

## **2.0 PROJECT DESCRIPTION**

### **2.1 Introduction**

#### **2.1.1 Purpose of Draft Environmental Impact Statement**

This is a Draft Environmental Impact Statement (DEIS) for the proposed "Smart Growth Village" known as "Union Place". It has been prepared in accordance with Section 8-0101, et. seq. of the New York State Environmental Conservation Law and the regulations promulgated by the New York State Department of Environmental Conservation (NYSDEC) thereunder, which appear at 6 NYCRR, Part 617, NY State Environmental Quality Review Act (SEQRA). The Town of Carmel Planning Board sent a letter of intent to other involved agencies, and subsequently declared itself Lead Agency on July 9, 2008. See Appendix A for a copy of the Planning Board's Resolution.

A scoping outline for the DEIS was developed by the Town of Carmel Planning Board in cooperation with all other involved agencies and interested parties. The Planning Board held public meetings on the draft scope on July 23 and August 27, 2008. The accepted scope outlining the information to be covered in the DEIS was adopted on September 10, 2008 and is provided in Appendix A, SEQRA Documentation, of this document. Also provided in Appendix A is a copy of the Environmental Assessment Form (EAF) prepared for this project and used by the Lead Agency in determining the potential significance of the proposed action.

#### **2.1.2 Project Location**

The 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, and in the large scale drawings at the rear of this DEIS (Drawing SP-1).

#### **2.1.3 Summary of Proposed Action**

For a detailed description of the project, please go to Section 2-4, later in this chapter. To give the reader a flavor for the feel and ambiance intended to be created by the Union Place project, a series of architectural renderings have been prepared and are provided later in this chapter. While details of engineering may bring about adjustments in the plan and siting of buildings, etc., is the intent of the applicant that the architectural vision and feel of the project will be similar to that shown on these renderings.

#### **Union Place**

The Applicant proposes to construct an innovative, mixed use development, referred to as Union Place (the "Proposed Action") 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. With a project layout and architectural features designed to welcome visitors, streamline traffic, and simplify the intersection's orientation, the Applicant proposes to transform the nondescript US Route 6 and Baldwin Place 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 and 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." <sup>1</sup>

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, offices and lodging. A separate residential enclave within Union Place, known as Union Heights, would be located within a ten minute walk from the Main Street. 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 the ridge line above and parallel to 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.

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

---

<sup>1</sup> Local Initiatives Support Corporation website:  
[http://www.lisc.org/san\\_diego/assets/asset\\_upload\\_file873\\_6802.pdf](http://www.lisc.org/san_diego/assets/asset_upload_file873_6802.pdf)

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

### 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, summarized here and detailed further in Chapter 3.6 and the development of the Union Place project.

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 Town.

### *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. See Chapter 3.6 for a detailed description of the zoning amendment.

## **2.2 Project Purpose, Needs, and Benefits**

### **2.2.1 Public Need to be Fulfilled and Benefits of the Project**

Because of its innovative planning and integrated design approach, the proposed Smart Growth Village would respond to multiple public needs. People in the region would have access to new options in housing, diverse shopping designations, and increased recreational, entertainment and dining opportunities. The proposed development would provide convenient, state of the art offices for corporations and professionals and the alternative of a hotel for lodging within the

Town of Carmel that would provide support to the corporate offices, other business travelers, and vacationers. By combining all of the proposed components in this mixed use, Smart Growth Village development, the project would reduce the need to travel for similar shopping opportunities and work places. The Project would comply with the Town of Carmel Comprehensive Plan relevant to the project site and meet the Town's goals for balancing natural resource protection while maintaining quality neighborhoods and ensuring a sound economic base. Refer to Section 3.6.4 of the Zoning and Surrounding Land Uses Chapter herein for additional information on the project and the Town's Comprehensive Plan. Because the project would provide a full complement of resources and amenities on site including opportunities to live, work and play, it would counter the trend towards sprawl and decrease the needs for car travel and gas consumption.

To assess the needs and preferences of local community members the Applicant conducted a survey, met with local organizations including the Chamber of Commerce, the Mahopac Sports Association, and the Mahopac Falls Fire Department, and televised a summary presentation on local cable Channel 43 for 30 consecutive evenings in 2007. A total of 16,000 questionnaires were mailed and 2,580 responses were returned.

Those Carmel citizens responding indicated a positive response to the goals of the mixed-use Village style development overall, and specifically supported the objectives of increasing the Town and commercial tax base, providing a diverse mix of retail options, non-age restricted housing, and new recreational opportunities. The survey questionnaire and the results, as presented to the public in a presentation before the Town in 2008, are included in Appendix B, Correspondence, of this DEIS.

#### Housing

Putnam County has experienced substantial residential growth in the past 20 years. The project would help to meet an ongoing demand in population growth in the region, in a way that promotes a healthy lifestyle and offers alternatives to the single family home for empty nesters, young people, and others seeking housing in the Town. The residential component of the development would make available a variety of "for-sale" and rental housing with a diversified housing stock not readily available in this area of Putnam County. The rental housing would be situated in and around the main street while the ownership units would occupy the northeastern portion of the site. All residences would be in walking distance to all other components of the proposed development. This would reduce vehicle traffic, promote a healthy life style and generate a sense of community.

#### Retail

The proposed project would provide an easily accessible, convenient shopping destination adjacent to two existing shopping centers, Somers Commons and Mahopac Village Center. Union Place would become an anchor to this area, significantly increasing the size of the market area from the current radius of 5 to 10 miles to as much as 20 miles. The primary projected market area would be roughly bounded by Interstate Highway 87 to the west; southern Dutchess County, including Wappingers Falls and Pawling to the north; western Fairfield County, Connecticut, including Danbury to the east; and northern Westchester County to the south.

The proposed project would be consistent with Putnam County plans and policies which provide support for the introduction of additional retail opportunities in Putnam County, including the

2003 draft master plan for Putnam County, known as "Vision 2010." The *Report of the Task Force on Vision 2010: Guiding Putnam Into the Next Decade* notes that the county's per capita retail sales lie far below the potential for an affluent community such as Putnam County and that residents are generally shopping elsewhere. The County launched a "Shop Putnam Today" program in 2003 to help stem the drain of retail dollars to neighboring counties. The retail uses in the proposed development would capture a significant portion of the spending that is now occurring outside Putnam County by offering a wide variety of higher quality merchandise in a dynamic and attractive environment.

Further, the Union Place design is consistent with the aims for development along corridors articulated in Westchester County's masterplan, *Patterns for Westchester*. Specifically, *the plan* states:

Existing corridor development can be enhanced and new corridor development can be designed to encompass mixed uses that improve their function and their economic vitality and make maximum use of the public investment in infrastructure. Forward-looking land use regulations can incorporate site design elements which ease traffic problems, enhance transit opportunities, promote pedestrian activity, and deflect adverse impacts on adjacent areas.<sup>2</sup>

The proposed plan and zoning amendment represent the kind of forward-thinking land use and site design described.

The proposed project would enhance the convenience of comparative shopping for Putnam County residents and would make certain goods available locally. The small shops proposed would provide Town and County residents with specialty goods in a centralized, main street setting. A specialty grocer would provide a wide range of natural and organic produce, meats, beverages, snacks, cleaning products, household goods, etc., as well as prepared foods, vitamins, and natural supplements among other products. This type of business would complement local grocery stores that provide standard fare and provide a grocery outlet within walking distance of the residences and other uses. The Applicant believes that the mix of retail proposed would establish the foundation for synergistic relationships between the Union Place tenants and other local retailers and foster economic development opportunities to enable Putnam residents to work locally.

#### Restaurants

According to the community survey described previously, while there was broad support for all kinds of retail among respondents, there was a strong desire for more restaurants. Union Place would offer a range of restaurant types. These eating establishments could include sidewalk cafes, fast food, and more formal options.

#### Employment

Union Place would generate approximately 3,100 to 3,400 full-time equivalent (FTE) jobs (direct employment) during the construction phase of the project and an estimated 4,400 to 4,850 FTE jobs (indirect employment). After completion, it would provide approximately 2,700 full and part time employment opportunities in a number of categories, including but not limited to professional services, sales, management, administration, accounting services, landscaping,

---

<sup>2</sup> *Patterns for Westchester: The Land and People*. Westchester County, New York Planning Board. 1996.

security and maintenance. In addition to employment within the proposed development, it is anticipated that Union Place would generate secondary employment in a variety of sectors, totaling approximately 1,400 full time employees. See Chapter 3.9 of this DEIS for further discussion regarding potential impacts on employment from the Proposed Action.

### Economic Benefits

Union Place would result in significant economic benefits to the Town, County and State. Tax revenue to Putnam County, which is facing another round of double digit property tax hikes, would be available to offset future tax increases. A 2002 study showed that only one-third of Putnam County residents' disposable income was spent within the County. In the first half of 2008 Putnam County residents spent approximately 40 percent of their disposable income in the County. Putnam residents continue to spend the majority of their disposable income outside the County, however, leading to the relatively low levels of sales tax receipts to the County, and the relatively high level of local property taxes.<sup>3</sup>

The proposed project is expected to have positive economic effects on the Town of Carmel and the surrounding area. According to Nielsen Claritas *Market Place* estimates for Carmel, the current average household income in the Town is \$106,848. The projected average household income for residents of Carmel would be \$119,587 in the year 2013. These income levels represent significant purchasing power among the residents. There are 11,550 households currently in the Town, according to Claritas estimates. This source projects an increase of 3.2 percent in the number of households by 2013, to 11,915. Based on these estimates and projections, total annual income of the Town's residents would equal \$1.2 billion currently with an increase to \$1.4 billion by 2013.

Anticipated future sales tax revenues of \$9.9 million from the commercial portion of the Union Place project would bring significantly more sales tax revenues to Putnam County, narrowing the gap between sales taxes received by Putnam County in comparison to its surrounding counties.

The market value of the proposed project is estimated to be approximately \$271,616,565.<sup>4</sup> Based on the projected equalization rate of 57.5 percent, the total projected future assessed valuation is estimated at \$156,179,525.<sup>5</sup> Based on this future assessed value, projected property and school tax revenues from the proposed project would be \$7.8 million annually, representing an annual net increase \$7.7 million. Of this, approximately \$5.7 million would go to the Mahopac Central School District, annually. The projected revenues presented are based on 2009 tax rates (2009-2010 School District tax rates). These rates are likely to increase over time.

### Innovative Design and Planning

The proposed development would provide a model of innovative planning and energy efficient design. In addition to creating a compact, walkable, and dynamic retail and residential community that would achieve multiple planning goals in the Town and County, the Applicant proposes to employ environmentally responsible design and maintenance practices.

<sup>3</sup> Sources: Gross, Eric. "First six months of Putnam sales tax revenue soars." *Putnam County Courier*. 7 August 2008 and Claritas, Inc (2008)

<sup>4</sup> Source: Market Value was based on range of costs per square foot provided by Street Works, 2009

<sup>5</sup> Equalization rate source: Evaluation of current conditions by Paul Jonke, Tax Assessor for the Town of Carmel, February 2010.

Measures promoted by the US Environmental Protection Agency referred to as Low Impact Development (LID) would be employed, including recycling rain water captured on the roofs of the some of the buildings for use in watering plantings in the landscaped areas surrounding the buildings, and for general irrigation purposes, and use of pervious pavers in certain parking areas to reduce stormwater runoff.

The U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) standards for new construction have been considered during the development of the project plan including the site layout and building design. The Applicant intends that this project would have LEED compliant components but would not seek LEED certification.

The following are LEED compliant components that are expected to be considered for the Proposed Action as its design is advanced:

- Incorporate roof surfaces with high-albedo materials such as polymeric coatings that would contribute to reducing the heat island effect by reflecting the sun's energy.
- Coordinate with the PART (Putnam County Area Rapid Transit) system to add a bus stop within a distance of not more than ¼ mile from the project site thereby providing the site with public transportation.
- Use native plant species adapted to the local conditions that do not need watering from potable water after establishment thereby minimizing irrigation.
- Include high efficiency water-conserving plumbing fixtures and control technologies in the building design as recommended in the Energy Policy Act 1992 to reduce the use of potable water.
- Eliminate HCFC and Halon use by specifying only the use of HVAC and Refrigeration systems that do not use HCFC's and Halons. Specify high efficiency HVAC units.
- Provide an easily-accessible and well-marked recycling area within each building dedicated to the separation, collection, and storage of materials for recycling to limit the amount of construction waste carted to landfills.
- Designate an area on the site for construction waste management to minimize construction waste by redirecting recyclable and recovered resources back to the manufacturing process.
- Provide environmental tobacco smoke control by prohibiting smoking in the buildings and locating exterior designated smoking areas away from entries and operable windows to keep indoor air quality unaffected.
- Utilize energy efficient, shielded Site lighting to minimize energy use, night-time light pollution and light overspill to neighbors.
- Specify high efficiency interior fluorescent lighting fixtures (T5 or T8) with electronic ballasts for greater energy efficiency.
- Incorporate energy efficient double-glazed windows at store fronts and second floor offices: LowE glazing on east west and south elevations if applicable.
- Use durable exterior materials (e.g., split face masonry, cultured stone, hardiplank siding, etc.) which require minimal maintenance and are long-lasting, thereby minimizing the need for future replacement.

- Install site equipment (e.g., benches, bicycle racks, refuse containers, etc.) Constructed of recycled materials wherever possible.
- Specify the use of locally derived and manufactured materials to the extent possible.

Final decisions on the components to be included would be addressed during final site plan approval.

Proposed Best Management Practices (BMPs) would include stormwater management techniques that would comply with the stringent requirements of the New York State Department of Environmental Conservation (NYSDEC) and New York City Department of Environmental Protection (NYCDEP), and maintenance techniques that reflect the latest concepts related to controlling pollutants and treating runoff from paved surfaces and building areas such as use of phosphorus free fertilizers and limited use of road salt.

The lot coverage for the proposed project is lower than the maximum allowed in the proposed Smart Growth Village section of the Town Zoning Code (see Chapter 3.6). Approximately 123 acres of the site would remain undisturbed and roughly 205 acres of open space (undisturbed and revegetated areas) in the project design would be integrated into the Project to enhance the user experience of the site while protecting sensitive areas.

#### Off-site Improvements

The applicant proposes a number of road and intersection improvements to accommodate future traffic. Anticipated improvements would include those related to the creation of the access roads along with those at existing, off-site intersections based on current and future conditions. Data was collected at the studied intersections to determine the existing condition. The traffic study assessed the conditions at the studied intersections for the future No-Build and Build Conditions. Based on the data collected and the study performed, improvements to local roadways are required.

All proposed roadway improvements are noted in detail in Chapter 3.7, Vehicular Traffic and Roadways, of this DEIS. This chapter also identifies the party responsible for the improvement and the estimated cost.

#### **2.2.2 Objectives of the Project Sponsor**

The Applicant intends to create a financially viable project that is compatible with the needs of the community, and Carmel and Putnam County's long-range plans for the area. The site's designation for commercial and light industrial use and its location along US Route 6, a major east-west thoroughfare in Putnam County, makes it ideal for the size and type of mixed use development proposed, based on a concept of integrating home life, work, and recreation.

Its attractive landscape features and proximity to residential neighborhoods in both Putnam and Westchester enhance the likelihood that Union Place will be a very successful mixed use development. The applicant has retained some of the most experienced practitioners in "Smart Growth" principles. In the Applicant's opinion, the project represents the highest and best use of the project site and presents an opportunity for a successful and exemplary "new urbanist" development that would be the centerpiece of the Town of Carmel and a focal point for Putnam County.



The Applicant has carefully considered “Quality of Life” issues throughout the conception and planning of the Proposed Action. Perceived impacts to local communities and neighbors’ “Quality of Life” resulting from changes in lighting, noise, water quality and traffic associated with this project have been limited wherever possible. Detailed discussions of each issue can be found in the specific chapters within this DEIS.

### **2.2.3 Applicant Projects**

The Applicant is currently involved with the development of the Gateway Summit and The Fairways project parcels in the Town of Carmel. The site is located on US Route 6 just east of the Putnam Plaza and the intersection of US Route 6 and Old Route 6. The development would include a hotel, restaurant, pharmacy and senior housing.

In addition, the Applicant is the project sponsor of the proposed Patterson Crossing Retail Center, in the Towns of Patterson and Kent, NY. This roughly 450,000 square foot regional shopping center would be located at the intersection of Interstate 84 and NYS Route 311. Current plans include a wholesale warehouse, home improvement center, electronics store, a substation for the Putnam County Sheriff Department among other uses.

Finally, The Applicant is the sponsor of the proposed Stateline Retail Center located in the town of Southeast. Current plans for the center, located on a strip of land between US Route 6 and Interstate 84 in the Town of Southeast, would house a Department store, home goods store, pharmacy, other supporting retail along with a community space and a separate office building.

### **2.2.4 Site Development History**

The Union Place site is modestly developed at the present time. Three single family residences, several barns and other farm related structures, a gas station/convenient store, agricultural uses, and a model airplane landing strip with open roofed structure occupy the site. The parcel was used agriculturally for many years and portions are actively farmed to this day.

Northeast of the intersection of US Route 6 and Baldwin Place Road is an open field/dirt parking lot used for the storage and/or sale of used cars, boats and RVs. Building materials, tractor trailers and a ramshackle shed containing used goods, including garden tools, bicycles and house wares, which are offered for sale, are also found here.

With the exception of a couple of sheds/structures and old machinery, the remainder of the site is currently vacant. Stone walls associated with agricultural use of the site delineate former pasture limits and property lines.

As noted in the archeologist’s report (Appendix L herein), “[r]esearch indicates that the Mahopac Mine Branch of the New York City and Northern Railroad ran through the project area’s interior. This represents an area of significant disturbance ...The Mahopac Mine Branch was operated by the Mahopac Iron Ore Company, which used the branch railroad to carry the ore by way of the New York City & Northern Railroad to furnaces in Pennsylvania.”

The northern and northeastern boundary of the project area is defined by the New York Gas and Electric Corporation Easement, which is defined by the overhead power lines. This area has been “profoundly disturbed” according to the noted report.

## **2.3 Project Location and Environmental Setting**

### **2.3.1 Geographic Boundaries**

The approximately 287 acres that comprise the subject property lie immediately west of US Route 6 and east of Baldwin Place Road, in the Hamlet of Mahopac immediately north of the County line that divides Putnam and Westchester. The land is under the jurisdiction of the Town of Carmel, in Putnam County.

Putnam County, located approximately 50 miles north of New York City covers more than 240 square miles in the southeastern portion New York State. The Town of Carmel contains the hamlets of Carmel, Mahopac and Mahopac Falls and is located in the southeastern section of the County.

The property lies within the Hudson Highlands which are part of the New England uplands physiographic province. In southern New York, this province is defined by a series of ridges and valleys with a large variety of rock types. It is underlain by complexly folded and faulted sequences of metamorphosed rock.

The project site extends along US Route 6 from its intersection with Baldwin Place Road (on the south end) to just north of the Mahopac Post Office and along Baldwin Place Road between its intersection with US Route 6 and just northeast of its intersection with Myrtle Avenue. Its northern boundary lies along an existing power line corridor owned by New York State Gas and Electric that runs between the two roadways.

The majority of the property is mapped on the northeast edge of the U.S. Geological Survey's Mohegan Lake (USGS) 7.5-minute Quadrangle with the remainder falling in the northwest portion of the Croton Falls Quadrangle. The property is located in the New York City watershed, approximately 0.70 miles east of the Muscoot River which flows into the Amawalk Reservoir and short of 0.5 miles west of Plum Brook which discharges into the Muscoot Reservoir. The project site is located within the Amawalk and Muscoot Reservoir watersheds.

The project site predominantly consists of undeveloped land along the highly commercialized US Route 6. Its southern terminus lies at the Westchester/Putnam County boundary. Approximately 11.1 miles east of the property is the Connecticut/New York State border while the Hudson River lies roughly 10.6 miles to the west. To the north the Hamlet of Carmel lies nearly 7.0 miles to the northeast and the hamlet of Yorktown Heights is located about 5.5 miles to the south and east.

### **2.3.2 Site Access**

An existing dirt road provides access to the site through the Zipkin parcel at the southern end of the project site. The Zipkin property contains the farm structures and residences associated with the original farmstead. A second point of egress is located immediately south of the US Post Office on the northeast end of the project site. This egress is a recently improved farm road that provided access for recently utilized well drilling equipment and machinery used for related testing. Another farm road off of Baldwin Place Road is gated and overgrown. Drawing No. EX-1, Existing Conditions Plan shows the location of these accesses.

A total of five access points are proposed for the Union Place project - three would provide direct access to the commercial/business portion of the site; one would provide access between

US Route 6 and the Union Heights residential area; the fifth access would provide direct access between US Route 6 and the restaurant and pharmacy area. Three of the access roads are on US Route 6 and two are on Baldwin Place Road.

The main entrance to the project would be built as a boulevard and sited near the intersection of US Route 6 and Baldwin Place Road. A traffic roundabout will be located approximately 300 feet inside the main entrance to disperse traffic to either Baldwin Place Road, the project's main street or the internal road which provides access to the parking areas for the main street commercial area.

The main road would extend roughly 250 feet beyond the roundabout before intersecting with the Baldwin Place Road/US Route 6 Bypass. The main street would convey traffic and pedestrians through the village center. The US Route 6 Baldwin Place Road intersection would be upgraded and realigned, and the existing signal would be upgraded.

The second access from US Route 6 would be located across from the Mahopac Village Shopping Center (A&P Shopping Center) entrance approximately 1,300 feet east of the main entrance. This would also be a boulevard road for approximately 650 feet in length. This access road would terminate at a second roundabout where it intersects with the Baldwin Place Road/US Route 6 Bypass. A new traffic signal would be installed at this access's intersection with Route 6.

A third entry into the site from US Route 6 for use by residents of Union Heights would be located immediately east of the Mahopac Post Office. After traversing the residential area this road continues into the site and meets with an access drive that would be constructed at the rear of the Putnam County Senior Center prior to intersecting with the Baldwin Place Road/US Route 6 Bypass. This access would be stop sign controlled.

Baldwin Place Road would be rerouted to connect with the main entrance boulevard, as shown on the site plan. As part of the proposed rerouting, Kennard Road, which currently intersects with Baldwin Place Road about 250 feet north of its confluence with US Route 6, would be extended to connect with the main entrance boulevard. Kennard Road will be limited to right in / right out turning maneuvers. Traffic from the residential neighborhood to the west would use alternate routes to access Baldwin Place Road at its intersection with Maple Drive.

The second access to Baldwin Place Road would be sited opposite Grand Meadow Drive. This access road would allow residents and other local travelers to bypass the main US Route 6 entrance roadway if desired. This access would include installation of a new traffic signal.

Finally, the proposed plan includes a connector road from the Putnam County Senior Center to the drive that links Union Heights with the remainder of the development. This would allow users of the senior center direct access to the shopping, services, offices and amenities associated with Union Place.

The project location, with access from US Route 6, would provide easy access to the commercial and office uses proposed along the main street area and would offer an alternative to US Route 6 for new commercial development. Access from US Route 6 would offer easy access for construction and delivery vehicles.

### **2.3.3 Site Description**

The project site is zoned Commerce/Business Park (C/BP) and Commercial (C). The Commercial district occupies much of the northeastern portion of the project site and it extends into the southeast corner of the site at the corner of US Route 6 and Baldwin Place Road. Approximately 72.25 acres of the project site are zoned Commercial. The remaining approximately 214.9 acres of the site are located in the Commerce/Business Park zoning district. Existing zoning is shown on Figure 3.6-2. The tax lot numbers that comprise the Union Place site are as follows:

- 75.19-1-1.12,
- 86.10-1-2,
- 86.10-1-3,
- 86.11-1-1,
- 86.14-1-7, and
- 86.6-1-4.

Refer to Figure 2-3 for a depiction of the six tax lots that comprise the project site.

The topography on the property is primarily rolling. The elevation of the site rises to a knoll (Agor Ridge) at approximately 878 feet above sea level and then generally slopes toward the west side of the site dropping to approximately 560 feet above sea level along Baldwin Place Road in the northwest corner of the site. North of the site there are moderately sized hills and valleys while the topography to the south is characterized by moderately rolling hills. The local topography is shown in Figure 3.1-1.

Existing uses on this site have been previously described and includes several residences and farm buildings. There is a gas station on the property at the intersection of US Route 6 and Baldwin Place Road.

The Union Place property has a New York State Electric and Gas Corporation (NYSEG) Easement over the north and north eastern portion of the site. The southernmost point of the easement is located on what will be the south eastern corner of Union Heights, on the portion of the property adjacent to Park Ford. From this point the Easement runs north to the northern property line, then turns west, and runs parallel to the northern property line. The width of the easement varies on the property from roughly 75 feet to approximately 150 feet.

There are unimproved farm roads that cross the site. Several active farm fields still exist on the property, and one has been converted to a model airplane take-off and landing strip. The entire site has remnants of stone walls that delineated former pasture limits and property lines.

The site is characterized by a variety of successional habitats associated with the abandoned past agriculture and farming uses. These include second growth forest habitat and early to late successional open fields with both herbaceous and shrub communities. A wetland corridor runs through the project site along what used to be a railroad bed.

The subject property is located in New York City's (NYCDEP or DEP) regulated watershed. Town, State and Federally regulated wetlands and Town, City, State and Federal watercourses are located on the property. The western boundary of the property along Baldwin Place Road is approximately 2,000 feet from the Muscoot River which flows about 2.75 miles before entering the Amawalk Reservoir. The east side of the parcel is located just under 2,000 feet from Plum

Brook which, from this point, is roughly 3.5 miles from the Muscoot Reservoir. Both reservoirs are used to supply drinking water to the residents of New York City.

### **2.3.4 Surrounding Area Description**

Local land use is characterized by a mix of intensive commercial development of varying scales, office and service uses, industrial, institutional, educational, residential, agricultural, open space, utility and governmental land uses. (see Figure 3.6-1, Land Use). Commercial, service, office, industrial and other uses are concentrated along both sides of the US Route 6 corridor to the east of the site, while schools, the Muscoot River and associated New York City Watershed lands and wetlands and open space occupy much of remaining area in close proximity to the subject parcel. This area is also interspersed with residential neighborhoods. One is situated on the opposite of the Baldwin Place Road from the proposed development. Lake Mahopac is about three-quarters of a mile from the northern boundary of the site and the center of the hamlet of Mahopac is about a mile from the site to the north.

Similar habitats to those present on the project site exist throughout the surrounding areas. Large and small open water bodies, wetlands, watercourses and successional fields and forests can be found in proximity to the property.

The project site and surrounding area is located in the NYCDEP watershed and specifically within the Muscoot River/Amawalk Reservoir and the Plum Brook/Muscoot Reservoir drainage basins. Wetlands and watercourses identified on the project site extend off-site. The main wetland on the project site is designated by the NYSDEC as ML-11. This wetland extends off-site in two places to the north as well as to the west just south of Stillwater Road. City, Town and Federally regulated watercourses run through the project site; these connect surface water resources to the north and west.

## **2.4 Project Description and Layout**

### **2.4.1 Site and Surrounding Area Characteristics**

Refer to Section 2.3 above for details regarding the site and surrounding area.

### **2.4.2 Description of Proposed Structures and Site**

#### **Overview**

Union Place is proposed to consist of a mixed commercial and residential development and a "for-sale" single family residential development known as Union Heights. The commercial component would include a total of seventeen buildings in a variety of sizes, styles, and uses constructed in the south and west-central portions of the project site, with the vast majority of these buildings located along the proposed Village Main Street. Also proposed in the buildings along the Village Main Street are 180 residential rental units.

Union Heights would be located in the northeast and east-central portion of the parcel. The Union Place Overall Site Plan is shown in Figure 2-2, and at a larger scale on Drawing SP-1, located at the rear of this document. The plan details the building layouts and footprints of the proposed 300 for-sale units.

Access and circulation to the site have been designed to respond to the variety of local conditions along the property frontage and the natural features of the site. 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.

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. Several small retail businesses with attractive landscaping would be located at the entry points along the property frontage, separated by recreational green space. A third access to the commercial portion of the project, located on Baldwin Place Road and the access to Union Heights would be designed to blend with the existing character in those less intensively developed areas.

While tenants for the project are unidentified at this time, the rationale of the conceptual design is that it provides flexibility in the types, locations, and sizes of the proposed uses and the associated buildings. Most of the parking would be located behind the Village Main Street. Within the Village the proposed design includes seating and gathering areas, decorative lighting and other streetscape elements, parallel street parking, and small scale retail storefront design. These design features would contribute to creating a vibrant commercial district conceived as a thriving mixed-use village, active both day and night, seven days a week. Refer to Figures 3.11-15 through 3.11-18 for renderings that depict concepts of the Union Place development.

Building Layout(s), Floor Area(s) and Use(s)

*Mixed Use Development*

The site 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 community space would be managed by the retail center but could be used by the community and Town for meetings or other functions, or made available to the public for similar uses.

Residential rental units (180) in these buildings along with all related unoccupied space would total 315,000 square feet. Based on an average size of 1,375 square feet per unit, 247,500 square feet of this total would be rentable living area.

The proposed anchor store (Building A) would be located on the northern end of the commercially developed area nearest the Baldwin Place Road/Grand Meadow Drive access drive. The smaller buildings are located progressively farther to the south of the anchor store, ending at the south end of the parcel with the proposed 50,000 square foot specialty grocery (Building L).

Satellite commercial buildings would be located at the two southern most US Route 6 access drives. These buildings (Buildings N, O and P) would house retail, convenient store/gas station restaurant and/or restaurant uses of 2,000, 4,000 to 7,000 square feet in size respectively.

The largest retail space is proposed to be a 133,000 square foot anchor store. Two 40,000 square foot junior anchors are sited immediately to the south in the proposed two story Building B. Two, five story, 182,500 square foot corporate office buildings (Buildings C and D), each housing 175,000 square feet of corporate office space and a restaurant of 7,500 square feet, are located to the south of Building B. These four buildings are the four largest proposed in the development.

Buildings E1, E2, G, I, J and L are located on the west side of the proposed Main Street while Buildings F, H, K and M are situated to the east. The 90 room hotel would be housed in a five story building (E1). Buildings E2, F, G, H, I and K would all be four story buildings with retail on the first floor and a combination of professional office space, residential rental units and community space above. A book store may tenant the two story Building M. One Story Buildings I and L would house a pharmacy and specialty grocer respectively. Refer to Table 2-1, Mixed Use Building Area, for a complete listing of the proposed buildings their uses and areas.

Parking lots, decks and garages are interspersed amongst the buildings with the bulk of parking located on the west side of the commercial development along Baldwin Place Road.

#### *Residential Units*

The proposed project would include a mix of 180 rental apartments, located on the upper floors of Buildings F, G, H, I and K along the Village Main Street. At 1,250 and 1,500 square feet (90 units each), the proposed 180 residential rental units would each contain two bedrooms. Rental rates would start at \$1,800 per month.

Residential square footage for the 300 for-sale units in the Union Heights portion of the Proposed Action would be offered in three different layouts; 64 flats, 110 townhouses and 126 cottages . These would be offered for-sale with prices starting at approximately \$375,000 each.

The 64, two bedroom flats would be housed in four, two and a half to three story buildings situated along the eastern property line east of Buildings A, B and C and centrally located north to south on the parcel. These buildings would contain sixteen flats each and range in size from 1,500 to 1,700 square feet and include a variety of amenities.

A total of 110 single-family, attached, two bedroom townhouse units would be housed in 28, 2-story buildings throughout the Union Heights portion of the proposed development. All of these buildings, with the exception of two that would have three units, would contain four attached units. The square footage of these units would be in the range of 1,700 to 2,000 and like the flats include a variety of amenities.

Thirty-two, 2-story buildings located in the Union Heights development would contain 126 cottage units. Each building would consist of three 2-bedroom units with a variety of amenities. The square footage of these units would start at 2,000 square feet with an approximate maximum size of 2,400 square feet.

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 based on the following unit size averages: 1,600 square feet for flats, 1,850 square feet for townhouse and 2,200 square feet for cottages.

A one story community building, available for use by the residents of Union Heights, is centrally located within the Union Heights development. Uses in this building are proposed to include meeting rooms, storage, administrative offices, a library, a computer room and a variety of indoor recreational activities such as a gym. The community building would include similar architectural features to those proposed for the dwelling units and would occupy 10,500 square feet.

Outdoor recreational facilities proposed include a swimming pool, tennis court, bocce court and shuffleboard courts. These uses would be located immediately to the south of the community building. In addition, a village green, gazebo, and walking trails are proposed.

Additional information regarding the proposed building areas and uses are as noted in the following Table 2-1, Mixed Use Building Area.

#### Drainage and Stormwater Management Plans

The Applicant has prepared a Preliminary Stormwater Pollution Prevention Plan (SWPPP) which includes an Erosion and Sediment Control Plan that would be implemented during construction to prevent erosion, and subsequent sedimentation of on and off-site water resources. The SWPPP also includes a Stormwater Management Plan that specifies proposed measures, including an open and closed channel system, micropool extended detention basins, pocket wetlands, and low gradient grass swales, that would convey and treat all runoff from the site following construction. (See Appendix E, SWPPP). Construction details of the proposed stormwater management practices specified in the SWPPP are included on the Site Detail Sheets included with the construction plans appended to this DEIS.

As specified in the SWPPP, the proposed stormwater conveyance system would direct runoff to twenty proposed stormwater treatment ponds and wetlands, and following treatment in these practices, to the seven design points from the site. The Applicant notes that the stormwater treatment practices have been designed in accordance with both NYSDEC and NYCDEP criteria. Collectively, these practices would achieve a significant reduction in post development increases in pollutant loads and achieve a post construction reduction of existing peak discharge rates at each of the seven design points. The components of the SWPPP, and their effectiveness in reducing impacts on surface water resources from post construction changes in stormwater, are described in detail in Chapter 3.4 (Surface Water Resources) of this DEIS.



Table 2-1 Mixed Use Building Area				
Building Designation	Building Level	Building Use	Building Area (SF)	Use Summary
A	1	Anchor Retail	133,000	
B	1	Junior Anchor Retail	40,000	
	2	Junior Anchor Retail	40,000	
C	1	Retail/Restaurant	7,500	
	1	Corporate Office	31,500	
	2	Corporate Office	35,875	
	3	Corporate Office	35,875	
	4	Corporate Office	35,875	
	5	Corporate Office	35,875	Office Total 175,000 SF
D	1	Retail/Restaurant	7,500	
	1	Corporate Office	31,500	
	2	Corporate Office	35,875	
	3	Corporate Office	35,875	
	4	Corporate Office	35,875	
	5	Corporate Office	35,875	Office Total 175,000 SF
E1	1	Retail	15,000	
	1	Hotel Lobby	1,600	
	2	Hotel	16,000	25 Keys
	3	Hotel	16,000	25 Keys
	4	Hotel	16,000	20 Keys
	5	Hotel	16,000	20 Keys 90 Keys Total
E2	1	Retail	20,000	
	2	Professional Office	20,000	
	3	Professional Office	20,000	
	4	Professional Office	20,000	
F	LL	Parking	----	64 Spaces
	1	Retail	30,000	
	2	Residential	30,000	17 Units
	3	Residential	30,000	17 Units
	4	Residential	30,000	17 Units 51 Units Total
G	1	Retail	20,000	
	2	Professional Office	15,000	
	2	Community Space	10,000	
	3	Professional Office	25,000	
	4	Professional Office	25,000	
H	LL	Parking	----	64 Spaces
	1	Retail	30,000	
	2	Residential	30,000	17 Units
	3	Residential	30,000	17 Units
	4	Residential	30,000	17 Units 51 Units Total

Table 2-1 Mixed Use Building Area				
I	1	Retail	15,000	9 Units 9 Units <u>9 Units</u> 27 Units Total
	2	Residential	15,000	
	3	Residential	15,000	
	4	Residential	15,000	
J	1	Retail/Pharmacy	14,000	
K	LL	Parking	----	64 Spaces
	1	Retail	30,000	17 Units 17 Units <u>17 Units</u> 51 Units Total
	2	Residential	30,000	
	3	Residential	30,000	
	4	Residential	30,000	
L	1	Specialty Grocer	50,000	
M	1	Retail/Book Store	16,000	
	2	Retail/Book Store	12,000	
N	1	Retail/Restaurant	7,000	
O	1	Convenient/Gas	4,000	
P	1	Retail	2,000	
Source: Insite Engineering, Surveying & Landscape Architecture, P.C., 2009				

Parking, Loading and Traffic Circulation Layout

Multiple parking areas are proposed across the Union Place development. Parking for Building A, the anchor store, includes a lot to the south and a lot to the east of the building. These are directly accessible from the connector road.

A four story, above ground parking garage is proposed to support the two corporate office buildings (Buildings C and D). A parking deck with two floors is proposed for the two Junior Anchor stores (Building B). These parking structures would be accessible from the connector road as well as from the drive that runs behind the Main Street buildings near the western property line.

Two story parking decks are proposed for Buildings E1, E2, G, I and L, all of which have connections to the Main Street and the western most drive. Parking would be sited to the rear of all proposed uses along the Main Street. Buildings F, H and K on the east side of the Main Street would provide exposed and covered (under the building) parking. On street parking is provided along Main Street in front of Buildings E1, E2, F, G, H, J and K. Parallel parking spaces are proposed for both the north and south sides of Building I. Buildings N, O and P, proposed near the intersection of an entrance drive and US Route 6 have parking fields accessible from the entrance drive. Patrons frequenting Building M would walk from parking lots near Buildings J and K as well as from the on-street parking along the Main Street.

Per § 156-39.5 of the Town of Carmel Code, the plan considers the use of shared parking given the proposed mixture of residential and commercial uses in the proposed Smart Growth village, and the use of on-street parking within the site. A Shared Parking Accumulation Study has been

conducted and is included in Appendix H. This study was conducted to identify the number of parking spaces required to adequately serve the development without creating excessive parking areas. The proposed 3,855 parking spaces accommodates anticipated peak parking demands (daily and seasonal) given the relationships and ratios of the various mixed uses proposed for the site. The Town of Carmel Planning Board has review authority over the number of parking spaces required for a given project and can waive or modify parking requirements.

Ninety-five handicapped spaces would be provided. The number of handicap spaces is based on the Department of Justice’s Code of Federal Regulations on ADA Standards for Accessible Design (28 CFR Part 36), the “New York State Americans with Disabilities Act Architectural Barrier Removal and Compliance Manual” and the "Barrier-Free Design: The Law New York State" produced and published by Eastern Paralyzed Veterans Association.

Figure 2-2 and Drawing SP-1 depicts the proposed parking for the Union Place portion of the project. Table 2-2 provides details on the recommended and proposed Union Place parking spaces.

<b>Table 2.2</b>					
<b>Summary of Recommended and Proposed Parking</b>					
Parking Section	Location	Weekday		Weekend	
		Recommended Parking	Proposed Parking	Recommended Parking	Proposed Parking
1	Main /Access to Third Street	651	968	720	968
2	Third Street to First Street	1,067	966	761	966
3	First Street to Building "A" Access	1,473	1,221	560	1,221
4	Building "A"	532	534	599	534
Total	Entire Site	3,677	3,689*	2,513	3,689*
Does not include parking spaces provided for Buildings N, O and P (166 spaces) as they are located outside of the four Parking Sections included in the Study.					
Source: Shared Parking Accumulation Study and Loading Evaluation, John Collins Engineers, P.C. 2009.					

The parking accumulation study demonstrates that the project can support and, as designed, provides sufficient parking for the project as a whole through sharing of parking spaces between sections and uses. The final layout of the buildings and supporting parking for specific areas on the site will be adjusted to meet the identified demand as the project moves through the SEQRA and site plan review processes.

Proposed parking areas are to have landscaped borders and entrance islands planted with trees, shrubs and other ornamental vegetation. To reduce the peak flow of runoff from impervious surfaces, pervious surface parking is proposed for a portion of the parking area as depicted on the attached plan set. Approximately two acres of pervious pavement/paver surfacing is incorporated in the project design. Areas targeted for pervious pavement/paver surfaces include landscape surfaces where a permeable paver could be installed instead of a standard paver and lower use pavement areas. These areas include but are not limited to, walkways, loading zones, access driveways and park areas. Pervious pavement areas are depicted on the appended plan set.

Two parking spaces for residents of Union Heights would be provided with each unit. These would include a mix of driveway and garage parking opportunities.

In addition to the Shared Parking Accumulation Study a Loading Area Evaluation has been completed (refer to Appendix H). Twenty (20) truck loading spaces would be provided to service the proposed commercial uses. Figure 2-2 and Drawing SP-1 depicts the proposed loading spaces for the Union Place portion of the project.

Table 2-2 summarizes proposed loading spaces for each commercial use. All loading and refuse collection areas would be appropriately screened from primary driveways and pedestrian walkways, squares, or plazas to the extent practicable, and shall not be located along the front façade of any building. Landscaping and/or fencing would be provided for screening the loading areas.

Four entrances would provide access from the surrounding roadways to the Union Place (commercial) portion of the Proposed Action. The main entrance to the development would be located in the vicinity of the existing intersection of Baldwin Place Road and US Route 6. Vehicles would use this entrance for direct access to Building N. This boulevard style access intersects with the relocated Baldwin Place Road, the western drive and another boulevard style road that leads to both the Main Street and the eastern drive. Traffic entering from this direction can travel to the Main Street, access parking behind buildings on either side of the Main Street, continue on to the anchor, junior anchors and the corporate offices, access Baldwin Place Road in two locations or enter into the Union Heights residential portion of the project.

The second access from US Route 6, located across from the Mahopac Village entrance, would provide direct access to Buildings O and P. After a bridge crossing of the wetlands, this road intersects the eastern drive at a second roundabout before continuing on to its termination at a central point on the Main Street. Patrons or residents would utilize this entrance to access the Main Street, parking behind the buildings to the east of the Main Street, Baldwin Place Road or the southern end of the Union Heights development.

Traffic entering the project site from the relocated Baldwin Place Road would have the same options as those entering the main entrance due to the shared roundabout. Vehicles entering from this direction would also have direct access to the main entrance from US Route 6.

The fourth entrance into the Union Place site would be from Baldwin Place Road at its intersection with Grand Meadow Drive near the center line of the project site. Vehicles using this road have direct access to the anchor, junior anchors and corporate office space. Further into the site, this road becomes the eastern drive which offers access to the parking behind the buildings on the east side of the Main Street. Residents or visitors to Union Heights can use this entrance and travel to the drive that connects the two portions of the development.

Connections between the east drive and west drive in four locations bisect Main Street allowing patrons, residents and visitors easy access to all proposed uses. As all internal roads and

drives are connected, traffic anywhere in the development would be able to easily access any other part of the project as well as any of the entrances.

The third US Route 6 connection providing access to the Proposed Action would mainly serve the residents of Union Heights. Internal roads tie this residential development with the Union Place portion of the project as well as provide access to Baldwin Place Road.

A connection between the existing senior center and the road connecting Union Place with Union Heights is proposed to allow additional flexibility in accessing the Proposed Action. This connection would eliminate the use of US Route 6 by individuals traveling from the senior center to the development and visa-versa.

### Landscaping, Streetscape, and Lighting Plans

#### *Plantings*

The proposed Landscape Plan is shown in Drawings SP-2.1 through SP-2.6. The plantings proposed include shade trees, understory trees, flowering shrubs and other ornamental plantings designed to provide a comfortable environment for the site users and a distinct sense of place. A mixture of native and non native plants are proposed along internal roads and around the parking areas and commercial buildings. An evergreen tree buffer would be provided on the west side of the parking areas serving the Main Street portion of the project. In the Union Heights, a great lawn with a recreation center are proposed. Clusters of evergreens would provide screening between some of the residential buildings, and large and small shade trees would line the internal roads.

Various types of wetland vegetation would be planted in the proposed stormwater management basins. Planting zones would be created in the basins and wetland vegetation that is indigenous to the region and appropriate for conditions in each of the zones would be established to maintain an attractive appearance and enhance water quality.

The overall site design preserves the existing wooded buffers along the property boundaries except at the four project entrances and the vegetated buffer in the utility easement on the north side of the residential development. The easement on the north would continue to be maintained in shrub cover to provide a buffer between the existing and proposed residential developments. The project entrances would be landscaped to present an attractive appearance along the area roads. The residential portion of the development would be separated from the commercial portion by the wooded wetland area, which creates a substantial visual buffer.

#### *Sidewalk/Streetscape/Pedestrian Treatments*

Sidewalks, streets and parking areas in the project would be designed for aesthetics and safety. The proposed plan includes a series of sidewalks, walking trails and streetscape elements to connect the public open spaces throughout the project. Sidewalks into the Union Place development would be provided along all entrance roads. To establish the Village Main Street corridor and accommodate strolling, outdoor gathering, and dining, broad sidewalks ranging from 10 to 35 feet would be provided in the commercial portion of the project. In addition, a series of walking trails that tie into the proposed sidewalk network and connect to the residential portion of the project are proposed.

Vehicles entering the proposed main entrance to Union Place would travel along a tree lined boulevard, through a roundabout with decorative lighting, paving and plantings. The symmetry of the landscaped boulevard would establish a clear processional sequence. The remaining entrances and all internal roads would be lined with street trees, shrubs, and other ornamental plantings as appropriate.

The project design includes marked walkways between the parking areas and the sidewalks for the stores, offices and restaurants. Decorative paving would extend across the roadways along the Main Street and pedestrian crosswalks on the eastern roadway. Marked pedestrian crossings would connect parking areas with sidewalks abutting the parking areas. An elevator would provide access to the corporate office buildings and associated restaurants.

Public gathering places would be provided within the Village Main Street for casual or programmed use. Primary among these would be a half acre Village Green, centrally located within the village, which could be designed to accommodate a skating rink or other amenity. Also provided as public space is the 0.25 acres landscape feature proposed East of Building D at the end of Main Street. Plazas would be designed so that decorative paving would define smaller areas within larger expanses. The gathering spaces would include seating, shade trees, fountains and other features. In the public space at the north end of the Main Street and the in the Village Green, walkways, seating, decorative lighting and plantings would accommodate individuals, small groups and larger gatherings. Refer to Figures 3.11-15 through 3.11-18 for renderings of the conceptual project design and amenities.

#### *Lighting Plan*

A lighting plan for the Proposed Action has been developed that would provide a variety of decorative and architectural street lights and wall sconces in keeping with the Village Main Street development theme. The plan would create an efficient lighting pattern while minimizing offsite glare. It has been developed to provide adequate illumination on all primary roadways and parking areas and minimize light levels, glare and stray light. Refer to Drawings L-1.1 and L-1.2 appended hereto for the proposed location of lighting fixtures.

#### Erosion and Sedimentation Control Plan

An Erosion and Sediment Control Plan, that specifies both structural, and nonstructural, erosion and sediment control practices, has been included in the Preliminary SWPPP prepared for the Union Place project. The primary goal of the Erosion and Sediment Control Plan is to prevent erosion of disturbed soil and subsequent migration of sediment into surface water resources on, and off, the project site. The plan would accomplish this goal, in part, through implementation of a construction sequence, and by reducing erosive runoff velocities, limiting the extent of disturbed soil at any one time to five acres, and by rapid stabilization of disturbed soils. These measures, which are specified in the SWPPP, and satisfy the requirements of the August 2005 New York State Standards and Specifications for Erosion and Sediment Control, are intended to prevent erosion and contain sediment rather than to recover sediment once it has migrated.

Temporary erosion and sediment controls specified in the SWPPP, including stabilized construction entrances, silt fence barriers, sediment basins, and temporary stormwater diversions, would be installed prior to any site disturbance and following a pre-construction conference with appropriate New York State, City of New York, and Town of Carmel staff. Permanent erosion and sediment controls, including diversion swales to direct stormwater runoff from steep slopes, measures to control and reduce stormwater runoff velocities and volumes,

and long term vegetative and structural stabilization measures, would be implemented in accordance with the construction phasing plan. In accordance with the conditions of the New York State Department of Environmental Conservation State Pollutant Discharge Elimination System General Permit for Stormwater Discharges from Construction Activity, Permit No. GP-0-10-001, the owner would engage a Certified Erosion and Sediment Control Specialist (CPESC), or equally qualified professional, to oversee implementation of the Erosion and Sediment Control Plan, and would be responsible for the maintenance of all temporary and permanent erosion and sediment control measures. Refer to the Detail Sheets included with the construction drawings appended to this DEIS for details of the proposed structural erosion and sediment controls.

#### Setbacks and Buffer Treatments

The overall site design preserves the existing wooded buffers (varying in depth from approximately 130 feet to 300 feet) along the property boundaries except at the four project entrances and on the north side of the residential development. The vegetated utility easement on the north would be expected to provide a buffer between the existing and proposed residential developments. The project entrances would be landscaped to present an attractive appearance along the area roads. The residential portion of the development would be separated from the commercial portion by the wooded wetland area, which creates a substantial visual buffer.

#### Internal Traffic Controls

Internal traffic controls are depicted on the engineering drawings appended to this DEIS. These include roundabouts, signage, road striping and painted symbols (i.e. arrows) to assist patron, visitors and residents in safely moving through the project and locating their destination(s). Traffic control devices including speed humps and tables may be incorporated in the roadways as appropriate.

#### Building Elevations/Architecture

The facilities proposed for the proposed commercial development would be designed in a combination of compatible architectural styles appropriate to the various uses, the local setting, and the Main Street Village concept. The architecture and other site design elements at the project entrances, along the roadways, and throughout the development would be designed to enhance the image of the project and the Town.

The proposed Smart Growth village would incorporate a variety of building design features to enhance aesthetics and address the issues and concerns frequently cited when a community reviews large scale development proposals. These include the following:

- Building facades with regionally appropriate materials, details, and colors;
- Variable roof lines to add interest to the elevation;
- Individual store design and variations in scale;
- Decorative elements like canopies and trellises;
- Storefronts with signature signage, lighting, awnings and other exterior amenities;
- Landscaping to soften the facades and enhance the pedestrian experience; and
- Functionally and aesthetically coordinated streetscape design that ties together the storefronts, entrances, plazas, public spaces and sidewalks.

Refer to Figures 3.11-14, 15 and 16 for a depiction of conceptual architectural design styles for Union Place. It is noted that the plan enhancements illustrated in these figures are conceptual designs and further project-specific architectural details would be developed as part of the final plans for the project. While most national retailers have specific design elements (e.g. discount retailers, home improvement centers, wholesale warehouses, pharmacies, grocers etc.), the broad architectural vocabulary and palettes presented in these figures would be applied to all buildings. Tenants are currently unidentified at this time.

The buildings along the Main Street are designed to break long runs of exterior walls into shorter segments, with store entrances located at different points along the building fronts as well as at the corners. As shown in the conceptual architectural renderings, structures would range from two to five stories. Smaller buildings are shown with steeply pitched roofs and dormers and larger ones with flat, mansard, and gable roofs. Towers and chimneys would contribute additional variation to the rooflines, and the facades would be articulated with diverse patterns of facing materials and details, window types, and awnings.

While the architecture for the residences in Union Heights has not been developed, it is anticipated that the buildings would be of a traditional design and generally in keeping with the older residential architecture in the Carmel area, while providing for modern needs of its residents.

The Applicant is committed to collaborating with the Town on architectural features that satisfy the intent of the Town's Code and the commercial development objectives set forth in the Town's Comprehensive Plan.

#### Project Amenities

The development is expected to include some or all of the following:

- Village green with band shell or other amenity
- Walking trails
- 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

## **2.5 Construction and Operation**

### **2.5.1 Construction**

#### Total Construction Period Anticipated

The development of the project sited is anticipated to begin in the summer of 2012. The total construction period is anticipated to be five (5) years resulting in a completed project in 2016.



Schedule of Construction (Sequencing)

As noted, the development is expected to be constructed over a five year period. Construction would be completed in 43 phases.

Prior to the beginning of construction, a representative of the project sponsor would conduct a pre-construction conference with Town of Carmel, NYCDEP and NYSDEC representatives to review the provisions of the SWPPP and discuss their implementation. In general, underground utilities and drainage would be installed in the early phases and stormwater would be directed to the appropriate erosion control devices throughout construction activities. The approximate expected duration of the phases of construction activities and the approximate areas affected by each phase of construction are included in the Overall Phasing Plan (Drawing No. SP-4.7 of the attached plans set).

Construction would follow sequencing and phasing that adheres to NYSDEC SPDES General Permit requirements relating to erosion control and the NYCDEP stormwater requirements. Each phase of construction would disturb no more than five acres. However, should the disturbance of more than five acres limit the potential effects of erosion, reduce development time, etc. the applicant will seek permission from the NYSDEC as allowed by that agency's policy. Disturbed areas would be temporarily stabilized in accordance with the New York State Standards and Specifications for sediment and Erosion Control prior to initiating subsequent phases. All stormwater would be directed to the designated temporary sediment basins.

Grubbing and tree removal would be required with each phase of construction. Prior to any tree removal and grubbing all sediment and erosion control measures would be in place. On a phase by phase basis all finished slopes with a ratio of greater than 3:1 would be immediately stabilized. Additional details of construction sequencing and phasing can be found in the engineer's Overall Phasing Plan.

Erosion and Sedimentation Control to be Utilized During Construction

As noted previously, temporary erosion and sediment controls specified in the SWPPP, including stabilized construction entrances, silt fence barriers, sediment basins, and temporary stormwater diversions, would be installed prior to any site disturbance and following a pre-construction conference with appropriate New York State, City, and municipal agency staff. In accordance with the conditions of GP-0-10-001, the owner would engage a Certified Erosion and Sediment Control Specialist (CPESC), or equally qualified professional, to oversee implementation of the Erosion and Sediment Control Plan, and would be responsible for the maintenance of all temporary and permanent erosion and sediment control measures.

Construction Equipment and Staging Area

Construction equipment would be brought to the site at the initiation of clearing and grubbing and would include bulldozers, backhoes and excavators, dump trucks and ancillary vehicles that would be used to clear, grub and rough grade the site, install temporary sediment basins, permanent sediment basins, utilities and building pads and foundations. It is expected that such equipment would be brought to the site and remain on-site until this work is completed.

Two staging areas for construction equipment, soils and supplies are shown on the Overall Phasing Plan (Drawing No. SP-4.0) included with this DEIS. The west staging area is located in the common area between buildings C, D, E and F and the east staging area is located at the

intersection of roads Union Heights West and Road G. The proposed staging area for the initial mobilization of construction equipment would be completed during the first phase. All materials stripped/excavated from the site would be stockpiled in appropriate locations for reuse. All areas of stockpiled soils would be stabilized and protected until ready for future use.

Construction materials required for the project development would be brought to the site shortly before they would be used. These materials would be placed in areas appropriate for their short-term storage and proximate to the portion of the site on which they would be used. For example, materials to be used in the construction of a building would be placed within or near the building footprint.

#### Truck Traffic

The majority of the truck traffic, construction and material delivery, would access the site from the three entrances off of US Route 6. Local contractors and delivery companies would be expected to continue to use existing local routes to reach the site including those leading to the Baldwin Place Road access. As a result, it is expected that a minimal amount of contractor traffic but no heavy truck traffic would travel "local roads" to reach the site.

Construction delivery times and methods would vary depending on the equipment and materials being supplied to the site. Deliveries would be expected during the mobilization activities to clear the site and install roads and infrastructure, and later as the buildings are constructed. Initially construction equipment would be delivered to the site and later building supplies including concrete, steel, framing materials and other related materials would be delivered. Concrete and building material deliveries would be sporadic and on an as needed basis. All deliveries to the site would take place during hours of construction noted in the subsequent section of the chapter and are expected to be by truck appropriate for the equipment or material being brought to the site.

#### Dust Suppression

Construction-generated dust would be controlled by the following procedures: i) minimizing the extent of soil left unvegetated at any one time; ii) using fast-germinating seed with mulch or other temporary soil cover; iii) spraying water on unpaved areas and areas of construction traffic when needed; and iv) covering construction vehicles used to transport soil.

### **2.5.2 Operation**

#### Hours of Operation

##### *Hours of Operation - Construction*

Construction activity would be limited to the hours between 7:00 a.m. and 6:00 p.m., Monday through Friday and from 9:00 a.m. to no later than 5:00 p.m. on Saturday. There would be no construction activity on Sundays and national holidays. Typically, construction activities would be expected to cease prior to 6:00 p.m. Monday through Friday.

##### *Hours of Operation - Retail Sales*

The Union Place Project would support various retail uses and the hours of operation would be established by individual tenants. Retail stores are likely to operate during typical business

hours, which are often 10:00 AM to about 8:00 PM, six days a week, with shorter hours on Sundays. Hours of operation for the anchor and junior anchor stores may be longer than the average retail store in order to meet the needs of their customer base and may extend from 7:00 AM until 9:30 PM Monday through Saturday and from 8:00 AM to 7:00 PM on Sundays.

*Hours of Operation - Offices*

The office buildings and professional office space on the Main Street would support a variety of office uses. Most of these would be expected to operate between the hours of 8:00 AM and 6:00 PM Monday through Friday. Uses such as medical offices could in some cases operate on Saturdays or provide evening hours on select days of the week based on patient need.

*Hours of Operation - Hotel*

The hotel would operate 24 hours a day seven days a week.

*Hours of Operation - Restaurants*

Restaurants can be open seven days a week or any portion of the day or week. For example, a diner would likely open earlier and close earlier than an establishment with a bar that serves lunch and diner. Hours of operation for the proposed restaurants would be entirely dependent on the tenant.

Deliveries

Delivery times would vary depending on the specific uses. The larger retail establishments would be expected to schedule deliveries for either before or after store hours. Generally, this would also be expected of the grocer and pharmacy. The remainder of the retail establishments including all the small retail shops along the Main Street would normally take receipt of goods and materials during normal business hours. The offices and hotel are expected to slate deliveries while the bulk of the employees are at work.

Lighting and Security

*Lighting*

Site lighting is proposed to illuminate the retail center and office building at night to provide pedestrian and vehicle safety and security in accordance with Town standards. Lights mounted on decorative poles, wall mounted sconces and ceiling mounted fixture in the parking garages under the parking decks and building canopies would provide sufficient illumination at the entrance, along internal roadways and sidewalks and in parking areas while ensuring that lighting would not spill over into the surrounding community and glare would not impact motorists on the nearby roadways. The scale of proposed light poles, their decorative nature and the proposed light fixtures are intended to provide adequate levels of illumination for safety, while maintaining an attractive look for site visitors and surrounding residents. As noted previously, a lighting plan is included in the engineer's plan set as Drawing Nos. L-1.1 and L1.2. Additional information on the proposed lighting for this project can be found in Chapter 3.11, Visual Quality, herein.

### *Security*

The site would be secured during construction through the use of signs, fencing and locked gating at the construction entrance to prevent unauthorized access. Security lighting is not expected to be required or used during the construction of the proposed project.

Site security would be provided based on the needs of the commercial tenants. Each retail, office, hotel use would have its own internal security system that would include burglar alarms directly connected to the Putnam County Sheriff's Office, and security cameras. Some of the uses may have their own security personnel. The buildings would also incorporate exterior lighting and security cameras to help deter criminal activity. Parking areas would be illuminated both during and after hours as an additional security measure. It is expected that the anchor store, at a minimum, would be served by private security guards, possibly with car patrols during nighttime hours.

Residential uses within the Union Place portion of the development would be indirectly protected by the security measures incorporated by the commercial establishments.

As with all other residential areas in the Town of Carmel, Union Heights would be protected by the police. Lighting along the roadways and at the Community Center would be incorporated to provide an additional level of security for the residents living in this development.

### **2.5.3 Maintenance**

Several measures are proposed to control litter and maintain the development in a clean condition. First, all dumpsters and refuse storage areas would be covered and screened to physically contain solid wastes within designated areas. Second, trash cans and recyclable only cans would be placed in convenient locations, throughout all publicly accessible areas. These facilities would have covered lids that would help to reduce the chance of litter falling out. Finally, the development would retain personnel to routinely patrol and remove litter from the project site. In addition, a street sweeping/vacuum vehicle would be used on a weekly basis (more often as needed) to maintain trash-free project site roads and parking areas.

## **2.6 Required Permits and Approval, Involved and Interested Agencies**

### **2.6.1 List of Required Permits and Approvals and Involved 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

***Section 239 Referral***

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

**2.6.2 Involved and Interested Agencies**

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
- Carmel Volunteer Ambulance Corps
- Putnam County Parks
- Mahopac Central School District
- Town of Somers Town Board
- Westchester County Board of Legislators

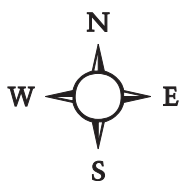


Figure 2-1: Project Site Boundary on Aerial Photo

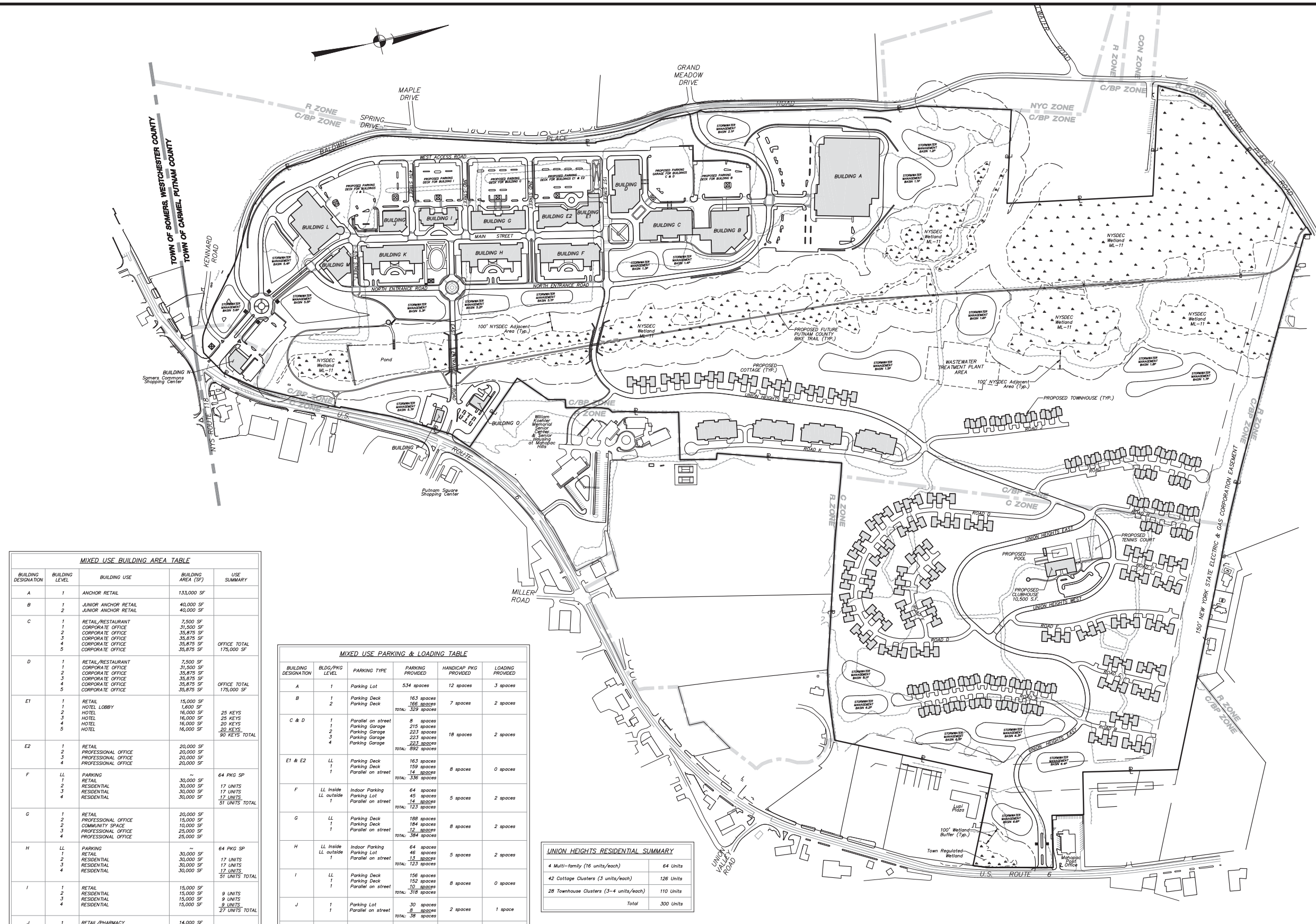
Union Place

Town of Carmel, Putnam County, New York

Source: NYS GIS Clearinghouse, 2007 Aerial Photo

Scale: 1" = 750'





**MIXED USE BUILDING AREA TABLE**

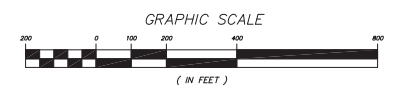
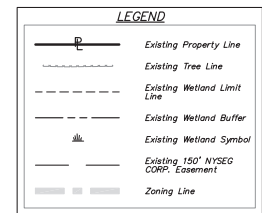
BUILDING DESIGNATION	BUILDING LEVEL	BUILDING USE	BUILDING AREA (SF)	USE SUMMARY
A	1	ANCHOR RETAIL	133,000 SF	
B	1	JUNIOR ANCHOR RETAIL	40,000 SF	
	2	JUNIOR ANCHOR RETAIL	40,000 SF	
C	1	RETAIL/RESTAURANT	7,500 SF	
	2	CORPORATE OFFICE	31,500 SF	
	3	CORPORATE OFFICE	35,875 SF	
	4	CORPORATE OFFICE	35,875 SF	
	5	CORPORATE OFFICE	35,875 SF	OFFICE TOTAL 175,000 SF
D	1	RETAIL/RESTAURANT	7,500 SF	
	2	CORPORATE OFFICE	31,500 SF	
	3	CORPORATE OFFICE	35,875 SF	
	4	CORPORATE OFFICE	35,875 SF	
	5	CORPORATE OFFICE	35,875 SF	OFFICE TOTAL 175,000 SF
E1	1	RETAIL	15,000 SF	
	2	HOTEL LOBBY	1,600 SF	
	3	HOTEL	16,000 SF	25 KEYS
	4	HOTEL	16,000 SF	20 KEYS
	5	HOTEL	16,000 SF	20 KEYS TOTAL 65 KEYS
E2	1	RETAIL	20,000 SF	
	2	PROFESSIONAL OFFICE	20,000 SF	
	3	PROFESSIONAL OFFICE	20,000 SF	
	4	PROFESSIONAL OFFICE	20,000 SF	
F	LL	PARKING	~	64 PKG SP
	1	RETAIL	30,000 SF	
	2	RESIDENTIAL	30,000 SF	17 UNITS
	3	RESIDENTIAL	30,000 SF	17 UNITS
	4	RESIDENTIAL	30,000 SF	17 UNITS TOTAL 51 UNITS
G	1	RETAIL	20,000 SF	
	2	PROFESSIONAL OFFICE	15,000 SF	
	3	COMMUNITY SPACE	10,000 SF	
	4	PROFESSIONAL OFFICE	25,000 SF	
H	LL	PARKING	~	64 PKG SP
	1	RETAIL	30,000 SF	
	2	RESIDENTIAL	30,000 SF	17 UNITS
	3	RESIDENTIAL	30,000 SF	17 UNITS
	4	RESIDENTIAL	30,000 SF	17 UNITS TOTAL 51 UNITS
I	1	RETAIL	15,000 SF	
	2	RESIDENTIAL	15,000 SF	9 UNITS
	3	RESIDENTIAL	15,000 SF	9 UNITS
	4	RESIDENTIAL	15,000 SF	9 UNITS TOTAL 27 UNITS
J	1	RETAIL/PHARMACY	14,000 SF	
K	LL	PARKING	~	64 PKG SP
	1	RETAIL	30,000 SF	
	2	RESIDENTIAL	30,000 SF	17 UNITS
	3	RESIDENTIAL	30,000 SF	17 UNITS
	4	RESIDENTIAL	30,000 SF	17 UNITS TOTAL 51 UNITS
L	1	SPECIALTY GROCER	50,000 SF	
M	1	RETAIL/BOOK STORE	18,000 SF	
	2	RETAIL/BOOK STORE	12,000 SF	
N	1	RETAIL/RESTAURANT	7,000 SF	
O	1	CONVENIENT/GAS	4,000 SF	
P	1	RETAIL	2,000 SF	

**MIXED USE PARKING & LOADING TABLE**

BUILDING DESIGNATION	BLDG/PKG LEVEL	PARKING TYPE	PARKING PROVIDED	HANDICAP PKG PROVIDED	LOADING PROVIDED
A	1	Parking Lot	534 spaces	12 spaces	3 spaces
B	1	Parking Deck	163 spaces	7 spaces	2 spaces
	2	Parking Deck	166 spaces		
		TOTAL:	329 spaces		
C & D	1	Parallel on street	8 spaces		
	2	Parking Garage	215 spaces		
	3	Parking Garage	223 spaces	18 spaces	2 spaces
	4	Parking Garage	223 spaces		
		TOTAL:	669 spaces		
E1 & E2	LL	Parking Deck	163 spaces		
	1	Parking Deck	159 spaces	8 spaces	0 spaces
		TOTAL:	336 spaces		
F	LL Inside	Indoor Parking	64 spaces		
	LL outside	Parking Lot	45 spaces	5 spaces	2 spaces
		TOTAL:	109 spaces		
G	LL	Parking Deck	188 spaces		
	1	Parking Deck	184 spaces	8 spaces	2 spaces
		TOTAL:	384 spaces		
H	LL Inside	Indoor Parking	64 spaces		
	LL outside	Parallel on street	13 spaces	5 spaces	2 spaces
		TOTAL:	77 spaces		
I	LL	Parking Deck	156 spaces		
	1	Parking Deck	152 spaces	8 spaces	0 spaces
		TOTAL:	318 spaces		
J	1	Parking Lot	30 spaces		
		TOTAL:	38 spaces	2 spaces	1 space
K	LL Inside	Indoor Parking	64 spaces		
	LL outside	Parking Lot	46 spaces	5 spaces	2 spaces
		TOTAL:	110 spaces		
L	LL	Parking Deck	248 spaces		
	1	Parking Deck	244 spaces	8 spaces	2 spaces
		TOTAL:	492 spaces		
M	1		0 spaces	0 spaces	1 space
N	1	Parking Lot	116 spaces	5 spaces	1 space
O	1	Parking Lot	20 spaces	2 spaces	0 spaces
P	1	Parking Lot	30 spaces	2 spaces	0 spaces
		TOTAL:	3,855 spaces	95 spaces	20 spaces

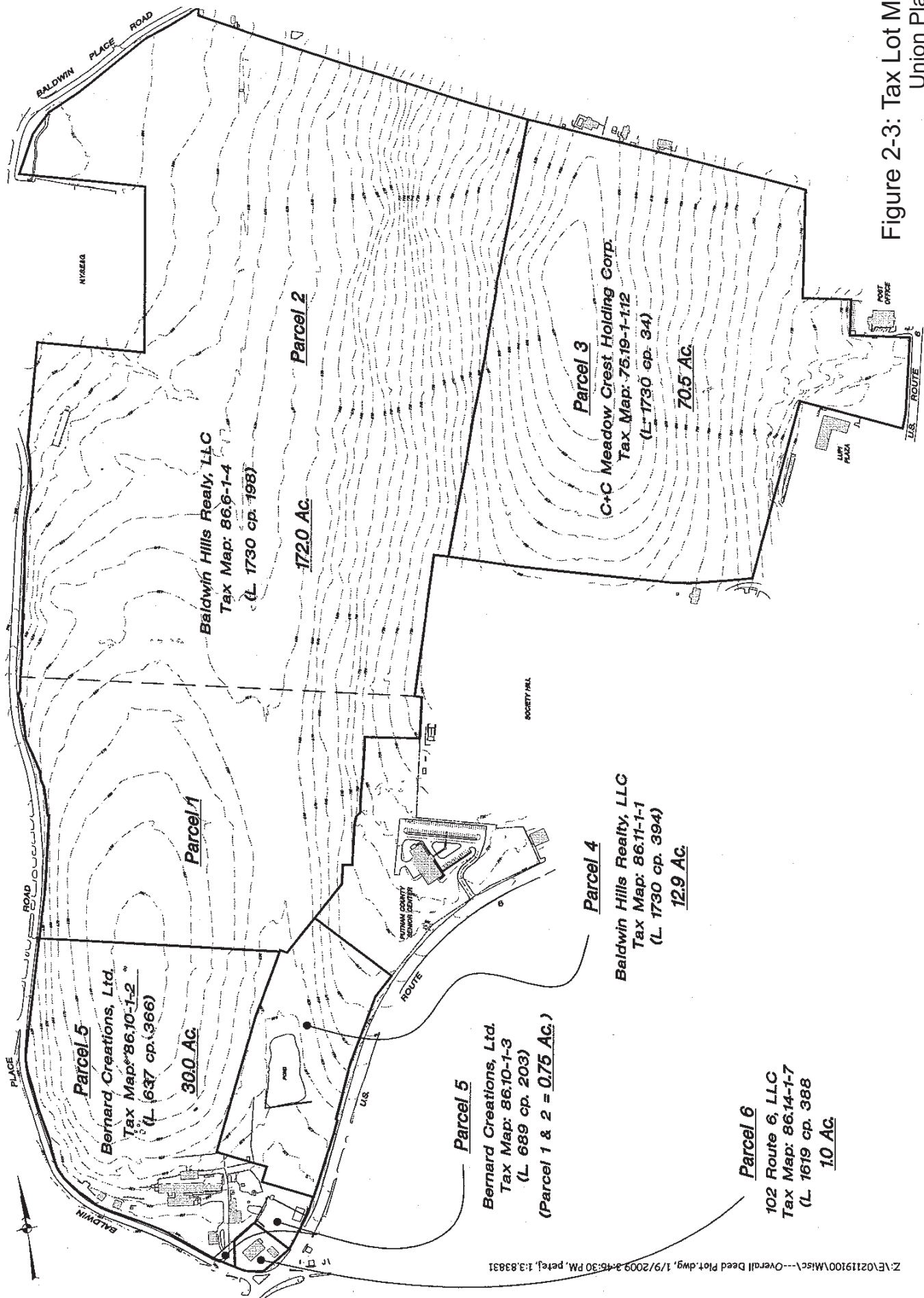
**UNION HEIGHTS RESIDENTIAL SUMMARY**

4 Multi-Family (16 units/each)	64 Units
42 Cottage Clusters (3 units/each)	126 Units
28 Townhouse Clusters (3-4 units/each)	110 Units
<b>Total</b>	<b>300 Units</b>



ALTERATION OF THIS DOCUMENT, UNLESS UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, IS A VIOLATION OF SECTION 2209 OF ARTICLE 145 OF THE EDUCATION LAW.

**Figure 2-2: Overall Site Plan**  
 Union Place  
 Town of Carmel, Putnam County, New York  
 Source: Insite Engineering, Surveying & Landscape Architecture, P.C.  
 Drawing Date: 06/18/10  
 Scale: As Shown



**Figure 2-3: Tax Lot Map**  
 Union Place  
 Town of Carmel, Putnam County, NY  
 Source: Carmel Tax Map  
 Scale: 1" = 600'

Z:\E\02119100\Misc\---Overall Deed Plot.dwg, 1/9/2009 3:46:30 PM, ptelej, 13.83831