

INTRODUCTION

This Final Environmental Impact Statement (FEIS), prepared pursuant to the State Environmental Quality Review Act (SEQRA), provides responses to agency and public comments received by the lead agency on the Draft Environmental Impact Statement (DEIS) prepared for the Stateline Retail Center project, Town of Southeast, Putnam County, New York. The FEIS has been prepared in accordance with Section 8-0101, et. seq. of the Environmental Conservation Law and the regulations promulgated by the New York State Department of Environmental Conservation (NYSDEC) thereunder, which appear at 6 NYCRR, Part 617.

The Applicant prepared a Draft Environmental Impact Statement (DEIS) in response to a Positive Declaration issued by the Town of Southeast. The DEIS scope was established by a scoping outline developed by the Southeast Planning Board, acting as lead agency, in cooperation with all other involved agencies and interested parties. The accepted scope outlining the information to be covered in the DEIS as adopted on August 14, 2006 is provided in Appendix A of the DEIS.

The DEIS originally submitted to the Town of Southeast for completeness review was dated March 16, 2007. Based upon comments received from the lead agency and its consultant, including those related to changing the proposed plan from that presented in the original DEIS to an alternative presented in that document, the Applicant submitted a revised DEIS to the Planning Board dated January 31, 2008. Additional revisions, made to address subsequent Town comments, were submitted on May 8, 2008, reviewed for content and adequacy with respect to the scope by the Town Planning Consultant prior to the resubmission of the DEIS to the Planning Board on May 29, 2008. The Planning Board then issued a Notice of Completion for the DEIS and a Notice of SEQRA Hearing on June 9, 2008. The Planning Board conducted Public Hearings on the DEIS on July, 14, August 11, and September 9, 2008. The written public comment period was closed on September 29, 2008.

The FEIS consists of this volume, the accompanying set of drawings, and the DEIS, which is hereby incorporated by reference as part of this document.

The plan revisions described below and throughout this FEIS have been prepared in response to comments received during the SEQRA review process. No significant adverse environmental impacts are anticipated to result from the implementation of these revisions. Plan revisions have resulted from comments from the New York City Department of Environmental Protection, the Town Planning Board and its consultants, (planning and wetland consultants) and the public. Revisions to further mitigate impacts associated with the previously modified plan presented in the DEIS were completed by refining the Stormwater Pollution Prevention Plan (SWPPP), relocating the office building on Lot 1, revising the stormwater basins, reconfiguring the 14,800 square foot retail building (Building D) and the associated parking, installing the forcemain by drilling instead of trenching, reducing the number of parking spaces, increasing the number of pervious parking spaces and modifying the planted islands in the Lot 2 parking areas. The plan revisions evaluated herein reduce impervious surface area in and include less impact to regulated resources (wetlands, watercourses and their associated control areas) than in the plan presented in the DEIS.

Summary of Proposed Action

The Stateline Retail Center (the Proposed Action) would be sited on an undeveloped 44± acre parcel located between two major roadways, US Routes 6/202 and Interstate 84, in the Town of Southeast, Putnam County, New York (see FEIS Figures I-1, Regional and Local Settings and I-2, Aerial Rendering). The parcel will be subdivided into two lots. An office building is proposed on the approximately 6.7 acre Lot 1. The 37 acre Lot 2 will support the proposed Stateline Retail Center, a Large Retail Establishment under the recently updated GC-2 Zoning District.

No structures are present on the project site. The property was used for agriculture most recently; and the old fields on the site continue to be mown. The remainder of the site supports second growth woodlands that were likely former pasture or cropland.

The project site and areas immediately west, north and east of the site along the US Route 6 corridor are zoned Gateway Commercial District (GC-2). The subject GC-2 District, which is the only such district in the Town of Southeast. It extends from the Connecticut state line to the Village of Brewster (refer to FEIS Figure I-3, Zoning Map). The GC-2 District permits office uses as proposed for the project site (Lot 1). Major retail development of the type proposed on Lot 2 would be allowed pursuant to Special Permit approval.

Land use patterns within a one-mile radius are characterized by a mix of commercial, industrial, residential, water supply, transportation, utility, and office uses, as well as vacant land (see FEIS Figure I-4, Existing Land Use). The buildings within the study area are a mix of styles and architecture ranging from concrete block buildings to wood frame residences. The development along this corridor does not present a cohesive architectural style nor demonstrate site amenities in keeping with the area's current designation as a Gateway District. Refer to Chapter 3.1, Land Use, Zoning, Public Policy and Community Character, of the DEIS for a complete set of photographs and descriptions of the mixed use development in this area. The photographic survey of buildings in the US Route 6/202 corridor presented in the DEIS, shows that much of the current development is older and lacking a unified appearance.

A single family residence abuts the site to the west. That property has road access directly off of the eastbound lanes of US Route 6. The east end of the project site abuts the side yard of a single family residence. That residence has a driveway off east bound US Route 6. US Route 6 defines the property boundary to the north while Interstate 84 abuts the property on the south.

After the initial submission of the Stateline Retail Center DEIS, the Town of Southeast amended Chapter 138 of the Town Code, 'Zoning' (July 2007) "...to protect the community character and environmental quality of the Town." Accordingly, and in response to concerns expressed by the Town Board and residents regarding big box retail development and the project's location at one of the Town's defined "Gateways and Entrance Corridors" the Applicant has, and continues to revise the project plan to conform with the requirements of the code and the requests of the lead agency and the community. The modified project design will result in a pedestrian friendly development that incorporates architectural elements of local building patterns along with native landscaping. Pedestrian scale public space with amenities including plazas with seating, landscaping, bike racks, decorative paving, and a variety of street trees are planned. Patrons and employees would be able to walk easily between the proposed retail, community and office uses without the utilizing a car. As such, the project would advance the objectives of the GC-2 District and is not expected to result in constraints or conflicts on surrounding lands and potential uses.

In addition, the Proposed Action has been modified as a result of the comments received during the Public Hearing on the DEIS from the Planning Board, public, and involved and interested agencies. Other modifications to the project occurred pursuant to input received from the New York State Department of Transportation. Input from the NYS DOT was used to develop plans and mitigation to offset impacts related to the changes in traffic and roadways related to the Proposed Action.

The modified plan presented in this FEIS totals 210,600 square feet of floor space on the two separate lots. PLI, LLC (“the Applicant”) proposes to construct a 184,800 square foot retail center on Lot 2. This center will include 11,000 square feet on a second floor for a community use (1,500 square feet), a management office and office/personal service uses. On Lot 1, a 14,800 square foot, 2-story office building is planned.

The office use would be housed in a single structure located in the southwest corner of the subject property on proposed Lot 1 consisting of 6.7 acres. The proposed retail uses at the Stateline Retail Center would be housed in two separate structures in the south-central portion of the site on proposed Lot 2 (37.3 acres) of the subdivided parcel. A schematic layout of the modified project is presented in FEIS Figure I-5, Overall Site Plan and in the larger scale drawings attached to this FEIS. The project site’s location, along the underutilized US Route 6 between two Interstate 84 exits and nearby to the intersection of US Route 6, Interstate 684 and US Route 22, make the project site ideally suited for retail, community and office uses that will draw patrons from other parts of the County as well as the greater region.

An example of the under-utilization of US Route 6 is provided through a comparison of the existing volume of traffic on the roadway (measured during the traffic counts taken as part of the traffic study performed for this project) and the roadway’s capacity as calculated by the New York State Department of Transportation and presented in New York State’s 2000 *Highway Sufficiency Ratings*. The highest peak one-way volume on the section of US Route 6 fronting the project site is presented in DEIS Figure 3.9-4 as 1,112 vehicles per hour in the westbound direction. The corresponding a.m. peak hour one-way volume in the reverse direction (eastbound) is 193 vehicles per hour. The most recently published “one-way adjusted rated capacity” for this same stretch of US Route 6 is 3,370 vehicles per hour. As such, existing traffic comprises less than 35% of US Route 6’s capacity for the highest directional one-way hourly volume. At all other times, the existing volume utilizes an smaller percentage of the capacity.

As noted, many project changes have been made in response to comments. These changes have resulted in further improvements to the SWPPP, and reduced potential environmental impacts related to slope and wetland and watercourse disturbance and controlled area encroachment.

In an effort to minimize post construction runoff, approximately 17.5 acres (3.8 acres on Lot 1 and 13.7 acres on Lot 2) of the 44.7 acre Stateline Retail Center site will be maintained in its existing condition and an additional 10.9 acres (1.6 acres on Lot 1 and 9.3 acres on Lot 2) will be revegetated and landscaped. Combined, these vegetated areas will occupy more than 63 percent or 28.4 acres (5.4 acres on Lot 1 and 23.0 acres on Lot 2) of the site and allow for continued infiltration of stormwater. In addition, following development of the site, stormwater runoff from the roughly 13.9 acres on-site (1.0 acres on Lot 1 and 12.9 acres on Lot 2) of impervious surfaces will be treated prior to discharge in order to reduce both peak discharge rates and post construction increases in pollutants. The total area of disturbance has been

reduced from 27.1 acres on-site under the plan presented in the DEIS to 26.5 acres (2.85 acres on Lot 1 and 23.65 acres on Lot 2) under the modified plan. In addition, under this plan, 0.8 acres of pervious pavement (0.05 acres on Lot 1 and 0.75 acres on Lot 2) will be used to offset impacts in and around the wetland and watercourse control areas on the site. Refer to Table I-1 for a summary of the above information.

Table I-1				
On-site Land Cover Comparison				
Land Cover	DEIS Proposed Action	FEIS Proposed Action		
		Lot 1	Lot 2	Totals
Impervious Area	14.0 acres	1.0 acres	12.9 acres	13.9 acres
Pervious Parking	1.0 acres	0.05 acres	0.75 acres	0.8 acres
Interior Planted Islands	0.7 acres	0.1 acres	0.5 acres	0.6 acres
Stormwater Management	2.2 acres	0.2 acres	2.3 acres	2.5 acres
Revegetated Meadow (SSTS)	2.6 acres	0.3 acres	2.3 acres	2.6 acres
Lawn & Landscaped Areas	6.1 acres	1.1 acres	4.7 acres	5.8 acres
Unvegetated Wall/Rock	0.5 acres	0.1 acres	0.2 acres	0.3 acres
Total Area of Disturbance	27.1 acres	2.85 acres	23.65 acres	26.5 acres
Woods	14.6 acres	3.3 acres	11.3 acres	14.6 acres
Meadow	2.3 acres	0.6 acres	2.3 acres	2.9 acres
Total Site Area	44 acres	6.7 acres	37.3 acres	44 acres
Undisturbed vegetated areas	16.9 acres	3.85 acres	13.65 acres	17.5 acres
Revegetated areas	10.9 acres	1.6 acres	9.3 acres	10.9 acres
Total Open Space	27.8 acres	5.45 acres	22.95 acres	28.4 acres
Source: Insite Engineering, Surveying & Landscape Architecture, 2008				

Off-site, an additional 0.31 acres of disturbance related to US Route 6 improvements will result from the development of the Proposed Action. The increases in stormwater runoff from the roadway improvements will be addressed by the stormwater management practices proposed on the north side of US Route 6 (Stormwater Basin 3.0).

An estimate of the project earthwork has been completed by the project engineer, Insite Engineering Surveying & Landscape Architecture, PC. The areas anticipated to be disturbed are shown on Figure I-6, Earthwork Map. The grading would involve areas of up to 37 feet of cut and up to 19 feet of fill on the site resulting in approximately 234,150 cubic yards (cy) of earth cut and approximately 177,510 cy of fill. This results in approximately 56,640 cy of excess material that would require disposal off-site. The volume of excess material is primarily the result of major cuts required for the construction of building pads near the southern portion of the site. Refer to Figure I-6 for additional information and a further breakdown of these earthwork numbers.

The revised project layout and stormwater management system have been specifically developed to reduce post-construction phosphorus loads from the site to within the range of pre-development levels. The on-site stormwater will be treated by a series of stormwater management basins designed in accordance with NYSDEC and NYCDEP regulations, and will be followed by low gradient grass swales with stone check dams to provide a final polishing of runoff after treatment.

Following treatment of runoff from the site, the total annual phosphorus load discharging to the East Branch Reservoir (the sum of design line 1 and design points 2 and 3) from the proposed project, would be reduced from 6.4 lbs/yr to 5.5 lbs/yr utilizing mean removal efficiencies.

The Operation and Maintenance Plan included in the Stateline Retail Center SWPPP specifies a schedule for the long term inspection and maintenance of all stormwater management facilities. Implementing the maintenance procedures specified in the plan will be the responsibility of a management and maintenance company that will be paid for by the property owner(s) through the rental revenues collected by the management company. Overall responsibility for maintaining the stormwater management facilities will, in accordance with the New York State Department of Environmental Conservation's April 2008 Stormwater Management Design Manual, be vested with a responsible authority by means of a legally binding and enforceable maintenance agreement that is executed as a condition of plan approval.

As required by the NYSDEC SPDES General Permit GP-0-08-001, inspections will be conducted by an independent qualified professional retained by the applicant to ensure that all erosion and sediment control practices are properly maintained and in good working order. These measures also would be monitored during construction by the NYCDEP.

There is a need for shopping opportunities both locally and in Putnam County as a whole and the unsatisfied demand for retail in Putnam County has occurred as a result of residential development in the past decade. The proposed project would enhance the convenience of comparative shopping for county residents and would make certain goods available locally that are currently more readily found in other parts of the region. Retail uses that offer a wide range of goods and products, as planned for this center, will respond to the current need.

Proposed Modifications to the Site Plan

Modified Site Plan

The changes made to the site plan in response to comments and concerns expressed by agencies, the Town, its consultants and the public include:

1. The stormwater management practices have been modified in shape and increased in size to meet the requirements of Chapter 10, Enhanced Phosphorus Removal Standards, from the New York State Stormwater Management Design Manual.
2. A pedestrian trail connecting Lot 1 and Lot 2 has been added.
3. Buffer disturbance has been reduced: Building D was shifted further east and some of the parking spaces between Building C and Building D have been eliminated.
 - a. Building E was shifted further south and the access to Building E was shifted further west eliminating activities in the wetland control area.
 - b. Stormwater basin 2.2 was reconfigured as was the access road on Lot 1. This eliminates disturbance to the wetland control area. Only the outlet structures remain in the control area.
 - c. Stormwater Basins on Lot 2 were modified.
4. Pervious pavement has been added in the northwest corner of the access road and parking for Building D.

5. Pavement to the east of Building D has been reduced by eliminating parking spaces.
6. Proposed US Route 6 improvements to accommodate the main site entrance have been added.
7. Stormwater basin on the north side of US Route 6 to treat the runoff from the proposed US Route 6 improvements has been added.
8. Depressed islands and bioretention areas in the parking areas in front of Buildings A, B and C have been incorporated into the project plans.
9. An irrigation tank at the rear of Building A is now included in the plan.
10. The basemap has been updated to include survey data for US Route 6 and several properties on the north side of US Route 6 from the subject property.
11. The proposed lighting and landscaping on Lot 2 have been revised to accommodate the adjunct stormwater practices.

In addition, a free standing architectural sign element has been added to the plan. This will be located on the project site at the top of the proposed retaining wall near the southern property line along Interstate 84. Refer to Figure 2-2 and the attached architectural drawings contained in Appendix D herein for a depiction of this feature. This architectural component of the project, which will include signage to identify the center (it will not be a billboard for tenant signage) will be in keeping with the architectural theme of the project. It is intended as a marker for the location of the retail center for passing motorists because very little of the project will be visible from the highway (refer to the animation on the Town's website).

Finally, Figures 3.1-1 and 3.1-2 depict *the proposed retail center entry sign elements for this project, including sign descriptions, locations and the need for a variance.*

Figure I-7 overlays the FEIS plan on the DEIS plan to highlight the site plan changes made since the acceptance of the DEIS.

It is noted that the building locations, footprints, and square footage may continue to be altered as the final plans are developed. If such modifications result in construction activity staying substantially within the same limits of disturbance set forth in the DEIS and this FEIS, similar impervious surface areas, and no new significant adverse environmental impacts, the applicant believes that no further environmental review will be required.

It is important to note that, on account of the potential for changes in consumer markets, the specific types of retail businesses projected in this FEIS (e.g. department store, home goods retailer, pharmacy) may change prior to the completion of the project.

Modified Project Architecture

In complying with the Town Code for Gateway Commercial-2 District, Large Retail Establishments, the Applicant has further refined the architecture proposed for the retail portion of the Proposed Action. The retail establishment would incorporate a variety of building design features, a mix of building materials and colors to enhance aesthetics and address the issues and concerns frequently cited when a community reviews "big box" retail development proposals. The development architecture presented herein will provide the community with an aesthetically pleasing retail destination at one of the Town's "gateways". This modified plan

incorporates design concepts, building materials and colors that will result in a retail center in the Town of Southeast that provides a regionally appropriate architectural palette that is well above and beyond the prototypical commercial retail establishment and one that fully complies with the intent of the updated Town Code.

Modifications include a stand-alone retail building (Building D) that is more compatible with the remaining buildings on the retail portion of the project site. The plans presented in the DEIS showed Building D as a brick-faced. The new architectural style for this building includes a variety of materials, different roof lines and a hexagonal entry feature with a cupola.

In addition, the project architect has refined the elements proposed for the retail center by choosing specific kit of parts features presented in the DEIS and applying them universally throughout the development. For example, the use of colored, standing seam metal roofs coupled with asphalt shingles and dormers breaks up the roof line and evenly spaced columns interspersed amongst a variety of window features, a mix of siding types and grand storefront entrances such as gazebos, towers and silos provide a unique and visually appealing facade. Refer to Figures 2-3, 2-4, 2-5, 2-6 and Appendix D for a depiction of the proposed retail development detailing the architectural program.

Project Conformance with County and Regional Planning

The applicant believes the Proposed Action will stem the flow of retail sales tax dollars out of Putnam County. It is hoped that this will address the Putnam Paradox and the Shop Putnam Initiative. Refer to Chapter 3.3, Economic Conditions, herein for information on the Putnam Paradox and Shop Putnam Initiative.

The New York Metropolitan Transportation Council (NYMTC) released its Annual Report titled "Our Vision for a Growing Region" in March of 2008. NYMTC is involved with transportation planning in the New York City Metropolitan area and has made recommendations for development of future and existing transportation infrastructure to accommodate forecasted population and economic growth. The Council considers "...congestion, mobility, environmental quality, economic vitality and quality of life..." in its sustainability planning efforts.¹

The Proposed Action will offset pressure on the transportation network applied by future regional growth by providing needed retail development on a currently underutilized federal roadway. In doing so, the Stateline Retail Center helps meet NYMTC's challenge of providing transportation for the movement of goods and people "...while limiting the costs of the growth in terms of congestion and environmental impact."

SEQRA Background

In accordance with SEQRA, this FEIS provides written responses to substantive and relevant comments on the DEIS received by the lead agency during the public review period, including oral comments made at the July 14, August 11 and September 8, 2008 Public Hearings. Transcripts of the Public Hearings held on July 14 and August 11, 2008 and the minutes of the September 8, 2008 public hearing are provided in Appendix A.

The written comment period was closed on September 29, 2008. Complete copies of all written comments received on the DEIS are included in Appendix B. Due to the number of comments

¹ The New York Metropolitan Transportation Council. March 2008. Our Vision for a Growing Region: Annual Report.

from the public voiced during the first two public hearings, it was determined by the Lead Agency that a court reporter would not be required to record the September public hearing, therefore a transcript is not provided.

During the course of the DEIS public comment period, the letters listed in Table I-2 were received from various agencies, interested parties and the public.

Table I-2 List of Comment Letters Received on DEIS		
Letter #	Author	Date
1	The City of New York Department of Environmental Protection, Ms. Marilyn Shanahan, Chief SEQRA Coordination Section	7-23-08
2	Mr. Jesse M. Vazquez, Ph.D.	9-28-08
3	Blu Dot Inc., Mr. Don Cuomo, Wetland Consultant, Town of Southeast	9-16-08
4	AKRF, Mr. Graham Trelstad, AICP, Consulting Planner, Town of Southeast	9-29-08
5	AKRF, Mr. Graham Trelstad, AICP, Consulting Planner, Town of Southeast	3-6-08

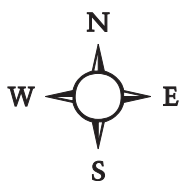
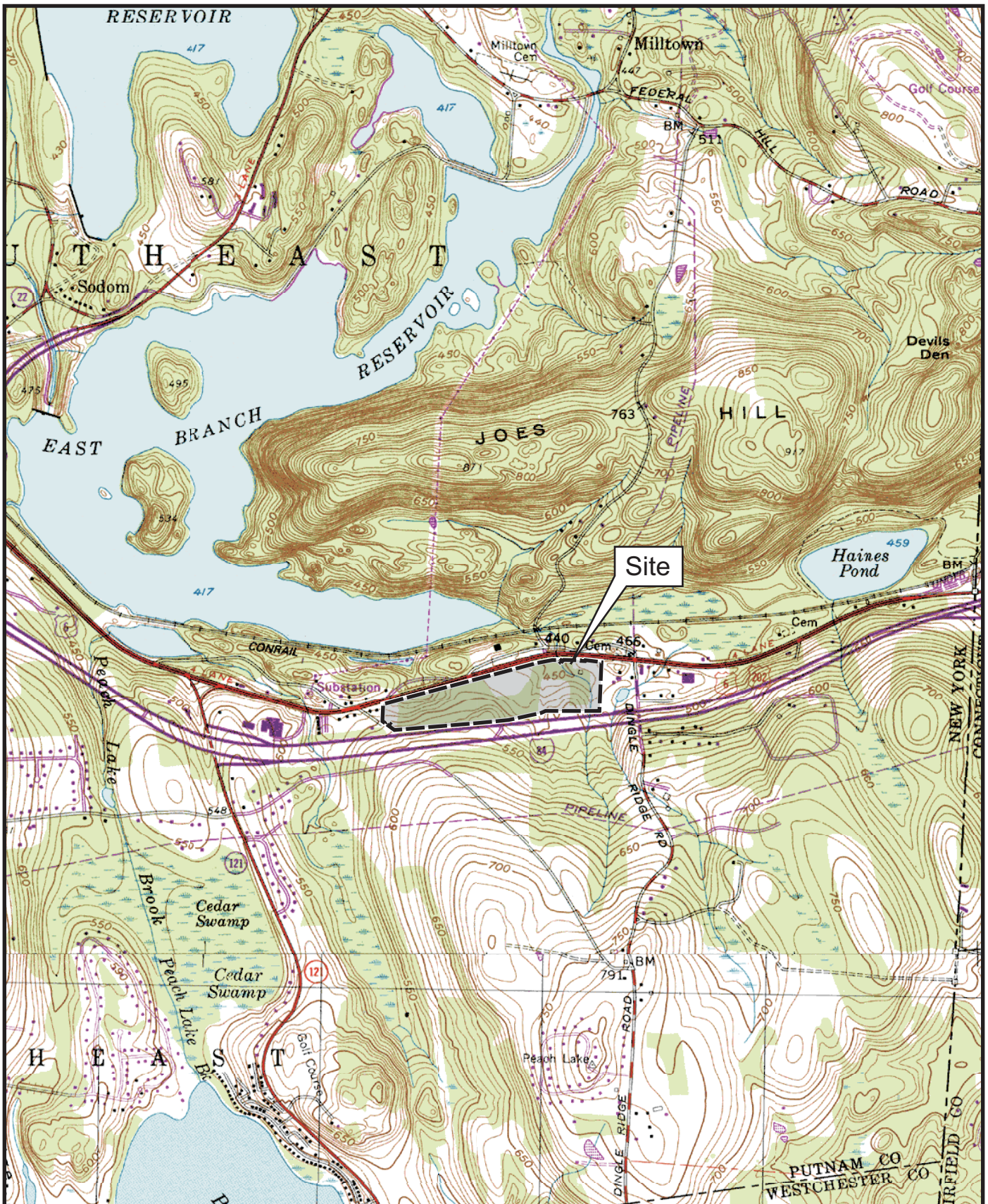
The FEIS is arranged in sections, with comment summaries and responses arranged by subject area similar to the DEIS. The format of the comments and responses is as follows:

Comment # (Source): Comment summary text.

Response #: Response text.

Comment/response numbers follow the sequence and numbering of chapters in the DEIS.

Where necessary, comments have been modified to correct grammatical and typographical errors and/or paraphrased to add clarity.



 Site Property Boundary

Figure I-1: Regional and Local Settings
 Stateline Retail Center
 Town of Southeast, Putnam County, New York
 Base Map: USGS 7.5-minute Topographic Map, Brewster Quad
 Scale: 1" = 2,000'



Figure I-2: Aerial Rendering
Stateline Retail Center
Town of Southeast, Putnam County, New York
Source: Arch3D
Date: 03/09/09

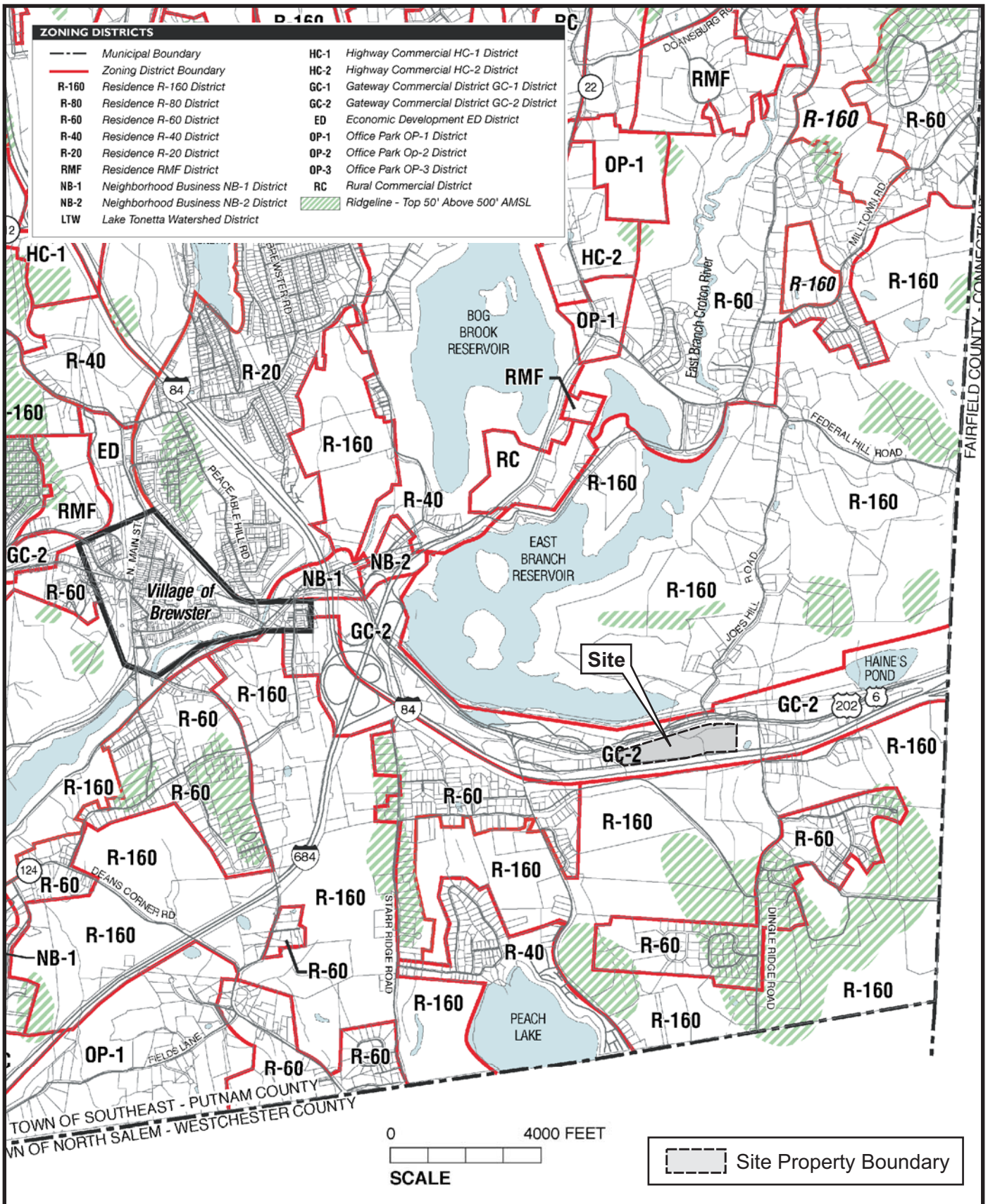
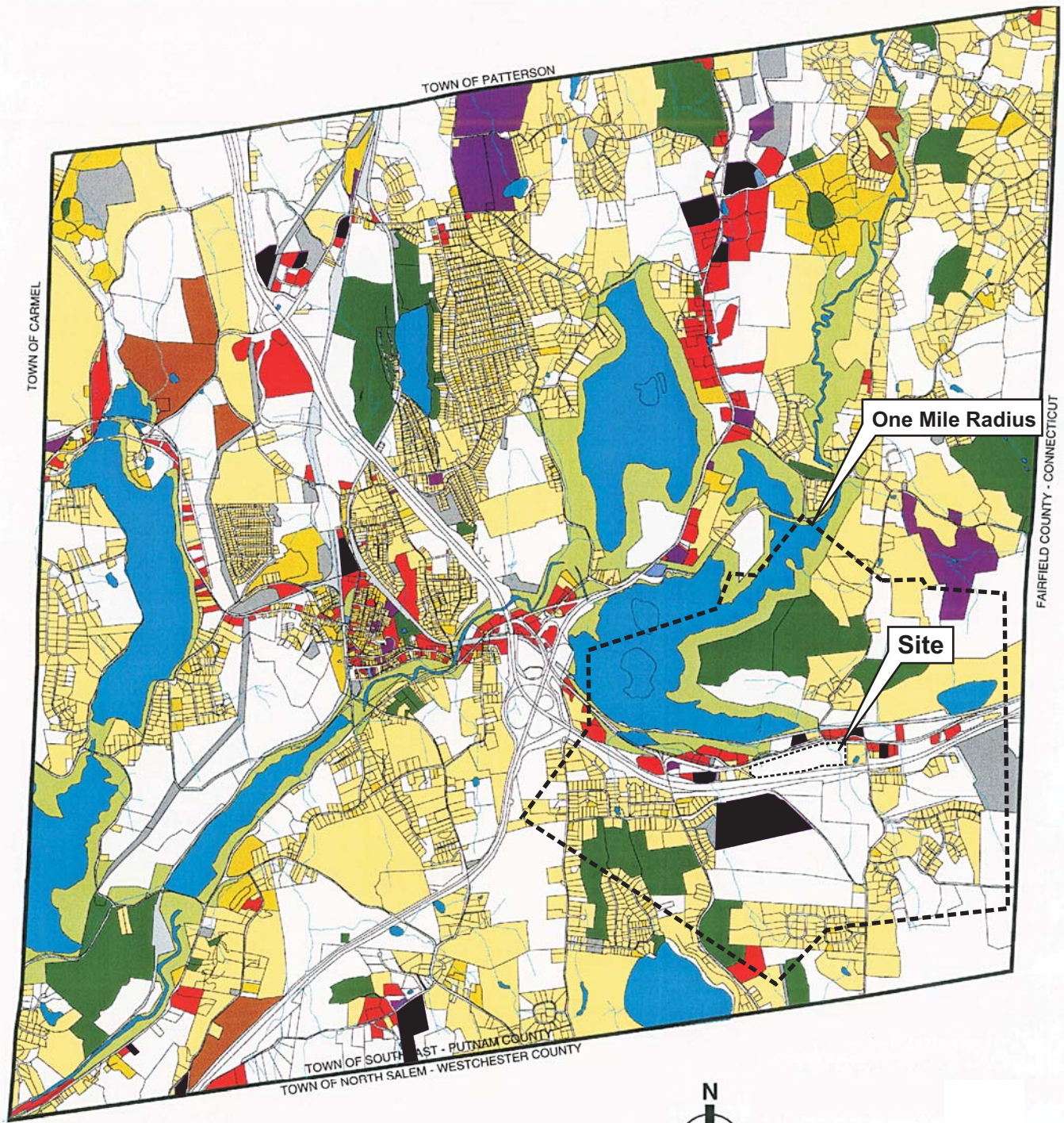


Figure I-3: Zoning Map
 Stateline Retail Center
 Town of Southeast, Putnam County, New York
 Base: Zoning Map of the Town of Southeast, 2004
 Scale: Graphic



LEGEND

- | | |
|---------------------------|----------------|
| Single Family Residential | Water Supply |
| Multi-Family Residential | Agricultural |
| Commercial | Open Space |
| Government | Transportation |
| Industrial | Utility |
| Institutional | Vacant Land |

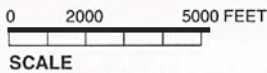


Figure I-4: Existing Land Use
Stateline Retail Center
 Town of Southeast, Putnam County, New York
 Source: Comprehensive Plan, Town of Southeast
 Allee King Rosen & Fleming, Inc., updated per
 Tim Miller Associates, Inc. field survey, 12/06
 Scale: Graphic

Large Retail Requirements:

	Required:	Provided:
Minimum Lot Area:	35 acres	37.2 acres ±
Maximum F.A.R.:	0.15	0.12 ±
Maximum Building Height:	35 feet/ 2 stories	<35 feet/ 2 stories
Maximum Height of Architectural Elements:	50 feet	66.5 feet ²
Minimum Environmental Conservation Buffer:		
Front:	75 feet	76 feet
Side:	50 feet	56 feet
Rear:	50 feet	51 feet
Total Parking Spaces:	740 spaces	740 spaces
Handicap Parking Spaces (1/25 spaces):	30 spaces	30 spaces
Employee/Overflow Parking Spaces (25%): ¹	185 spaces	185 spaces
Bike Parking Spaces (5%):	37 spaces	37 spaces
3" Caliper Trees (1/10 spaces)	74 trees	114 trees

- Employee/Overflow parking is proposed with pervious pavement.
- Refer to Drawing SN-1, "Signage Plan" for Zoning Conformance Analysis of proposed signage.

Large Retail Requirement Notes:

- Large parking areas of 50 spaces or more have additional planting islands a minimum of 8 feet in width every other parking module.
- Separate pedestrian flow to buildings has been provided outside drive aisles.
- Pedestrian-scale public space has been integrated into the plan.
- Pedestrian amenities such as seating, a fountain, and bicycle racks have been provided in the public space area along the north side of Building C, and bicycle racks have been provided along the north side of Building A.
- A pedestrian walkway at least 10 feet in width has been provided with 3" caliper street trees planted approximately 40 feet along the north side of Buildings A, B, and C.
- A plaza at least 30 feet in any dimension with at least 50% vegetated cover has been provided.
- Pedestrian walkways and the plaza are proposed with a variety of paving materials.
- The loading spaces for Building A, B, and C are screened from the public views by the buildings.
- No vending machines, ice machines, newspaper boxes, or similar equipment may be located outside of any building.

General Notes:

- Property line, topography, and existing features taken from field survey prepared by Insite Engineering, Surveying & Landscape Architecture, P.C. updated 10-2-08.
- All structures and driveways within 200 feet of the site boundaries are shown.
- The subject property falls within the Brewster School District and the Brewster-Southeast Joint Fire District.
- The subject property does not contain NYSDEC wetlands based on the New York State Freshwater Wetlands Map.
- The Town-regulated wetlands were flagged by Steve Marino of Tim Miller Associates, (TMA), Inc. on May 10, 2005, September 30, 2005 and October 18, 2005, by Chris Robbins of TMA on November 12, 2007 and December 29, 2008, and by Brian Bury of TMA on August 18, 2008. The Wetland flags were survey located by Insite Engineering, Surveying & Landscape Architecture, P.C. on June 14, 2005, November 13, 2007, October 2, 2008, and December 31, 2008.
- The on-site watercourses were delineated by Matthew Giannetta of the NYCEP on June 6, 2008 and the watercourses were survey located on November 2, 2006 by Insite Engineering, Surveying & Landscape Architecture, P.C.
- There are no floodways or special flood hazard areas on this property in accordance with the official Flood Insurance Rate Map and Flood Boundary and Floodway Map.
- All proposed utilities shall be installed underground.
- It shall be the Contractor's responsibility to identify and protect all underground utilities. The contractor shall contact Dig Safely New York at 811 and any other required utility locators prior to the start of construction.
- There are no existing wells within 200 feet of the proposed SSTS's, and no existing SSTS's within 200 feet of proposed wells, unless otherwise shown.
- For detailed proposed improvements to U.S. Route 6 and vicinity see drawings prepared by John Collins Engineers, P.C.

LEGEND

- Town-Regulated Wetland Limit Line with Flag
- ▲ Wetland Vegetation Symbol
- Existing Watercourse
- Wetland Control Line
- Property Line
- Proposed Property Line
- Existing Structure
- Proposed Refuse Enclosure
- Proposed Concrete Sidewalk
- Proposed Retaining Wall
- Proposed Stone/Boulder Retaining Wall
- ⊠ Proposed 15' x 30' Loading Space
- Proposed 6' High Fence
- Proposed Curb
- Proposed Free-Standing Monument Sign
- ⊠ Proposed Monument Element
- ⊠ Proposed Tower Gateway Monument Element

Parking Requirements:

Lot 1
Required:
14,800 s.f. Office @ 1 space/250 s.f. = 60 spaces
Total spaces provided = 80 spaces

Lot 2
Required:
184,800 s.f. Retail @ 1 space/250 s.f. = 740 spaces
Total spaces provided = 750 spaces

Loading Requirements:

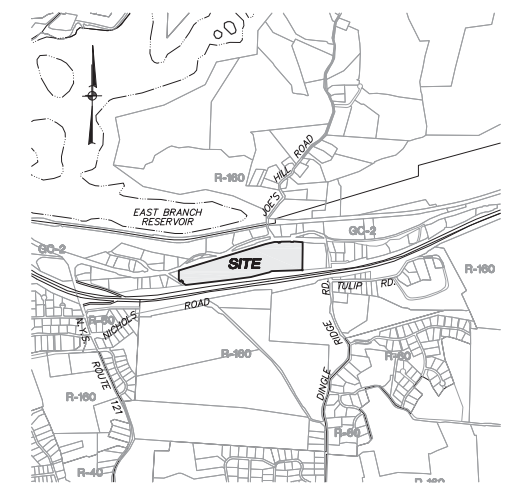
Lot 1
Required:
14,800 s.f. Office @ 1 space/40,000 s.f. = 1 space
Total spaces provided = 1 space

Lot 2
Required:
184,800 s.f. Retail @ 1 space/40,000 s.f. = 5 spaces
Total spaces provided = 7 spaces

GC-2 Zone Requirements:

	Required/Permitted:	Provided:	
		Lot 1	Lot 2
Min. Lot Area:	30,000 sf	293,261 sf ±	1,621,897 sf ±
Min. Lot Frontage:	50'	689' ±	2,539' ±
Min. Lot Width:	100'	694' ±	2,534' ±
Min. Lot Depth:	100'	440' ±	715' ±
Min. Yards:			
Front:	35'	235' ±	287' ±
Side:	35'	66' ±	161' ±
Rear:	35'	111' ±	3.0' ± ²
Max. Coverage:			
Building Coverage:	15%	2.5% ±	11.3% ±
F.A.R.:	0.40/0.15 ¹	0.5<	0.12 ±
Lot Coverage:	45%	22% ±	36% ±
Min. Open Space Requirement:	55%	71% ± ²	63% ± ²
Max. Bldg Height:			
Stories:	2	2	2
Feet:	30'	< 30'	< 30'
Min. Parking Setback:			
Front:	20'	167' ±	76' ±
Side:	10'	62' ±	107' ±
Rear:	10'	42' ±	51' ±

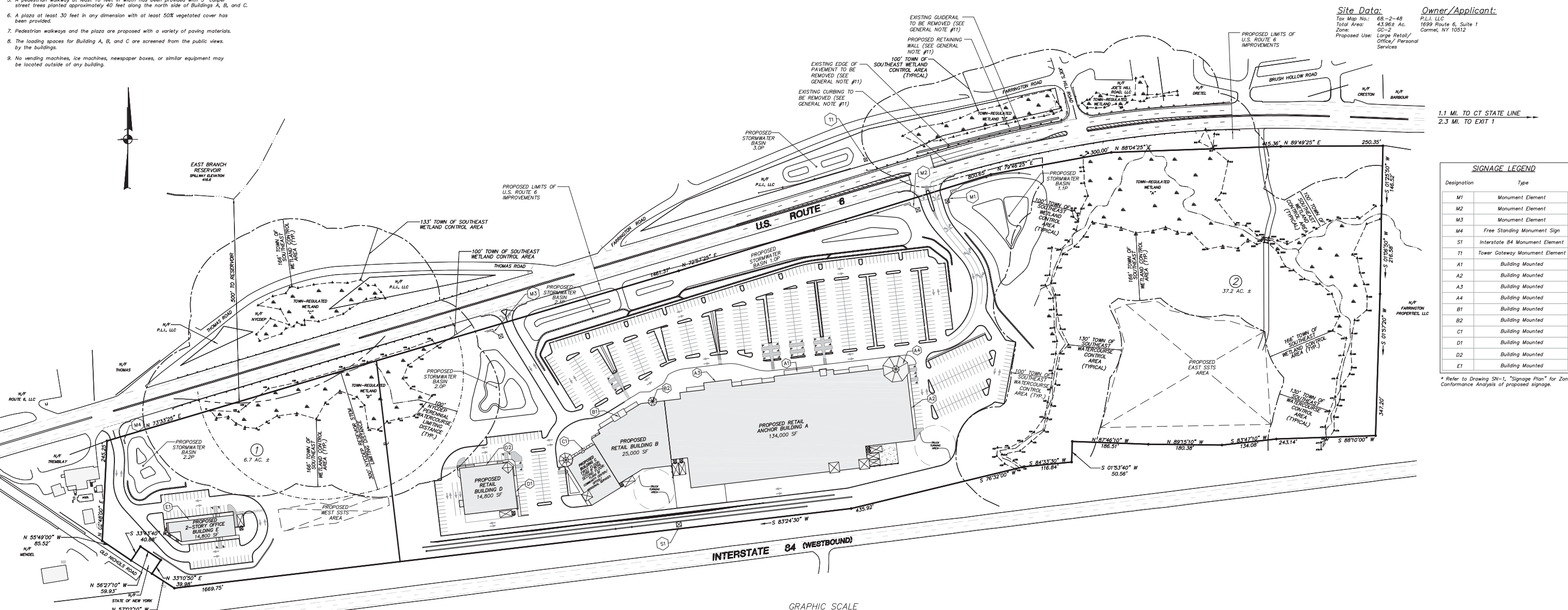
- The F.A.R. for Retail & Office Use is 0.40. The F.A.R. for Large Retail is 0.15.
- Excludes interior planted islands.
- Refer to Drawing SN-1, "Signage Plan" for Zoning Conformance Analysis of proposed signage.



Location Map Scale: 1" = 2000'

Site Data:
Tax Map No.: 68-2-48
Total Area: 43.96± Ac.
Zone: GC-2
Proposed Use: Large Retail/Office/Personal Services

Owner/Applicant:
P.L.L. LLC
1639 Route 6, Suite 1
Carmel, NY 10512



SIGNAGE LEGEND

Designation	Type
M1	Monument Element
M2	Monument Element
M3	Monument Element
M4	Free Standing Monument Sign
S1	Interstate 84 Monument Element
T1	Tower Gateway Monument Element
A1	Building Mounted
A2	Building Mounted
A3	Building Mounted
A4	Building Mounted
B1	Building Mounted
B2	Building Mounted
C1	Building Mounted
D1	Building Mounted
E1	Building Mounted

* Refer to Drawing SN-1, "Signage Plan" for Zoning Conformance Analysis of proposed signage.

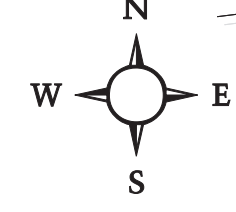
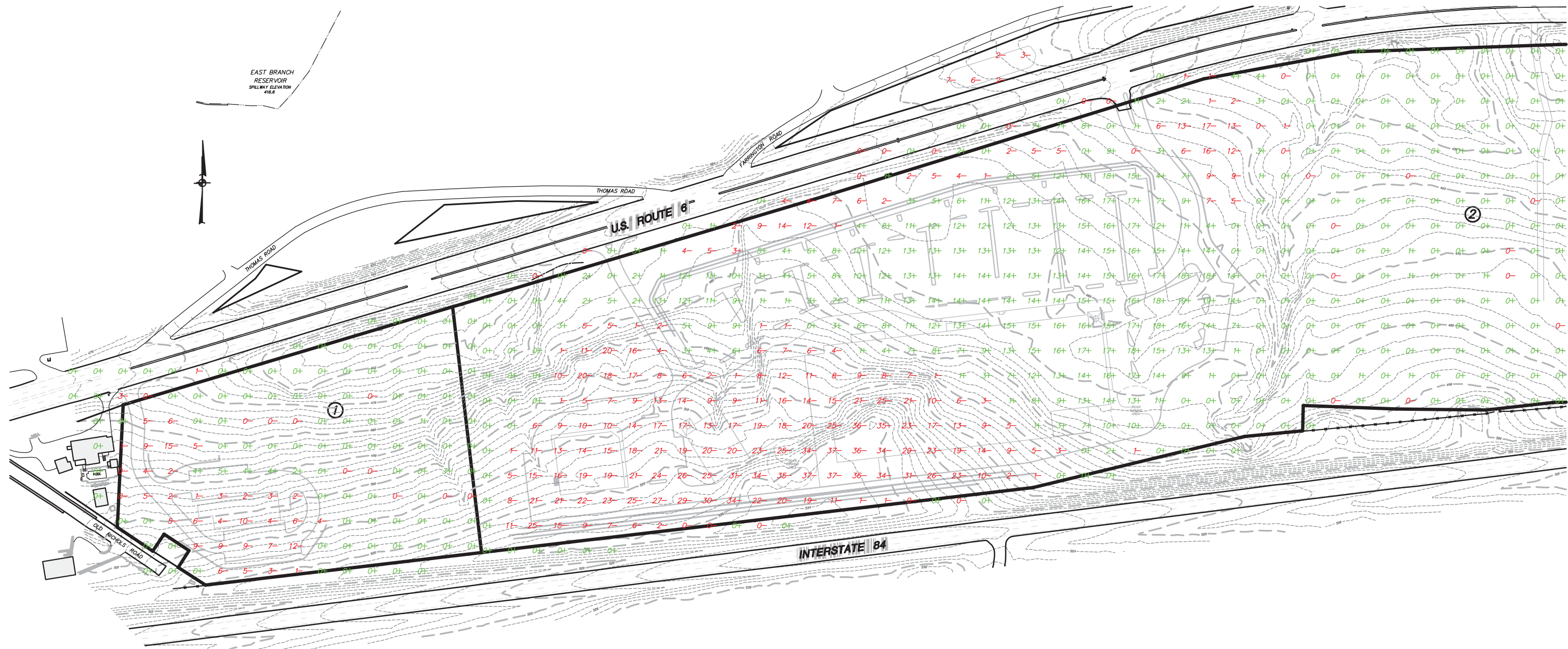


Figure I-5 Overall Site Plan
Stateline Retail Center
Town of Southeast, Putnam County, NY
Source: Insite Engineering, Surveying & Landscape Architecture, P.C.
Rev. Date: June 24, 2009
Scale: As shown

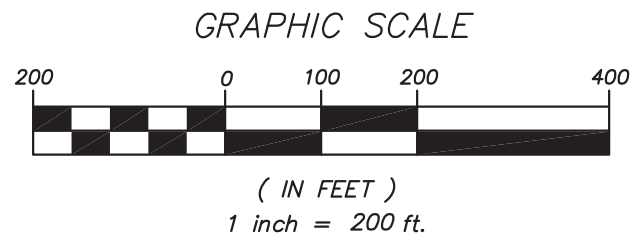


Total Site Earthwork

Cut =	Lot 1	15,300	Cubic Yards
	Lot 2	217,150	Cubic Yards
	Off Site	1,700	Cubic Yards
	Total	234,150	Cubic Yards

Fill =	Lot 1	1,570	Cubic Yards
	Lot 2	175,770	Cubic Yards
	Off Site	170	Cubic Yards
	Total	177,510	Cubic Yards

Net = 56,640 Cubic Yards
Of Surplus Material



LEGEND

3-	Feet of Cut
1+	Feet of Fill

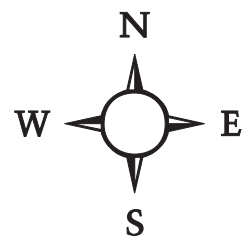


Figure I-6: Earthwork Map
Stateline Retail Center
Town of Southeast, Putnam County, NY
Source: Insite Engineering, Surveying & Landscape Architecture, P.C.
Drawing Date: November 20, 2008
Scale: As shown

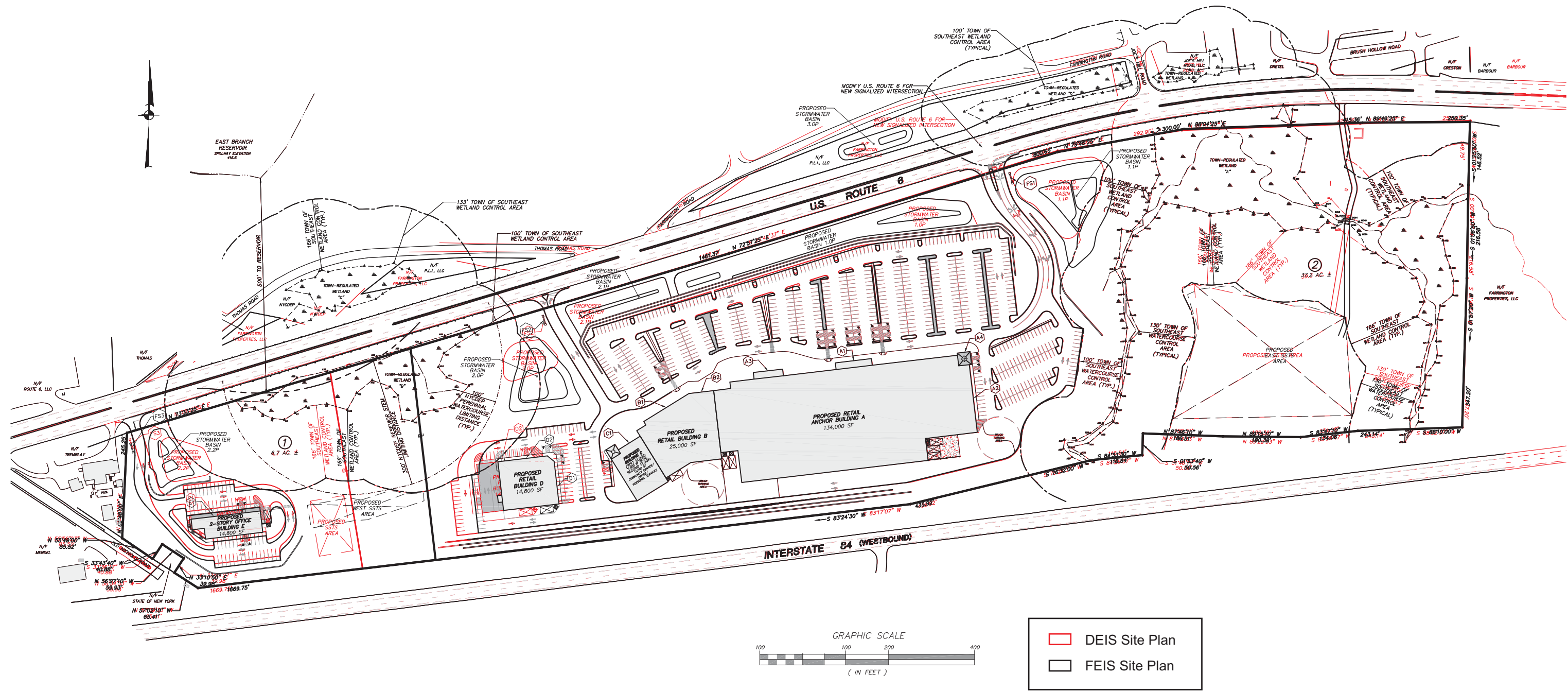


Figure I-7: DEIS Plan/FEIS Plan Overlay
 Stateline Retail Center
 Town of Southeast, Putnam County, NY
 Source: Insite Engineering, Surveying & Landscape Architecture, P.C.
 Drawing Dates: 11/24/08 (FEIS), 04/18/08 (DEIS)
 Scale: As shown