland Crossing



Geology, Soils and Topography

- Due to the relatively deep depth of bedrock on the site, the Project will have little to no impact on geological resources.
- The current grading design results in an approximate balance of cut and fill. Any potential excess amount of excavated material would be utilized as berm material within the limit of disturbance.

Groundwater

- No significant adverse impacts to the bedrock aquifer or watershed are anticipated from the planned groundwater withdrawal for the Project.
- Water usage for the Project proposes an approximate 82% reduction from the mixed-use Campus at Fields Corner project.
- The available groundwater recharge from precipitation under both normal and drought conditions will recharge at a rate greater than the Project's water demand.

Economic Benefits

- Generates approximately **\$29,000,000** in property revenue over the first 15 years.
- The Project will create 1,040 essential worker on-site jobs (over 24 hours).
- The Project will create 115 permanent off-site jobs based on the IMPLAN model, many of which are essential.
- The Project will create 818 construction related jobs and associated local economic benefit
- The Project will increase demand for local businesses.
- 1,040 additional jobs with minimal municipal costs to the community including no additional school children.

Community Services

- Minimal demands on emergency services.
- The proposed sprinkler system (Early Suppression Fast Response (ESFR) sprinklers) is state-of-the-art and is designed to reduce impacts of any fire event.
- Provides a water storage resource to the Fire Department.
- Estimate of \$113 annual municipal service cost per employee.

Utilities

- No significant adverse utility impacts are anticipated to result from the Proposed Plan.
- Gas and electric service will be provided to the Property by New York State Electric and Gas (NYSEG).
- An on-site water distribution system will be developed and owned by the property owner.
- Individual on-site septic systems will be provided for both proposed buildings.

Cultural Resources

- The Project will not have any significant adverse impacts on historic or cultural resources.
- The New York State Office of Parks, Recreation and Historic Preservation (OPRHP) has provided a letter of No Effect, confirming this conclusion.

Noise

- Meets or surpasses all required noise restrictions enacted at the local, State and federal levels, because of a variety of measures taken by the Applicant, including:
 - Distance: Proposed buildings and vehicles are nearly one-quarter of a mile from the Hunter's Glen and Twin Brook Manor buildings.
 - Design: Places loading docks on the proposed building sides facing away from the two condominium developments.
 - Mitigation: Provides a 12' high landscaped berm between Building B and the Twin Brook Manor community.

Construction

- All construction activities would be conducted in accordance with all municipal and State Regulations and would not result in significant adverse impacts.
- Pursuant to Town Code Section 96-6.D construction will only take place between the following hours:
 - Monday to Friday - 7:00 am and 8:00 pm
 - Saturdays – 9:00 am and 5:00 pm

Air Quality

- The Project does not pose any significant adverse air quality impacts.
- The Project will have strict anti-idling policies.
- Air quality, with the exception of ozone, is excellent and would remain excellent post development.

Hazardous Materials

- The Project does not pose any adverse impacts related to hazardous materials.
- There are no Recognized Environmental Conditions (RECs) at the property.
- Hydrodynamic water quality separators will be used to separate any oil accumulated from the parking lots and driveways.
- The Project would not handle or store “hazardous substances” as defined in the NYSDEC’s Regulations.

Questions ...

