1.0 EXECUTIVE SUMMARY

Introduction

This Draft Environmental Impact Statement (DEIS) reviews the construction and operation of a Smart Growth Village in the Town of Carmel, Putnam County, New York referred to as Union Place ("the Proposed Action").

1.1 Description of the Proposed Action

Location

The Union Place site is located in the Hamlet of Mahopac, Town of Carmel, Putnam County, New York at the Westchester/Putnam County border. It is approximately three and a quarter miles east of the intersection of the Taconic State Parkway and US Route 6 in Shrub Oak and roughly seven and a half miles to the west of the intersection of US Route 6 and NYS Route 52 in Carmel. Figure 2-1, shows an aerial view of the site within the regional setting. A schematic layout of the project is presented in Figure 2-2, Union Place Overall Site Plan.

Proposed Project

The Applicant proposes to construct an innovative, mixed use development, referred to as Union Place on approximately 287± acres of predominantly undeveloped land. The proposed development has been designed to meet the growing demand for retail, office and diversified housing in Putnam County while preserving open space, promoting transportation efficiency and pedestrian access and enriching recreational and entertainment opportunities for existing local residents and newcomers. The proposed development is expected to include both national (large scale) and local (small scale) retail space, professional and corporate office space, a hotel, restaurants, and rental and for-sale housing. The project layout and architectural features have been designed to welcome visitors and streamline traffic. The primary access to the commercial portion of the project is the existing intersection of US Route 6 and Baldwin Place Road. The Applicant proposes to simplify this intersection's orientation and to transform this nondescript intersection in Mahopac into a vibrant gateway to the Town of Carmel and Putnam County. . It is also important to note that the entire property has been designated for development by being placed in the Empire Zone by the New York State Empire State Development Corporation. The Union Place parcel is one of only two parcels in Carmel to be included in the Empire Zone.

This multifaceted development has been designed to respond to regional and local planning goals and to function the way vital main streets and village centers have done in the past. It incorporates the contemporary land planning concept known as "Smart Growth" combining diverse uses and attractions in a compact and physically appealing environment. More specifically, Smart Growth is a style of land development that: focuses growth in existing community centers; is transit and pedestrian oriented; includes a mix of housing, commercial and retail uses; incorporates compact building design; and attempts to preserve open space and other environmental amenities. This type of development "...provides people with additional, housing, and employment choices by focusing future growth away from rural areas and closer to existing and planned job centers and public facilities." [1]

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[1] Local Initiatives Support Corporation website:
http://www.lisc.org/san_diego/assets/asset_upload_file873_6802.pdf

Like a traditional main street, the Union Place "Main Street Village" would include first floor retail shops and offices, indoor and outdoor dining and gathering spaces as well as second floor rental apartments and offices. A separate residential enclave within Union Place, known as Union Heights, would be located within a ten minute walk from the Main Street Village area. Between these two portions of the development a broad swath of green space would be preserved as open space with recreational areas incorporated within.

The proposed retail, office, hotel and rental units would be built along Baldwin Place Road (CR 37) in the southwestern and western portions of the project site. Union Heights, the “for-sale” residential portion of the project, would be located in the central and northeastern portion. The remainder of the site development would include roads, parking areas, stormwater management facilities, and associated infrastructure, including a wastewater treatment plant. Nearly one half of the site (123.2 acres) would be retained as undisturbed open space. An additional 82.2 acres (including lawn and landscape, meadow and dirt road areas) are proposed to be revegetated. Total open space would cover nearly 72 percent (205.4 acres) of the site.

Union Place Mixed Use Development and Main Street

The Main Street aspect of the site development would support a total of 1,043,600 square feet of nonresidential floor space located in seventeen buildings. As proposed, the floor space would include the following:

- 133,000 sf for anchor retail;
- 80,000 sf for junior anchor retail;
- 50,000 sf for a specialty grocer;
- 28,000 sf for a book store;
- 22,000 sf for restaurants;
- 14,000 sf for a pharmacy;
- 166,000 sf for other retail;
- 350,000 sf for corporate office;
- 125,000 sf for professional office;
- 65,600 sf for the hotel; and
- 10,000 square feet for community space.

The area of the residential rental units (180) located on the upper floors of these buildings along with all related unoccupied space would total 315,000 square feet. The development is expected to include some or all of the following amenities:

- Village green with band shell or other recreational amenity
- Plaza with fountain and seating at the end of Main Street
- Walking trails
- Pond and fishing platform
- Children’s playground
- Gazebo
- Passive park
- Bike/Jogging trail
- Village trail
- Dog park

- Community space along the Main Street Village
- Recreation center and great lawn for Union Heights
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Union Heights Residential Units

The proposed Smart Growth Village zoning amendment would allow the creation of a residential neighborhood within walking distance of the proposed mixed use Main Street village. In addition to the 180 rental units along Main Street, the Proposed Action would include 300 for-sale units in the nearby Union Heights portion of the site. These would be offered in three different layouts: 64 flats, 110 townhouses and 126 cottages. The total square footage for the for-sale units breaks down as follows - 102,400 square feet in flats, 203,500 square feet in townhouses and 277,200 square feet in cottages.

The for-sale housing component will also include private amenities for project residents such as recreation facilities and a community center. Outdoor recreational facilities proposed would include a swimming pool, tennis court, bocce court and shuffleboard courts located immediately south of the Union Heights Community Building. The one story Community Building, would include meeting rooms, administrative offices, a library, a computer room and a variety of indoor recreational activities such as a gym. The community building would occupy 10,500 square feet.

1.2 Required Permits and Approval, Involved and Interested Agencies

The following is a list of Involved Agencies and required permits and approvals for the proposed action under SEQRA.

Site Plan Approval

- Town of Carmel Planning Board
  60 McAlpin Avenue
  Mahopac, New York 10541-2340

Subdivision Approval

- Town of Carmel Planning Board
  60 McAlpin Avenue
  Mahopac, New York 10541-2340

Conditional Use Permit - ***Smart Growth Village***

- Town of Carmel Planning Board
  60 McAlpin Avenue
  Mahopac, New York 10541-2340

Zoning Text Amendment

- Town of Carmel Town Board
  60 McAlpin Avenue
  Mahopac, New York 10541-2340

Master Plan Update

- Town of Carmel Town Board
  60 McAlpin Avenue
  Mahopac, New York 10541-2340

Architectural Review

- Carmel Architectural Review Board
  60 McAlpin Avenue
  Mahopac, New York 10541

Area Variance

- Town of Carmel Zoning Board
  60 McAlpin Avenue
  Mahopac, New York 10541

Tree Cutting Permit

- Town of Carmel Environmental Conservation Board
  60 McAlpin Avenue
  Mahopac, New York 10541

Project Signage

- Town of Carmel Town Board
  60 McAlpin Avenue
  Mahopac, New York 10541-2340

Project Signage and Architecture

- Architectural Review Board
  60 McAlpin Avenue
  Mahopac, New York 10541-2340

Wetland Permit

- Town of Carmel Environmental Conservation Board
  60 McAlpin Avenue
  Mahopac, New York 10541

- New York State Department of Environmental Conservation
  21 South Putt Corners Road
  New Paltz, NY 12561

- US Army Corps of Engineers
  New York District
  Jacob K. Javits Federal Building
  New York, New York 10278-0090

Stormwater Pollution Prevention Plan / Wastewater Treatment Plant

- New York City Department of Environmental Protection
  465 Columbus Avenue, Suite 350
  Valhalla, NY 10595

Stormwater Pollution Prevention Plan / GP-0-10-001 Coverage

- New York State Department of Environmental Conservation
  21 South Putt Corners Road

New Paltz, NY 12561

Highway Work Permit

- New York State Department of Transportation, Region 8
  4 Burnett Boulevard
  Poughkeepsie, NY 12603

- Putnam County Department of Highways and Facilities
  842 Fair Street
  Carmel, NY 10512

Wastewater Treatment Plant / Well Permits/ Water Treatment Plant

- Putnam County Health Department
  1 Geneva Road
  Brewster, NY 10509

- New York State Department of Health
  Corning Tower
  Empire State Plaza,
  Albany, NY 12237

- New York State Department of Environmental Conservation
  21 South Putt Corners Road
  New Paltz, NY 12561

State Pollution Discharge Elimination System (SPDES) Permit

- New York State Department of Environmental Conservation
  21 South Putt Corners Road
  New Paltz, NY 12561

Project Signage and Architecture

- Architectural Review Board

Section 239 Referral

- Putnam County Planning Department
  841 Fair Street
  Carmel, NY 10512

Involved Agencies

The following is a list of Involved Agencies under SEQRA.

- Town of Carmel Planning Board
- Town of Carmel Town Board
- Town of Carmel Environmental Conservation Board
- Town of Carmel Zoning Board of Appeals
- Town of Carmel Architectural Review Board
- New York City Department of Environmental Protection

- New York State Department of Environmental Conservation
- New York State Department of Transportation, Region 8
- Putnam County Health Department
- New York State Department of Health
- US Army Corps of Engineers, New York District
- Putnam County Department of Highways and Facilities

Interested Agencies

The following is a list of interested agencies under SEQRA.

- Town of Carmel Architectural Review Board
- Putnam County Department of Planning and Development
- Mahopac Falls Volunteer Fire Department
- Mahopac Fire Department
- Carmel Police Department
- Putnam County Parks
- Mahopac Central School District
- Town of Somers Town Board
- Westchester County Board of Legislators

1.3 Summary of Significant Impacts of the Proposed Project

1.3.1 Soils and Topography

The Union Place project is proposed to be developed on an approximately 287± acre site. The site is characterized by generally level to moderately sloping topography and contains nine (9) soil types.

Based upon an analysis of site conditions, blasting would likely not be required for project construction. Grading would be required for the construction of building sites, roads, stormwater management basins and utilities and would disturb approximately 163.8 acres of the 287.2 acre site. Total earthwork for the Union Place Project site is currently estimated at 986,000 cubic yards (cy) of earth cut and 909,000 cy of fill.

The Project would result in disturbance of 12.2 acres or 4 percent of the project site with slopes greater than 25 percent. Because the site is a gently rolling and large scale projects of this nature require large level building pads and gently sloping parking lots, the net result of construction would be cutting and filling to create a more level site. Impacts from disturbance to steep slopes are directly related to the potential for soil erosion during construction. Most disturbance would occur in areas with slopes of less than 15 percent. Building locations and parking lots, as well as storm water basins, have been located on the site to minimize disturbance to steep slopes and Town regulated water resource buffers.

The site disturbance and grading is proposed in the northeastern portion of the property, throughout the central, western and eastern portions of the property and extends to the southern boundary. This potential impact would be offset by adherence to soil erosion and sedimentation control practices described in Erosion and Sediment Control Plan. Following construction, soil erosion and slope failure on the property is expected to be minimal since

developed areas would be stabilized with lawn and landscaping, and stormwater management features would be fully functional in addition to adherence to the Sediment and Erosion Control Plan which detail the permanent devices constructed to help maintain the property.

1.3.2 Wetlands and Watercourses

The majority of the project site (239.9 acres) is located in the Muscoot River/Amawalk Reservoir drainage basin, a component of the New York City Croton Reservoir System. An additional 47.3 acres drains east toward US Route 6 and the Plum Brook/Muscoot Reservoir system.

The site contains two wetland areas Wetland Area A, known as ML-11, which totals 39.4 acres on-site and Wetland Area B, which totals 0.4 acres.

The site contains three unnamed streams, all of which are contained within delineated wetlands areas. WC-1 flows from the pond on-site under Baldwin Place Road and into Lake Baldwin off-site. WC-2, located in the northwest corner of the site, flows under Baldwin Place and Stillwater Roads off-site. WC-3 drains the northern flow of the wetland toward Baldwin Place Road. All three of these watercourses flow to waterbodies regulated by the New York City Department of Environmental Protection (NYCDEP).

The NYSDEC regulates a 100 foot adjacent area surrounding wetlands under its jurisdiction. The Town of Carmel protects a similar 100 foot buffer around wetlands and watercourses it regulates. The total area of adjacent area/buffer on the project site totals 41.2 acres around Wetland Area A and 0.8 acres around Wetland Area B for a total of 42.0 acres of adjacent area/buffer.

Representatives of the DEC, DEP and Army Corps have visited the site and completed preliminary confirmations of the wetland and watercourse delineations. Final plans for department sign-offs are in preparation.

Minor grading of less than 0.3 acres of regulated wetland ML-11, Wetland A, are required to meet important traffic and safety concerns. Several on-site mitigation measures are proposed to offset these impacts, including restoration of existing wetlands replanted with native vegetation on the site and roadway crossing designs that maintain water and wildlife movement through the wetland corridor. No activities are proposed in or adjacent to Wetland B.

No direct impacts are proposed to the watercourses identified above with the development of this project. Erosion and sediment controls shall be utilized, as described in the Erosion Control Plan, so that treated clean stormwater will come from the site during construction and upon completion of the project.

With the exception of the asphalt leading up to the two Wetland A crossings, no impervious surfaces are proposed within regulated buffers. The grading required to install these two road crossings, which includes the road surface, will result in the disturbance of roughly 1.0 acre of Wetland A adjacent area/buffer.

Some disturbance of the Wetland A adjacent area/buffer will result from grading associated with leveling the site for the siting of buildings and parking as well as the construction of one proposed stormwater detention basin. The total proposed disturbance within the Wetland A adjacent area/buffer (approximately 1.0 acres) is 0.6 acres, an acre less than under the existing condition (roughly 1.6 acres). One acre of this area will be returned to native wetland buffer

habitat. In all cases these disturbances will be of vegetated slopes, which will be replanted with native, low maintenance vegetation that will mimic the current cover type.

The Union Heights Access drive off of US Route 6 will be installed over an existing farm road located outside of the Wetland B buffer. No other improvements are proposed in this area, therefore impacts to the wetland, its Town protected buffer, and associated functions of both, are not anticipated. The existing buffer disturbance associated with the development to the south will remain.

The design of the wetland crossings is an aspect of mitigation for the proposed encroachments. The Applicant is proposing the use of arched culverts in conformance with the NYSDEC stream crossing requirements for the two wetland crossings. This method minimizes wetland impacts during construction and over the long term. With the use of these arches, retaining walls will be constructed on either side of the crossing to eliminate the need for grading into the wetland on both sides and the additional fill and encroachment that would be necessary with that grading. Native soils will be used in the bottom of the arches to maintain natural substrate and habitat for wildlife. By utilizing arched culverts to support the new roadway, the newly restored wetland habitat areas will be linked physically and hydrologically to one another as well as to the existing habitat. This will permit both water to flow and wildlife to travel between these connected areas.

The project specific Stormwater Pollution Prevention Plan (SWPPP) for Union Place has been developed to mitigate potential adverse impacts on surface water resources, including wetlands, from post development changes in stormwater discharges. The SWPPP includes an Erosion and Sediment Control Plan designed to prevent sedimentation during construction. The SWPPP also includes a Stormwater Management Plan that provides measures to mitigate potential impacts from post construction changes in the volume, rate of discharge, as well as increased pollutant loading in stormwater.

The proposed Erosion and Sediment Control Plan component of the SWPPP was developed specifically for the Union Place project and will provide both temporary controls during construction and permanent controls to remain in place following construction. The measures proposed will comply with al local, city and state requirements and will adequately mitigate potential impacts to water resources resulting from erosion and sedimentation during construction of the project.

1.3.3 Terrestrial and Aquatic Ecology

The topography throughout the proposed project site ranges from flat to generally steep slopes that support a mixture of woods, maintained meadows and active farm land. The woodlands and meadows provide wildlife habitat for a number of common species, including deer, raccoon, opossum, chipmunk and gray squirrel among others. Bird species that selectively reside within woodlands are also likely to be present, including wood thrush, owls, warblers and vireos. The woodlands on this site offer a number of cavities for owls, cavity nesting songbirds and small mammals. No rare or endangered species were found on the subject site.

The existing vegetative cover and habitat on approximately 163.6 acres (57.1 percent of the site) would be disturbed as a result of the project development; much of this would be lost as future wildlife habitat. These proposed acres of disturbance generally coincide with the previously disturbed farm field areas (successional old fields) and the reestablished farm fields which are currently being farmed. Roughly 123.2 acres (42.9 percent) of the site would remain undisturbed by the project. Approximately 82.2 acres of the developed site would be

revegetated as open spaces that would have coverage of forest, meadows, wetlands, lawns or landscaping. These areas would continue to provide habitat for typical woodland species and species tolerant of human activities. After completion of the project, approximately 205.4 acres or nearly 72 percent of the site would consist of vegetated open space.

A total of ten trees on site were identified as specimen warranting preservation. None of these trees will be removed or disturbed during construction of the project due to their locations within NYSDEC regulated wetland and/or wetland buffer. The areas of wetland and wetland buffer disturbance associated with two road crossings were chosen to ensure none of the six specimen trees located within the wetland and/or wetland buffer area would be destroyed or disturbed in any way.

The limits of disturbance would be established in the field. No trees beyond these limits would be disturbed. These limits would be delineated by fencing or similar methods prior to commencing clearing or grading activities. Trees near working areas may be wrapped at the base by snow fencing to avoid accidental damage to trunks and roots.

Trees and shrubs chosen for the proposed landscaping have been chosen for their hardiness to the local climate and to the proposed settings on the site include the native regional landscaping species. This landscaping would provide both forage and nesting sites for birds, and or denning sites for small mammals, while the preserved habitat areas and re-vegetated open space areas would still be used by deer and other wildlife. The large wetland area in the central part of the site would be maintained as forest and open meadow, and would provide habitat opportunities for bird, reptile and small mammal species.

The proposed project has been designed to minimize impacts to natural features and to respect the environment to the maximum extent practicable through the implementation of a stormwater pollution prevention plan (SWPPP), the limitation of the Area of Disturbance and by minimizing grading. Additional Low Impact Development measures including buffer strips, grassed swales and the incorporation of human scale lighting and extensive landscaping are proposed to minimize the environmental and visual impacts of the project. Site boundaries, including the area along US Route 6, would be landscaped to provide a visually appealing view from these highways and other adjacent properties. As a result, significant impacts to natural resources are not expected to result from the development of the proposed project.

1.3.4 Surface Water Resources

Existing drainage patterns on the project site are primarily dictated by on-site topography which consists of two hills separated by a valley. One hill is located on the northeastern portion of the project site. A second hill is located on the southwestern portion of the site. Surface water from these two hills drains to a north to south aligned valley between the hills. Approximately 39.4 acres of the ±50 acre New York State Department of Environmental Conservation (NYSDEC) Freshwater Wetland ML-11 is located on the project site along the valley floor. The majority of the watershed draining to Wetland ML-11 is located on the project site.

Construction of the proposed project would result in the temporary disturbance of 163.8 acres of the site and the creation of approximately 81.4 acres of impervious surface. Erosion and sedimentation during construction, post construction increases in stormwater volume and peak rates of discharge, and increases in pollutant loading in stormwater following construction, could each adversely impact receiving surface water resources and downstream properties.

Implementing the erosion and sediment controls, and stormwater management practices, specified in the Union Place Stormwater Pollution Prevention Plan (SWPPP), will mitigate potential significant adverse impacts both on the wetlands and watercourses on and off the site, associated with changes in runoff. Generally maintaining existing stormwater drainage patterns, as proposed, will further mitigate potential adverse impacts on these surface water resources.

The Union Place SWPPP has been carefully developed in compliance with all applicable New York State and City regulatory requirements, as well as, those of the Town of Carmel. To comply with these requirements, the measures in the SWPPP have been designed to accomplish the following:

- Reduce or eliminate erosion and resulting sedimentation of surface waters during construction;
- Mitigate or eliminate the impact(s) that post development changes in stormwater, including any increases in pollutants in it, can have on the quality of receiving surface waters;
- Reduce post construction increases in the peak rates of stormwater discharge during and after construction to prevent downstream erosion and flooding; and
- Maintain stormwater controls during and after construction.

To further mitigate potential impacts, implementation of the Erosion and Sediment Control Plan, including its construction sequencing component, will be overseen by a Certified Erosion and Sediment Control Specialist/Certified Professional in Stormwater Quality, or equally qualified professional. Following treatment in the proposed stormwater management facilities, post construction peak rates of stormwater discharge would be reduced from existing discharge rates to prevent downstream flooding and stream bed and bank erosion. In addition, the calculated range of post-development pollutant loads are in the range of, or below, pre-development loads. Accordingly, neither erosion and sedimentation during construction, or post construction changes in stormwater characteristics, represent the potential for significant adverse impacts on the receiving waters. The Applicant notes that the SWPPP will be subject to review and approval by NYSDEC, NYCDEP, and the Town of Carmel. Confirmation of site features by the NYSDEC, ACOE and NYCDEP have been completed.

With regard to NYCDEP requirements, Section 18-39 of the Rules and Regulations for the Protection from Contamination, Degradation, and Pollution of the New York City Water Supply and its Sources (Rules and Regulations), requires a SWPPP Approval for this project. This initial project SWPPP was developed prior to the April 4, 2010 amendment of the Rules and Regulations. The Union Place SWPPP generally conforms to the amended regulations in that multiple stormwater management practices have been placed in series, for subcatchments with an impervious cover greater than 20%. As the project is refined, the SWPPP will be updated to remain in compliance with the Rules and Regulations.

1.3.5 Ground Water Resources

Present water supply systems in this part of the Town of Carmel rely on groundwater for water supply, and the proposed Union Place development is also expected to rely on groundwater as a water source.

The project will result in the conversion of 81.4 acres of the 287.2 acre site to impervious surface in the form of either roads, building areas, or parking areas. Therefore, the amount of area in which rainfall can directly fall on pervious (unpaved) surfaces and potentially recharge the aquifer will be reduced by approximately 28 percent. It should be noted that most if not all stormwater from impervious surfaces will be directed to stormwater treatment facilities, such as vegetated swales and detention basins, thereby allowing much of the precipitation falling on impervious surface to potentially contribute to aquifer recharge.

The water demand proposed for the Union Place development has been calculated by the project engineer, Insite Engineering. The average daily demand has been calculated as 195,270 gpd or 135.6 gpm, at full buildout. The New York State Department of Health (NYSDOH) requires that the water source(s) be able to supply water for the development at a rate/volume equal to the design maximum daily demand which is defined as twice the average daily demand. Therefore the system would need to supply 390,540 gpd or 271.2 gpm with the best well out of service.

Ten (10) six-inch diameter bedrock production wells and one (1) eight-inch diameter bedrock production well were drilled on the Union Place site to provide water for the project. Drilling logs are provided in Appendix F. Static water levels in the eleven (11) bedrock wells were found between zero and 168.3 feet below top of casing (ft btoc). Well depths ranged from 400 feet to 900 feet; several wells are projected to yield more than 100 gallons per minute. The driller, P.F. Beal and Sons, Inc., provided a compressed air lift test for 6 hours to test for the estimated water yield of the well.

The applicant proposes a 72-hour pump test to determine the potential groundwater impacts from the project. Private off-site wells will be monitored for effects of water level drawdown and yield during the 72-hour on-site pump test to insure there is no impact as a result of water usage by the Union Place project. If any off-site wells are impacted by the project, the applicant will provide mitigation. These mitigations could include replacing wells that show impact from the proposed 72-hour pump test, deepening any impacted well, hydrofracking the impacted well to boost it's performance, or extending water districts from the Union Place property to include the impacted water supply.

The applicant has committed to completing well exploration and well testing at the site that will demonstrate an adequate water supply for the full-build project scenario. The Final EIS for Union Place will include this information.

1.3.6 Zoning and Surrounding Land Uses

The Applicant proposes to construct an innovative, mixed use community on approximately 287± acres of predominantly undeveloped land that will provide future residents and visitors with a unique sense of place. The proposed Smart Growth Village development has been designed to meet the growing demand for retail, office and diversified housing in Putnam County while preserving open space, promoting transportation efficiency and pedestrian access and enriching recreational and entertainment opportunities for existing residents as well as newcomers.

Zoning Text Amendment

The innovative approach to the design of Union Place mixed use development would require an amendment to the Town of Carmel Zoning Code to provide an alternative review process for the Smart Growth Village. The Proposed Action, therefore, includes two components: the adoption of a text amendment to the Town's zoning ordinance and the development of the Union Place project.

Objectives of Smart Growth Village Development

The alternative zoning for the Smart Growth Village would be intended to allow more innovation and integration of multiple aims in a project's design than would be possible under the existing zoning. This type of development aims to provide a more sustainable balance of residential opportunities in the Town by providing a mix of housing within a project. Further, it aims to create a vibrant environment where housing is combined with various commercial uses. The pedestrian centered, mixed use objectives of the new Smart Growth Village zoning would be fundamentally incorporated into the overall approach to developing the site; including factors such as safety, circulation, aesthetics and those related to the environment.

Conditional Use Permit Criteria

In addition to dimensional, setback, parking, and other basic requirements, the Conditional Use Permit for the Smart Growth Village would have additional requirements related to creating the kind of multifaceted, easily accessible, pedestrian environment envisioned. These would include provisions for pedestrian, bicycle and public transit access and amenities; opportunities for active and passive recreation; attractive well maintained landscape design that integrates the circulation within the development overall; and design standards for buildings and streetscapes specifically aimed at creating an appealing pedestrian environment.

Land Use

Land use patterns within the one-half mile study radius are mixed, and include intensive commercial development of varying scales, office and service uses, industrial, institutional, educational, residential, agricultural, open space, utility and governmental land uses. The large majority of land uses in the study area are comprised of both residential (57.1 percent) and commercial (35.8 percent). Vacant land, including the project site, as well as conservation land comprises much of the balance of surrounding land uses (6.3 percent). Commercial and business uses are concentrated along both sides of the US Route 6 corridor to the east of the site, while residential, institutional (schools) and undeveloped land including the Muscoot River and associated New York City Watershed lands occupy much of the periphery of the study area. From a land use perspective, the Proposed Action continues and upgrades the trend of development that has been occurring along US Route 6 corridor in the Town of Carmel.

The Applicant is proposing a zoning amendment that would add a Conditional Permit Use "Smart Growth Village" to the Schedule of District Regulations table in the Zoning Ordinance in the Commercial (C) and Commerce/Business Park (C/BP) districts. Additionally, the proposed zoning amendment text defines a set of requirements and standards for this type of development. These include use, bulk, area, and parking requirements and development and design standards. The proposed Union Place development would require a Conditional Use Permit from the Planning Board. The project would advance the objectives of the "Smart Growth

Village" concept and is not expected to result in constraints or conflicts on surrounding lands and potential uses.

The Union Place project would provide new office and retail development that is expected to be in harmony with the surrounding land use and is not expected to be detrimental to the adjacent properties which are developed in accordance with the existing Commercial and Commerce Business Park zoning district regulations. The retail, service, office, restaurant and lodging uses permitted in the proposed Smart Growth Village conditional use are allowed because sites meeting the requirements for this use must be located in the C or C/BP districts. Therefore the commercial uses in the Smart Growth Village are consistent with the underlying zoning districts. Although age-restricted multi-family housing is permitted in the C and C/BP districts, non-age-restricted dwellings are not allowed. The incorporation of non-age-restricted dwellings in the Smart Growth Village conditional use and in the proposed development provides an opportunity for the diversity of housing needed for a viable compact mixed use “work/live” community. The addition of other types of dwellings ensures flexibility in the design of a walkable village where future residents can live, work, recreate and find entertainment.

The Smart Growth Village concept provides for residential use in immediate proximity to the commercial and business uses along the proposed main street. The internal site roadways are designed according to Town standards and pedestrian and vehicular circulation are proposed in a manner that promotes safety. No sidewalks currently exist along US Route 6 in the vicinity of the project site and no new sidewalks are proposed on that roadway as part of the development.

Pedestrian access to the proposed retail buildings and community/office space (Buildings A through M) will occur via the network of pedestrian sidewalks included in the project design. The parking areas have been placed on the fringes of the main street area to facilitate pedestrian use along Main Street while providing easy access to the commercial/retail/office area. The adjacent multifamily Union Heights residential community provides an opportunity for residents to walk to work. The Main Street’s proximity to the office use, in conjunction with the availability of sidewalks and a pedestrian scale development create an area conducive to pedestrian movement.

Some of the pedestrian amenities called for in the proposed zoning add to the place-making objectives of the Smart Growth Village concept such as outdoor seating/dining, fountains, gazebos, entertainment areas and plazas. As noted previously, a bandstand for outdoor concerts and public events is proposed in the Village Green and the plaza at the end of Main Street are seen as magnets that will draw pedestrians through the Smart Growth Village.

These features will be incorporated into the project design along with public transit and bicycle amenities required by the zoning. As many as three bus stops could be integrated into the project design so that future residents and employees will have access to the Putnam Area Rapid Transit (PART) bus system. PART routes include stops at the Brewster train station and area shopping and work places.

The location, nature and intensity of the proposed development are not expected to hinder or discourage the development or use of adjacent lands and buildings.

1.3.7 Traffic and Transportation

Traffic was examined at twenty-two intersections in the project vicinity, listed below, during normal weather conditions and while schools were in session. With the noted improvements, all studied signalized intersections are anticipated to perform at level of service D or better under both future No-build and Build Conditions.

1. NYS Route 6N and Baldwin Place Road
2. Baldwin Place Road and Myrtle Avenue
3. Baldwin Place Road and Stillwater Road
4. Baldwin Place Road and Maple Drive
5. US Route 6 and Somers Commons South Access
6. US Route 6 and NYS Route 6N/Curry Street
7. US Route 6 and Mahopac Avenue
8. US Route 6 and Somers Commons North Access
9. NYS Route 118 and Somers Commons West Access
10. NYS Route 118 and Somers Commons East Access
11. NYS Route 118 and Miller Road
12. Site Access at US Route 6 and Mahopac Village Center (A&P Shopping Center)
13. US Route 6 and Miller Road/Jonathan Drive
14. US Route 6 and Union Valley Road
15. Main Entrance at US Route 6 and NYS Route 118/Baldwin Place Road
16. NYS Route 118 and Overhill Road
17. NYS Route 118 and US Route 202
18. Baldwin Place Road and Kennard Drive
19. Site Access at Baldwin Place Road and Grand Meadow Drive
20. Baldwin Place Road and Gleneida Road/Mahopac High School Exit Driveway
21. Baldwin Place Road and Gleneida Road/Mahopac High School Entrance Driveway
22. Proposed Residential Site Access at US Route 6

Based upon a review of this analysis, the weekday morning peak hour period of 7:30 AM to 8:30 AM was determined to be critical with respect to traffic analysis. The critical period for the weekday evening peak hour was identified as 5:00 PM to 6:00 PM, and the Saturday peak hour was determined to be 12:00 AM to 1:00 PM.

Additional traffic data was collected to verify that the base Traffic Volumes are representative of current conditions. These traffic counts indicated that the traffic volumes as of December 2009 are consistent with the 2008 Existing Traffic Volumes used in the report. It is therefore not necessary to apply an additional growth factor to the volumes to account for the time since the original traffic counts were completed.

There are a total of five site access points for the Union Place project, three for direct access to the commercial/business portion of the site, one to provide access between US Route 6 and the Union Heights residential area; and one with direct access between US Route 6 and the restaurant and pharmacy area. Three of the access roads are located along US Route 6 and two are located on Baldwin Place Road.

The proposed Baldwin Place Road bypass and the design of the main entrance and adjacent landscaped areas would create a coherent and attractive gateway to the Town of Carmel and Putnam County, enhancing Mahopac's shopping district on both sides of US Route 6.

The project location, with entrances from US Route 6, would provide easy access to the commercial and office uses proposed along the main street area from all points east and west. The new Town by-pass road will offer an alternative to US Route 6 for vehicles traveling in this area helping to alleviate the existing traffic congestion.

The proposed development would provide a model of innovative planning and energy efficient design by creating a compact, walkable, and dynamic retail and residential community in the Town and County thereby reducing vehicle miles traveled. The proposed layout of the project provides multiple points of vehicular access, integrated with pedestrian sidewalks and trails connecting all parts of the proposed development to create a convenient, pedestrian friendly environment.

Under the Build Condition, with the noted improvements as shown in the Table below, all studied intersections are anticipated to perform at level of service D or better, with one exception. At the intersection of US Route 6 Miller Road and Johnathan Drive, the analysis indicates the intersection will operate at Level of Service “C” during the AM Peak Hour while the PM and Saturday Peak Hours will experience an overall Level of Service “F”. However, the proposed improvements at the adjacent Route 6 and Mahopac Village Center driveway which will allow left turns exiting should help alleviate the traffic conditions at this intersection. Interconnection of the signals would further improve traffic operations.

Proposed traffic network improvements as identified in the following Table 1-1, would result in future No-Build and Build Condition traffic conditions operating at acceptable levels. As a result, impacts to traffic and the transportation network resulting from the development of the Union Place Development would not be significant.

Summary of Recommended Improvements				
Location		**2016 No-Build**	**2016 Build Mitigation Measures**	**Responsibility**
1	NYS Route 6N & Baldwin Place Road	Widen northbound Baldwin Place Road approach to provide separate left and right turn lanes.	Widen northbound Baldwin Place Road approach to provide separate left and right turn lanes.	Regional
2	Baldwin Place Road & Myrtle Avenue	None	None	N/A
3	Baldwin Place Road & Stillwater Road	Install Traffic Signal	Install Traffic Signal	Putnam County
4	Baldwin Place Road & Maple Drive	None	None	N/A
5	US Route 6 & Somers Commons Access (South)	Widen eastbound US Route 6 approach to provide two through lanes and a separate right turn lane.	Widen eastbound US Route 6 approach to provide two through lanes and a separate right turn lane.	Regional
6	US Route 6 & Curry Street/US Route 6N	Modify Traffic Signal Timings	Modify Traffic Signal Timings	Regional
7	US Route 6 & Mahopac Avenue	Widen eastbound US Route 6 approach to provide two through lanes. Widen northbound Mahopac Avenue approach to provide separate left and right turn lanes.	Widen eastbound US Route 6 approach to provide two through lanes. Widen northbound Mahopac Avenue approach to provide separate left and right turn lanes.	Regional / Somers Other Developments
8	US Route 6 & Somers Commons Access (North)	None	Widen northbound US Route 6 approach to provide two through lanes.	Regional / Union Place
9	US Route 118 & Somers Commons Access (West)	None	None	N/A
10	US Route 118 & Somers Commons Access (East)	Install Traffic Signal	Install Traffic Signal	Somers Other Developments
11	US Route 118 & Miller Road	Install Traffic Signal	Install Traffic Signal	Somers Other Developments
12	US Route 6 & A&P Shopping Center Drive/ Site Access	None	Widen northbound approach two provide two through lanes. Construct southbound US Route 6 right turn lane. Construct access roadway to provide a separate left turn lane, a shared left-through lane and a separate right turn lane. Install Traffic signal.	Regional / Union Place
13	US Route 6 & Miller Road / Jonathan Drive	None	None	N/A

Summary of Recommended Improvements				
Location		**2016 No-Build**	**2016 Build Mitigation Measures**	**Responsibility**
14	US Route 6 & Union Valley Road	None	Widen southbound approach to provide a separate left turn lane and widen westbound approach to provide separate left and right turn lanes. Restripe northbound approach to provide a separate right turn lane.	Regional/ Union Place
15	US Route 6 & NYS Route 118/Baldwin Place Rd	None	Widen northbound and southbound approaches to provide two through lanes. Construct Site Driveway approach to provide separate left through and right turn lanes.	Regional/ Union Place
16	NYS Route 118 & Overhill Road	None	None	N/A
17	NYS Route 118 & NYS Route 202	Widen westbound US Route 202 approach to provide a separate right turn lane.	Widen westbound US Route 202 approach to provide a separate right turn lane	Regional
18	Baldwin Place Road & Kennard Drive	None	Reconstruct to intersect with US Route 6 at right turn entry/right turn exit only roadway	Union Place
19	Baldwin Place Road & Grand Meadow Drive/Site Access	None	Widen southbound approach to provide separate left turn lane. Construct westbound Site Roadway approach to provide a shared left-through lane and a separate right turn lane. Install Traffic signal.	Union Place
20	Baldwin Place Road & Gleneida Road / Mahopac High School Exit	None	None	N/A
21	Baldwin Place Road & Mahopac High School Entrance	None	None	N/A
22	NYS Route 6 & Residential Site Access	None	Widen northbound US Route 6 approach to provide separate left turn lane.	Union Place
23	Reconfigured Baldwin Place Road	None	Relocate Baldwin Place Road to connect Route 6 directly opposite Route 118	Union Place
24	Connect New County By-pass Road	None	Construct new County Road from Baldwin Place Road to Route 6 opposite Mahopac Village Plaza	Union Place
Source: John Collins Engineers, P.C., 2009.				

1.3.8 Community Services

The proposed development will contain 480 residential dwelling units. Of these, 300 will be condominium residences and 180 will be rental units. The 300 for-sale units will be located within the area to be known as Union Heights. The rental units will be located within the Main Street Village portion of Union Place. All of the proposed residences are to be two-bedroom units resulting in a population increase of 1,031 persons including 85 school age children and 177 seniors.

As stated, a total of 85 school-age children are projected to reside within the Union Heights development. Based on the per student cost of $14,463, the proposed residential project would be projected to generate $1,229,355 in costs to the Mahopac Central School District. Approximately $5,745,476, in tax revenue, including library taxes, would go to the Mahopac Central School District, annually, thus the school district would realize an annual net benefit of $4,516,121 after covering the cost of education the students who reside at Union Place. School District projections indicate declining enrollments, thus the district already has the facilities to accommodate the projected student population growth.

Police protection for the project site would be provided by a combination of personnel from the Town of Carmel Police Department, Putnam County Sheriff's Department and the New York State Police. In addition, individual stores may employ their own security services. The New York State Police and the Putnam County Sheriff's Department anticipate no significant impact to service as a result of the proposed project. Based upon a population increase of 1,031 persons, the proposed project will result in the need for an additional two Town of Carmel Police officers. In the current Town budget, the midrange salary for a Police officer is $54,750 It is expected that a portion of the $945,030 in property tax revenue will be available to cover this cost.

Calls for fire/medical emergencies would be routed through the Putnam County Emergency Operations Center (EOC), where dispatchers would notify the Mahopac Fire Department and/or the Mahopac Falls Fire Department. The existing Mutual Aid agreement for all Fire Departments in Putnam County ensures that additional fire fighting and rescue resources are available if required.

According to the Mahopac and the Mahopac Falls Fire Departments, the proposed project may result in the need for additional equipment. However, The Urban Land Institute (ULI) planning standards for fire vehicles is 0.2 fire vehicles per 1,000 population. This would indicate the need for a total of 7 fire trucks between the two districts. The Mahopac Fire District has 6 full size fire trucks, in addition to other rescue vehicles, including one 95-foot tower ladder; and the Mahopac Falls District has 5 full size vehicles in addition to other rescue equipment. Upon completion, the ratio of population to fire trucks will be more than 3 vehicles per 1,000 population.

The Project Site currently generates $2,753 in annual tax revenue to the Mahopac Falls Fire District and $870 to the Mahopac Fire District. The proposed Project would make an additional $153,449 and $239,950 available to the Mahopac Falls and the Mahopac Fire Commissioners respectively, for budget purposes. This revenue represents more than 50 times the current tax revenues to both the Fire Districts generated by the Union Place project. This additional revenue would provide both operating and capital funds for increased appropriations, without any increase in the tax rate by the Fire Commissioners.

No significant impacts to emergency medical services are anticipated as a result of the construction of Union Place. A positive benefit would be derived from the increased tax dollars generated by the Union Place project which could be used to supplement emergency service resources.

Solid Waste

The project is expected to generated approximately 1,666 tons of solid waste material per year. Of this amount, approximately one third is expected to include recyclable materials. The solid wastes and recyclables would be transported by private contractor to the existing RESCO resource recovery disposal facilities in Peekskill, NY. No municipal trash collection services are proposed for this development. The solid waste collection points and storage at the proposed Union Place development would meet all the requirements of the Code of the Town of Carmel. The final site plans will depict locations and identify types of solid waste collection facilities on the project site.

Water Service

Present water supply systems in this part of the Town of Carmel rely on surface (Lake Mahopac) and groundwater for water supply, and the proposed Union Place development is also expected to rely on groundwater as a water source, which is currently envisioned as private with the potential to dedicate it to the Town at some point in the future.

Sewage Disposal

The Union Place mixed use development will include on-site facilities to address the project's sewer disposal needs. It is proposed to provide sewer service for the project with a centralized WWTP, approximately 10,000 square feet in size, located in the central portion of the project site, isolated from any existing building and far away from the residences proposed in Union Heights and currently existing off site. Design flow for the mixed-use project is estimated at 195,270 gallons per day at full build out. This WWTP will provide advanced treatment of wastewater in accordance with local, regional, and NYSDEC regulatory requirements.

1.3.9 SocioEconomic Conditions

The proposed Project is expected to have an overall positive economic effect on the region. Highway oriented businesses such as gas stations and convenience stores along US Route 6 are expected to see an increase in business as a result of increased traffic accessing Union Place. Patrons and residents of the proposed project would be expected to make purchases at local shops and take advantage of existing area restaurants and services. In addition, the proposed Project would provide existing and future residents an alternative to traveling long-distances to shop for major purchases. This is anticipated to increase sales taxes for Putnam County by capturing a portion of the retail spending that is currently exported to retail centers in surrounding parts of the region.

The proposed project includes a total of 1,043,600 square feet in non-residential development in 17 buildings. The proposed development also includes 480 residential dwelling units. Approximately 300 will be condominium residences and 180 will be rental units. For sales units are projected to be priced at approximately $375,000 and above. The rental units will have a

monthly rental starting at approximately $1,800. Development of this project will result in an increase in the property's assessed value from $3.7 million to $156 million dollars.

As a result in the increase in assessed valuation, the proposed project is expected to result in positive economic impacts on the Town of Carmel and Putnam County and provide tax benefits through increased property and sales taxes to all taxing jurisdictions. Overall tax revenues (sales and property) of approximately $21.9 million annually would be generated by the proposed development. Of this amount, Putnam County would receive combined annual tax (sales and property) revenues of approximately $7.4 million. The Mahopac Central School District would receive approximately $5.7 million and the Town of Carmel would receive approximately $945,030 million in annual property taxes. Sales taxes for New York State would be expected to total $6.7 million annually with the remainder of sales taxes for the Metropolitan Commuter Transportation District (MCTD) expected to total approximately $628,425.

The proposed Union Place Development has the potential to draw new economic activity to the Town of Carmel and Putnam County. Construction of the proposed project is estimated to add 3,000 to 3,400 employees to the employment base of the Town in direct employment. Employees can be expected to generate further economic activity in the form of local purchases at gas stations, local restaurants, food stores, and other personal services establishments. Such economic activity referred to as indirect employment and is estimated to create jobs for an additional 4,400 to 4,900 employees during construction. After construction of the project is complete , the total anticipated long-term full time jobs resulting from the commercial portion of Union Place project totals approximately 4,147 employees; 2,739 direct employees and 1,408 indirect employees.

The addition of 85 school age children to the population would not have a significant impact on the Mahopac Central School District, as confirmed by the Assistant Superintendent for Business David Chapman. Costs for educating the school age population at Union Place is projected to be $1,229,355. The projected tax revenue to the Mahopac Central school District is $5,745,476, resulting in a net benefit to the school distract budget of approximately $4.5 annually.

1.3.10 Noise

Analysis of existing and future noise levels requires the identification of noise receptors, or locations which can be expected to be affected by the noise generated from the project. The nearest sensitive receptors are single-family residences located along US Route 6 to the north and south of the project, a multi-family neighborhood south of the property known as “Society Hill”, a senior community located along US Route 6 south and east of the project site, and residences to the west of the property across Baldwin Place Road. The closest residences are located adjacent to the project parcel to the south of the northeastern portion of the property, and to the north of the northeastern portion of the property.

The Project design is intended to minimize noise impacts to adjoining residential properties. Measures have been taken to minimize the projected operational noise level of the Union Place commercial development site from such activities as deliveries at loading docks, dumpster and trash compactor locations and HVAC equipment noises. The Project design is intended to minimize noise impacts to the nearby residential properties, placing loading docks and dumpsters along building sides to minimize noise impacts. The buildings have been located towards the south central portion of the property, with Baldwin Place Road separating the development from the residential properties to the west of the site. Therefore, noise generated at the proposed commercial buildings would be at least 300-450 feet from the nearest

residential properties, west of the project. Other residential properties in the vicinity, would not be impacted due their distance from the project site.

Based on measurements made on-site and at the property lines, standard noise levels of on-site generators and calculations of anticipated noise from on-site sources at distances equal to the closest residential receptor, noise from building equipment would not be noticeable due to the existing ambient noise levels.

1.3.11 Visual Impacts

This project will serve as a focal point for Putnam County. Under the Proposed Action, the primary access at US Route 6 and Baldwin Place Road will be designed to act as a gateway to the Town of Carmel and Putnam County, enhancing the Town's and County's image and improving the experience of entering both. This area can be embellished with edge treatment (such as stone pillars, fences and/or stone walls), informational and directional signage, and landscaping to enhance the gateway experience.

The proposed project includes two primary styles of development in relation to the mass and scale of the buildings. A traditional main street is proposed for the southern portion of the property. The Union Place "Main Street" would be a walkable community with first floor shops and offices, indoor and outdoor dining and gathering places, and upper floors with rental apartments and offices. For the northern portion of the property, a distinctly residential enclave known as "Union Heights" is proposed. These two development areas would be separated by a broad swath of green, open space that would be preserved largely in its existing wooded condition.

Construction of the proposed development would remove existing woods and fields from the site and replace them with buildings and parking areas, roadways and other infrastructure, creating a change to the visual character of the site area.

Figures 3.11-15 through 3.11-18 show renderings of the representative architecture and streetscape design in the commercial portions of the site. The illustrations are conceptual and are intended to show the character of the building, street and landscape elements that would be developed into full size architectural plans as the project progresses.

For the commercial portion of the development a neo-traditional design approach is proposed. A strong linear layout organizes the buildings, which are shown with a mix of styles and sizes creating the variety and overall compatibility associated with the traditional Main Street.

The illustrations show structures ranging from two to five stories. Smaller buildings are shown with steeply pitched roofs and dormers and larger ones with flat, mansard, and gable roofs. Architectural towers and chimneys contribute additional variation to the rooflines, and the facades are articulated with diverse patterns of facing materials and details, window types, and awnings.

Wide sidewalks in front of buildings are shown with space for tables and chairs, decorative plantings, and streetlights as well as comfortable pedestrian circulation. Decorative crosswalks, stone stanchions, and flagpoles are used to define areas along the roadway. The roundabouts and other geometric garden spaces are shown with a colorful, relatively formal landscape treatment that would contrast with more naturalistic plantings around the stormwater basins and

the preserved vegetation in the wetland areas. Figure 3.11-17 shows a plaza with lawn areas, decorative information kiosks, and natural stone retaining walls.

The residential portion of the development would be laid out along curvilinear roadways with a clubhouse complex and great lawn at the center. While the architecture of the buildings has not been developed at this time, it is anticipated that the residential buildings will be of a traditional design generally in keeping with the older residential architecture in the Mahopac area, while providing for modern needs of its residents. Landscaping for the proposed development would include a variety of plantings, including large deciduous and evergreen trees, small flowering trees, and shrubs to provide shade, screening, spatial definition and ornamentation appropriate to the overall layout.

The described changes in views of the site would be integrated visually with the surrounding landscape. The overall development plan utilizes the existing topography and vegetation to minimize any potential negative visual impacts to viewers at publicly accessible locations and would result in aesthetic improvements in areas that are currently unsightly. The rerouting of Baldwin Place Road and the introduction of the proposed boulevard entrance would reorganize and simplify the views at this location, which currently lacks character and coherence.

While views of the proposed development from locations at higher elevations would be possible, the varied topography and the existing trees would allow only partial views of the new development from any one location. A broad band of vegetation to be preserved from the northwest to southeast of the site and the vegetated buffers on all property boundaries would establish a character for the development that would be compatible with the combination of rural and commercial development in the vicinity.

1.3.12 Cultural Resources

Based upon a comprehensive Phase 1A and Phase 1B Archaeological Field Reconnaissance Survey, conducted by CityScape, Inc. it is concluded there are no historic resources currently listed on the State or National Register of Historic Places located on the project parcel, nor are there any resources eligible for such listing within one mile of the project parcel. There are no standing structures on the project site and no structures within its viewshed that meet the requirements for inclusion on the National or State Register of Historical Places. In addition, a field investigation of the APE yielded no artifacts of importance. Therefore, no impact to historical or archeological resources are projected to result from the development of the Proposed Action.

1.4 Summary of Mitigation Measures of Potentially Significant Adverse Impacts of the Proposed Project

Potential adverse impacts associated with the construction and operation of the Union Place Development have been identified in this DEIS. All adverse impacts can be ameliorated through the means suggested within the study. The incorporation of measures proposed would minimize, to the maximum extent practicable, those adverse impacts to non-significant levels. It is anticipated that with the incorporation of measures identified in this DEIS, minimal adverse impacts would result with the construction and operation of this project.

Soils

The SWPPP has been specifically developed to mitigate impacts associated with erosion and sedimentation during construction, with post development increases in peak rates of stormwater discharge, and with increases in pollutant loads following construction. The stormwater treatment facilities as described in the SWPPP for the project will reduce peak discharge rates to below existing rates. Erosion and sedimentation would be controlled during the construction period by temporary devices in accordance with a Sediment and Erosion Control Plan developed specifically for this site and this project. The plan has been developed by the project engineer, Insite Engineering, Surveying & Landscape Architecture, P.C., to address erosion control and slope stabilization in accordance with the Erosion and Sediment Control Guidelines in the NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activities (Permit No. GP-0-10-001). The SWPPP, and the Sediment and Erosion Control Plan included in it, would be implemented during construction to prevent erosion and sedimentation of on- and off-site surface waters.

Wetlands

A total of roughly 0.3 acres of regulated wetlands will be directly impacted by the Union Place proposal for the unavoidable crossing of the central wetland corridor in two locations. The impacts associated with these crossings, required to meet important traffic and safety concerns, are minimal in area and wetland function. Several on-site mitigation measures are proposed to offset these impacts, including restoration of existing wetlands on the site and roadway crossing designs that maintain water and wildlife movement through the wetland corridor.

Ecology

The proposed project has been designed to minimize impacts to natural features and to respect the environment to the maximum extent practicable by implementing the stormwater pollution prevention plan (SWPPP), limiting the Area of Disturbance and by minimizing grading. Additionally, Low Impact Development measures including buffer strips, grassed swales and the incorporation of human scale lighting and extensive landscaping are proposed to minimize the environmental and visual impacts of the project. Site boundaries, including the area along US Route 6, would be landscaped to provide a visually appealing view from these highways and other adjacent properties. Approximately 126.8 acres of the property would remain as undisturbed, primarily within the wetlands and wooded area in the central and northwestern portion of the property. In addition, the Applicant proposes to plant 82.2 acres of vegetation in lawn and landscaped areas, as well as new pond habitat in stormwater management basins. These areas would replace portions of existing vegetative communities on the project site.

Groundwater

Private off-site wells will be monitored during a proposed 72-hour pump test to determine any impacts to off-site wells as a result of the proposed project. If any off-site wells are impacted by the project, the applicant will provide mitigation measures including replacing wells that show impact from the proposed 72-hour pump test, deepening any impacted well, hydrofracking the impacted well to boost it's performance, or extending water districts from the Union Place property to include the impacted water supply.

Land Use & Zoning

The Proposed Action includes the adoption of the Smart Growth Village text amendment to set forth the requirements which would need to be met to receive the Smart Growth Village Conditional Use Permit. Upon adoption, the proposed Union Place development would require this Conditional Use Permit from the Town. The addition of the Smart Growth Village conditional use to the C (Commercial) and C/BP (Commercial/Business Park) zoning districts places the potential for community-oriented compact mixed use development in areas of the Town already identified for intensive commercial and service uses.

Traffic

Based upon the Traffic Impact study conducted specifically for the proposed project the following traffic mitigation measures are proposed to be implemented by the project sponsor (and in some cases with regional support) to insure adequate operation of the surrounding traffic network.

- Create Gateway to Putnam County at US Route 6 and Baldwin Place Road.
- Provide two through lanes, northbound at US Route 6 and Baldwin Place Road.
- Provide two through lanes, southbound at US Route 6 and Baldwin Place Road.
- Construct site access drive with separate left, through and right turn lanes.
- Reconfigure Baldwin Place Road at site access.
- Construct new County Route 6 By-pass Road.
- Widen Northbound US Route 6 approach to two lanes at the Somers Commons Access Drive.
- Widen Northbound US Route 6 approach to two lanes at the Site Access/A&P Access Drive.
- Construct Southbound US Route 6 right turn lane at the Site Access/A&P Access Drive.
- Add left turn, shared left-through lane & right turn lane at the Site Access/A&P Access Drive.
- Install Traffic Signal at the Site Access/A&P Access Drive.
- Construct southbound left-turn lane at US Route 6 & Union Valley Road.
- Construct westbound separate left and right turn lanes at US Route 6 & Union Valley Road.
- Construct northbound right turn lane at US Route 6 & Union Valley Road.
- Reconstruct Baldwin Place Road and Kennard Road.
- Construct southbound left turn lane at Baldwin Place Road and Grand Meadow Drive.
- Construct Site Access to provide shared left-through lane and right turn lane at Baldwin Place Road and Grand Meadow Drive.
- Install Traffic Signal at Baldwin Place Road and Grand Meadow Drive.
- Widen Northbound US Route 6 approach to provide left turn lane at Union Heights Access.

SocioEconomic

The proposed project is projected to have a positive economic impact on the Town of Carmel and Putnam County. Overall tax revenues (sales and property) of approximately $21.9 million annually would be generated by the proposed development. Of this amount, Putnam County would receive combined annual tax (sales and property) revenues of approximately $7.4 million. The Mahopac Central School District would receive approximately $5.7 million and the Town of Carmel would receive approximately $945,030 million in annual property taxes. Sales taxes for

New York State would be expected to total $6.7 million annually with the remainder of sales taxes for the Metropolitan Commuter Transportation District (MCTD) expected to total approximately $628,425.

Community Services

Based upon a population increase of 1,031 persons, the proposed project will result in the need for an additional two Town of Carmel Police officers. In the current Town budget, the midrange salary for a Police officer is $54,750 It is expected that a portion of the $945,030 in property tax revenue will be available to cover this cost.

According to the Mahopac and the Mahopac Falls Fire Departments, the proposed project may result in the need for additional equipment. Upon completion, the ratio of population to existing fire trucks will be more than 3 vehicles per 1,000 population. The proposed Project would make an additional $153,449 and $239,950 available to the Mahopac Falls and the Mahopac Fire Commissioners respectively, for budget purposes. This additional revenue would provide both operating and capital funds for increased appropriations, without any increase in the tax rate by the Fire Commissioners.

Visual

The Applicant has considered the incorporation of Gateway features along US Route 6 at the Baldwin Place Road site entrance. This entrance includes pedestrian scale public space with amenities including plazas with seating, a fountain, bike racks, decorative paving, and street trees. This area can be further embellished with edge treatment (such as stone pillars, fences and/or stone walls), informational and directional signage, and landscaping to enhance the gateway experience.

The described changes in views of the site would be integrated visually with the surrounding landscape. The overall development plan utilizes the existing topography and vegetation to minimize any potential negative visual impacts to viewers at publicly accessible locations and would result in aesthetic improvements in areas that are currently unsightly. The rerouting of Baldwin Place Road and the introduction of the proposed boulevard entrance would reorganize and simplify the views at this location, which currently lacks character and coherence.

1.5 Description of Alternatives Analyzed

The New York State Environmental Quality Review Act (SEQRA) calls for a description and evaluation of the range of reasonable alternatives to the action which are feasible, considering the objectives and capabilities of the project sponsor. Alternatives for the Union Place project that have been analyzed are listed below:

- “No-Action Alternative”
- "Alternative A-1" a mixed use project including a Waste Water Treatment Plant
- "Alternative A-2" a mixed use project including a Waste Water Treatment Plant and a Playhouse,
- "Alternative B-1", “Alternative B-2” and Alternative A-3, residential projects including senior citizen and/or market rate housing,

- "Alternative C-1" and “Alternative C-3” retail and business park projects
- "Alternative C-2" a larger retail and business park project.

1.5.1 No-Action Alternative

The No-Action Alternative represents a scenario in which the project site would remain undeveloped. Considering the objectives of the Applicant, the allowable uses permitted under local zoning, the relative scarcity of developable land that can be readily accessed by major roadways, the surrounding land uses, and the increasing demand for large, undeveloped tracts of land in the market place, this alternative is unlikely. The applicant has a significant investment in the property, and development of the property in a manner consistent with local and regional plans is likely to occur. In the short term, farming activities would continue and likely be expanded to areas of historic farming. In order for the site to remain vacant, either a government agency, the Town of Carmel with funding from the NYCDEP or other funding source, or a conservation organization would need to purchase the property for permanent open space protection and compensate the property owner accordingly.

Such use of the site would not be consistent with the designated zoning uses at the property, would not support the Comprehensive Plans for the Town of Carmel, would not support the 2003 draft master plan for Putnam County, known as “Vision 2010”, since it would not provide residents the opportunities to live and work locally and finally, this alternative would be contradictory to the County’s “Shop Putnam Today” program, which was designed to help stem the flow of retail dollars to neighboring counties and assist in addressing the “Putnam Paradox”. Under the No-Build Alternative, significant tax revenues would not be realized by the local, county and state governments.

Although inconsistent with the objectives of the local governments, the No-Build Alternative would eliminate impacts identified in this report, both adverse or beneficial.

Should the Proposed Action not occur, none of the direct impacts related to the construction and operation of the Union Place project identified in this report would take place.

1.5.2 Alternative A-1 - Mixed Use Development, No Corporate Office Space

The Scope requests that an alternative including mixed use development without any corporate office space, including a Waste Water Treatment Plant be examined.

This mixed use Alternate Design Configuration plan is similar to the Proposed Action in most aspects of its design including its Smart Growth Village (Union Place) component. It varies from the preferred alternative in that it would result in the development of 15 instead of 17 Union Place buildings with a total square footage of 1,038,600 instead of 1,358,600. The 350,000 square feet of Corporate Office component would no longer be included and an additional 30,000 square feet of retail would be added. All else remains the same including the proposed community space and public amenities. The exception is the Union Heights for-sale residential units which would be offered in two and not three configurations and would be configured differently on the project site.

As with all the alternatives that include a residential component, this alternative includes a centrally located Town Recreation Center Parcel of 10.62 acres. This facility is expected to

support Town recreational activities. Final uses to be supported by this facility would be determined by the Town of Carmel. The Alternative A-1 site plan is shown in Figure 4-5.

Alternative A-1 results in less total impervious surface area (79 acres) but the same amount of site disturbance as the Proposed Action. Disturbance of slopes in excess of 15 percent is increased to 60 acres from 55.6 acres. The total number of parking spaces would be reduced from 3,689 total spaces to 3,159 spaces. Access and the internal road network would be the same as under the Proposed Action with the exception of the west-central cul-de-sac in Union Heights which is eliminated.

The estimated annual property taxes generated by the A-1 alternative would be approximately $6.3 million. The estimated sales taxes generated by the development would be roughly $14.8 million. The total tax benefit under this alternative would be $20.9 million over the existing undeveloped condition.

As with the Proposed Action this alternative would utilize the site to its full potential and provide adequate gross square footage for ancillary retail and retail synergy among tenants both on- and off-site. The benefits associated with a Smart Growth Village development, including a vibrant main street, the opportunity to live, work and play without the use of a personal vehicle and all the public amenities, would remain. Furthermore, the gateway to the Town and County aspect of this project would be in keeping with that planned for the Proposed Action.

Impacts directly related to this alternative are generally the same as those of the Proposed Action for all subject areas. Impacts of the “Mixed Use Alternative Design Configuration 1 with a wastewater treatment plant”

1.5.3 Alternative A-2 - Mixed Use Development, No Corporate Office Space and Playhouse

The Mixed Use Alternative Design Configuration 2 (Alternative A-2), like Alternative A-1, is similar to the Proposed Action. Like these other two plans, this alternative includes retail, rental residential, professional office space and a hotel in the Union Place Smart Growth Village component of the development and 300 for-sale residences located in Union Heights. This mixed use plan varies from the preferred alternative in that it would result in the development of 16 instead of 17 Union Place buildings with a total square footage of 1,036,600 instead of 1,358,600. As with Alternative A-1, the “Corporate Office” component would be dropped but instead of including an additional 30,000 square feet of retail, this alternative adds a 500 seat playhouse (approximately 15,000 sf) and an additional 40 rental residential units to the Union Place portion of the development. Community space is not planned under Alternative A-2.

The Union Heights 300 for-sale residential unit count, type (two variations) and configuration under this plan is identical to that of Alternative A-1 as is the 10.62 acre Town Recreation Center Parcel and the use of a WWTP for managing waste water flows. As noted previously, the Town Recreation Center parcel is expected to support Town recreational activities. Final uses to be supported on this parcel would be determined by the Town of Carmel. The site plan for this alternative is shown in Figure 4-6.

Alternative A-2 results in a lower total of impervious surface area of 79 acres and the same total area of disturbance of 164 acres. Disturbance of slopes in excess of 15 percent is increased to 60 acres from 55.6 acres. The total number of parking spaces would be reduced from 3,689

total spaces to 3,138 spaces. Access and the internal road network would be the same as under the Proposed Action with the exception of the west-central cul-de-sac in Union Heights which is eliminated under this alternative, replaced by a Town Recreation Center.

The estimated annual property taxes generated by the A-2 alternative would be approximately $6.4 million. The estimated sales taxes generated by the development would be roughly $12.7 million. The total tax benefit under this alternative would be $18.9 million over the existing undeveloped condition.

As with the Proposed Action this alternative would utilize the site to its full potential and provide adequate gross square footage for ancillary retail and retail synergy among tenants both on- and off-site. The benefits associated with a Smart Growth Village development, including a vibrant main street, the opportunity to live, work and play without the use of a personal vehicle and all the public amenities, would remain. Furthermore, the gateway to the Town and County aspect of this project would be in keeping with that planned for the Proposed Action.

1.5.4 Alternatives B-1 and B-2 - Retail/Senior Housing Zoning Compliant; Alternative A-3 - Retail/Market Rate Housing (Requires Zoning Text Amendment)

Under the zoning compliant alternatives, the number, size, use and location of buildings in the Union Place portion of the development would be modified. Under B-1, twenty-one, one-story, retail buildings ranging in size from 2,000 to 133,000 square feet and totaling 552,000 square feet would be built. For B-2, twenty-seven retail buildings totaling 563,600 square feet would be built. The Proposed Action calls for 493,000 square feet of retail space spread across seventeen multistory buildings with the same range in square footage as those in this alternative. Along with the retail component of the Smart Growth Village presented in the Proposed Action are a mix of uses including residential, corporate and professional office space. This Smart Growth mix of uses established in the Proposed Action is not proposed under “B” Alternatives.

The Union Heights section of the development would support the same number of for-sale residential units (300) as the Proposed Action but in a different layout. These units would be offered exclusively as senior housing. Alternatives B-1 and B-2 would provide only cottages and flats; no townhouses are planned. The community building, and related facilities, are identical to those in the Proposed Action. The site plans for these alternatives are shown in Figures 4-1 and 4-2. Alternative A-3 would use the same building layout as Alternative B-2, but with market rate housing instead of senior housing. Alternative A-3 would therefore require a zoning text amendment, similar to the Proposed Action. Impacts related to traffic and school children would then be the same as those in the proposed action.

These alternatives, which could be built within the same building envelope, lower the total impervious surface from 86 acres to 80 acres; total area of disturbance remains the same. The disturbance of slopes in excess of 15 percent increases by approximately 4.4 acres (from 55.6 to 60 acres). The changes represented by this development plan result in a reduction in the number of parking spaces required and the elimination of the multilevel parking facilities. The total number of parking spaces provided would be reduced from 3,689 under the Proposed Action to 2,766 for Alternative B-1 and 2,729 for B-2. Access and the internal road network would be the same as under the Proposed Action with the exception of the Main Street in the Union Place portion and the west-central cul-de-sac in Union Heights, both of which are eliminated under this alternative.

In place of the cul-de-sac, Alternatives B-1 and B-2 include a Town Recreation Center Parcel of 10.62 acres. Public amenities provided under the Proposed Action would be replaced by the provision of land to support Town recreational activities. The uses to be developed on this property would be determined by the Town of Carmel. These uses could include ball fields, playgrounds and other active recreation facilities or the establishment of walking, bike or nature trails.

Under these alternatives, the estimated annual property taxes generated by the development would be approximately $4.3. Further, the estimated sales taxes generated by the development would be approximately $13.8 million under this alternative. This is an increase of approximately $18.0 million over the existing undeveloped condition.

The reduction in scale of the development would curtail the ability of the developer to provide the types of amenities that are envisioned in a Smart Growth Village.
Impacts directly related to this alternative are similar to or less than those of the Proposed Action for all subject areas except that the financial benefit to the taxing district would not be as great.

1.5.5 Alternatives C-1 and C-3 - Retail/Business Park Zoning Compliant Alternatives with subsurface treatment of wastewater

Under these two zoning compliant alternatives, the number, size, use and location of buildings in the Union Place portion of the development would be modified. As with Alternative B-1, twenty-one, one-story, retail buildings ranging in size from 2,000 to 133,000 square feet and totaling 552,000 square feet would be built for C-1. Similar to Alternative B-2, twenty-seven, one-story retail buildings ranging in size from 2,000 to 133,000 square feet and totaling 563,600 square feet would be built for C-3. In addition to the retail center on the south end of the parcel, this plan includes a Business Park in the northeast portion of the site. The seven business park buildings represent a total of 70,000 square feet. This component of the development would take access off of US Route 6 south of the US Post Office at the same point as the Union Heights neighborhood under the Proposed Action. The Proposed Action calls for 493,000 square feet of retail space spread across seventeen multistory buildings with the same range in square footage as those in this plan.

The Union Heights section of the development would no longer support residential units as planned under the Proposed Action and the “B” Alternatives. No residential units are proposed in this alternative. In addition to the retail center on the south end of the parcel, this plan includes a Business Park in the northeast portion of the site. The seven business park buildings represent a total of 70,000 square feet. This component of the development would take access off of US Route 6 south of the US Post Office at the same point as the Union Heights neighborhood under the Proposed Action. The C-1 and C-3 Alternatives would utilize the remainder of the Union Heights area for the development of a subsurface treatment system (SSTS) or a centralized wastewater treatment plant (WWTP) followed by an on-site subsurface sewage disposal system (SSDS) that would handle the wastewater from the project. The site plans for these alternatives are shown in Figures 4-3 and 4-5.

The Retail Zoning Compliant Alternatives lower the total impervious surface from 86 acres to roughly 48 acres through the alterations of the plans noted previously. The total area of disturbance would be approximately 77.0 acres, 87.0 acres less than under the Proposed

Action. Under these alternatives, the disturbance of slopes in excess of 15 percent is reduced by approximately 43.6 acres from 55.6 to about 12.0 acres.

The changes represented by this development plan result in a reduction in the number of parking spaces required and the elimination of multilevel parking facilities. The total number of parking spaces would be reduced from 3,689 to 2,766 spaces (C-1) and 2,729 spaces (C-3) for the retail portion of the site. Additional parking spaces are provided for the business park. Access and the internal road network under these alternatives eliminate the Main Street in the Union Place portion, and its internal connection to the Union Place portion of the development, as well as the internal road network to support the Union Heights residential development.

The estimated annual property taxes generated by these alternatives would be approximately $2.7 million. The estimated sales taxes generated by the development would be $13.9 million under this alternative. This is an increase of $16.4 million over the existing undeveloped condition.

The reduction in scale of the development would somewhat curtail the ability of the developer to provide the types of amenities that are envisioned in a Smart Growth Village. While this alternative does not provide a Town Recreation parcel, site amenities would include a passive park, walking trails, a bike jogging trail, a playground, gazebo, fishing dock and pond and a dog park.

Impacts directly related to this alternative are less than those of the Proposed Action for all subject areas. The reduction in the size of the development would result in a loss of tax revenues generated for the taxing districts.

1.5.6 Alternative C-2 - Retail/Business Park Alternative

An alternative use consistent with the existing site zoning was considered. Under Alternative C-2, the Retail/Business Park Alternative, the number, size, use and location of buildings in the Union Place portion of the development would be modified from that in the Proposed Action. As with the previous alternative, retail buildings ranging in size from 2,000 to 133,000 square feet and totaling 572,700 square feet would be built. A number of these buildings would include a second story, providing an additional 150,000 square feet of space for use as retail, office or service businesses. Total square footage would be 722,700 square feet. In addition to the retail center on the south end of the parcel, this plan includes a Business Park in the northeast portion of the site. The seven business park buildings represent a total of 70,000 square feet. This component of the development would take access off of US Route 6 south of the US Post Office at the same point as the Union Heights neighborhood under the Proposed Action.

The C-2 alternative would utilize the remainder of the Union Heights area for the development of a subsurface treatment system (SSTS) or a centralized wastewater treatment plant (WWTP) followed by an on-site subsurface sewage disposal system (SSDS) that would handle the wastewater from the project.

Alternative C-2 lowers the total impervious surface from 86 acres to 56.0 acres through the alteration of the plan as noted previously. The total area of disturbance would be 92.0 acres, 72.0 acres less than under the Proposed Action. Under this alternative, the disturbance of slopes in excess of 15 percent is reduced by approximately 35.6 acres from 55.6 to 20.0 acres. The changes represented by this development plan result in a reduction in the number of parking spaces required and the elimination of multilevel parking facilities. The total number of

parking spaces would be reduced from 3,689 to 2,927 spaces for retail plus an additional 154 for the business park for a total of 3,081 parking spaces. Given the mix of uses and the opportunity for shared parking, availability of parking at a rate of 4 spaces per 1,000 square feet will accommodate the project as proposed. Access and the internal road network would be similar to Alternative C-1. but reduced from that planned under the Proposed Action.

The estimated annual property taxes generated by the C-2 alternative would be approximately $3.5 million. The estimated sales taxes generated by the development would be approximately $16.9 million under this alternative if all of the additional available space was used for retail. This alternative would represent an increase of $20.2 million in sales and property taxes over the existing condition.

The reduction in scale of the development would somewhat curtail the ability of the developer to provide the types of amenities that are envisioned in a Smart Growth Village. While this alternative does not provide a Town Recreation parcel, site amenities would include a passive park, walking trails, a bike/jogging trail, a playground, gazebo, fishing dock and pond and a dog park.

Impacts directly related to this alternative are less than those of the Proposed Action for all subject areas except that the benefit to the taxing district would not be as beneficial.

Comparison of Alternatives							
	Proposed Action Mixed Use (WWTP)	**No Action Alternative**	**Alternative A-1 Mixed Use, No Corporate (WWTP)**	**Alternative A-2 Mixed Use, No Corporate, Alt. Configuration (WWTP)**	**Alternative B-1/B-2 Retail/Senior Housing (WWTP) A-3 Market Rate Housing**	**Alternative C-1/C-3 Retail (SSTS)**	**Alternative C-2 Retail/Business Park**
Proposed Development	Retail, Residential, Corporate and Professional Office, Hotel, Community Space	None	Retail, Residential, Professional Office, Hotel, Community Space	Retail, Residential, Professional Office, Hotel, Playhouse	Retail and Senior Housing (B-1 and B-2)- Market Rate Housing in A-3	Retail and business park	Retail and Business Park
Union Place Intensity of Use	1,358,600 SF total 493,000 SF retail 350,000 corporate 125,000 professional 65,600 hotel, plus 180 rental units, plus 300 for-sale residential units.	Vacant	1,038,600 total SF 523,000 retail SF 125,000 professional 65,600 hotel, plus 180 rental units, plus 300 for-sale residential units.	1,036,600 total SF 444,000 retail SF 135,000 professional 65,600 hotel Including 220 rental units and a 500 seat playhouse. (15,000 sf), plus 300 for-sale residential units	552,000 retail SF (B-1); 563,600 retail SF (B-2 and A-3), Plus 300 for-sale residential units.	552,000 retail SF (C-1); 563,600 retail SF (C-3), plus 70,000 sf business park No residential.	724,700 SF including 150,000 adaptable to retail, office or service use. Plus 70,000 SF Business Park. No residential.
Nonresidential Parking Spaces Required/Provided	2,513 to 3,677 Required Shared/ 3,689 Shared	None	2,669 to 2,789 Required Shared/ 3,159 Provided Shared	2,380 to 2,556 Required Shared/ 3,138 Provided Shared	2,627 Required/ 2,766 Provided (B-1), 2,729 provided (B-2 and A-3)	Retail Required 2,760 Provided 2,766 Business Park Required 140 Provided 154	Retail Required 3,614 Provided 2,927 Business Park Required 140 Provided 154
Water Usage and Wastewater Flow	195,270 gpd or 135.6 gpm	None	168,920 gpd or 117.3 gpm	183,490 gpd or 127.4 gpm	103,940 gpd or 72.2 gpm (B-1), 104,078 gpd or 72.3 gpm (B-2 and A-3)	36,340 gpd or 25.2 gpm (C-1), 36,478 or 25.3 gpm (C-3)	50,576 gpd or 35.1 gpm
Total Impervious Surface/Total Area of Disturbance	86 Acres/ 164 Acres	4.5 Acres existing	79 Acres/164 acres	79 Acres/164 Acres	80 Acres/164 acres	48 Acres/ 77 Acres	56 Acres/ 92 Acres
Soils and Topography	164.0 acres of disturbance, , 55.6 Acres of disturbance to slopes > 15%.	No Impacts	Similar Impacts. 164 acres of site disturbance; 60 acres of disturbance to slopes >15%.	Similar Impacts. 164 acres of site disturbance; 60 acres disturbance to slopes > 15%.	Similar Impacts. 164 acres of site disturbance; 60 acres disturbance to slopes > 15%.	Reduced Impacts. 77 acres of site disturbance; 12 acres disturbance to slopes >15%.	Reduced Impacts. 92 acres of site disturbance; 20 acres disturbance to slopes >15%.

Comparison of Alternatives							
	Proposed Action Mixed Use (WWTP)	**No Action Alternative**	**Alternative A-1 Mixed Use, No Corporate (WWTP)**	**Alternative A-2 Mixed Use, No Corporate, Alt. Configuration (WWTP)**	**Alternative B-1/B-2 Retail/Senior Housing (WWTP) A-3 Market Rate Housing**	**Alternative C-1/C-3 Retail (SSTS)**	**Alternative C-2 Retail/Business Park**
Wetlands and Watercourses	Road crossings result in less than 0.3 acres of direct impacts to wetlands and 1.0 acres of Town and State "buffer" impacts.	No Impacts	Impacts the same. 0.3 acres of direct, permanent impacts to wetlands or water courses. 1.0 acres of Town and State buffer impact.	Impacts the same. 0.3 acres of direct, permanent impacts to wetlands or water courses. 1.0 acres of Town and State buffer impact.	Impacts the same. 0.3 acres of direct, permanent impacts to wetlands or water courses. 1.0 acres of Town and State buffer impact.	Reduced Impacts. 0.2 acres of direct, permanent impacts to wetlands or water courses. 0.4 acres of Town and State buffer impact.	Reduced Impacts. 0.2 acres of direct, permanent impacts to wetlands or water courses. 0.4 acres of Town and State buffer impact.
Terrestrial and Aquatic Ecology	164.0 acres of site disturbance, 201 acres of terrestrial and aquatic cover post-construction.	No Impacts	Similar Impact. 164 acres of site disturbance, 208 acres of vegetative cover post-construction.	Similar Impact. 164 acres of site disturbance, 208 acres of vegetative cover post-construction.	Similar Impact. 164 acres of site disturbance, 207 acres of vegetative cover post-construction.	Reduced Impact. 77 acres of site disturbance, 238 acres of vegetative cover post-construction.	Reduced Impact. 92 acres of site disturbance, 231 acres of vegetative cover post-construction.
Surface Water Resources	Impacts related to 86 acres of impervious area (81.5 acres new) addressed by SWPPP, BMPs and LID.	No Impacts	Similar Impacts. Impacts related to 79 acres of impervious area would be addressed by plan specific SWPPP, BMPs and LID.	Similar Impacts. Impacts related to 79 acres of impervious area would be addressed by plan specific SWPPP, BMPs and LID.	Similar Impacts. Impacts related to 80 acres of impervious area would be addressed by plan specific SWPPP, BMPs and LID.	Reduced Impacts. Impacts related to 48 acres of impervious area would be addressed by plan specific SWPPP, BMPs and LID.	Reduced Impacts. Impacts related to 56 acres of new impervious area would be addressed by plan specific SWPPP, BMPs and LID.

Comparison of Alternatives							
	Proposed Action Mixed Use (WWTP)	**No Action Alternative**	**Alternative A-1 Mixed Use, No Corporate (WWTP)**	**Alternative A-2 Mixed Use, No Corporate, Alt. Configuration (WWTP)**	**Alternative B-1/B-2 Retail/Senior Housing (WWTP) A-3 Market Rate Housing**	**Alternative C-1/C-3 Retail (SSTS)**	**Alternative C-2 Retail/Business Park**
Groundwater Resources	Loss of 81.5 acres (impervious surface) for recharge during construction and operation. Water supply volume is 195,270 gpd. Wastewater discharge to surface, not subsurface.	No Impacts	Similar Impacts. Similar recharge area changes and water supply demand. Similar surface discharge of wastewater. 168,920 gpd.	Similar Impacts. Similar recharge area changes and water supply demand. Similar surface discharge of wastewater. 183,490 gpd.	Reduced Impacts. Union Place square footage roughly half, no residential rental or office therefore reduced water demand. Similar surface discharge of wastewater. Similar recharge area changes. 103,940 gpd (B-1) 104,076 gpd (B-2 and A-3)	Reduced water supply impact as Union Place square footage roughly half, no residential. Increased waste water impact as discharge is subsurface. Reduced recharge area changes. 36,340 gpd (C-1) 36,478 gpd (C-3)	Reduced water supply impact as Union Place square footage roughly half, no residential. Business versus residential in Union Heights. Increased waste water impact as discharge is subsurface. Reduced recharge area changes. 50,556 gpd
Zoning and Land Uses	Land use change from vacant to mixed use smart growth development Zoning text amendment to allow mixed use smart growth development through a conditional use permit.	Not consistent with zoning or comp plan.	Similar Impacts. Land use change from vacant to mixed use smart growth development Zoning text amendment to allow mixed use smart growth development through a conditional use permit.	Similar Impacts. Land use change from vacant to mixed use smart growth development Zoning text amendment to allow mixed use smart growth development through a conditional use permit.	Alternatives B-1 and B-2: Land use change similar. Reduced Impact. Less total square footage. Zoning compliant.. Alternative A-3: requires zoning text amendment	Reduced Impact. Less total square footage. Zoning compliant.	Reduced Impact. Less total square footage. Zoning compliant.

Comparison of Alternatives							
	Proposed Action Mixed Use (WWTP)	**No Action Alternative**	**Alternative A-1 Mixed Use, No Corporate (WWTP)**	**Alternative A-2 Mixed Use, No Corporate, Alt. Configuration (WWTP)**	**Alternative B-1/B-2 Retail/Senior Housing (WWTP) A-3 Market Rate Housing**	**Alternative C-1/C-3 Retail (SSTS)**	**Alternative C-2 Retail/Business Park**
Vehicular Traffic and Roadways	Peak Hour Trips Weekday a.m. Entry 819, Exit 360 Weekday p.m. Entry 971, Exit 1309 Saturday Entry 1121, Exit 1095	No Impacts. No increases in traffic and no beneficial upgrades to roadways or intersections.	Similar Impacts. Peak Hour Trips Weekday a.m. Entry 440, Exit 313 Weekday p.m. Entry 917, Exit 1020 Saturday Entry 1144, Exit 1050	Similar Impacts. Peak Hour Trips Weekday a.m. Entry 439, Exit 318 Weekday p.m. Entry 857, Exit 959 Saturday Entry 1050, Exit 972	Reduced Impact: Peak Hour Trips Weekday a.m. Entry 217 (B-1) 220 (B-2), Exit 169 (B-1) 171 (B-2) Weekday p.m. Entry 787 (B-1), 798 (B-2) Exit 798 (B-1), 809 (B-2) Saturday Entry 1043 (B-1), 1057 (B-2), Exit 967 (B-1), 980 (B-2)	Reduced Impact: Peak Hour Trips Weekday a.m. Entry 317 (C-1), 320 (C-3) Exit 141 (C-1), 143 (C-3) Weekday p.m. Entry 761 (C-1), 772 (C-3) Exit 864 (C-1), 875 (C-3) Saturday Entry 1030 (C-1), 1044 (C-3) Exit 950 (C-1), 963 (C-3)	Reduced Impact: Peak Hour Trips Weekday a.m. Entry 508, Exit 169 Weekday p.m. Entry 810, Exit 1055 Saturday Entry 1080, Exit 994
Community Services	83 new school children, 1,043 new residents, result in increases to police, fire and ambulance services. Increases of 1,665.9 tons/yr in solid waste and a 195,270 gpd design flow. Includes a 10,000 square foot community center.	No Impacts. No change in school aged children, calls for emergency services, water demand or waste flows. No increase in taxes.	Similar Impacts. Similar development size, with the overall mix of employees, patrons, residents being similar. Similar demand on all services. Includes a Town Recreation Parcel and 10,000 square feet of community space.	Similar development size, with the overall mix of employees, patrons, residents being similar. Similar demand on emergency services. Includes a Town Recreation Parcel but no community space.	Reduced Impacts. Reduced Union Place square footage, employees, patrons, residents. Reduced demand on all services. Includes a Town Recreation Parcel but no community space.	Reduced Impacts. Reduced retail, employees, patrons, no residents. Reduced demand on services. No school impacts. Reduced public amenities. No town recreation parcel or community space.	Reduced Impacts. Reduced retail, employees, patrons, no residents. Reduced demand on services. No school impacts. Reduced public amenities. No town recreation parcel or community space.
Property Tax Revenue	$7,844,308	$175,040	$6,343,988	$6,365,590	$4,349,645 (B-1) $4,394,871 (B-2)	$2,737,126 (C-1) $2,782,352 (C-3)	$3,146,342

Comparison of Alternatives							
	Proposed Action Mixed Use (WWTP)	**No Action Alternative**	**Alternative A-1 Mixed Use, No Corporate (WWTP)**	**Alternative A-2 Mixed Use, No Corporate, Alt. Configuration (WWTP)**	**Alternative B-1/B-2 Retail/Senior Housing (WWTP) A-3 Market Rate Housing**	**Alternative C-1/C-3 Retail (SSTS)**	**Alternative C-2 Retail/Business Park**
Sales Tax Revenue	$14,034,825	0	$14,788,575	$12,703,200	$13,869,000 (B-1) $14,160,150 (B-2)	$13,869,000 (C-1) $14,160,450 (C-3)	$16,901,588
Total Tax Revenue	$21,879,133	$175,040	$21,132,563	$19,068,790	$18,218,645 (B-1) $18,555,321 (B-2)	$16,606,126 (C-1) $16,942,802 (C-3)	$20,047,930
Growth over Existing Taxes	$21,704,093	0	$20,957,523	$18,893,750	$18,043,605 (B-1) $18,380,281 (B-2)	$16,431,086 (C-1) $16,767,762 (C-3)	$19,872,889
Socioeconomic Pop., taxes, jobs, competition	Approximately 4,147 employees; 2,739 direct and 1,408 indirect anticipated during operation, tax benefits $21.9 million annually; over 3,000 direct and 4,000 indirect full-time equivalent construction jobs. 1,031 residents, 85 new school aged children, 177 seniors would occupy the residential units. Beneficial synergy between retail and other uses.	No Impacts. No population change, job creation, tax benefit, introduced competition.	Similar impacts related to demographics, 1,014 residents, 85 new school aged children, 162 seniors would occupy the residential units. Reduced tax benefits ($20.9 million), Fewer employees (1,764 direct) Similar impacts related to competition. Similar benefits related to synergy between uses.	Greater impacts related to demographics (1,107 additional residents including 92 school aged children, and 173 seniors. Reduced tax benefits ($18.9 million). Fewer employees (1,606 direct). Similar impacts related to competition. Similar benefits related to synergy between uses.	Reduced impacts. Fewer residents (541 seniors, no school aged children B-1 and B-2); school age children similar to Proposed Action (A-3). Reduced tax benefits (18.0 million). Fewer jobs in operation (1,380 direct) and construction. Similar impacts related to competition. Similar benefits related to synergy between uses.	Reduced Impacts. No change in population. Reduced tax benefits (16.4 million). Fewer jobs in operation (1,590 direct) and construction. Similar impacts related to competition. Similar benefits related to synergy between uses.	Reduced Impacts. No change in population. Reduced tax benefits ($20.1 million). Fewer jobs in operation (2,092 direct) and construction . Similar impacts related to competition. Similar benefits related to synergy between uses. Increased business opportunities.

Comparison of Alternatives							
	Proposed Action Mixed Use (WWTP)	**No Action Alternative**	**Alternative A-1 Mixed Use, No Corporate (WWTP)**	**Alternative A-2 Mixed Use, No Corporate, Alt. Configuration (WWTP)**	**Alternative B-1/B-2 Retail/Senior Housing (WWTP) A-3 Market Rate Housing**	**Alternative C-1/C-3 Retail (SSTS)**	**Alternative C-2 Retail/Business Park**
Noise	Variable increases in noise based on phase of construction and construction traffic. Increased noise due to building systems operation and operational traffic.	No Impacts	Similar Impacts. Similar construction noise and traffic. Similar operational traffic and building systems.	Similar Impacts. Similar construction noise and traffic. Similar operational traffic and building systems.	Slightly Reduced Impacts. Similar area of construction; no multistory buildings - reduced patron, employee and resident traffic and operational impacts.	Reduced Impacts. Less construction noise and traffic, reduced operational impacts.	Reduced Impacts. Less construction noise and traffic, reduced operational impacts.
Visual Quality	Buildings, access roads, parking areas and infrastructure landscaped to minimize impact. Architecture and site design chosen to enhance aesthetics, project image and community image.	No Impacts	Similar Impacts. Similar building configuration, location and size. Similar infrastructure siting and size. Similar access locations and roads.	Similar Impacts. Similar building configuration, location and size. Similar infrastructure siting and size. Similar access locations and roads.	Reduced Impacts. Building height reduced, parking areas and access roads similar. Residential building configuration different.	Reduced Impacts. Building height reduced, no residential component.	Reduced Impacts. Building height reduced, no residential component, business buildings in place of residential in the Union Heights area.
Cultural Resources	Phase 1A and B Cultural Resource Analysis and Survey, conducted per State requirements, concludes no further archaeological investigations are required.	No Impacts	No Impacts. Phase 1A and B Cultural Resource Analysis and Survey, conducted per State requirements, concludes no further archaeological investigations are required.	No Impacts. Phase 1A and B Cultural Resource Analysis and Survey, conducted per State requirements, concludes no further archaeological investigations are required.	No Impacts. Phase 1A and B Cultural Resource Analysis and Survey, conducted per State requirements, concludes no further archaeological investigations are required.	No Impacts. Phase 1A and B Cultural Resource Analysis and Survey, conducted per State requirements, concludes no further archaeological investigations are required.	No Impacts. Phase 1A and B Cultural Resource Analysis and Survey, conducted per State requirements, concludes no further archaeological investigations are required.
Direct Employment	2,739	No Impacts	1,764	1,596	1,380	1,380	1,882
Residents	1,031	No Impacts	1,014	1,107	541	0	0