Airport Campus Redevelopment

preliminary Draft Environmental Impact Statement (pDEIS)

and

preliminary Draft Generic Environmental Impact Statement (pDGEIS)

October 12, 2020

Lead Agency:	Town of North Castle Town Board Town Hall 1 Bedford Road Armonk, New York 10504 Contact: Alison Simon 914-273-3000 x42
SEQRA Classification:	Type I Action
Project Location:	Town of North Castle 113 King Street, Armonk, New York, 10504 Tax Map: 118.02-1-1, 113.04-1-13, and 113.04-1-14
Applicant/Petitioner:	Airport Campus I LLC, Airport Campus II LLC, Airport Campus III LLC, Airport Campus IV LLC, and Airport Campus V LLC Contact: Geoff Ringler Phone: 914-764-1000
Prepared by:	AKRF, Inc. 34 South Broadway White Plains, New York 10601 Contact: Peter Feroe, AICP Phone: 914-922-2350
pDEIS Submissions:	March 20, 2020; October 12, 2020
DEIS Acceptance Date:	
DEIS Public Hearing:	
DEIS Comments Accepted Through*:	

* Written comments on the DEIS will be accepted until the close of business on, or 10 days following the close of the public hearing, whichever is later. The comment period may be extended at the discretion of the Lead Agency.

Written comments may be submitted to the Lead Agency via:

USPS:	E-mail:	Fax:
Lead Agency, as above		

This document is the *preliminary* Draft Environmental Impact Statement and Draft Generic Environmental Impact Statement for the Airport Campus Redevelopment. Copies are available for review at the office of the Lead Agency, on the internet: https://www.northcastleny.com/, and at the North Castle Public Library.

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This DGEIS *will be* sent to the following Involved and Interested Agencies:

Involved Agencies

Town of North Castle Town Board, Lead Agency
Town of North Castle Planning Board
Town of North Castle Engineering
Town of North Castle Water & Sewer Department
Town of North Castle Highway Department
Town of North Castle Building Department
Westchester County Department of Environmental Facilities
Westchester County Department of Health
Westchester County Department of Public Works
New York State Department of Environmental Conservation, Region 3
New York State Department of Transportation
New York State Office of Parks, Recreation and Historic Preservation
New York City Department of Environmental Protection

Interested Agencies

Town of North Castle

- Armonk Fire Department
- North Castle Police Department

Others

Byram Hills School District
New York State Department of Environmental Conservation, Division of Environmental Permits
Westchester County Planning Board

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Chapter 1: Executive Summary

1.A. OVERVIEW AND PROCEDURAL CONTEXT

1.A.1. OVERVIEW

Airport Campus I LLC, Airport Campus II LLC, Airport Campus III LLC, Airport Campus IV LLC, and Airport Campus V LLC (collectively "the Applicant") is seeking discretionary approvals from the Town Board of the Town of North Castle (the "Town Board") in order to repurpose and redevelop approximately 38 acres of contiguous property known as "Airport Campus" located at 113 King Street (tax map parcels 118.02-1-1, 113.04-1-13, and 113.04-1-14) in the Town of North Castle, Westchester County, New York (the "Project Site" or "Site"). Specifically, the Applicant proposes to re-occupy the southernmost existing office building for office uses, adaptively re-use the northernmost existing office building as a hotel, and construct new residential uses to the north of the existing buildings, in the form of a five-story, approximately 149-unit multi-family building (with structured parking underneath) and approximately 22 two-story townhomes (the "Proposed Project"). To redevelop the Site as proposed, the applicant has petitioned the Town Board for text amendments to the DOB-20A provisions of the Town's Zoning Ordinance to permit residential and hotel uses via special permit and to provide bulk and density requirements for those uses (the "Proposed Zoning"). Collectively, the Proposed Project and the Proposed Zoning are the "Proposed Action."

The Project Site, located within the Town's Designated Office Business 20A ("DOB-20A") zoning district, is the former corporate headquarters of the Municipal Bond Insurance Association (MBIA) and is currently improved with approximately 261,000 square feet (sf) of office space within two currently vacant three-story buildings and other associated improvements (e.g., parking, accessory structures, ancillary uses). Access to the Project Site is provided from the existing signalized driveway intersection with King Street/NYS Route 120.

Pursuant to the rules and regulations of the State Environmental Quality Review Act ("SEQRA," Article 8 of the Environmental Conservation Law, and its implementing regulations at 6 NYCRR 617), the Town Board, acting as SEQRA Lead Agency, determined that the Proposed Action has the potential to result in one or more significant adverse environmental impacts. To identify appropriate measures to mitigate potential impacts and allow the public the greatest opportunity to comment on the potential impacts of the Proposed Action, the Town Board adopted a Positive Declaration on September 12, 2018, requiring the preparation of an Environmental Impact Statement (EIS). Public scoping for the EIS took place over two sessions (September 26th and October 10th, 2018) at the North Castle Town Hall (15 Bedford Road, Armonk, New York). The public comment period on the Draft Scoping Document concluded on October 26, 2018. On March 13, 2019, the Town Board adopted the Final Scoping Document, which sets forth the analyses required in the EIS (see **Appendix A-1**).

While a specific redevelopment proposal, the "Proposed Project," is being proposed pursuant to the requirements of the DOB-20A zoning district and SEQRA regulations, the Applicant notes that market conditions will necessarily dictate the precise composition of an eventual site plan. Accordingly, in addition to preparing a detailed analysis of the potential environmental impacts of the Proposed Project, the Applicant has prepared analyses for several different project alternatives. It is the purpose of these alternatives to identify and analyze the potential environmental impacts of a range of zoning-compliant site plans, such that if the Town Board approves the Proposed Zoning, the environmental impacts of a range of reasonably anticipated potential site plans that may differ from the Proposed Project will have been analyzed through the SEQRA process.

1.A.2. PROCEDURAL CONTEXT

This document is a Draft Environmental Impact Statement ("DEIS") and a Draft Generic Environmental Impact Statement ("GEIS"), collectively the "DGEIS." The DGEIS was prepared in accordance with the rules and regulations of SEQRA (6 NYCRR 617) and the adopted scoping document (see **Appendix A-1**). The DEIS portion of the document analyzes the potential environmental impacts that could result from implementation of the Proposed Project and alternatives and identifies potential mitigation measures for those impacts. The GEIS portion of the document analyzes the potential for the Proposed Zoning to have an adverse environmental impact by permitting new uses and density of uses on sites throughout the DOB-20A, not just on the Project Site.

The DEIS analyses are performed at a more detailed level than the GEIS analyses, given that a specific PDCP is proposed for the Project Site while no specific development proposal is being made for other parcels within the DOB-20A.

1.A.3. PURPOSE AND NEED

As described in the Applicant's Petition (see **Appendix A-2**), changing market conditions have put significant pressure on large office campus parcels. Since its acquisition of the property in 2015, the Applicant has been marketing the property to potential tenants, to date without success. The purpose of the Proposed Action is to provide a solution to this challenge by permitting a wider range of uses on the Project Site, consistent with the Town's recently updated Comprehensive Plan. At the same time, the Applicant recognizes that there is a Town-approved site plan that permits the expansion of the Site's current office uses. This plan was approved by the Town after consideration of the environmental impacts of that expansion. As such, the uses and densities included in the Proposed Zoning were calibrated to allow redevelopment of the Project Site in a manner that generally fits within the window of environmental impacts of the currently approved project, but that also provides the Applicant flexibility with respect to an ultimate redevelopment scenario.

1.A.4. INVOLVED AGENCIES AND REQUIRED APPROVALS/PERMITS

To redevelop the Project Site as proposed, the Applicant has petitioned the Town Board for text amendments to the Town's Zoning Code. The Applicant has also applied to the Town Board for approval of a Preliminary Development Concept Plan (PDCP) and a Special Permit, which would allow for the subsequent preparation of a detailed site plan and potential subdivision application to construct the Proposed Project. A future site plan or subdivision application would be subject to approval by the North Castle Planning Board.

A list of the approvals required to construct the Proposed Project is below. The governmental agencies responsible for those approvals, identified in parentheses, are identified as "Involved Agencies" pursuant to SEQRA.

- DOB-20A Zoning Text Amendment (Town Board)
- Preliminary Development Concept Plan Approval (Town Board)
- Special Permit for Hotel, Multi-Family, and Townhouse uses (Town Board)
- Site Plan Approval (Planning Board, Town of North Castle)
- Subdivision Approval (Planning Board, Town of North Castle)
- Wetland Buffer Disturbance (Planning Board, Town of North Castle)
- Tree Removal (Planning Board, Town of North Castle)
- Municipal Separate Storm Sewer System (MS4) Approvals (Town Engineering Consultant)
- Connections to North Castle Sewer District #3 (Town of North Castle Water and Sewer Department)
- Driveway Permit (Town of North Castle Highway Department)
- Building Permit (Town of North Castle Building Department)
- Water System Approval/Realty Subdivision (Westchester County Department of Health)
- Sanitary Sewer Allocation (Westchester County Department of Environmental Facilities)
- State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity (New York State Department of Environmental Conservation [NYSDEC])
- Water Withdrawal Permit (NYSDEC)
- Stormwater Pollution Prevention Plan (SWPPP) Approval (New York City Department of Environmental Protection [NYCDEP] and NYSDEC)
- Curb Cut to King Street (New York State Department of Transportation)
- Section 14.09 Review (New York State Office of Parks, Recreation, and Historic Preservation)
- Building Permit Review, Westchester County Department of Public Works/Department of Transportation (§239-f of General Municipal Law)

In addition to the above approvals, pursuant to §277.61 of the Westchester County Administrative Code, the Proposed Zoning must be referred to the Westchester County Planning Board prior to final action by the Town Board and the site plan must be referred at least 30 days prior to final action by the Planning Board.

Finally, several "Interested Agencies" will be participating in review of the Proposed Action pursuant to SEQRA, including:

- Town of North Castle Conservation Board
- Town of North Castle Open Space Committee
- Town of North Castle Parks and Recreation Department

- New York State Office of the Attorney General – Charles Silver, Ph.D, Watershed Inspector General Scientist, Environmental Protection Bureau

1.B. PROJECT SITE AND DEVELOPMENT HISTORY

1.B.1. PROJECT SITE

The Project Site is located at 113 King Street in the Town of North Castle, Westchester County, New York and is generally bounded by Cooney Hill Road to the north, King Street to the east, and undeveloped forested areas bordering the Kensico Reservoir (owned by the City of New York under the jurisdiction of the NYCDEP) to the west and south. The Project Site is approximately 38 acres in size and consists of the following three tax parcels and associated addresses (see **Figure 1-1**):

118.02-1-1 (113 King Street): Approximately 36 acres generally located on the west side of King Street between American Lane and Cooney Hill Road;

113.04-1-13 (formerly 3 Weber Place): Approximately 1 acre on the south side of Cooney Hill Road (northwest corner of the Project Site); and

113.04-1-14 (formerly 1 Weber Place): Approximately 1 acre on the south side of Cooney Hill Road (northwest corner of the Project Site).

As shown in **Figure 1-1**, the southern portion of the Project Site is currently improved with what was previously MBIA's corporate headquarters and contains a vacant, three-story, approximately 100,000-sf office building in the southwest corner; a second vacant, three-story, approximately 161,000-sf office building immediately north of the 100,000-sf building; approximately 328 surface parking spaces (two surface lots); a three-story parking structure containing approximately 316 parking spaces; a circa 1820s farmhouse and accessory shed/barn (used for storage and maintenance purposes); a water feature/stormwater pond; and landscaping. The northern portion of the Project Site contains meadows, landscaping, and outdoor amenities for the uses described above, including paved tennis courts, a volleyball court, and walking paths.

1.B.2. CURRENTLY APPROVED DEVELOPMENT PLAN

MBIA, the Site's previous owner, acquired an approximately 93,000-sf office building on the Project Site in the early 1980s. As part of that acquisition, MBIA secured and transferred 60,000 sf of additional development rights from what is now the Swiss Re parcel and constructed a 60,000-sf expansion. After approvals were issued by the Town of North Castle, construction of the expansion commenced in 1991 and occupancy commenced in 1993. Following a period of rapid corporate growth, MBIA recognized the need to expand its headquarters. Toward that end, and following completion of a review under SEQRA, MBIA received approval to construct an additional 101,000 sf of office and related amenity space in 1996. Once constructed, this brought the total development to approximately 261,000 sf of office and related amenity space, which is the current development found on the Project Site.

In 2003/2004, the Town Board and Planning Board approved the development of an additional 238,000 sf of office and related amenity space, including a 20,000-sf meeting house. These approvals allow for an increase of office space on the Project Site from approximately 261,000 sf of office and related amenity space that exists today to approximately 499,000 sf of office and related amenity space, including the proposed

meeting house. This approval also provided for the construction of a five-story parking structure containing approximately 1,000 parking spaces.

A site plan delineating the currently approved development plan is shown in **Figure 1-2**. While the most recent approvals for the additional expansion have been granted extensions by the Town and remain in full force and effect today, no new structures contemplated by those approvals have been built. However, several site improvements were made pursuant to those approvals. Specifically, the 16 single-family homes within the Cooney Hill area were demolished and their associated infrastructure (e.g., oil tanks, septic systems) were removed. Similarly, Weber Place was de-mapped by the Town and demolished. Several walking paths were introduced in the northern portion of the Site. The improvement most visible from off-Site was the creation of the landscaped berm along King Street. This berm, planted with woody vegetation, significantly screens the interior of the Project Site from motorists traveling along King Street.

The potential environmental impacts of this office expansion were documented in the 2004 Statement of Findings (see **Appendix A-4**) and are considered as a baseline, or No Action, alternative in Chapter 18, "Alternatives," of the DGEIS.

In addition, subsequent site plan and Stormwater Pollution Prevention Plan (SWPPP) approvals, which are still in effect, were granted by the Town for a 94 space expansion of the existing 43-space parking area (for 137 total spaces) located adjacent to the farmhouse in the southern portion of the Project Site.

1.B.3. EXISTING CONSERVATION EASEMENT

During the approval process for MBIA's prior expansion, MBIA was contacted by the Natural Resources Defense Council (NRDC) and Riverkeeper, Inc. (Riverkeeper). MBIA, NRDC, and Riverkeeper entered into discussions with the goal of protecting and enhancing the environment by incorporating innovative design characteristics and maximizing the use of existing impervious surfaces. As a result of those discussions, the development plan provided for a decrease of impervious surface on the Project Site of approximately 11,700 sf below the then existing conditions (i.e., when there was a residential subdivision on the Project Site).

On October 8, 2003, MBIA, NRDC, and Riverkeeper entered into an agreement (the "Agreement") memorializing the mitigation measures and design components agreed to among the parties with respect to expansion of MBIA's corporate headquarters. A copy of the Agreement is attached as **Appendix B-1**.

Pursuant to paragraph 2.5 of the Agreement, MBIA agreed to forego any future right to develop a portion of the Cooney Hill area adjacent to the DEP property. Paragraph 2.5 also provided that the restriction on development was to be memorialized in a conservation easement to an appropriate entity to be mutually agreed upon among the parties. A portion of the conservation easement area was to be irrevocable in the form of a 50-foot-deep, approximately 1.95-acre strip of property immediately adjacent to the DEP property. The balance of the conservation easement area (approximately 6 acres) was to be revocable if two conditions were met, as follows: (i) MBIA has not constructed both the proposed office building and the associated parking structure; and (ii) MBIA sells the Cooney Hill lots to a third party for a stand-alone development.

MBIA never constructed the previously approved office expansion project and eventually sold the Cooney Hill lots (and the remainder of MBIA's property) to the Applicant, thereby satisfying the requirements for the revocation of that portion of the conservation easement area deemed to be revocable and enabling the Applicant, as successor in interest to MBIA, to revoke that portion of the Conservation Easement area. The irrevocable easement area remains, with no development permitted therein. The Proposed Project utilizes a small portion of the approximately 6-acre revocable portion of the Conservation Easement to construct a new stormwater management area, but respects the remainder of the revocable portion and all of the approximately 1.95-acre irrevocable portion.

1.B.4. OTHER EASEMENTS AND RESTRICTIONS

Other than the Conservation Easement described above, the Project Site does not contain any other easements, restrictions, or other conditions that affect the future development and use of the Project Site. A full Title Report for the Project Site is attached as **Appendix B-4**.

1.C. DESCRIPTION OF THE PROPOSED ACTION

1.C.1. PROPOSED PROJECT (DEIS)

As stated above, the Applicant has developed a PDCP for the Project Site, which details the Proposed Project. Approval of the PDCP by the Town Board would allow for the subsequent preparation of a detailed site plan and subdivision application to construct the Proposed Project (subject to approval by the North Castle Planning Board and other Involved Agencies).

The Proposed Project (PDCP), which is the primary subject of the DEIS, proposes the redevelopment of the Project Site as follows (see **Figure 1-3** and **Table 1-1**):

- Re-occupancy of the southernmost existing, approximately 100,000-sf office building for office uses. Other than the possibility of additional rooftop equipment, the addition of patios or terraces, etc. there would be no significant changes to the building's footprint or height;
- Conversion of the northernmost existing, approximately 161,000-sf office building to an approximately 125-key hotel with accessory spa, fitness, and restaurant space. Other than the possibility of additional rooftop equipment, the addition of patios or terraces, etc. there would be no significant changes to the building's footprint or height;
- Construction of additional surface parking to the south of the existing office buildings to support their proposed re-use;
- Construction of an approximately 149-unit multifamily residential building to the north of the hotel. The proposed multifamily building would consist of five floors of residential space over two stories of above-grade parking, with another level of parking proposed below-grade. The three levels of parking would provide approximately 331 parking spaces.

  The proposed multifamily building would be approximately 78 feet in height above average grade and would contain approximately 225,465 gross square feet (gsf) of residential floor area, including lobby and amenity space. Of the total 149 units,

approximately 49 would be one-bedroom units (average unit size of 930 sf) and approximately 100 would be two-bedroom units (average unit size of 1,183 sf).

- Construction of 22 two-story townhomes in the Cooney Hill (northern) portion of the Project Site. The total aggregate floor area of the townhomes would be approximately 67,760 gsf. The townhomes would be up to 32 feet in height above average grade.

Accessory uses and amenities for the Proposed Project are subject to change, but may include:

- Restaurant within the proposed hotel;
- Outdoor swimming pool and landscaped amenity terrace for the multifamily building;
- Landscaped outdoor recreation spaces with playground equipment for the multifamily building and townhouse community.

Table 1-1
PDCP Summary

Building ID	Existing Total Floor Area (gsf)	Proposed Total Floor Area (gsf)	Existing/Proposed Building Footprints (gsf)	Proposed Floor Area Breakdown (gsf)			Dwelling Units
				Residential	Hotel	Office	
Existing Northern Office Building	161,000	161,000	51,384	--	161,000	--	0
Existing Southern Office Building	100,000	100,000	25,921	--	--	100,000	0
Proposed Multifamily Building	N/A	225,465	67,094	225,465	--	--	149
Proposed Cooney Hill Townhomes	N/A	67,760	36,025	67,760	N/A	N/A	22
Total	261,000	**554,225**	**180,424**	**293,225**	**161,000**	**100,000**	**171 units**

Note: gsf: gross square feet
Sources: Airport Campus; Perkins Eastman Architects; JMC Engineering; and AKRF, Inc.

1.C.2. PROPOSED ZONING

To redevelop the Project Site as proposed, the Applicant has petitioned the Town Board for text amendments to the DOB-20A provisions of the Town's Zoning Ordinance in order to permit residential (multi-family buildings, townhouses, single-family dwellings, two-family dwellings, senior citizen housing and assisted living facilities) and hotel uses on the Project Site as special permit uses; to permit medical offices as a principal permitted use (considered as a clarification to the code); and to provide bulk and density requirements for those uses. Specifically, a new local law would amend several sections of Chapter 355 of the Town Code with respect to the DOB-20A Zoning District (see **Appendix A-2**). The proposed text amendments would:

- Implement the recommendations of the Town's 2018 Comprehensive Plan by allowing additional uses, and permitting a mix of uses, in the DOB-20A district (including office, medical office, hotel, multifamily, townhouse, single-family, and two-family dwellings, senior citizen housing, and assisted living facilities);

- Allow for the conversion of existing office and related amenity space and/or fully approved but unbuilt office and related amenity space to hotel use, including typical accessory uses such as a spa, fitness facility, and restaurant. Such conversion would be subject to Town Board approval and the following special conditions and requirements:
  - The conversion of existing office and related amenity space to hotel use can be accomplished either by repurposing existing building(s) or by demolishing existing building(s) and constructing new hotel space;
  - Hotel use shall be permitted on a single site in addition to other permitted uses; and
  - Parking requirements for hotel use shall be determined by the Planning Board.
- Allow for the conversion of existing office and related amenity space and/or fully approved but unbuilt office and related amenity space to multifamily, townhouse, single-family, and two-family dwellings; senior citizen housing; and/or assisted living facilities. Such conversion would be subject to Town Board approval and the following special conditions and requirements:
  - Residential conversion shall only be permitted for office and related space that has received all necessary approvals from the Town of North Castle, including zoning, subdivision, special permit, and/or site plan approvals, but not including building permit approval;
  - Each square foot of approved but unbuilt office and related amenity space, up to a maximum of 250,000 sf, may be converted into one and one-quarter (1.25) sf of residential and amenity space, with a maximum of 250 residential units (with density bonuses permitted for assisted living facilities and/or senior housing);
  - Each square foot of existing office and related amenity space, up to a maximum of 250,000 sf but not less than 50,000 sf, may be converted into one (1.00) sf of residential and amenity space, provided that at least 75 percent of the building(s) to be converted have been vacant and unleased for two (2) years prior to applying for the conversion;
  - Notwithstanding the provisions outlined above, the maximum residential unit count for any overall site shall not exceed 500; and
  - Notwithstanding any other provisions of Chapter 355, the Town Board, by special permit, may modify certain physical dimensional requirements, as follows:
    - Minimum front yard setback for multifamily buildings: 65 feet.
    - Minimum front yard setback for townhouses: 200 feet.
    - Minimum side yard setback for townhouses: 60 feet.
    - Minimum rear yard setback for multifamily buildings: 50 feet.
    - Maximum building coverage: 15 percent.
    - Maximum building height for multifamily buildings: 85 feet.
    - Maximum building height for townhouses: 35 feet.

Table 1-2 provides a summary of the existing and proposed dimensional regulations for the DOB-20A zoning district.

Table 1-2
Dimensional Regulations – Existing and Proposed DOB-20A

DOB-20A Dimensional Regulations	Existing DOB-20A Zoning	Existing Condition	Proposed DOB-20A Zoning	Provided
Area				
Minimum Lot Area	20 acres	37.8 acres	No change	No change
Minimum Frontage	500 feet	2,215 feet	No change	No change
Minimum Depth	500 feet	857 feet (avg)	No change	No change
Minimum Front Yard Setbacks				
Currently Permitted Uses (§ 355-23)	150 feet	61 feet(7)	No change	No change
Multifamily Residential Buildings	N/A	N/A	65 feet(1)	65 feet
Residential Townhomes	N/A	N/A	200 feet(1)	244 feet
Minimum Rear Yard Setbacks				
Currently Permitted Uses (§ 355-23)	300 feet / 10 feet(2)	14 feet	No change	No change
Multifamily Residential Buildings	N/A	N/A	50 feet(1)	61 feet
Minimum Side Yard Setbacks				
Residential Townhomes	N/A	N/A	60 feet(1)	64 feet
Maximum Building Coverage				
Currently Permitted Uses (§ 355-23)	10 percent	6.86 percent	15 percent(1)	3.69 percent
Multifamily Residential Buildings	N/A	N/A	15 percent(1)	4.08 percent
Residential Townhomes	N/A	N/A	15 percent(1)	2.19 percent
Maximum Building Height				
Currently Permitted Uses (§ 355-23)	As in § 355-30J(3)(c)	<45 feet	As in § 355-30J(3)(c)	No change
Multifamily Residential Buildings	N/A	N/A	85 feet(1)	Approx. 78 feet
Residential Townhomes	N/A	N/A	35 feet(1)	Approx. 32 feet
Floor Area Ratio				
Currently Permitted Uses (§ 355-23)	0.15	0.16(4)	No change	0.06-0.10
Multifamily Residential Buildings	N/A	N/A	N/A(3)	0.14(3)
Residential Townhomes	N/A	N/A	N/A(3)	0.04(3)
Parking				
Currently Permitted Uses (§ 355-23)	As in § 355-30J	473	As in § 355-30J	Shared with Hotel
Multifamily Residential Buildings	N/A	N/A	TBD(5)	347
Residential Townhomes	N/A	N/A	TBD(5)	4 per unit(6)
Hotel	N/A	N/A	TBD(5)	Shared with Office

Notes:
(1) Subject to Special Permit approval by the Town Board
(2) 10 feet for building adjacent to NYCDEP watershed lands by Special Permit
(3) Subject to other density limitations
(4) Increased floor area ratio permitted due to previous transfer of development rights
(5) Parking requirements for multifamily and townhouse uses shall be determined by the Planning Board in connection with site plan approval
(6) Parking for each residential townhome includes 2 driveway and 2 garage spaces (4 total)
(7) Previously approved by Special Permit from Town Board
Sources: Zoning Petition prepared by the Applicant; Town Code of the Town of North Castle

1.C.3. DESCRIPTION OF OTHER POTENTIAL DEVELOPMENT PERMITTED BY THE PROPOSED ZONING (GEIS)

As discussed above, the Proposed Zoning would apply to the entirety of the DOB-20A district. In order to analyze the potential environmental impacts of the Proposed Zoning, outside of the impacts specifically identified as a result of the Proposed Project, the GEIS developed a reasonable "worst-case" development scenario for parcels in the DOB-20A. The potential environmental impacts of this hypothetical, worst-case, development are analyzed in the GEIS portion of this document.

To develop this scenario, the GEIS first identified the parcels and existing development within the DOB-20A. In addition to the Project Site, there are several other parcels within the DOB-20A:

- 127-acre Swiss Re Parcel (175 King Street / tax parcel 113.04-1-2)
- 27-acre Citigroup Parcel (188 King Street / tax parcel 113.04-1-3)
- 1-acre residential parcel at 3 Cooney Hill Road (tax parcel 113.04-1-20)
- 1-acre vacant parcel at 32 King Street (tax parcel 118.02-1-2)

As described more fully in Chapter 2, "Project Description," only the Project Site and the Swiss Re parcel have the potential for additional development as a result of the Proposed Zoning (see **Figure 1-4** and **Table 1-3**). The Citigroup parcel does not contain existing office uses and therefore would not qualify for residential or hotel conversions. The two smaller parcels are not large enough to meet minimum lot size requirements for the DOB-20A. Therefore, for purposes of analyzing the potential environmental impacts of the Proposed Zoning, the GEIS developed a "worst-case" development scenario for the Project Site and the Swiss Re parcel. No specific proposal is being made at this time to effectuate the maximum hypothetical development and any future plans would be subject to review by the Town, including a full environmental review.

Table 1-3
Maximum Development Potential (Proposed Zoning) Project Site / Swiss Re Parcel

Property	Existing/Approved Floor Area	Conversion Ratio(s) Applied (Proposed Zoning)	Maximum Allowable Floor Area Assumed (Proposed Zoning)
Project Site (113 King Street)	261,000 sf office (existing) 238,000 sf office (approved/unbuilt)	1:1 existing office to residential + 1:1.25 approved/unbuilt office to residential	558,500 sf residential (~500 units)
Swiss Re Parcel (175 King Street)	360,000 sf office (existing)	1:1 existing office to hotel/residential	110,000 sf hotel (~80 rooms); 250,000 sf residential (~250 units)
Sources: Town of North Castle, Airport Campus I-V LLC, Swiss Re Life and Health America			

1.C.3.a. Swiss Re Parcel

The Swiss Re parcel is currently developed with approximately 360,000 sf of existing office space, together with a parking structure. Given market conditions, it is reasonable to assume that the maximum potential development scenario for the Swiss Re parcel under the Proposed Zoning would be similar in nature to the Applicant's PDCP for the Project Site (i.e.,

conversion of the existing office buildings to residential and hotel uses). Therefore, the GEIS component of this document assumes that the existing 360,000 sf of office space on the Swiss Re parcel would be converted (in a 1:1 fashion) to a combination of hotel and multifamily residential floor area. Specifically, the GEIS analyses the potential environmental impacts of 250,000 sf of residential space (approximately 250 residential units), and an approximately 110,000-sf, 80-key hotel on the Swiss Re parcel.

1.C.3.b. Potential for Development in Excess of the PDCP on the Project Site

The Proposed Zoning would allow for the development of several programs on the Project Site that are different from the proposed PDCP. However, for the purpose of providing a conservative environmental review, as well as based on market conditions and recent development trends in the Town, the Applicant believes it is most appropriate for the GEIS to study a full residential conversion as the theoretical maximum build out for the Project Site under the Proposed Zoning. While other Site configurations are possible, the alternatives studied in this GEIS analyze many of them (e.g., senior housing).

The Proposed Zoning allows for the conversion of existing and approved but unbuilt office floor area to residential floor area at a ratio of 1:1 and 1:1.25. Therefore, the maximum allowable residential program on the Project Site would be 558,500 sf (approximately 500 residential units).

1.D. POTENTIAL IMPACTS OF, AND MITIGATION FOR, THE PROPOSED PROJECT (DEIS)

This section summarizes the analyses of the potential impacts of the Proposed Project as well as the measures incorporated into the Proposed Project to minimize and mitigate those impacts. Each topic is discussed in greater detail in the subsequent chapters of this DGEIS. As stated above, the Proposed Action was designed to provide the Applicant flexibility to redevelop and reactivate the Project Site in a manner that is consistent with the Town's Comprehensive Plan and that generally fits within the window of the environmental impacts of the currently approved office expansion project. Therefore, it is appropriate to consider the potential impacts of the Proposed Project within the context of the impacts that could occur as a result of the currently approved project, as summarized in Section 1.F.1, "Alternative 1: No Action – Currently Approved Plan" below, and set forth in more detail in Section 18.B, "Alternative 1: No Action – Currently Approved Plan."

1.D.1. {This Section Intentionally Left Blank}

1.D.2. {This Section Intentionally Left Blank}

1.D.3. LAND USE, ZONING, AND PUBLIC POLICY

1.D.3.a. Land Use

Land uses within ½-mile of the Project Site generally consist of corporate office and conference centers, a single-family house, and New York City water supply lands adjacent to the Kensico Reservoir (under the jurisdiction of the New York City Department of Environmental Protection ~~("~~[~~NYCDEP~~~~")).~~]). With the exception of the single-family house near the

northeast corner of the Project Site, the character of this area is primarily defined as a commuter area consisting of workers traveling to and from corporate campuses during weekdays. King Street also serves as a means for through-traffic among destinations including but not limited to North White Plains, Westchester County Airport, I-684, Greenwich, Connecticut, and the hamlet of Armonk.

The Proposed Project would redevelop the Project Site with a mix of land uses, as opposed to the existing office campus setting or the currently approved office/conference expansion plan. As discussed below, introduction of residential uses to the Project Site is consistent with the Town's recently adopted Comprehensive Plan. It is the Applicant's opinion that the Proposed Project would not introduce land uses that are inconsistent with the land uses surrounding the Project Site. The Applicant's opinion is supported by the results of the traffic impact study and visual impact assessment prepared for the Proposed Project. The Proposed Project would activate an area of the Town that was historically a mix of office and single-family residential uses which, over the last 15 years, has seen limited interest from corporate office tenants and has been lacking a traditional neighborhood identity. The former subdivision south of Cooney Hill Road was acquired and removed (but for one house) to facilitate the currently approved plan.

In terms of the Proposed Project's compatibility with the Westchester County Airport and the appropriateness of the Project Site for residential use when considering the site's location within the airport's 60 DNL noise contour, it is the Applicant's opinion that no land use impacts are anticipated. The reintroduction of residential uses to the Project Site, while at a higher density than the previous 17-lot subdivision, would not represent a unique condition when compared to historic and existing land uses surrounding the airport. While airport flyovers are common, as detailed in Chapter 16, "Noise," no significant adverse noise impacts are anticipated on the future residential uses. The existing noise levels from the airport in the vicinity of the Project Site do not reach a level requiring a degree of window-wall attenuation above what can be achieved through standard multifamily residential construction practices.

1.D.3.b. Zoning

As described above, to redevelop the Project Site as proposed, the Applicant has petitioned the Town Board for text amendments to the DOB-20A provisions of the Town Zoning Code in order to permit residential (multi-family buildings, townhouses, single-family dwellings, two-family dwellings, senior citizen housing and assisted living facilities) and hotel uses on the Project Site as special permit uses; to permit medical offices as a principal permitted use (considered as a clarification to the code); and to provide bulk and density requirements for those uses. In the Applicant's opinion, the Proposed Zoning would implement the recommendations of the Town's 2018 Comprehensive Plan.

The Proposed Zoning would allow the Town Board, by special permit, to increase the maximum allowable building height in the DOB-20A district

from 45 feet to 85 feet for multifamily residential buildings. This increase in allowable height would permit the construction of taller buildings than would otherwise be permitted under the existing height provisions. In terms of the Proposed Project, this increase in height would result in a multifamily building that would only be visible from certain locations off-site, most notably from vehicular traffic along King Street.

The Proposed Zoning would allow the Town Board, by special permit, to modify certain physical dimensional requirements in the DOB-20A district for applications seeking residential conversions. These dimensional requirements include required setbacks, buildings heights, lot coverage, and parking requirements for multifamily and townhouse-style residential development. In the Applicant's opinion, the current dimensional regulations, created to accommodate the existing corporate facilities, do not translate to, and are not functionally applicable to, the repurposing of these properties for mixed-use developments. In the Applicant's opinion, the setback distances included in the Proposed Zoning between new residential uses on the Project Site and existing uses in the vicinity, including the single-family residential use near the northeast corner of the Project Site and the Swiss Re solar installation to the north, are adequate and comparable to other existing and proposed mixed-use developments in the Town.

1.D.3.c. Public Policy

It is the Applicant's opinion that the Proposed Project is consistent with relevant public policies, most notably the Town of North Castle's 2018 Comprehensive Plan. The Project Site is specifically referenced in several places in the updated Comprehensive Plan with respect to both its locational importance and the need to expand its development potential to accommodate a mix of infill development including, but not limited to, residential, office and hotel uses. Given the fact that efforts to market the existing office buildings on the Project Site have thus far been unsuccessful, it is the Applicant's opinion that the Proposed Zoning and PDCP further the Comprehensive Plan's long-term goals for the Project Site and neighboring parcels within the DOB-20A district.

1.D.3.d. Mitigation Measures

While the Proposed Project would result in physical changes to portions of the Project Site, it is, in the Applicant's opinion, consistent with the land use plans governing the area, including the Town's Comprehensive Plan. The most notable impact would be a relatively minor change in views of the Project Site from King Street and Cooney Hill Road due to the presence of new structures on land that is currently landscaped lawn/wooded meadow. A new comprehensive landscaping plan is proposed to provide a visually attractive site as well as a transitional buffer between the Project Site and King Street/Cooney Hill Road. Several other mitigation measures have been incorporated into the Proposed Project, including:

- The Proposed Project would not result in an increase to impervious surfaces when compared to the currently approved site plans or the

condition when the Cooney Hill area of the Site was developed for residential uses;

- The proposed multifamily building and townhomes have been sited and configured to take advantage of the site's topography. The proposed building placement preserves the existing visual screenings and buffers along the perimeter of the Project Site, which include ~~existing landscaped berms, stone walls, and evergreen trees~~landscaped berms, stone walls, and evergreen trees to remain undisturbed. As discussed in Chapter 11, "Visual Resources and Community Character," in the Applicant's opinion, the proposed enhancement of the existing perimeter screening along King Street and Cooney Hill Road is an important visual and community benefit of the Proposed Project;
- The townhouse portion of the PDCP has been designed as an aesthetically pleasing, pedestrian friendly residential neighborhood in a natural setting, set back from, and consistent with, the scale of surrounding uses; ~~and~~
- ~~No new structures or roads/drives are proposed~~The Proposed Project does not include development within the ~~Project~~ Site's ~~existing~~irrevocable conservation easement ~~areas~~adjacent to the DEP property; and,
- As discussed in Section 2.C.5, "Conservation Easement," the Applicant has satisfied the requirements for the revocation of that portion of the conservation easement deemed to be revocable. However, the Proposed Project does not include any structures, roads, or drives within the revocable portion of the easement.

1.D.4. GEOLOGY AND SOILS

Based on the preliminary evaluation by the Applicant's Engineer, construction of the Proposed Project may require limited blasting activities for development of the northeast corner of the proposed multifamily building's parking structure, which may extend approximately ten feet into a rocky subsurface area of the Project Site. There is no other potential rock removal or rock crushing anticipated as part of construction. Final determination of whether blasting needs to occur and, if so, to what extent, would be made by the Applicant's contractor, in coordination with the Applicant's Engineer.

Approximately ~~46.2 percent (~~17.5 acres ~~(~~or 760,625 sf~~)~~ of the Project Site would be affected by site development activities, building construction and infrastructure installation. Most disturbance (approximately 42.2 percent) would occur within the PnB – Paxton Fine Sandy Loam soil unit (approximately 695,678 sf or 16 acres), which is suitable for development. Preliminary soil testing did not encounter shallow groundwater and revealed acceptable permeability rates for stormwater infiltration.

To minimize and mitigate the potential for adverse impacts to soils during construction, the Proposed Project includes an Erosion and Sediment Control Plan (ESCP) and SWPPP. In addition, the layout and configuration of the Proposed Project has been designed to take advantage of the Project Site's topography and contours, thereby minimizing the potential for erosion hazards.

Blasting during the construction of the Proposed Project, if necessary, would be done in accordance with the Town of North Castle's Blasting Protocol (Town Code Chapter 122, "Blasting and Explosives"). The site-specific blasting protocol, which would be finalized

during Site Plan Review based on the final site design and updated geotechnical investigations, would ensure that blasting activities would be protective of public health and safety to the maximum extent practicable.

1.D.5. TOPOGRAPHY AND SLOPES

In the Applicant's opinion, the Proposed Project is not anticipated to have significant long-term post-development adverse impact due to changes in surface coverage and topography. Based on the topography of the Project Site, and in order to create generally level development pads for the various proposed buildings, the Proposed Project would result in a net cut of approximately 13,~~540~~324 cubic yards of material. Approximately ~~77~~79 percent of the material to be excavated would be reused on the Project Site as fill, and the balance of the excavated material would be exported over the course of the construction period.

No areas of Town-regulated steep slopes are present on the Site within the Proposed Project's limits of disturbance. Therefore, the Proposed Project would not have an impact on Town-regulated steep slopes and no mitigation measures are required.

1.D.6. VEGETATION AND WILDLIFE

The Project Site consists of office buildings and an associated manmade pond feature, a parking structure, parking lot, athletic courts, and trail system through the northern vacant section of the site. The vacant land within the northern, Cooney Hill, area of the Site consists of mixed upland forest that was previously developed as part of a residential subdivision and is now young forest and field area that is routinely mowed. There are no rare or critical habitats on or adjacent to the Project Site that may be expected to provide habitat for protected species. Wildlife expected to occur within the Site include species typical to suburban settings that are relatively tolerant of humans. Based on consultations with state and federal wildlife officials, there is the potential for the following species to be located on or near the Project Site: the endangered Indiana bat (*Myotis sodalist)*, the threatened Northern long-eared bat (*Myotis septentionalis*), and the threatened bald eagle (*Haliaeetus eucacephlus*).

Construction of the Proposed Project would result in a temporary loss of habitat for species that use mixed upland forest/field as the dominant habitat. Approximately six acres, or 28 percent, of mixed upland forest/field cover type would be removed from the Project Site. The majority of the disturbed forest/field cover type is located in the northern portion of the Project Site where previous disturbance has already occurred. This change in habitat coverage is not, in the Applicant's opinion, a significant adverse impact owing to the relatively low quality of the existing on-Site habitat and that there would not be an increase in impervious coverage on the Site compared to the currently approved development plan.

There are 799 existing trees within the proposed limits of disturbance. Of this total, 744 trees have a diameter at DBH of 8 inches or greater and are regulated by Chapter 308 of the Town Code. The Applicant proposes to remove approximately 368 trees in connection with construction. Approximately 451 new trees (deciduous and evergreen) would be planted on the Project Site, as indicated in the proposed landscaping plan.

To minimize and mitigate potential impacts to vegetation and wildlife, the following mitigation measures would be incorporated into the Proposed Project:

- Proposed site disturbance would occur in areas of the Project Site that have been previously disturbed for office and single-family residential uses;
- The Applicant will minimize impacts by establishing undisturbed, naturally vegetated zones demarcated in the field by orange construction fencing and by clearing only necessary areas within the limit of disturbance area or within building envelopes.
- The Applicant's schematic landscaping plan retains and revegetates areas within the development with native plant species. The landscaping plan proposes trees and other plantings along the perimeter of the development, parking lots, walking paths, and undisturbed wetland area.
- Select trees would be removed only within the proposed limits of site disturbance. Prior to removal of the approximately 368 trees identified, a permit from the Town's Building Inspector would be obtained in accordance with Chapter 308 of the Town Code. No unique trees were observed on the Project Site.
- To the maximum extent practicable, tree clearing activities would be limited to the October 1 to March 31 time period to avoid any direct impacts to Indiana bats and/or northern long-eared bats potentially utilizing the site~~;~~ unless the Applicant receives approval from the NYSDEC/USFWS that tree clearing can occur outside this time period.
- ~~Since the Proposed Project is just over 0.5 miles from a known bald eagle nest the NYSDEC suggests that potential blasting within 0.5 miles of a nest be limited to the period between October 1 and December 1 to avoid impacts to nest building and other sensitive bald eagle activities.~~
- A Town-approved SWPPP would be implemented to mitigate erosion potential into the regulated on-site wetland area.
- Elimination and minimization of fertilizer, pesticide, herbicide, fungicide and other chemical concentrations through avoidance and containment, respectively.
- Final grading and clearing limit lines for the Proposed Project would be surveyed and accurately demarcated in the field prior to tree clearing or site disturbance. The clearing/grading limit lines would be identified by metes and bounds and documented on the final plans.

1.D.7. WETLANDS

One wetland segment of approximately 0.247 acres is located at the western corner of the Project Site, abutting the east/west-oriented site boundary to the south of the former Weber Place. This wetland segment is regulated by the U.S. Army Corps of Engineers (USACE) and the Town of North Castle via Chapter 137 of the Town Code. The Town of North Castle also regulates a 100-foot wetland adjacent area or "buffer." There is approximately 1.81 acres of Town-regulated buffer on the Project Site. The Proposed Project would have no direct impacts to the on-site delineated wetland. The closest component of the Proposed Project to the wetland is an emergency gravel access drive, which will impact approximately 0.~~28~~19 acres of the 100-foot Town regulated buffer. ~~The impact~~The proposed emergency gravel access drive is generally in an area of previous disturbance on the Project Site associated with the former MBIA outdoor recreation exercise stations and connecting drive/walkway. The Proposed Project's impact on the

on-site wetland area will require approval from the Town Board of the Town of North Castle. No USACE or NYSDEC wetland permits are required.

Mitigation measures may be required for the proposed disturbance of the wetland buffer. Such measures may include, but are not limited to, mitigation plantings, wetland maintenance, establishment of no-mow zones, removal of invasive species, and wetland buffer enhancement. The addition of native plantings along the proposed gravel emergency access, between the road and the wetland, will increase the functional capacity of the buffer and better protect the wetland as compared to current conditions. The Applicant would also prohibit the use of any chemicals (fertilizers, pesticides, herbicides, fungicides, etc.) within the Project Site's identified wetland/watercourse proper and within 100 feet of this wetland/watercourse.

1.D.8. STORMWATER MANAGEMENT

The Project Site is located within the drainage basin of the adjacent NYCDEP-controlled Kensico Reservoir. The major function of Kensico Reservoir is to receive water from all six Catskill and Delaware system reservoirs, and to make those waters available for the fluctuating daily consumption demands of New York City. The Kensico watershed's drainage basin is 13 square miles and includes portions of the Towns of Harrison, Mount Pleasant, North Castle and a small part of Fairfield County, Connecticut. This watershed contributes two percent, or less, of the total water volume of the existing reservoir.

The currently approved site plans and SWPPPs allow for 10.51 acres of impervious surface on the Project Site. The Proposed Project, however, would result in only 9.96 acres of impervious surface on the Project Site. As such, the Proposed Project would not result in an increase in impervious surface when compared to the currently approved site plans.

To minimize and mitigate potential stormwater impacts, the Applicant has developed a Stormwater Pollution Protection Plan ("2020 SWPPP"). As demonstrated in the 2020 SWPPP and Chapter 8, "Stormwater," the stormwater design of the Proposed Project would result in a reduction the rate of stormwater exiting the Project Site for each modeled storm event when compared to the existing condition.

The Applicant is proposing a variety of practices to enhance stormwater quality and reduce peak rates of runoff associated with the Proposed Project. To the extent feasible and practicable, enhanced treatment and green infrastructure practices would be employed at the Project Site in conjunction with the SWPPP. For example, the Applicant is considering green roof areas for the proposed multifamily building's parking structure.

It is expected that the Integrated Pest Management (IPM) plan currently in place for the Project Site's existing office uses would remain in the Future with the Proposed Project. Through the SWPPP, it is the Applicant's opinion that any increases in pollutant concentrations resulting from the use of fertilizers, pesticides, herbicides, fungicides, and other chemicals are not considered significant and would be appropriately managed on-site. Furthermore, the Applicant would prohibit the use of any chemicals (fertilizers, pesticides, herbicides, fungicides, etc.) within 100 feet of any existing or proposed stormwater management pond or basin which permanently or periodically retains/detains stormwater.

1.D.9. UTILITIES

1.D.9.a. Water Supply

There are six wells on the Project Site, referred to as Wells 3, 4, 5, 6, 7, and 8. Water for the existing development on the Project Site is currently supplied by four of these wells (Wells 3, 4, 5, and 6). Based on recent 24-hour yield tests, which included measurements of well drawdown at other on-Site wells, as well as historical pumping data, the Applicant's hydrogeological consultant estimated the yields of the wells under simultaneous pumping conditions to be 71 gallons per minute (gpm) to 84 gpm with the best well out of service (see **Table 1-4**). This corresponds to 102,240 gallons per day (gpd) to 120,960 gpd of capacity available for the Proposed Project with the best well out of service.

Table 1-4
Estimated on-Site Well Yield

Well Name	Well Yield (gallons per minute)
Well 3	20–25
Well 4	7–9
Well 6	14–15
Well 7	30–35
Well 8	40–50
Combined Yield	111–134
Combined Yield with Best Well Out of Service	**71–84**

Note: Existing Well 5 is not included in the estimates above as it is not proposed for use in the Future with the Proposed Project owing to its location near a proposed stormwater management area.
Source: WSP (see **Appendix F-1**)

The Proposed Project would be expected to generate an average water demand of approximately 58,600 gpd (see **Table 1-5**). As stated above, with the best well out of service, the Project Site can likely provide 102,240 gpd to 120,960 gpd, which is sufficient to accommodate the Proposed Project's 58,600 gpd average water demand. Therefore, in the Applicant's opinion, no significant adverse impacts to water supply would be expected as a result of the Proposed Project.

Table 1-5
Water and Wastewater Demand – Proposed Project

Use	Units	Usage Rate (gpd / unit)	Overall Usage
Office	500 employees	12	6,000
Hotel	125 rooms	110	13,750
Restaurant (Hotel)	150 seats	28	4,200
Multifamily	249 bedrooms	110	27,390
Townhome	66 bedrooms	110	7,260
		Total	**58,600**

Sources: Provided by JMC based on "New York State Design Standards for Intermediate Sized Wastewater Treatment Systems," 2014. Usage rate is reduced by 20 percent for use of water-saving plumbing fixtures.

1.D.9.b. Sanitary Sewer

{forthcoming}

1.D.10. TRAFFIC AND TRANSPORTATION

A Traffic Impact Study (TIS) was conducted by Maser Consulting P.A. to assess the potential traffic and transportation impacts of the Proposed Project and its potential effects on the study area's vehicular safety and circulation conditions (see **Appendix G-1**). The TIS established existing (i.e., Year 2019) traffic conditions through turning movement traffic counts conducted in April 2019. In order to estimate traffic conditions that would exist in the Future without the Proposed Project (the "No Build" condition), several adjustments were made to the existing volumes. In order to account for normal background traffic growth, the Year 2019 existing traffic volumes were increased by one percent per year. Traffic generated for other potential developments in the area, as identified by the Town, was also added to the 2019 volumes. In addition, and in accordance with the DEIS Scoping Document, traffic resulting from the full occupancy of the Swiss Re parcel's existing office building (which is approximately 50 percent occupied), and re-occupancy of the Project Site's existing office buildings (for office use) was also included in the No Build condition.

As demonstrated in the TIS, the Proposed Project would result in fewer vehicular trips than would be the case if the existing office buildings on-Site were reoccupied. ~~As such~~In the Applicant's opinion, the Proposed Project would not have a significant adverse impact on Study Area intersections when compared to conditions with the re-occupancy of the existing office buildings. Finally, while not necessary to mitigate a Project-related impact, the TIS recommends signal timing adjustments at four Study Area intersections, which, in the Applicant's opinion, would improve future traffic operation of area roadways in the Future with and without the Proposed Project.

1.D.11. VISUAL RESOURCES AND COMMUNITY CHARACTER

At present, the southern portion of the Project Site is currently improved with what was previously MBIA's corporate headquarters. The northern portion of the Project Site contains meadows, landscaping, and outdoor amenities, including paved tennis courts, a volleyball court, and walking paths.

The only publicly accessible vantage points from which the Project Site is visible are along King Street. As such, views of the Project Site are available only to motorists as they drive on King Street. The only unobstructed view of the interior of the Project Site is from an area just south of the main Site driveway on King Street. From this location, the eastern façade of the Project Site's existing northern office building is partially visible during leaf-off conditions. From vantage points farther north on King Street, the interior of the Project Site is visible during leaf-off conditions through deciduous and evergreen vegetation planted along a landscaped berm. As discussed below, the Applicant proposes to preserve and enhance this existing berm, including planting additional deciduous and evergreen vegetation.

To evaluate the potential visibility of the proposed buildings, a three-dimensional computer model of the existing site and proposed buildings was developed to represent the general massing and architecture of the new structures. The model was then superimposed on photographs from the various vantage points to illustrate the potential

visibility of the new structures (see **Figures 1-5 through 1-8**). Based on the visibility analysis presented in in Chapter 11, "Visual Resources and Community Character," it is the Applicant's opinion that the Proposed Action and Proposed Project would not result in significant adverse impacts to the visual resources or community character.

It is noted that the Lead Agency is not expressing an opinion on the Applicant's visibility analysis at this time nor is it presenting its opinion on whether or not the Proposed Action would have a significant adverse visual impact. Rather, the only determination made by the Lead Agency in this DEIS is that the analysis presented in this Chapter meets the requirements of the adopted Scoping Outline and provides sufficient information for the public to evaluate the potential impacts and mitigation associated with the Proposed Action. Subsequent to the DEIS, and based on the Lead Agency's evaluation of the Applicant's analysis, the Lead Agency will determine whether it believes the Proposed Action results in a significant adverse visual impact. Based on this evaluation, the Lead Agency will also decide whether further mitigation measures (such as the preservation of additional trees or the provision of additional new visual screening) or modifications to the concept plan (such as increased setbacks and reductions in building height) are required to address potential impacts to visual resources and community character.

From south of the main Site driveway, the top portion of the proposed multifamily building would be moderately visible during leaf-off conditions. The change in grade, as well as the relative distance between the building and this vantage point, significantly reduces the visibility of the multifamily building. Similarly, from a location along King Street to the north of Cooney Hill Road, the multifamily building's northern façade would be visible in the distance during leaf-off conditions. (It should be noted that the multifamily building is proposed to be located in the same general area as the currently approved five-story parking structure for the office expansion.) From vantage points along King Street in the "middle" of the Site, the façade of the multifamily building would be more prominent. The building's undulating exterior as well as uniform penetrations and perforations of windows and balconies would be visible through deciduous and evergreen trees in the leaf-off condition. The existing dense vegetation along the vegetated berm masks the majority of the multifamily building, and as discussed below, the Applicant intends to enhance this vegetative berm to provide further screening. The views that are available would only be visible for a few seconds while driving along King Street.

The following measures have been incorporated into the Proposed Project to minimize and mitigate potential visual impacts:

- The new multifamily building and townhomes would be designed to appropriately relate to the character of the area surrounding the Project Site, and would be reflective of other residential development in the Town;
- The proposed multifamily building and townhomes have been sited to take advantage of the Project Site's topography. The proposed building placement allows for the preservation of existing visual screenings and buffers along the perimeter of the Project Site, which include existing landscaped berms, stone walls, and evergreen trees to remain undisturbed and, in certain locations, enhanced; and
- As illustrated through the photo simulations, the Proposed Zoning's front yard setback of 65 feet for multifamily buildings, when considered together with the existing berm and landscaping along King Street (proposed to be preserved/enhanced), significantly reduces the potential impacts of the maximum building height proposed.

The introduction of residential uses within the DOB-20A is consistent with the Town's Comprehensive Plan and would allow vacant and underutilized parcels to return to productive use. The new buildings proposed on the Project Site would be set back from public vantage points (i.e., King Street) and would be set behind existing and new landscaping. As such, the visibility of these buildings would be limited and the resulting visual character of the Site would be similar to the current character of the DOB-20A district that features large, relatively modern buildings set within landscaped settings and screened by vegetation.

While the amount of building area on the Project Site would increase with the Proposed Project, a significant amount of open space and landscaped perimeter berms would remain undisturbed (and in certain locations, enhanced), which is consistent with the King Street frontages of neighboring properties in the DOB-20A district. In the Applicant's opinion, the proposed enhancement of the existing perimeter screening along King Street and Cooney Hill Road is an important visual and community benefit of the Proposed Project.

As noted above, the Lead Agency has not determined the potential significance of the Proposed Action's visual impact at this time. Based on the Lead Agency's determination, additional mitigation measures or modifications to the concept plan may be required.

1.D.12. COMMUNITY FACILITIES AND SERVICES

1.D.12.a. Public Schools

The Project Site is located within the Byram Hills Central School District ("BHCSD" or "the District"). The BHCSD had a total enrollment of 2,300 students (pre-K to 12th grade) in 2018–2019, which is 518 fewer students (18 percent) than were enrolled in the 2007–2008 school year, the district's most recent peak.[1] Since the 2007–2008 school year, enrollment has declined each year. According to information from the District, enrollment is projected to continue to decline over the next five years. The District's 2019–2020 budget is $94,534,535. Approximately 91 percent of District's revenue is from the tax levy or Payment in Lieu of Taxes (PILOT) and 5 percent is from state aid.

The Proposed Project is estimated to have between 20 and 27 public school-age children (PSAC) living in its residential components. In calculating this estimate, it was assumed that the Proposed Project's 22 townhomes would be ~~fee-simple~~ owner-occupied units and the Proposed Project's multifamily units would be rental. The upper end of this range was developed using New York State-wide multipliers for multifamily housing from the 2000 census, which are widely viewed as overly conservative for suburban multifamily buildings owing to the influence of New York City's multifamily housing stock, which tends to have more children per unit. The lower end of this range was developed using actual data of the number of PSAC living in several newly constructed multifamily buildings in the region.

Spread out over all grades, 20–27 students is equal to 1.7 to 2.1 students per grade. This relatively low number of additional PSAC is unlikely to require the addition of new teachers or other staff. Put in context, between the

[1] Cornell Program on Applied Demographics. Pad.human.cornell.edu/schools/enrollment.cfm.

2016/2017 and 2017/2018 school year, the district experienced an enrollment decline of 23 students. Between 2017/2018 and 2018/2019, the District experienced an additional loss of 51 students. As such, in the Applicant's opinion, the Proposed Project can be seen as slowing the decline in enrollment within the school district, while at the same time adding to the District's tax base.

Applying the per pupil programmatic cost (net of state aid and other revenues) to the number of PSAC projected results in a potential annual additional cost to the BHCD District ranging from $525,640 to $709,614. It is important to note, however, that the per pupil programmatic cost to the school district is likely much higher than the actual marginal cost of adding students to the district. Specifically, the largest portions of the District's programmatic budget are salaries and employee benefits (65 percent). As described above, it is unlikely that the Proposed Project would require the District to hire more teachers or other staff. Therefore, it is likely that the actual cost to the district of an additional student would be approximately 35 percent of the total programmatic cost, or $183,974 to $248,365 per year. These figures can be compared to the estimated $291,870 increase in property tax revenues that the District would receive annually from the Proposed Project when compared to the existing tax revenue generated by the Project Site.

1.D.12.b. Police Services

The Proposed Project is anticipated to increase the population of the Town of North Castle by approximately 375 residents. If all of these residents were new to North Castle, the population of the Town would increase by approximately 3 percent. In order to service the Proposed Project, together with the cumulative increase in demand from several other proposed projects within the Town, additional police officers may be needed. The Applicant estimates the cost to be approximately $143,303 in salary and benefits and $9,963 in supplies per officer. The Applicant's proportionate share of the total cost of $153,266 would be some fraction of that amount. As discussed below, the Proposed Project is estimated to generate an additional $228,615 per year in tax revenue for the Town, which is in excess of the cost of the Applicant's share of providing a single police officer.

1.D.12.c. Fire and EMS Services

The Armonk Fire Department (AFD) provides fire protection and emergency medical services (EMS) to the Project Site. The AFD is a 100 percent volunteer department with approximately 61 volunteers, including 20 members certified as an Emergency Medical Technician ("EMT"), supplemented with a contract EMT during the day. The AFD responds to approximately 1,100 calls per year and estimates that the Proposed Project would result in 99 calls per year, including calls to the existing on-Site buildings. Subtracting the calls generated by the Site's existing buildings, AFD estimates that the Proposed Project would result in 55 net new calls per year, a 5 percent increase in the number of annual calls. As discussed below, the Proposed Project is anticipated to result in approximately $30,825 in property taxes for the Fire and Ambulance Districts, an increase of $8,217

from the amount currently generated by the Project Site. In the Applicant's opinion, this revenue could be utilized to offset the potential impacts of the Proposed Project.

The AFD has opined that it will need a ladder truck to serve the Proposed Project's new construction. The Applicant understands that this need is the result of several proposed projects within the Town. As such, the Applicant is willing to contribute its fair share towards a potential district-wide solution to this issue, which may include the purchase of a new ladder truck.

All components of the Proposed Project will contain fire suppression sprinklers and will adhere to all local and state fire prevention codes. Standpipes will be installed in the stair towers, per code requirements. Knox boxes will be provided at the building lobby entrances in locations agreed upon with the AFD. Building elevators will be sized to accommodate a 24" x 84" stretcher. In addition, as described in Chapter 9, "Utilities," it is the Applicant's opinion that the Proposed Project would not result in any impacts on water demand related to fire suppression. The Applicant would coordinate with the Town and AFD on appropriate water storage and delivery infrastructure (including use of the existing pond) as part of future site plan approvals.

1.D.13. FISCAL AND MARKET IMPACTS

The Project Site has an existing assessed value of $1,146,000 and in 2019 paid approximately $1,230,656 in property taxes, including $802,991 in taxes to the Byram Hills Central School District and $194,275 to the Town of North Castle. The office buildings on the Project Site are currently vacant and have been for approximately the past five years. During this time, the assessed value of the Project Site has not decreased. In the absence of re-occupancy of the existing buildings or redevelopment, it is ~~likely~~the Applicant's opinion that the assessed value of the Project Site and, consequently, the taxes paid by the Project Site, would decrease in the future as a result of the continued vacancy.

The Proposed Project would redevelop the Site with a wider range of uses, including residential and hotel uses. As discussed in more detail in Chapter 13, "Fiscal and Market Impacts," it is the Applicant's opinion that there is a strong market demand for residential uses in the Town and the region. In the Applicant's opinion, the market analysis also indicates there is a demand for another hotel in the Town. As such, permitting these uses in the DOB-20A zoning district is likely to increase the economic viability of the Project Site.

Annual operation of the Proposed Project would generate approximately $1.97 million in taxes, including approximately $1.67 million in property tax revenue annually to various taxing jurisdictions, an increase of approximately $440,000 in annual property taxes over taxes currently paid by the Project Site. The Proposed Project would generate an increase of approximately $228,615 in tax revenues to the Town of North Castle, including its special districts (for a total of approximately $422,890) and an increase of $291,870 in tax revenues to the Byram Hills School District (for a total of approximately $1,094,861).

Construction of the Proposed Project would generate approximately $137.28 million in expenditures, resulting in an estimated 821 person-years of employment, $79.75 million in labor income, and $170.65 million in total economic output.

1.D.14. HISTORIC, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

There are no properties listed on, or determined eligible for listing on, the State or National Register of Historic Places (S/NR) on the Project Site or in the surrounding study area. Therefore, in the Applicant's opinion, the Proposed Project would have no adverse impacts on historic architectural resources.

With regard to archaeological resources, the Phase 1A Archaeological Documentary Study prepared for the Project Site recommended Phase 1B archaeological testing (e.g., subsurface testing) in areas proposed for disturbance by a future potential site plan within the northern portion of the Project Site. The areas in which testing are required would be dependent on a future site plan and would be subject to OPRHP review and approval. With the completion of the Phase 1B Archaeological Investigation and any subsequent archaeological investigations and consultations that may be required by the New York State Office of Parks, Recreation and Historic Preservation (OPHRP~~)~~), it is the Applicant's opinion that the Proposed Project would not result in impacts on archaeological resources.

1.D.15. AIR QUALITY

The Proposed Project has the potential to impact ambient air quality from stationary sources (i.e., fossil fuel-fired HVAC equipment) and from mobile sources (i.e., traffic generated by the Proposed Project). As the new buildings included in the Proposed Project have not yet been fully designed, the fuel source for the heating, ventilation, and air conditioning (HVAC) systems has not yet been determined. For purposes of analyzing the worst-case impacts to air quality, the analysis conservatively assumes that the proposed residential uses would utilize distillate fuel oil-fired HVAC systems. Even with this worst-case scenario, it is the Applicant's opinion that there would be no potential for significant adverse air quality impacts from emission of nitrogen dioxide, sulfur dioxide, and particulate matter in connection with the Proposed Project's HVAC systems.

In addition to air quality impacts generated by stationary sources, the Proposed Project would result in Project-generated traffic that would affect traffic conditions within the area of the Site. The potential for mobile source air quality impacts from the Proposed Project was analyzed using the screening procedures defined in the New York State Department of Transportation's (NYSDOT) The Environmental Manual (TEM). Based on the results of these procedures, it ~~was determined~~is the Applicant's opinion that Project-generated traffic would not result in a significant air quality impact.

1.D.16. NOISE

As is the case with impacts to Air Quality, the Proposed Project's HVAC systems (i.e., stationary sources) and project-generated traffic (i.e., mobile sources) have the potential to impact noise levels in the region. With respect to stationary sources, the Project's HVAC systems would be designed in compliance with the Town of North Castle's code restrictions on noise and would be appropriately screened to avoid producing noise levels

that would result in a significant increase in ambient noise at nearby sensitive uses (e.g., residences).

Noise measurements conducted for this analysis indicate that traffic along King Street is the dominant source of noise within the study area. Because future traffic volumes along King Street are not expected to quadruple with the Proposed Project, it is the Applicant's opinion that future noise levels would not result in a significant adverse impact. Additionally, increases in noise levels resulting from the Proposed Project would not be expected to cause an exceedance of 65 dBA, the standard for residential uses, at the nearby residential receptor at 3 Cooney Hill Road.

The Project Site is within the 60 Day-Night Average Sound Level (DNL) Contour for Westchester County Airport, which is below the 65 DNL threshold for significant aircraft noise exposure. In the Applicant's opinion, although the contribution of aircraft overflights to the noise levels varies day-to-day due to flight conditions, review of the measured existing noise levels, from which aircraft noise was not excluded, and the published airport noise contours indicate noise levels at the Project Site would be appropriate for residential use. Additionally, standard construction methods are expected to provide at least 20 dBA of window/wall attenuation to further reduce interior noise levels at noise-sensitive receptors re-introduced to the Project Site with the Proposed Project.

1.D.17. CONSTRUCTION

1.D.17.a. Phasing and Construction Management Plan

Construction of the Proposed Project is anticipated to occur in four phases, summarized below. The duration and timing of the construction phases are estimates, and overlaps would occur among the various construction phases. The sequencing is also subject to change and is dependent on market demand. Regardless, the method for performing each activity would meet industry standards for construction and comply with the Town of North Castle's regulations. The phases may occur consecutively or completely or partially concurrently. Similarly, they may occur in a different order.

- Hotel Phase: Conversion of the existing northern office building to a 125-room hotel and related infrastructure improvements (8 to 12 months);
- Townhouse Phase: Construction of the 22 townhomes on the northern portion of the property, along with the access driveway from Cooney Hill Road and installation of related infrastructure and utilities (18 to 24 months);
- Multifamily Phase: Construction of the 149-unit multifamily building with associated parking structure, access drives, and related infrastructure improvements (18–24 months); and
- Parking Lot Expansion Phase: Implementation of the currently approved 94-space expansion of the existing 43-space parking area located adjacent to the farmhouse in the southern portion of the Project Site, with associated curbing, utility, and stormwater management improvements (3 to 4 months).

In the Applicant's opinion, potential adverse impacts from construction of the Proposed Project would be avoided and minimized through the implementation of a detailed Construction Management Plan (CMP) prepared during Site Plan approval. The CMP would be prepared in close coordination with Town staff and consultants, and would be approved as part of the final Site Plan approval and be made a condition thereof. As such, the Town would be able to enforce the provisions of the CMP throughout the construction process. The CMP would provide for implementation of the Stormwater Pollution Prevention Plan (SWPPP) and Erosion and Sediment Control Plan (ESCP), as well as the measures to avoid impacts related to traffic, air quality, noise, blasting (if necessary), and hazardous materials, as described below.

1.D.17.b. Construction Period Traffic

Construction of the Proposed Project would create daily construction-related traffic to and from the Project Site, including construction workers and the delivery of materials and equipment. The numbers and types of vehicles would vary depending on the phase of construction. All construction equipment, materials, deliveries, and worker parking would be accommodated on-Site and would generally occur during off-peak hours. There would be no construction equipment, truck, material or worker parking, queuing, or staging permitted on King Street or Cooney Hill Road at any time.

While the number of workers at the Project Site at any one time would vary based on the phase of construction, it is ~~anticipated~~the Applicant's opinion that the maximum number of workers at any one time would be significantly less than the number of vehicular trips estimated for the peak hour of the Proposed Project. Combined with the fact that construction workers usually arrive and depart before peak hours, traffic from construction workers would not ~~be anticipated to~~, in the Applicant's opinion, result in a significant adverse impact.

1.D.17.c. Construction Period Erosion and Sediment Control

To avoid an adverse impact from soil erosion during construction, the Applicant's engineer has designed erosion and sediment control measures that would conform to the requirements of NYSDEC State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges Associated with Construction Activity Permit No. GP-0-20-001, the "New York State Standards and Specifications for Erosion and Sediment Control," dated July 2016, and Chapter 267, "Stormwater Management," of the Town Code. The permit requires that projects disturbing more than 1 acre of land develop a Stormwater Pollution Prevention Plan (SWPPP) containing both temporary erosion control measures during construction and post-construction stormwater management practices to avoid flooding and water quality impacts in the long term. Additionally, to avoid and mitigate the potential for adverse erosion and sediment impacts, the Applicant's engineer developed an Erosion and Sediment Control Plan (ESCP) that depicts the measures that will be implemented to control erosion during construction and reduce the potential for sediment to leave the Site (see **Appendix E-2**). At a minimum, the ESCP would include:

- Stabilized construction entrances;
- Silt fences;
- Storm drain inlet protection;
- Measures to avoid erosion from soil stockpiles;
- Dust control measures (e.g., wetting surfaces and limiting truck speeds)
- Temporary sump pits and sediment basins; and
- Management plans to avoid storing, stockpiling, or handling waste materials proximate to sensitive environmental resources.

The SWPPP and ESCP would be updated based on a final proposed site plan and would be subject to review and approval by the Town, NYSDEC, and NYCDEP.

1.D.17.d. Construction Period Air Quality

Air quality impacts associated with construction activities are typically the result of fugitive dust or emissions from vehicles or equipment. In the Applicant's opinion, a large proportion of fugitive dust would be of relatively large particle size and would be expected to settle within a short distance of being generated and thus not affect off-Site receptors. Vehicle emissions from construction vehicles and equipment have the potential to result in elevated levels of nitrogen oxides (NOx), particulate matter (PM), and CO. The greatest potential for impact is typically associated with heavy-duty equipment that is used for short durations.

Measures to minimize and avoid impacts from fugitive dust and construction vehicle and equipment emissions to the maximum extent practicable would be incorporated into the CMP, which would be reviewed and approved by the Town during Site Plan approvals. These measures would include:

- Minimizing the area of soil that is disturbed at any one time;
- Minimizing the amount of time during which soils are exposed;
- Installing truck mats or anti-tracking pads at egress points to clean the trucks' tires prior to leaving the Project Site;
- Watering of exposed areas during dry periods;
- Using drainage diversion methods (e.g., silt fences) to minimize soil erosion during Site grading;
- Covering stored materials with a tarp to reduce windborne dust;
- Limiting on-Site construction vehicle speed to 5 miles per hour (mph); and
- Using truck covers/tarp rollers that cover fully loaded trucks and keep debris and dust from being expelled from the truck along its haul route.

To minimize emissions from construction vehicles and equipment to the maximum extent practicable, the following measures would be implemented at the Project Site:

- Ultra-low sulfur diesel would be utilized for construction equipment and vehicles;
- All equipment would be properly maintained; and
- Idling of construction or delivery vehicles or other equipment would not be allowed when the equipment is not in active use.

1.D.17.e. Construction Period Noise

In the Applicant's opinion, increased noise levels due to construction activity at the Project Site would be highest during the early construction phases such as grading, excavation, and foundation work. These phases would be relatively short in duration and noise generated would be intermittent based on the equipment in use and the work being done. Construction operations, for some limited time periods, would result in increased noise levels that may be intrusive and annoying and may significantly increase ambient noise levels in the immediate vicinity of the Project Site. In the Applicant's opinion, based on the Project Site's locational characteristics and surrounding land uses, there are no sensitive receptors in the immediate vicinity, with the exception of the single-family house near the northeast corner of the Project Site (3 Cooney Hill Road).

General site work, including excavation and grading, would occur during only a short period of time. Site work related to the Townhouse Phase, which would be proximate to the Project Site's only sensitive off-Site receptor—the single-family house located at 3 Cooney Hill Road—would be limited to 6 to 9 months. Site work for the multifamily building phase would be expected to last approximately 8 to 10 months, but would occur at considerable distance (over 900 feet) down gradient from 3 Cooney Hill Road, and would therefore, in the Applicant's opinion, be expected to result in a small increase in noise levels at this receptor.

Based on the temporary and intermittent nature of construction noise incident at surrounding noise receptors, together with the fact that the construction activities with the most potential to create a significant noise impact would occur proximate to the only identified sensitive receptor for a short period of time, it is the Applicant's opinion that the noise generated by construction of the Proposed Project would not create a significant adverse noise impact to off-Site receptors.

To minimize and mitigate potential temporary impacts related to construction noise at 3 Cooney Hill Road, the following measures would be incorporated into the Proposed Project. Implementation of these measures would result in a reduction of 5 to 10 dBA at this location.

- Construction activities would be conducted in compliance with the Town of North Castle's existing noise regulations (Chapter 210 of the Town Code), including local day and hour construction limitations. As required, construction activities on the Project Site would be limited to the hours of 7:30 AM–7:00 PM during the week and from 9:00 AM–5:00 PM on weekends and legal holidays.

- As early in the construction period as logistics would allow, diesel- or gas-powered equipment would be replaced with electrical-powered equipment such as welders, water pumps, bench saws, and table saws;
- Where feasible and practicable, the construction site would be configured to minimize back-up alarm noise; and
- Contractors and subcontractors would be required to properly maintain their equipment and mufflers.

With respect to path controls (e.g., placement of equipment, implementation of barriers or enclosures between equipment and sensitive receptors), the following measures would be implemented to the extent feasible and practicable during construction of the Proposed Project:

- Where logistics allow, noisy equipment, such as cranes, concrete pumps, concrete trucks, and delivery trucks, would be located away from, and shielded from, the identified sensitive receptor (3 Cooney Hill Road); and
- During the townhouse construction phase, noise barriers constructed from plywood or other materials surrounding the construction site would be utilized to provide shielding for the single-family residence at 3 Cooney Hill Road.

The exact manner in which these controls would be implemented (e.g. location of equipment, etc.) would be determined during Site Plan approval. Implementation of these measures would be made a condition of any future Site Plan approval through the CMP.

1.D.17.f. Construction Period Blasting

Based on preliminary geotechnical investigations, construction of the Proposed Project may require limited blasting activities for development of the northeast corner of the proposed multifamily building's parking structure, which may extend approximately ten feet into a rocky subsurface area of the site. In the Applicant's opinion, there is no other potential rock removal or rock crushing anticipated as part of construction. Final determination of whether blasting needs to occur and, if so, to what extent, would be made by the Applicant's contractor in coordination with the Applicant's geotechnical engineer.

Blasting during the construction of the Proposed Project, if necessary, would be done in accordance with the Town of North Castle's Blasting Protocol (Town Code Chapter 122, "Blasting and Explosives"), which requires:

- Applications to the Town's Building Inspector, including proof of adequate licensing and insurance;
- Pre-blast notice to all residents within 500 feet as well as pre-blast surveys of all structures within 500 feet of the blast area;
- Independent monitoring of blasting activities, at the Applicant's expense; and
- The filing of reports of each blast to ensure compliance with permit requirements.

~~Furthermore, to the extent practicable, blasting or the use of explosives for site grading and development would be limited to the period between October 1 and December 1 to avoid impacts to nest building and other sensitive bald eagle activities.~~

1.D.17.g. Construction Period Hazardous Materials

The most recent Phase I Environmental Site Assessment of the Project Site, which can be found in **Appendix B-5**, was completed in 2013 by EFI Global, Inc. (the 2013 Phase I ESA). The 2013 Phase I ESA revealed no evidence of Recognized Environmental Conditions in connection with the Property, except for the following:

- The 2013 Phase I ESA notes the absence of available closure reports and/or regulatory closure status for the heating oil tanks associated with the four former residences in the northern/currently undeveloped portion of the Project Site: 129 King Street, 137 King Street, 1 Cooney Hill Road and 7 Cooney Hill Road. As such, these potentially four remaining tanks were considered RECs in the 2013 Phase I ESA.

- The 2013 Phase I ESA notes that the currently developed portion of the Project Site contains three registered underground storage tanks (USTs) that are identified as a 6,000-gallon diesel tank, a 15,000-gallon No. 2 fuel oil tank, and a 10,000-gallon No. 2 fuel oil tank. The 6,000-gallon diesel UST was installed in 1990 and is a double-walled tank equipped with interstitial monitoring. The 15,000-gallon fuel oil UST was installed in 1996 and is a double-walled tank equipped with interstitial monitoring. The 10,000-gallon fuel oil UST was installed in 1998 and is a double-walled tank equipped with interstitial monitoring. The three USTs are tested for integrity/"tightness" annually. Given the underground storage of petroleum products, the three active USTs are considered RECs; however, given the registered regulatory status and annual integrity testing, no further action was deemed warranted in the 2013 Phase I ESA.

The existing office buildings on the Project Site, along with associated parking structures, were constructed between the early 1980s and the early part of the 21st century. Due to the age of the buildings, the presence of lead-based paint (LBP) and asbestos containing materials (ACM) cannot be ruled out. Standard measures, including building surveys and adherence to applicable Occupational Safety and Health Administration (OSHA) regulations prior to and during the proposed renovation of the buildings would address these potential conditions. This includes completion of surveys that are required as part of the building permit approval process with the Town.

The area of the Project Site where the new townhomes and a portion of the northern wing of the multifamily building are proposed currently contains meadows, landscaping, and outdoor amenities for the Project Site's existing office buildings. The southerly portion of the proposed multifamily building would be developed on what is currently a large surface parking lot. As stated above, the northerly portion of the Project Site was previously improved with

16 single-family homes. As part of the first phase of the currently approved site plan, all of the homes, foundations, associated septic systems, fuel oil tanks[2], and paved surfaces (including driveways and Weber Place) were demolished/removed and replaced with a system of mulched walking/exercise trails, tennis courts and a sand volleyball court. In accordance with the Town of North Castle's demolition permit requirements, it is assumed that the demolition process for these homes documented the handling/disposal of LBP and ACM in accordance with applicable regulations.[3]

Construction of the proposed townhomes and the multifamily building (which proposes underground parking) would involve demolition of paved surfaces, excavation, and grading. As discussed above, the 2013 Phase I ESA identified a REC in connection with missing information on fuel oil tank removal/regulatory closure in this area of the Project Site. In the absence of available subsurface (Phase II) testing, the environmental characteristics of the Project Site's subsurface soil and groundwater are currently unknown. Therefore, during subsurface disturbance, the potential exists for exposure to hazardous materials as a result of unexpected discoveries.

To minimize and mitigate potential impacts, the Proposed Project would incorporate standard and appropriate controls to avoid the potential for adverse impacts to construction workers and community members. These measures would include:

- Soil testing to determine suitability for on-Site reuse and/or off-Site disposal;
- Management of excavated soil, including off-site transportation, in accordance with all applicable regulations and requirements;
- A contingency plan in the event that unanticipated tanks or contaminated soil is discovered; and
- Documentation of the soil stockpile management, reuse, and off-Site disposal requirements in the Town-approved CMP.

1.E. POTENTIAL IMPACTS OF, AND MITIGATION FOR, THE PROPOSED ZONING (GEIS)

The Proposed Zoning, which applies to the entirety of the Town's DOB-20A zoning district, would permit residential development on the Swiss Re site as well as allow for development on the Project Site in excess of what is contemplated by the Proposed Project. It is important to note that no proposals are being made at this time to actually implement the maximum buildout. The GEIS portion of this document analyzes the potential impacts that could occur as a result of this development. This analysis is necessarily performed at a generic level and is intended to illustrate the nature and magnitude of potential impacts associated with the Proposed Zoning as well as

[2] Oil Tank Removal Closure Reports: 129, 131, 133, 135 King Street; 1,5,7 Cooney Hill Road; 1,5,6,8,9 Weber Place, Armonk NY, prepared by Nesbro Corporation, January 2004 (**Appendix B-3**)

[3] https://www.northcastleny.com/sites/northcastleny/files/file/file/demochecklist.pdf

detail the future analyses that would need to be performed if such "maximum development" were proposed. The sections below summarize these potential impacts.

As stated above, the Proposed Action was designed to provide the Applicant flexibility to redevelop and reactivate the Project Site in a manner that is consistent with the Town's Comprehensive Plan and that generally fits within the window of the environmental impacts of the currently approved office expansion project. Therefore, it is appropriate to consider the potential impacts of the Proposed Zoning within the context of the impacts that could occur as a result of the currently approved project, as summarized in Section 1.F.1, "Alternative 1: No Action – Currently Approved Plan" below, and set forth in more detail in Section 18.B, "Alternative 1: No Action – Currently Approved Plan."

1.E.1. {This Section Intentionally Left Blank}

1.E.2. {This Section Intentionally Left Blank}

1.E.3. LAND USE, ZONING, AND PUBLIC POLICY

Redevelopment of the Swiss Re parcel in a manner similar to the Proposed Project would be consistent with the recently adopted update to the Town's Comprehensive Plan, which acknowledges the increased demand for hotels and a diverse housing stock within the Town. Similarly, in the Applicant's opinion, development of residential uses on the Swiss Re parcel would not introduce land uses that are inconsistent with the existing land uses surrounding the Site; rather, it would serve to activate an area of the Town that, over the last 15 years, has seen limited interest from corporate office tenants. The similarities of both sites, being large parcels with substantial frontage along King Street as well as opportunities for large setbacks and visual screenings, make these parcels suitable for larger multifamily buildings that can be screened from public rights of way, and support the Applicant's rationale for a district-wide zoning text amendment.

1.E.4. GEOLOGY AND SOILS

The potential exists for impacts to two affected DOB-20A parcels from the Proposed Zoning similar to those anticipated with the Proposed Project related to erosion and sediment control and blasting. Measures to mitigate these potential impacts would also be similar to those identified for the Proposed Project. Future plans on either parcel would be subject to site plan review as well as a full environmental review by the Town. In addition, since concurrent construction activities at both parcels cannot be ruled out, cumulative impacts may need to be considered and appropriately coordinated among the developers, the Town, and other interested/involved agencies at the time of any future site plan review. Cumulative impacts on the surrounding area related to erosion and sediment control and blasting are of particular importance if concurrent construction were to take place.

1.E.5. TOPOGRAPHY AND SLOPES

As was the case with the conditions relating to Geology and Soils, impacts of the Proposed Zoning related to Topography and Slopes would be highly dependent on a final site plan, but would be expected to be similar to the Proposed Project. There is the potential for additional impacts to steep slopes on the Swiss Re parcel; however, those impacts would be anticipated to be minor and mitigated through standard erosion and sediment control

practices. It is anticipated that future development would avoid areas of the steepest slopes.

1.E.6. VEGETATION AND WILDLIFE

Based on the NYSDEC Environmental Resource Mapper, the southwest corner of the Swiss Re parcel appears to contain a NYSDEC-regulated wetland area that appears to drain to the south/southwest toward the Kensico Reservoir. The Swiss Re site does not appear to provide a high-quality habitat for wildlife due to previously existing development on, and adjacent to, the site (including the recently constructed solar field). Similar to the Project Site, the Indiana bat, Northern long-eared bat, and bald eagle are listed as the threatened or endangered species that could occur on, or in the vicinity of, the Swiss Re parcel.

With regard to potential impacts from site clearing activities, including tree removal, the maximum residential buildout for the Project Site would likely result in a similar layout of buildings as the Proposed Project, and would focus on areas of previous disturbance, buffers to neighboring properties, and the on-site wetland and conservation easement area. For the Swiss Re parcel, impacts from site clearing and tree removal would depend on the location of future development. If future development would occur in areas of the parcel currently developed with the existing office building, parking, and the solar installation, minimal impacts would be anticipated. If future development on the Swiss Re parcel would occur in areas other than those identified above, potential impacts related to tree removal and site clearing could occur. Future plans on either parcel would be subject to a full environmental review by the Town, at which point the appropriate hard look at vegetation and wildlife impacts would take place based on the site-specific design.

1.E.7. WETLANDS

With the maximum residential build-out of the Project Site under the Proposed Zoning, it is assumed that efforts would be made to continue to avoid direct impacts to the on-site wetland and associated buffer area by focusing development on previously disturbed portions of the Project Site.

Based on the NYSDEC Environmental Resource Mapper, the southwest corner of the Swiss Re parcel appears to contain a NYSDEC regulated wetland area that appears to drain to the south/southwest toward the Kensico Reservoir.

Based on the size of the Swiss Re parcel, future development would presumably have opportunities to minimize impacts to wetlands and associated buffers. Any impacts to wetlands or associated buffers identified during a future review by the Town would require permits and mitigation at the discretion of the Town Engineer and any other agencies with jurisdiction.

Future plans on either parcel would be subject to a full environmental review by the Town, at which point the appropriate hard look at wetland impacts would take place. If, at a future date, it is determined that the potential exists for direct or indirect impacts to wetland areas, mitigation measures similar to those identified above for the Proposed Project would address those impacts.

1.E.8. STORMWATER MANAGEMENT

With the Proposed Zoning, the potential exists for impacts similar to those identified for the Proposed Project related to stormwater management and erosion/sediment control. Increases to impervious surfaces are possible, and would be dependent on the siting and orientation of development. Measures to mitigate these potential impacts would be similar to those identified for the Proposed Project (i.e., a full SWPPP and ESCP), and would be based on the site plan(s) being proposed.

Future plans on either parcel would be subject to site plan review as well as a full environmental/stormwater review by the Town. In addition, since concurrent construction activities at both parcels cannot be ruled out, cumulative impacts would need to be considered and appropriately coordinated among the developers, the Town, and other interested/involved agencies in the event of concurrent construction. Cumulative impacts on the surrounding area related to stormwater are of particular importance if such concurrent construction was to take place and would be evaluated at the time of site plan approvals based on detailed site plan applications.

1.E.9. UTILITIES

1.E.9.a. Water Supply

Based on a mix of one- and two-bedroom multifamily units similar to the Proposed Project, full build out of 750 residential units and an 80-room hotel would have an estimated water demand of 146,300 gpd. It is important to note that this demand would be spread over two sites (e.g., Project Site and Swiss Re site) and assumes complete discontinuation of the current office uses on both sites. The actual water demand for each site would be determined based on a site-specific environmental review of an eventual site plan. Each site plan would have to demonstrate sufficient water capacity to serve the proposed uses.

1.E.9.b. Sanitary Sewer

{forthcoming}

1.E.10. TRAFFIC AND TRANSPORTATION

An analysis was completed to estimate the number of weekday AM and PM peak hour trips for a hypothetical maximum buildout of 750 residential units and an 80-room hotel on the Project Site and Swiss Re parcel.

As shown in **Table 1-6**, the maximum hypothetical buildout under the Proposed Zoning would generate fewer trips than the full occupancy of each site's existing office uses. Therefore, it could be assumed that the Proposed Zoning would not have an adverse impact on Study Area intersections when compared to the Future without the Proposed Zoning.

Table 1-6
GEIS Scenario – Trip Generation

Site / Peak Hour	Trip Generation by Land Use		
	Office (Full Occupancy of Existing Buildings)	GEIS Residential (750 units)	GEIS Hotel (80 rooms)
Project Site			
Weekday Peak AM Hour	303	230	N/A
Weekday Peak PM Hour	300	280	N/A
Swiss Re Parcel			
Weekday Peak AM Hour	418	115	38
Weekday Peak PM Hour	414	140	48
Source: Maser Consulting P.A.			

1.E.11. VISUAL RESOURCES AND COMMUNITY CHARACTER

It is reasonable to assume that, similar to the Proposed Project, a new 85-foot-tall multifamily building on the Swiss Re parcel could be developed under the Proposed Zoning. The similarities of both sites being large parcels with substantial frontage along King Street as well as the opportunities provided by both sites for large setbacks and visual screenings make these parcels suitable for larger multifamily buildings, in the Applicant's opinion. Specifically, new multifamily construction on both sites would likely include larger-format modern buildings located within large, landscaped parcels, set back from King Street, and visually screened by existing and new landscape plantings. In addition, in the Applicant's opinion, the impact of these changes would be mitigated by the relatively small geographic extent from which they could be visible by motorists traveling along King Street. To confirm this analysis, in the event that a proposal on the Project Site or the Swiss Re site were advanced that differs from the Proposed Project, the Town would require further study of the potential visual impacts of that proposal as part of any future site plan approvals. Mitigation for any potential impacts to visual resources and community character would be expected to be consistent with those identified for the Proposed Project.

1.E.12. COMMUNITY FACILITIES AND SERVICES

1.E.12.a. Public Schools

For purposes of calculating the impact of the maximum residential buildout with respect to the Byram Hills School District, it was assumed that all of the units constructed on the Project Site and the Swiss Re parcel (i.e., 750 units) are rental apartments. Based on case-study data of actual multifamily buildings recently constructed in the Westchester suburbs, it is likely that 73 PSAC would live in the 750 rental apartments. Using a more conservative methodology, based on 2000 census data and NYS-wide averages, up to 190 PSAC could live between the two Sites if they were fully built out under the Proposed Zoning.

To put these numbers in perspective, and assuming no further decline in the District's enrollment, the addition of 73 students would return the district to enrollment levels in 2017. The addition of 190 students would return the district to enrollment levels experienced in 2015. Even with the addition of

190 students, the District's enrollment would be more than 300 students less than its peak enrollment in 2007/2008. While a site plan specific study would need to be undertaken at the time of a specific proposal, it is anticipated that the additional tax revenue generated from redevelopment of these sites would offset the potential for increased costs to the District.

1.E.12.b. Police, Fire, and EMS Services

It is assumed that demand for police, fire, and EMS protection could be greater with the maximum residential buildout than that of the Proposed Project. In addition, the projected tax revenues for the Town would be greater than the Proposed Project.

As part of the required environmental review process for a future site plan in the GEIS scenario, coordination with the AFD and NCPD would be required to determine the project-specific potential impacts to police, fire, and EMS protection, including impacts to the budget or equipment of the departments. Feasible and practicable measures would be developed to mitigate potential impacts, similar to those identified for the Proposed Project.

1.E.13. FISCAL AND MARKET IMPACTS

The Proposed Zoning would permit a wider range of uses within the DOB-20A zoning district, ~~increasing~~which in the Applicant's opinion increases the economic viability of existing and future development within the district. New development has the potential to maintain, or increase, property tax payments to the Town from the current condition and the condition that could occur if the Project Site continues to remain vacant and the Swiss Re parcel continues to experience declining assessed value. The extent of future property and/or hotel tax benefits to the Town and other taxing jurisdictions would be dependent on the specific program and site plan(s) proposed and would need to be balanced with the potential increased community costs.

1.E.14. HISTORIC, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

As noted above, there are no historic architectural resources listed on, or determined eligible for listing on, the S/NR within ½-mile of the Project Site or within the remainder of the DOB-20A zoning district. The Swiss Re complex was built between 1990 and 2000, and appears to have retained two earlier structures related to prior development on the property, but these are fragments of the original development.

In terms of archaeological resources, any future development plans for the Swiss Re parcel would be subject to consultation with OPRHP as required under SEQRA. With regard to the Project Site, it is likely that the limits of disturbance and extent of new building footprints necessary to provide up to 500 units of housing would be beyond what has been established for the Proposed Project, and it is likely that OPRHP would require an update to the Proposed Project's Phase 1A Study. Similar to the Proposed Project, recommendations for a Phase 1B investigation would likely apply under this scenario, particularly with regard to the archaeological sensitivity of the northern portion of the Project Site as well as the area around the historic farmhouse—areas which may be subject to more disturbance than what has been identified for the Proposed Project. Completion of the Phase 1B Archaeological Investigation and any subsequent archaeological

investigations that may become necessary (e.g., a Phase 2 Survey/Evaluation or a Phase 3 Mitigation/Data Recovery) would depend on the nature of the redevelopment program.

According to the OPRHP, the Swiss Re parcel is located within an area of potential archaeological sensitivity. Redevelopment of the Swiss Re parcel pursuant to the Proposed Zoning would therefore be subject to consultation with OPRHP, and a Phase 1A Study would be required as a first step in OPRHP's review. Subsequent OPRHP review of additional studies, identification of potential impacts, and any mitigation measures deemed necessary would depend on the findings of the Phase 1A Study.

1.E.15. AIR QUALITY

Given the density and land use pattern in this area of the Town, similar to the Proposed Project, the new buildings that could be developed on either site are likely to be located at a considerable distance from nearby sensitive receptors of equal or greater height. Any new development under these scenarios would likely comply with height and setback requirements that ensure adequate spacing between both on-site and off-site sensitive receptors. If future redevelopment plans for either site pursuant to the Proposed Zoning come before the Town with requests for waivers to bulk and setback requirements, an analysis of potential air quality impacts would need to be undertaken to ensure that development did not have the potential for significant adverse air quality impacts.

As described above, maximum residential build-out under the Proposed Zoning would generate fewer trips than the Future without the Proposed Zoning. Therefore, the Proposed Zoning would not result in potential significant adverse air quality impacts from mobile sources.

1.E.16. NOISE

Similar to the Proposed Project, it is assumed that mechanical systems associated with the GEIS scenario (i.e., HVAC systems) would be subject to review by the Town as part of any future site plan application, and appropriately screened and designed to meet all applicable noise regulations and avoid producing levels that would result in any significant increase in ambient noise levels at nearby noise-sensitive uses (e.g., residences).

As described above, maximum residential build-out under the Proposed Zoning would generate fewer trips than the Future without the Proposed Zoning. Therefore, it is unlikely that the Proposed Zoning would result in potential significant adverse noise impacts from mobile sources.

The Swiss Re parcel, which is farther away from the Westchester County Airport than the Project Site, is also partially within the 60 DNL Contour for the airport, which is below the 65 DNL threshold for significant aircraft noise exposure. Although the contribution of aircraft overflights to the area's ambient noise levels varies day-to-day due to flight conditions, review of the published airport noise contours indicate noise levels at the Swiss Re parcel that would be appropriate for residential use. Additionally, as noted above, standard construction methods are expected to provide at least 20 dBA of window/wall attenuation to further reduce interior noise levels at noise-sensitive receptors.

1.E.17. CONSTRUCTION

Based on the land use history and geographic characteristics of the Project Site and the Swiss Re site, the type of new construction practices anticipated to effectuate a mixed-use residential/hotel development, and the distance to off-site sensitive receptors (single family residence at 3 Cooney Hill Road and the Kensico Reservoir), the potential exists for impacts from the Proposed Zoning to be similar to those identified for the Proposed Project related to erosion and sediment control, air quality, noise, blasting, and hazardous materials. Measures to mitigate these potential impacts would also be similar to those identified for the Proposed Project, and would be based on the site plan(s) proposed.

With regard to construction period traffic under this maximum hypothetical development scenario, it is assumed that, due to the size of both parcels, all construction equipment, materials, deliveries, and worker parking would be accommodated on-site. In the absence of detailed site plans (including phasing), the number of construction period workers on site at any one time is not quantifiable. However, the anticipated traffic volumes estimated for the future condition absent the Proposed Zoning and Proposed Project (i.e. the "No Build" condition) accounted for full occupancy of existing office uses at the Project Site and Swiss Re parcel (approximately 700 trips in both the weekday peak AM and weekday peak PM hours). For the temporary construction period associated with this maximum development scenario, the number of construction worker trips during these same peak hours would be significantly less than 700 trips.

Future plans on either parcel would be subject to site plan review as well as a full environmental review by the Town. In addition, since concurrent construction activities at both parcels cannot be ruled out, cumulative impacts would need to be considered and appropriately coordinated among the developers, the Town, and other interested/involved agencies in the event of concurrent construction. Cumulative impacts on the surrounding area related to erosion and sediment control, noise, air quality, and traffic are of particular importance if such concurrent construction was to take place and would be evaluated at the time of site plan approvals based on detailed site plan applications.

1.F. SUMMARY DESCRIPTION OF ALTERNATIVES ANALYZED

SEQRA requires a description and evaluation of a range of reasonable alternatives to the Proposed Action that are feasible, considering the objectives and capabilities of the Applicant. Several alternatives to the Proposed Project were identified in the adopted Scoping Document (see **Appendix A-1**) and this DGEIS evaluates the relevant potential environmental impacts of those alternatives in Chapter 18, "Alternatives." These alternatives include the following:

- Alternative 1: No Action – Currently Approved Development Plan
- Alternative 2: No Action – Existing Site Conditions
- Alternative 3: Reduced Height Multifamily Building
    - Option 1: 45 feet
    - Option 2: 4 stories
- Alternative 4: Static Density
- Alternative 5: Multifamily Building in Cooney Hill Area
- Alternative 6: Senior Housing

- Alternative 7: Increased Townhouse Density
- Alternative 8: Combined Alternative

Descriptions of each alternative and its potential environmental impacts are provided below and the potential impacts of each alternative are summarized in **Table 1-7**.

1.F.1. ALTERNATIVE 1: NO ACTION – CURRENTLY APPROVED PLAN

1.F.1.a. Description of Alternative

In 2003/2004, the Town Board and Planning Board adopted zoning amendments, a PDCP, Special Permit, and Site Plan approvals to the Site's previous owner, MBIA, to develop an additional 238,000 sf of office and related amenity space, including a 20,000-sf meeting house. These approvals, which are still in effect, allow for an increase of office space on the Project Site from approximately 261,000 sf to approximately 499,000 sf of office and related amenity space, including the proposed meeting house. This approval also provided for the construction of a five-story parking structure containing approximately 1,000 parking spaces.

Subsequent site plan and SWPPP approvals, which are also still in effect, were granted by the Town and NYCDEP, respectively, for the 94-space expansion of the existing 43-space parking area located adjacent to the farmhouse in the southern portion of the Project Site (for a total of 137 spaces), with associated curbing, utility, and stormwater management improvements.

A site plan delineating the currently approved development plan is shown in **Figure 1-3**. While the approvals for the expansions have been granted extensions by the Town and remain in full force and effect today, no new buildings have been constructed pursuant to those approvals. However, several site improvements were made pursuant to those approvals. Specifically, the 16 single-family homes within the Cooney Hill area were demolished and their associated infrastructure (e.g., oil tanks, septic systems) were removed. Similarly, Weber Place was de-mapped by the Town and demolished. Several walking paths were introduced in the northern portion of the Site. The improvement most visible from off-Site was the creation of the landscaped berm along King Street. This berm, planted with woody vegetation, significantly screens the interior of the Project Site from motorists traveling along King Street.

1.F.1.b. Potential Impacts of Alternative

It is noted that implementation of the currently approved office expansion is not economically viable at this time, does not meet the purpose and need of the Applicant, and is inconsistent with the Town's recently adopted Comprehensive Plan, which encourages a mix of uses for the Project Site. Nevertheless, it is important to compare the impacts of this Currently Approved Project to the currently Proposed Project.

With respect to physical site impacts, the Currently Approved Plan proposed 10.51 acres of impervious coverage, which is 0.55 acres more than the Proposed Project. Similar to the Proposed Project, the Currently Approved

Plan would not have direct impacts to on-Site wetlands, but would impact approximately 1.0 acre of wetland buffer, compared to 0.28 acres of wetland buffer impacts with the Proposed Project. Construction of the five-story parking garage in the Currently Approved Project would require more blasting activities than development of the currently proposed multifamily building and associated parking.

The Currently Approved Plan is estimated to generate 49,900 gpd of water/wastewater demand, which is 8,700 gpd less than the Proposed Project. The Site's current water supply wells would be able to serve the currently approved plan.

The Currently Approved Plan would generate significantly more traffic than the Proposed Project. Traffic generated by the Currently Approved Plan is estimated to be 441 Peak AM Hour trips, 222 of which would be on Cooney Hill Road, and 401 Peak PM Hour trips, 165 of which would be on Cooney Hill Road. In comparison, the Proposed Project is estimated to have 253 Peak AM Hour trips and 285 Peak PM Hour trips, 10 and 12 of which would be on Cooney Hill Road.

With respect to visual impacts, the ~~five~~six-story parking structure included in the Currently Approved Plan would be located in a similar area of the Site as the multi-family building included in the Proposed Project. Both structures would be partially visible to motorists driving on King Street ~~through the existing woody vegetation on the landscaped berm~~for a short period of time and through the existing woody vegetation on the landscaped berm, though the parking garage would be approximately 25-30 feet shorter in height. Therefore, in the Applicant's opinion, while the *visibility* of this alternative would be different from the Proposed Project, the difference in proposed building height of this alternative would not result in significantly less visual *impact* than the Proposed Project.

As described more fully in Chapter 11, "Visual Resources and Community Character," the Lead Agency has not determined the potential significance of the Proposed Action's visual impact at this time nor has it determined the significance of the potential visual impacts of the alternatives studied in this Chapter.

While the Currently Approved Plan would not generate PSAC, as was discussed above, there would be no adverse impact to the BHSD as a result of the 20 to 27 PSAC expected to live within the Proposed Project. Similar to the Proposed Project, there would be additional demands placed on the AFD's firefighting and EMS services with the Currently Approved Plan. Other impacts, including those to vegetation and wildlife, air quality, noise, historic resources, and from construction would be similar between the two alternatives.

1.F.2. ALTERNATIVE 2: NO ACTION – EXISTING SITE CONDITIONS

1.F.2.a. Description of Alternative

Under the No Action – Existing Site Conditions alternative, the Proposed Zoning would not be adopted and the Proposed Project would not be constructed. The Project Site would continue to accommodate approximately 261,000 sf of office space, surface parking lots, a three-story parking structure, and various site amenities and stormwater features. This alternative further assumes that, absent the Proposed Action, both office buildings would be fully occupied with office tenants and no new structures or site improvements would be constructed.

1.F.2.b. Potential Impacts of Alternative

As was the case with the previous No Action alternative, this alternative is not economically viable at this time, would not meet the Applicant's purpose and need, and is inconsistent with the Town's recently adopted Comprehensive Plan. However, this alternative, which would require no discretionary approvals, also provides an important baseline comparison to the Proposed Project.

As stated above, there would be no physical changes to the Project Site, and therefore no impacts to geology, soils, topography, wetlands, stormwater, vegetation and wildlife, cultural resources, air quality, or noise. The visual character of the Project Site, including the visibility of the Site from King Street, would not be changed. There would be an increase in police, fire, and EMS calls from the current condition, likely equal in rate to when the buildings were previously occupied. Similarly, this alternative would generate vehicular trips above the current levels. Specifically, re-occupying the existing on-Site buildings would generate 303 Peak AM Hour vehicular trips and 300 Peak PM Hour vehicular trips. This represents 15-50 more trips in the PM and AM Peak Hours, respectively, than would be expected with the Proposed Project.

1.F.3. ALTERNATIVE 3: REDUCED HEIGHT MULTIFAMILY BUILDING

1.F.3.a. Description of Alternative

This alternative would have the same general program as the Proposed Project, but has been developed to evaluate the change in the potential visibility of the proposed multifamily building (and to a lesser extent, the townhomes) from King Street. To evaluate this change, the Applicant has developed two plans that reduce the maximum elevation (above average grade) of the proposed multifamily building, which would be located closest to King Street:

- **Reduced Height Multifamily Option 1**: reduction in height from what is currently proposed (approximately 78 feet above average grade) to the maximum allowable building height of the existing DOB-20A zoning district as defined in Section 355-30.J(3)(c), which is 45 feet; and
- **Reduced Height Multifamily Option 2**: reduction in height of one-story, to approximately 67 feet above average grade, which would be

between the maximum allowable height in the existing DOB-20A district (45 feet) and the currently proposed height of 78 feet.

The Applicant has developed conceptual site plans for both options considered under this alternative, as illustrated in **Figures 1-9a and 1-9b**. Both of the options outlined above would result in a multifamily building with less overall height, less gross floor area, fewer residential units and fewer parking spaces when compared to the currently proposed multifamily building. The total number of residential units on the Project Site would decrease under both options when compared to the Proposed Project, but the total number of townhomes would increase. The overall number of bedrooms on the Site would be nearly identical to the Proposed Project with both options, owing to the larger proportion of townhomes.

1.F.3.b. Potential Impacts of Alternative

The total gross land coverage (impervious surfaces) would increase under both options when compared to the Proposed Project, primarily due to a larger number of townhomes and related access roads/driveways. This would require additional stormwater management features. Similarly, in order to maintain the same density, as was required by the Scope, certain townhomes would be located in the revocable conservation easements in both options, an area that the Proposed Project's structures avoid. However, encroachment into the easement areas as a result of this alternative may not result in significant impacts to vegetation and wildlife, as this area contains similar habitat to elsewhere on the Project Site and such development would be paired with appropriate stormwater management in compliance with NYCDEP and NYSDEC requirements. The water/sewer demand of this alternative is similar to the Proposed Project, as is the number of traffic trips.

The main difference in impacts between this alternative and the Proposed Project is the potential change in visibility of the multifamily building and townhomes as viewed from King Street (see **Figures 1-12 to Figure 1-15**). In both options of this alternative, the proposed multifamily building would be visible from the same vantage points as the Proposed Project. While the building proposed in this alternative would be shorter than the Proposed Project, the views of would be similar in nature to the Proposed Project—during leaf-off conditions, the façade of the building would be visible through and just over the existing woody vegetation on the berm. During leaf-off conditions, the multifamily building would be barely visible from King Street. Therefore, in the Applicant's opinion, while the *visibility* of this alternative would be different from the Proposed Project, the difference in proposed building height of this alternative would not result in significantly less visual *impact* than the Proposed Project.

As described more fully in Chapter 11, "Visual Resources and Community Character," the Lead Agency has not determined the potential significance of the Proposed Action's visual impact at this time nor has it determined the significance of the potential visual impacts of the alternatives studied in this Chapter.

In the Applicant's opinion, the most noticeable difference in visibility under this alternative would result from the introduction of townhomes closer to King Street. Due to the increased number of townhomes in the northern portion of the Site, resulting in clusters of townhomes closer to King Street than under the Proposed Project, structural elements of a few townhomes would be visible from Vantage Point 2 during leaf-off conditions at the far northern portion of this view. As discussed in Chapter 11, "Visual Resources and Community Character," the Proposed Project's 22 townhomes would not be visible from any of the four vantage points during leaf-off conditions. The townhomes in this alternative would only be visible to motorists traveling north on King Street from approximately the area of Vantage Point 2 to the approximate area of Vantage Point 3. The two-story townhomes would be set back at a distance greater than 65-feet from King Street and would be heavily screened by existing vegetation, which in the leaf-on condition would nearly eliminate views of these buildings. In the Applicant's opinion, the limited visibility to motorists traveling within a small area of King Street of these two-story townhomes screened by intervening vegetation would not be a significant adverse visual impact of this alternative.

1.F.4. ALTERNATIVE 4: STATIC DENSITY ALTERNATIVE

1.F.4.a. Description of Alternative

The Proposed Zoning allows each square foot of approved but unbuilt office and related amenity space to be converted into one and one-quarter (1.25) square feet of residential space. The Static Density alternative would result in the Proposed Zoning being amended to allow each square foot of approved but unbuilt office and related amenity space to be converted into one (1.00) square foot of hotel/residential space. As such, this alternative would reduce the proposed residential program on the Project Site from the currently proposed 293,225 gsf to 238,000 gsf, the latter number being equal to the amount of office and related amenity space included in the currently approved but unbuilt development plan. The total number of dwelling units on the Project Site under this alternative would decrease from 171 to approximately 138. For purposes of this analysis, the 33-unit reduction is assumed to come entirely from a reduction in multifamily units and, therefore, this program could be accommodated in a similar layout to the Proposed Project. The two existing office buildings would be re-used in a similar manner to the Proposed Project.

1.F.4.b. Potential Impacts of the Alternative

As with the Proposed Project, this alternative is consistent with the goal of the Town's updated Comprehensive Plan to introduce a mix of uses to the Project Site. Physical site impacts would be similar to the Proposed Project. This alternative would result in approximately 10 percent less water/sewer demand than the Proposed Project and slightly fewer traffic trips (i.e., 14 Peak AM Hour trips and 18 Peak PM Hour trips). The visual impacts of this alternative would be similar to the Reduced Height Multifamily alternative, discussed above. Finally, this alternative would be anticipated to have 19 to

22 PSAC, which is similar to the 20 to 27 PSAC estimated to live in the Proposed Project.

1.F.5. ALTERNATIVE 5: MULTIFAMILY BUILDING IN COONEY HILL AREA

1.F.5.a. Description of Alternative

This alternative evaluates the potential environmental impacts of relocating the proposed multifamily building to the northern portion of the Project Site (i.e., the Cooney Hill area) and retaining the same overall program as the Proposed Project. The Applicant has developed a conceptual site plan for this alternative, as illustrated in **Figure 1-10**. The analysis of potential environmental impacts is based on the new locations of both proposed residential uses—multifamily building and townhomes—since the overall development program would remain the same.

1.F.5.b. Potential Impacts of the Alternative

This alternative would have more impervious surfaces (10.48 acres) than the Proposed Project (9.96 acres) as a result of longer driveways and the need to provide adequate site-circulation. As a result, additional stormwater management facilities would be required. Similarly, this alternative would result in a larger area of disturbance on the Site, and the multifamily building would be located partially in the revocable portion of the Conservation Easement, an area that the Proposed Project's structures avoid. However, encroachment into this area as a result of this alternative may not result in significant impacts to vegetation and wildlife, as this area contains similar habitat to elsewhere on the Project Site and such development would be paired with appropriate stormwater management in compliance with NYCDEP and NYSDEC requirements.

While the trips generated by this alternative would be the same as the Proposed Project, a larger portion of trips would be likely to use Cooney Hill Road. In addition, a larger portion of construction activity would occur proximate to 3 Cooney Hill Road.

The roofline of the multifamily building in this alternative would be visible from Vantage Point 1, south of the Main Site Entrance, but not from other vantage points. The visibility of the townhomes in this alternative would be similar to the Reduced Height Multifamily alternative, described above.

1.F.6. ALTERNATIVE 6: PROVISION OF SENIOR LIVING

1.F.6.a. Description of Alternative

This alternative evaluates the potential environmental impacts of developing "senior citizen housing" for the project's residential component. The Proposed Zoning includes a provision for a density bonus related to senior housing and assisted living facilities by allowing each square foot of approved but unbuilt office and related amenity space to be converted into up to 1.875 square feet of senior housing/assisted living space. This bonus is proposed in recognition of the relatively lower per-unit impacts of senior housing as compared to market rate housing.

This alternative would increase the square footage of the proposed residential program on the Project Site from the currently proposed 293,225 gsf to approximately 446,250 gsf. The total number of dwelling units on the Project Site under this alternative would increase from 171 to approximately 350. These units would be programmed appropriately for senior living and the buildings would likely include space for supplementary services, such as centralized dining and other activities. Under this alternative, it is assumed that the two existing office buildings would be re-used in a similar manner to the Proposed Project (i.e., 100,000 gsf office and a 161,000 gsf hotel with 125 rooms).

A conceptual site plan has not been developed for this alternative, but it is assumed that construction of more than one building would be necessary to achieve the targeted unit count of 350. It is further assumed that, for operational efficiency, the building(s) in this alternative would be clustered together and located in similar areas of the Site to the buildings included in the Proposed Project.

1.F.6.b. Potential Impacts of the Alternative

As with the Proposed Project, this alternative is consistent with the goal of the Town's updated Comprehensive Plan to introduce a mix of uses to the Project Site. Physical site impacts would be dependent on a potential site plan, but would be expected to be similar in nature to those of the other alternatives studied in this DGEIS. This alternative would likely result in approximately 6,330 gpd more water/sewer demand than the Proposed Project, requiring the development of additional on-Site well capacity. The number of peak hour trips would be nearly identical to the Proposed Project, owing to the reduced peak hour trip generation of senior housing.

It is expected that no PSAC would live on the Project Site with this alternative, resulting in a larger financial benefit to the BHSD than with the Proposed Project. While the demand for fire and police services would be expected to be similar to the Proposed Project, this alternative is likely to generate a higher number of EMS calls. The taxes generated by the senior housing development, and other site uses, would be anticipated to offset the increased in demand. To further mitigate this potential impact, operational policies within the senior living facility related to staffing and the degree of assistance offered to residents could be implemented, if necessary.

1.F.7. ALTERNATIVE 7: INCREASED TOWNHOUSE DENSITY

1.F.7.a. Description of Alternative

This alternative evaluates the potential environmental impacts of eliminating the proposed multifamily building and maximizing the number of townhomes on the Project Site while retaining the current office and proposed hotel use. The Applicant has developed a conceptual site plan for this alternative, as illustrated in **Figure 1-11**. This alternative would result in approximately half as many dwelling units on the Project Site when compared to the Proposed Project (78 compared to 149) and approximately 25 percent fewer bedrooms (234 compared to 315).

1.F.7.b. Potential Impacts of the Alternative

As with the Proposed Project, this alternative is consistent with the goal of the Town's updated Comprehensive Plan to introduce a mix of uses to the Project Site. The Alternative would, however, result in 11.7 acres of impervious surface on the Site, which is 1.74 acres more than the Proposed Project. Similarly, this alternative would disturb a larger portion of the Site and likely result in structures being placed in the revocable portion of the Conservation Easement, an area that the Proposed Project's structures avoid. However, encroachment into this area as a result of this alternative may not result in significant impacts to vegetation and wildlife, as this area contains similar habitat to elsewhere on the Project Site and such development would be paired with appropriate stormwater management in compliance with NYCDEP and NYSDEC requirements.

Water and sewer demand would be approximately 49,960 gpd, which is 8,910 gpd less than the Proposed Project. Similarly, the number of Peak Hour traffic trips would be less with this alternative than the Proposed Project. In the AM Peak Hour, this alternative would generate 211 trips, 17 percent fewer trips than the Proposed Project. In the PM Peak Hour, this alternative would generate 234 trips, 18 percent fewer trips than the Proposed Project. This alternative would be anticipated to have 22 PSAC as residents, which is comparable to the 20 to 27 PSAC anticipated to live within the Proposed Project.

Similar to the Reduced Height and Multifamily in Cooney Hill alternatives, the Increased Townhouse alternative would include townhomes located closer to King Street than currently proposed, but still set back over 65-feet. As was the case with those alternatives, the townhomes in this alternative would be partially visible in the leaf-off condition through existing vegetation at Vantage Points 2 and 3 (i.e., from King Street in the middle of the Site). This visibility would not cause a significant adverse visual impact.

1.F.8. ALTERNATIVE 8: COMBINED ALTERNATIVE

1.F.8.a. Description of Alternative

This alternative combines elements of the Proposed Project, the Reduced Height Multifamily alternative and the Static Density alternative, as required by the DEIS Scoping Document. As shown in **Table 1-8**, this alternative would allow for the office and hotel uses included in the Proposed Project, a residential program with the same square footage as the currently approved office expansion (which equates to approximately 139 total residential units), and a multifamily building with a maximum height permitted by the existing DOB-20A zoning (45 feet). The primary differences between this alternative and the Proposed Project would be a shorter multifamily building and a reduction in the residential development program by approximately 20 percent. The total number of dwelling units on the Project Site under this alternative would decrease from 171 to approximately 139.

Table 1-8
Comparison of Proposed Project and Combined Alternative

Development Details	Proposed Project (PDCP)	Combined Alternative
Office (gsf)	100,000	No change
Hotel (gsf)	161,000 (125 rooms)	No change
MF Building Height (feet above average grade)	78 feet	45 feet
Total MF units	149 units	83 units
Total Townhomes	22 units	56 units
Total Dwelling Units	171 units	139 units
Source: JMC, Airport Campus I-V LLC		

1.F.8.b. Potential Impacts of the Alternative

As with the Proposed Project, this alternative is consistent with the goal of the Town's updated Comprehensive Plan to introduce a mix of uses to the Project Site. The physical site impacts of this alternative would be highly dependent on a potential future site plan. It is likely that with this alternative there would be more impervious surfaces than the Proposed Project, and subsequently additional stormwater management features would be required, more area of the Site would be disturbed during construction than with the Proposed Project, and some townhouses may need to be located in the revocable portion of the Conservation Easement, an area that the Proposed Project's structures avoid. However, encroachment into the easement area as a result of this alternative may not result in significant impacts to vegetation and wildlife, as this area contains similar habitat to elsewhere on the Project Site and such development would be paired with appropriate stormwater management in compliance with NYCDEP and NYSDEC requirements. The water and sewer demand would be slightly less than the Proposed Project, as would the traffic generated during the Peak Hours. As with the Static Density Alternative, this alternative would be anticipated to have 19 to 22 PSAC, which is similar to the 20 to 27 PSAC estimated to live in the Proposed Project.

Visibility of the new construction would be similar to Option 1 of the Reduced Height Multifamily alternative. The 45-foot tall multifamily building and the 2-story townhomes would be visible through the existing Site vegetation to motorists as they travel along King Street. This change in visibility would not result in a significant adverse visual impact. ✶

Table 1-7
Alternatives Impact Comparison

	Proposed Project	No Action – Currently Approved Plan (18.B)*	No Action – Existing Site Conditions (18.C)	Reduced Height Multifamily Option 1 (18.D)	Reduced Height Multifamily Option 2 (18.D)	Static Density (18.E)	Multifamily in Cooney Hill Area (18.F)	Senior Housing (18.G)	Increased Townhome Density (18.H)	Combined (18.I)
Land Use, Zoning, and Public Policy	• Change use of Site from vacant office buildings to a mixed-use development containing office, hotel, and residential uses. • Requires zoning amendment to permit residential and hotel uses. • Proposed 171 dwelling units in multifamily building (149 units) and townhouses (22 units). • Increases allowable height for new buildings that are set back from King Street and screened with vegetation. • Consistent with the 2018 Comprehensive Plan's recommendations that encouraged mixed-use development in office park properties that have become obsolete. Residential and hotel uses were specifically recommended for these properties.	• Construct expansion of office use on Project Site. • No zoning amendment required. • Office expansion not economically viable and does not meet purpose and need of Applicant. • Office expansion is inconsistent with Comprehensive Plan, which encourages developing a mix of uses, including residential and hotel uses, within business park properties.	• Hypothetical scenario where existing office buildings are re-occupied. • Not economically viable and does not meet purpose and need of Applicant. • No zoning amendment required. • Inconsistent with Comprehensive Plan, which encourages developing a mix of uses, including residential and hotel uses, within business park properties.	• Similar mix of uses as Proposed Project. (More townhouses and fewer multifamily units). • Multifamily building limited to 45-feet in height, which in Applicant's opinion is not economically viable for a multifamily building on this Site. • Requires zoning amendment to permit residential and hotel uses. • Consistent with the 2018 Comprehensive Plan's recommendations that encouraged mixed-use development in office park properties. • May require different townhouse setbacks than Proposed Project.	• Similar mix of uses as Proposed Project. (More townhouses and fewer multifamily units). • Multifamily building limited to 4-stories (approximately 67 feet). • Requires zoning amendment to permit residential and hotel uses. • Consistent with the 2018 Comprehensive Plan's recommendations that encouraged mixed-use development in office park properties. • May require different townhouse setbacks than Proposed Project.	• Similar mix of uses as Proposed Project. • Fewer overall units, less residential density permitted. • Requires zoning amendment to permit residential and hotel uses. • Increases allowable height for new buildings that are set back from King Street and screened with vegetation. • Consistent with the 2018 Comprehensive Plan's recommendations that encouraged mixed-use development in office park properties. • May require different townhouse setbacks than Proposed Project.	• Similar program as Proposed Project. • Requires zoning amendment to permit residential and hotel uses. • Increases allowable height for new buildings • Consistent with 2018 Comprehensive Plan. • Townhouses and multifamily building would 'switch' locations on Project Site, requiring a change to townhouse setbacks in Proposed Zoning.	• Multifamily & townhouse units replaced with up to 350 senior housing units in one or more buildings. • Requires zoning amendment to permit residential and hotel uses. • Increases allowable height for new buildings that are set back from King Street and screened with vegetation. • Consistent with the 2018 Comprehensive Plan. • May require different townhouses setbacks than Proposed Project.	• Residential component reduced to 78 townhouse units (no multifamily). • Overall number of residential units would decrease by 93 units. • Requires zoning amendment to permit residential and hotel uses. • Consistent with the 2018 Comprehensive Plan. • May require different townhouses setbacks than Proposed Project.	• Reduced residential density within buildings limited to 45 feet in height. • Limited height of multifamily building is not economically viable, in Applicant's opinion. • Requires zoning amendment to permit residential and hotel uses. • Consistent with the 2018 Comprehensive Plan.
Geology, Soils, and Topography	• 760,625 sf of Site disturbance. • Majority of disturbance within PnB soil type, "Paxton fine sandy loam, 2 to 8 percent slopes," which is appropriate for proposed development. • No impacts to Town-regulated steep slopes. • Limited blasting may be required for excavation of portion of multifamily parking structure. Code-compliant blasting protocol would be implemented. • Implementation of Town approved Stormwater Pollution Prevention Plan (SWPPP) and Erosion and Sediment Control Plan (ESCP) during construction. • No significant adverse impacts to on-Site geology, soils, topography.	• Majority of disturbance within PnB soil type, "Paxton fine sandy loam, 2 to 8 percent slopes," which is appropriate for proposed development. • No impacts to Town-regulated steep slopes. • Blasting may be required for office expansion, parking structure, service building. Code-compliant blasting protocol would be implemented. • SWPPP and ESCP implementation during construction.	• No impacts to geology, soils and topography.	• Similar to Proposed Project • Additional site grading and disturbance due to increased number of townhomes in northern portion of the Project Site.	• Similar to Proposed Project • Additional site grading and disturbance due to increased number of townhomes in northern portion of the Project Site.	• Similar to Proposed Project	• Similar to Proposed Project • Additional site grading and disturbance due to additional paved surfaces necessary to provide adequate circulation between uses.	• Similar to Proposed Project • Additional site grading and disturbance possible due to increased residential density.	• Similar to Proposed Project • Additional site grading and disturbance to accommodate more townhomes than Proposed Project.	• Similar to Proposed Project
Wetlands	• No direct impacts to the on-site wetlands. • 0.19 acre impact to Town-regulated wetland buffer by emergency access drive (gravel) • No significant impact to wetland hydrology from regrading. • Mitigation includes wetland buffer enhancement through proposed landscaping plan.	• No direct impacts to the on-site wetlands. • 1.0 acre impact to Town-regulated wetland buffer by driveway, parking structure, stormwater basin, and mulched walking trail. • No significant impact to wetland hydrology from regrading. • Mitigation includes wetland buffer enhancement through proposed landscaping plan.	• No new impacts to wetlands or wetland buffers. • No enhanced wetland buffer plantings.	• Similar to Proposed Project	• Similar to Proposed Project	• Similar to Proposed Project	• Potential for more wetland buffer impacts from wider access drives necessary to provide adequate circulation between uses.	• Dependent on potential site plan.	• Potential for more wetland buffer impacts from wider access drives necessary to provide adequate circulation between uses.	• Similar to Proposed Project
Vegetation and Wildlife	• Habitat and wildlife on-Site is typical of suburban environments, consisting of species relatively tolerant to humans. • No evidence of threatened or endangered species (TES) on-Site. • Temporary construction impacts to low-quality habitat. • Seasonally-defined limits on certain activities to avoid potential impacts to TES with a potential to occur on-Site. • Removal of 368 Town-regulated trees. • Landscaping program includes planting of 422 new native trees. • Project Site's existing Integrated Pest Management (IPM) plan would be expanded to cover new project.	• Similar impacts to vegetation and wildlife as Proposed Project. • Landscaping plan proposed, some of which has already been implemented (e.g., vegetated berm along King Street). • Project Site's existing IPM plan would be expanded to cover new project.	• No tree removal or new tree planting. • Existing low quality habitat to remain. • Existing IPM to remain.	• Similar to Proposed Project • Encroachment of additional townhomes into revocable Conservation Easement area, but may not be significant impact	• Similar to Proposed Project and Reduced Height Multifamily Option 1 • Encroachment of additional townhomes into revocable Conservation Easement area, but may not be significant impact	• Similar to Proposed Project	• Similar to Proposed Project • Encroachment of relocated multifamily building into revocable Conservation Easement area, but may not be significant impact	• Similar to Proposed Project	• Similar to Proposed Project • Encroachment of additional townhomes into irrevocable Conservation Easement area, but may not be significant impact	• Similar to Proposed Project, Option 1 of Reduced Height Multifamily alternative and Static Density alternative.

Table 1-7 (cont'd)
Alternatives Impact Comparison

	Proposed Project	No Action – Currently Approved Plan (18.B)*	No Action – Existing Site Conditions (18.C)	Reduced Height Multifamily Option 1 (18.D)	Reduced Height Multifamily Option 2 (18.D)	Static Density (18.E)	Multifamily in Cooney Hill Area (18.F)	Senior Housing (18.G)	Increased Townhome Density (18.H)	Combined (18.I)
Stormwater Management	• 9.96 acres of impervious coverage. • Stormwater management program to reduce rate and volume of runoff for all modeled storms. • Modifications to currently approved development plan's SWPPP subject to Town and NYCDEP approval.	• 10.51 of impervious coverage • 0.55 acres more than Proposed Project • Stormwater management program to reduce rate and volume of runoff for all modeled storms. • Town and NYCDEP-approved SWPPPs remain in full effect.	• No changes to existing condition.	• 12.76 of impervious coverage, 2.8 acres more than Proposed Project • A larger area of disturbance due to the increased footprint of the townhome development area, resulting in additional stormwater management systems.	• 10.42 of impervious coverage, 0.46 acres more than Proposed Project • Increase in driveway length in the northern portion of the Project Site to accommodate the seven additional townhomes • A larger area of disturbance due to the increased footprint of the townhome development area.	• Similar to Proposed Project	• 10.48 acres of impervious coverage, 0.52 acres more than Proposed Project. • Increased disturbance and new impervious surfaces closer to NYCDEP-owned reservoir lands in the northern portion of the Project Site.	• Increase in site disturbance and overall impervious land coverage likely when compared to the Proposed Project	• 11.70 acres of impervious coverage, 1.74 acres more than Proposed Project • Increased disturbance and new impervious surfaces closer to NYCDEP-owned reservoir lands in the northern portion of the Project Site	• Similar to Proposed Project, Option 1 of Reduced Height Multifamily alternative and Static Density alternative.
Utilities	• Water/sewer demand of 58,600 gallons per day (gpd) • On-Site wells can provide adequate water capacity for Proposed Project.	• Water/sewer demand of 49,900 gpd, which is 8,700 gpd less than Proposed Project. • On-Site wells can provide adequate water capacity.	• Water/sewer demand of 26,100 gpd, which is 32,500 gpd less than Proposed Project. • Existing water and sewer system are adequate to meet demand.	• Water/sewer demand of approximately 58,710 gpd, 110 gpd more than Proposed Project.	Similar to Proposed Project	• Water/Sewer demand of approximately 53,320 gpd, which is 5,280 gpd less than Proposed Project. • On-Site wells adequate to meet demand.	• Similar to Proposed Project	• Water/sewer demand of approximately 84,180 gpd, which is 25,580 gpd more than Proposed Project. • Additional on-Site water capacity required to meet need.	• Water/sewer demand of approximately 49,690 gpd, which is 8,910 gpd less than Proposed Project. • On-Site water capacity adequate to meet needs.	• Water/sewer demand between 53,320 and 58,710 gpd. • On-Site water capacity adequate to meet needs.

Traffic and Transportation	• 253 AM Peak Hour Trips
	• 136 Midday Peak Hour Trips
	• 285 PM Peak Hour Trips
	• Similar levels of service and delays experienced at study area intersections as No-Build condition.
	• Signal re-timings with certain signal modifications at certain intersections could improve current and future operating conditions.
	• No significant impacts to public transportation.
		• 441 Peak AM Hour Trips
		  • 222 at Cooney Hill Road
		  • 219 at Main Site Driveway
		• 401 Peak PM Hour Trips
		  • 165 at Cooney Hill Road
		• 236 at Main Site Driveway
			• 303 AM peak hour trips
			• 152 midday peak hour trips
			• 300 PM peak hour trips
			• No changes to existing roadway conditions or Site access.
			• No significant impacts to public transportation.
				• 239 AM peak hour trips
				• 128 midday peak hour trips
				• 268 PM peak hour trips
				• Similar impacts as Proposed Project.
					• 250 AM peak hour trips
					• 136 midday peak hour trips
					• 281 PM peak hour trips
					• Similar impacts as Proposed Project.
						• Similar to Option 1 of Reduced Height Multifamily alternative.
						• 239 AM peak hour trips
						• 128 midday peak hour trips
						• 267 PM peak hour trips
							• Similar to Proposed Project
							• 253 AM peak hour trips
							• 136 midday peak hour trips
							• 285 PM peak hour trips
							• More trips likely accessing Site via Cooney Hill Road than Proposed Project.
								• 245 AM peak hour trips
								• 172 midday peak hour trips
								• 281 PM peak hour trips
								• More trips in midday than Proposed Project (36)
								• Similar impacts as Proposed Project.
									• 211 AM peak hour trips
									• 112 midday peak hour trips
									• 234 PM peak hour trips
									• Fewer trips than Proposed Project in AM (42), midday (24) and PM (51)
										• Similar to Option 1 of Reduced Height Multifamily alternative and Static Density alternative.
										• 239 AM peak hour trips
										• 128 midday peak hour trips
										• 268 PM peak hour trips

Visual and Community Character	• Proposed uses (office, hotel, residential) consistent with surrounding land uses, zoning, and 2018 Comprehensive Plan. • Approximately 78-foot tall multifamily building visible through intervening vegetation in leaf-off conditions. • Visibility limited to motorists driving on King Street. • Existing vegetated berm screens view of townhomes and other site improvements • No off-Site impacts from lighting plan • Landscape plan includes retaining and enhancing vegetated berm along Site's King Street frontage.	• Proposed uses consistent with existing use. • Inconsistent with Comprehensive Plan. • Approved 5-story parking structure visible to motorists driving on King Street. Located in similar area of Site as proposed multifamily building. • Landscape plan proposed plantings around 3 Cooney Hill Road and landscaped berms along King Street. This plan was implemented and is reflected in the Site's existing condition.	• No changes to existing condition.	• Proposed uses consistent with surrounding uses and Comprehensive Plan. • Views of 45-foot tall multifamily building similar to Proposed Project during leaf-off conditions. Visibility limited to motorists along certain areas of King Street. • Townhomes, set back more than 65 feet but less than the 200 feet contemplated by the Proposed Zoning are visible through intervening vegetation during leaf-off condition. Visibility is limited and would not cause a significant adverse impact. • Landscape plan similar in scope and impacts to Proposed Project.	• Proposed uses consistent with surrounding uses and Comprehensive Plan. • View of 67-foot tall multifamily building Similar to Proposed Project The minor reduction in height is not significant. • Townhomes, set back between 65 feet and 200 are visible through intervening vegetation during leaf-off condition. Visibility is limited and would not cause a significant adverse impact. • Landscape plan similar in scope and impacts to Proposed Project.	• Similar to Option 2 of Reduced Height Multifamily alternative.	• Multifamily building townhomes switch locations on the Site • Townhomes, set back between 65 feet and 200 are visible through intervening vegetation during leaf-off condition. Visibility is limited and would not cause a significant adverse impact. • Small portion of multifamily building roofline would be visible from Vantage Point 1 during leaf-off conditions • Landscape plan similar in scope and impacts to Proposed Project.	• Similar to Option 1 and 2 of Reduced Height Multifamily alternative.	• Townhomes, set back between 65 feet and 200 are visible through intervening vegetation during leaf-off condition. Visibility is limited and would not cause a significant adverse impact. • No multifamily building proposed. • Landscape plan similar in scope and impacts to Proposed Project.	• Similar to Option 1 of Reduced Height Multifamily alternative.
Community Facilities	• 27 public school-age children (PSAC) anticipated with Proposed Project; 1-2 per grade. Additional staff not anticipated to meet need. Additional cost would be offset by property tax revenue. • Increased police services likely to be offset by additional property and hotel tax revenue. • Up to 55 new fire and EMS calls predicted by Armonk Fire Department (AFD). Additional tax revenue expected to offset increased demand. Potential need for a ladder truck to serve Project identified by AFD.	• No PSAC. • Additional demand for emergency services generated by office expansion. Emergency service providers indicated additional demand could be accommodated. • On-Site amenities for office workers.	• No changes to existing condition.	• Similar to Proposed Project	• 26 PSAC. • Similar impacts and mitigation to Proposed Project.	• 22 PSAC. • Similar impacts and mitigation to Proposed Project.	• Similar to Proposed Project	• No PSAC. • Additional EMS calls likely with senior living alternative. • Operational policies of senior living facility likely to mitigate unnecessary EMS calls. • Property tax revenue expected to offset cost of increased demand for community services.	• 22 PSAC • Similar impacts and mitigation to Proposed Project.	• Same as Static Density alternative.

Table 1-7 (cont'd)
Alternatives Impact Comparison

	Proposed Project	No Action – Currently Approved Plan (18.B)*	No Action – Existing Site Conditions (18.C)	Reduced Height Multifamily Option 1 (18.D)	Reduced Height Multifamily Option 2 (18.D)	Static Density (18.E)	Multifamily in Cooney Hill Area (18.F)	Senior Housing (18.G)	Increased Townhome Density (18.H)	Combined (18.I)

Fiscal and Market Impacts	• Assessed value of, and property taxes generate by, Project Site expected to decline without redevelopment.
	• Market demand for residential and hotel uses in the Town.
	• Construction would generate $170.65 mm in total economic output and 821 person-years of employment.
	• Annual property and hotel taxes estimated at $1.97mm, increase of $755,728 from current condition.
	  • $1.09mm to School District ($0.29mm increase)
	  • $352k to Town ($229k increase)
	  • $22.6k to fire & ambulance district ($8.2k increase)
		• It is noted that construction of this alternative is not economically viable.
		• Additional demand for police, fire, and ambulance services
		• No additional demand for school services
			• Likelihood of decreased property tax revenue owing to continued vacancy of Project Site.	• Similar to Proposed Project
				• Likely fewer construction- and operational-period economic benefits owing to reduced program.
					• Similar to Proposed Project
					• Likely fewer construction- and operational-period economic benefits owing to reduced program.
						• Similar to Proposed Project
						• Likely fewer construction- and operational-period economic benefits owing to reduced program.
							• Similar to Proposed Project	• Similar to Proposed Project	• Similar to Proposed Project
									• Likely fewer construction- and operational-period economic benefits owing to reduced program.
										• Similar to Option 1 of Reduced Height Multifamily alternative and Static Density alternative.

Historic Resources	• No impacts to historic (architectural) resources. • Phase 1B archaeological testing in previously undisturbed areas and consultation with State based on final site plan.	• Same as Proposed Project	• Same as Proposed Project	• Same as Proposed Project	• Same as Proposed Project	• Same as Proposed Project	• Same as Proposed Project	• Same as Proposed Project	• Same as Proposed Project	• Same as Proposed Project
Air Quality	• No significant adverse impact from mobile or stationary sources.	• Similar to Proposed Project	• No changes to existing condition.	• Similar to Proposed Project	• Similar to Proposed Project	• Similar to Proposed Project	• Similar to Proposed Project	• Similar to Proposed Project	• Similar to Proposed Project	• Similar to Proposed Project
Noise	• No significant adverse impact from mobile or stationary sources.	• Similar to Proposed Project	• No changes to existing condition.	• Similar to Proposed Project	• Similar to Proposed Project	• Similar to Proposed Project	• Similar to Proposed Project	• Similar to Proposed Project	• Similar to Proposed Project	• Similar to Proposed Project

Construction Impacts	• Four phases of construction proposed: Hotel phase (8-12 months), Townhome phase (12-15 months), Multifamily phase (18-24 months), Parking lot expansion phase (3-4 months).
	• Estimated 200 construction workers utilized over the life of the project (no more than 35 on-site at any one time).
	• Parking and staging provided on-Site for construction workers and equipment. No parking, queuing, or staging on King Street or Cooney Hill Road.
	• No impacts to study area intersections from construction traffic.
	• Construction limited to days and hours permitted by Town Code: 7:30 AM–7:00 PM during the week and from 9:00 AM–5:00 PM on weekends and legal holidays.
	• Construction Management Plan (CMP) prepared during Site Plan to codify construction-period coordination and mitigation, including:
	  • Town-approved Erosion and Sediment Control Plan (ESCP) to prevent off-Site stormwater impacts.
	  • Fugitive dust and construction vehicle emission reduction measures.
	  • Construction sequencing plan.
	  • Construction period traffic management plan.
	  • Blasting protocol and mitigation measures, if blasting is necessary.
	  • Plan to address unforeseen subsurface conditions (e.g., tanks)
	• To extent practicable, would locate noisy equipment away from 3 Cooney Hill Road. Potential exists for temporary, unavoidable construction-period noise impact to this residence. Proposed Project contemplates townhouses in this area, which requires less intensive construction than other project components.
		• Similar to Proposed Project
		• Potential for additional blasting for parking structure.
		• Meeting House construction in similar location as Proposed Project's townhouses, resulting in similar impacts to 3 Cooney Hill Road.
			• No changes to existing condition.
			• Construction possible with renovation of existing office buildings.
				• Similar to Proposed Project
				• Potential for slightly shorter construction duration for multifamily building.
					• Similar to Proposed Project
					• Potential for slightly shorter construction duration for multifamily building.
						• Similar to Proposed Project
						• Potential for slightly shorter construction duration for multifamily building.
							• Similar nature and duration of impacts to Proposed Project.
							• More intensive construction (i.e., multifamily) closer to 3 Cooney Hill Road.
								• Dependent on Site Plan and final program.
								• Likely similar in nature and duration of potential impacts to Proposed Project.
									• More construction proximate to 3 Cooney Hill Road.
									• Blasting would not be anticipated.
										• Similar to Proposed Project, Option 1 of Reduced Height Multifamily alternative and Static Density alternative.

Note: The summary of impacts for the Project Site's currently approved development plan have been based on what was disclosed within the previously completed and approved Draft Environmental Impact Statement (2002), Final Environmental Impact Statement (2003), and Statement of Findings (2004), which analyzed the potential impacts of redeveloping the Project Site with expanded office uses (see **Appendix A-4**).

2.27.20

Data source: Westchester County GIS, 2018

0 500 FEET

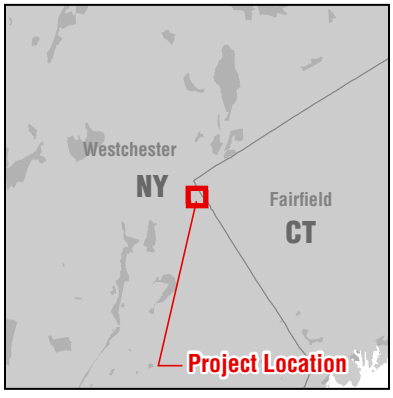
Project Site

118.02-1-3 Tax Parcel Boundary

Conservation Easement

Revocable Easement

Irrevocable Easement



Project Site Location, Tax Parcels, and Existing Conditions

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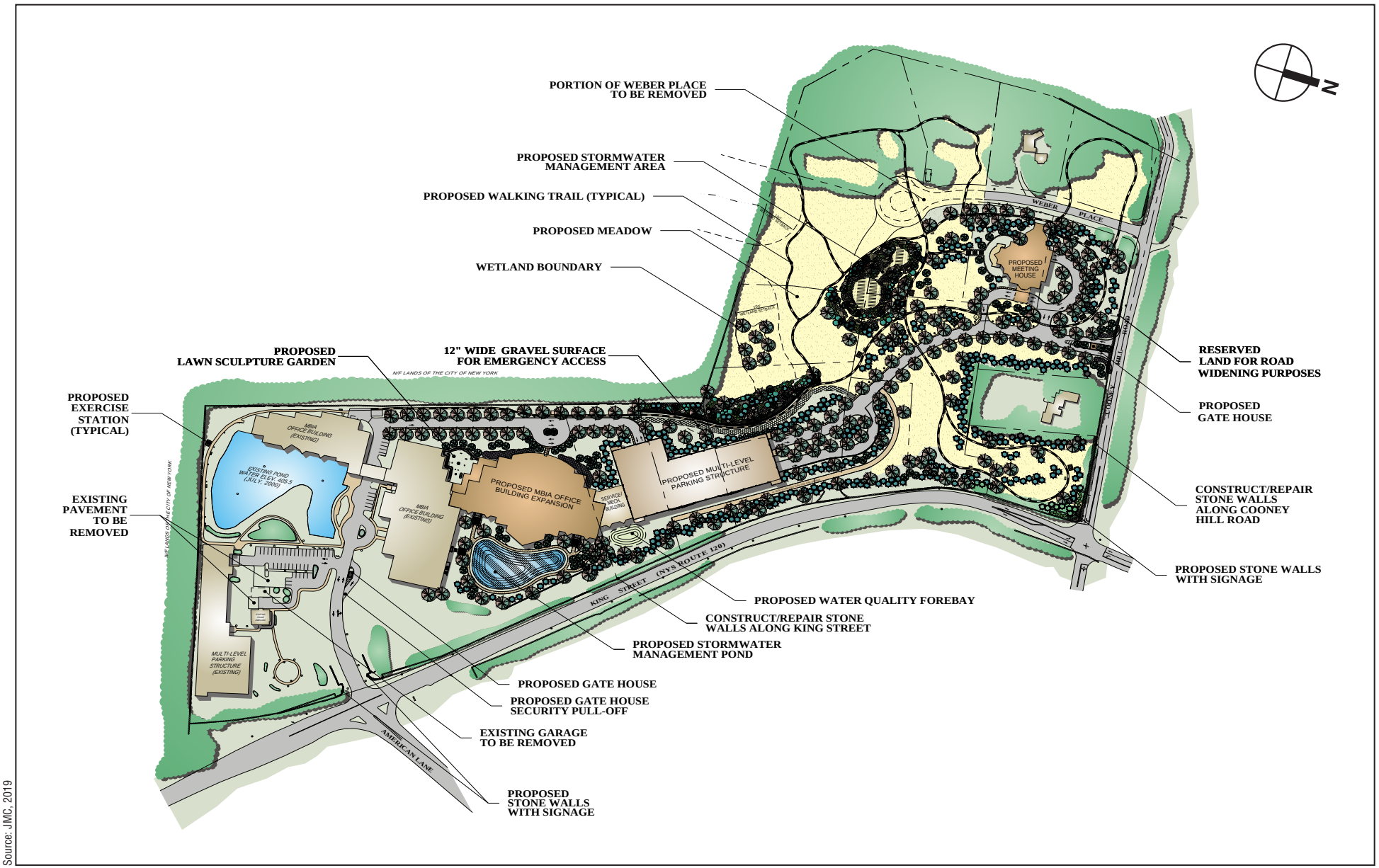
Figure 1-1

9.17.20



Source: JMC, 2019

Project Site - Currently Approved Development Plan

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Figure 1-2

9.17.20

Source: JMC, 2020

Project Site - Proposed PDCP Layout

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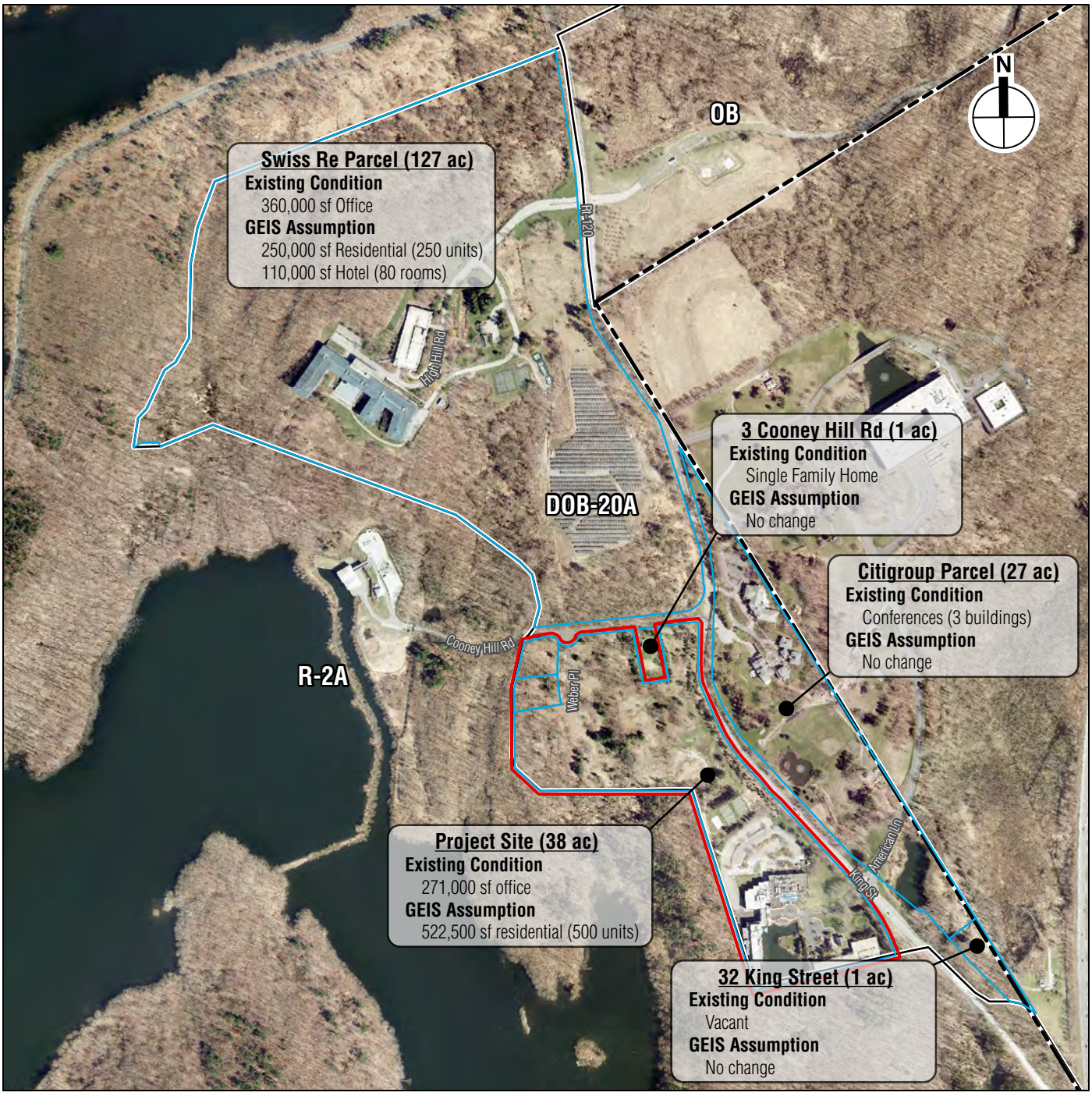
Figure 1-3

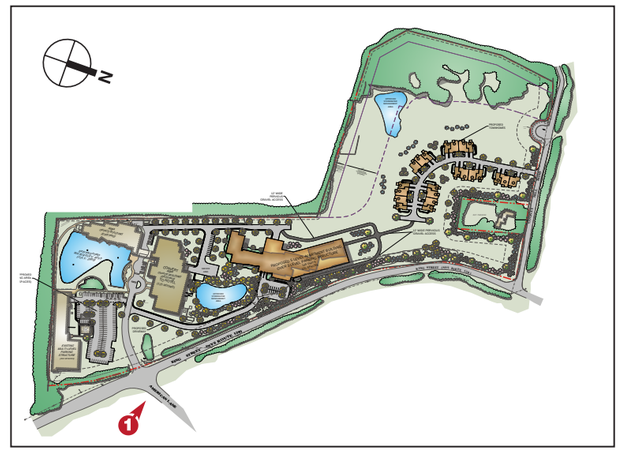


DOB-20A District - GEIS Development Assumptions

2.27.20

Existing Condition (Leaf-off)

Proposed Condition (Leaf-off)



Existing and Proposed Conditions — Vantage Point 1

Figure 1-5

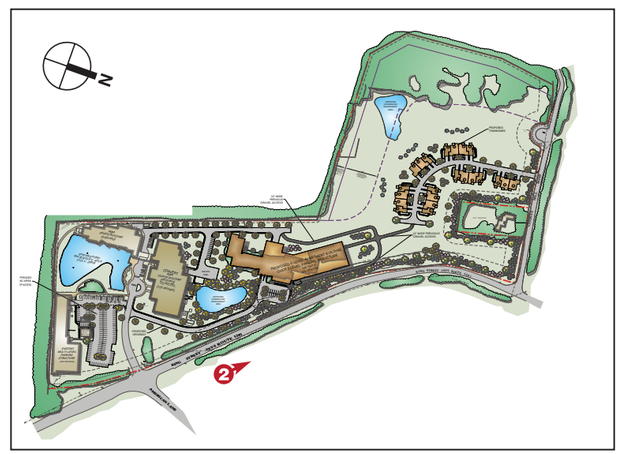
2.27.20

Existing Condition (Leaf-off)

Source: Perkins-Eastman

Proposed Condition (Leaf-off)

Proposed Condition (Leaf-on)



Existing and Proposed Conditions — Vantage Point 2
Figure 1-6

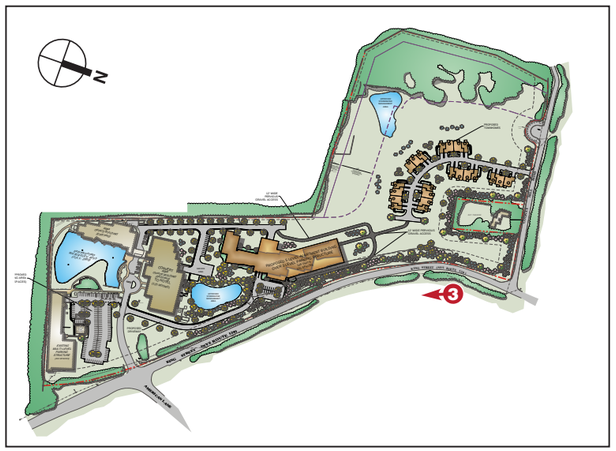
2.27.20

Existing Condition (Leaf-off)

Source: Perkins-Eastman

Proposed Condition (Leaf-off)

Proposed Condition (Leaf-on)



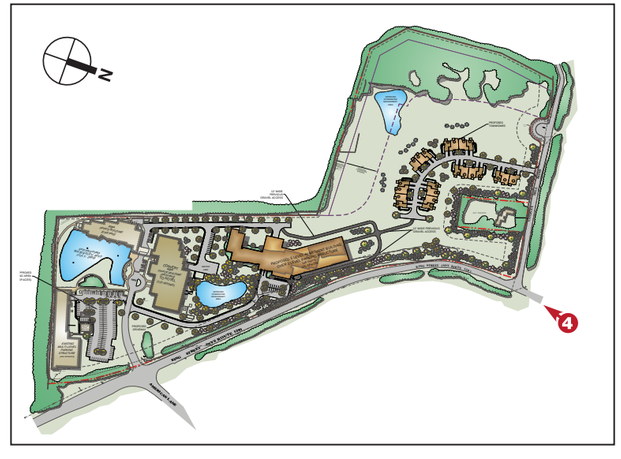
Existing and Proposed Conditions — Vantage Point 3

Figure 1-7

2.27.20

Existing Condition (Leaf-off)

Proposed Condition (Leaf-off)



Existing and Proposed Conditions — Vantage Point 4

Figure 1-8

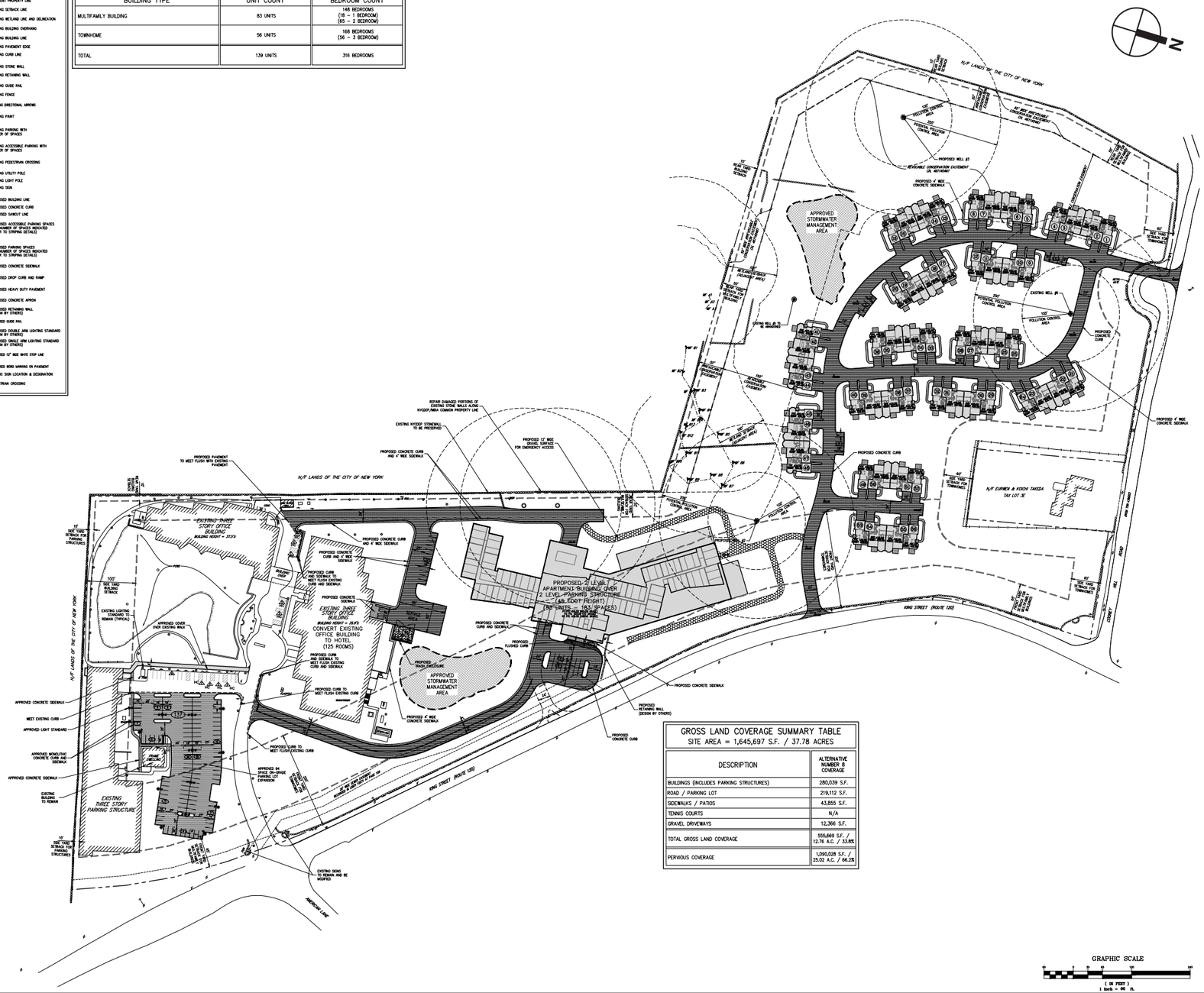
9.18.20

LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING SETBACK LINE
- EXISTING WETLAND LINE AND DELINEATION
- EXISTING BUILDING OVERHANG
- EXISTING BUILDING LINE
- EXISTING PAVEMENT EDGE
- EXISTING CURB LINE
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING GUIDE RAIL
- EXISTING FENCE
- EXISTING DIRECTIONAL ARROWS
- EXISTING PAINT
- EXISTING PARKING WITH NUMBER OF SPACES
- EXISTING ACCESSIBLE PARKING WITH NUMBER OF SPACES
- EXISTING PEDESTRIAN CROSSING
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- PROPOSED BUILDING LINE
- PROPOSED CONCRETE CURB
- PROPOSED SAWCUT LINE
- PROPOSED ACCESSIBLE PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
- PROPOSED PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
- PROPOSED CONCRETE SIDEWALK
- PROPOSED DROP CURB AND RAMP
- PROPOSED HEAVY DUTY PAVEMENT
- PROPOSED CONCRETE APRON
- PROPOSED RETAINING WALL (DESIGN BY OTHERS)
- PROPOSED GUIDE RAIL
- PROPOSED DOUBLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- PROPOSED SINGLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- PROPOSED 12" WIDE WHITE STOP LINE
- PROPOSED WORD MARKING ON PAVEMENT (ONLY)
- TRAFFIC SIGN LOCATION & DESIGNATION
- PEDESTRIAN CROSSING

RESIDENTIAL BUILDING SUMMARY TABLE

BUILDING TYPE	UNIT COUNT	BEDROOM COUNT
MULTIFAMILY BUILDING	83 UNITS	148 BEDROOMS (18 – 1 BEDROOM) (65 – 2 BEDROOM)
TOWNHOME	56 UNITS	168 BEDROOMS (56 – 3 BEDROOM)
TOTAL	139 UNITS	316 BEDROOMS



GROSS LAND COVERAGE SUMMARY TABLE
SITE AREA = 1,645,697 S.F. / 37.78 ACRES

DESCRIPTION	ALTERNATIVE NUMBER 8 COVERAGE
BUILDINGS (INCLUDES PARKING STRUCTURES)	280,039 S.F.
ROAD / PARKING LOT	219,112 S.F.
SIDEWALKS / PATIOS	43,855 S.F.
TENNIS COURTS	N/A
GRAVEL DRIVEWAYS	12,366 S.F.
TOTAL GROSS LAND COVERAGE	555,669 S.F. / 12.76 A.C. / 33.8%
PERVIOUS COVERAGE	1,090,028 S.F. / 25.02 A.C. / 66.2%

GRAPHIC SCALE
(IN FEET)
1 inch = 60 ft.

Source: JMC, 2020

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Alternative 3 - Reduced Height Multifamily - Option 1

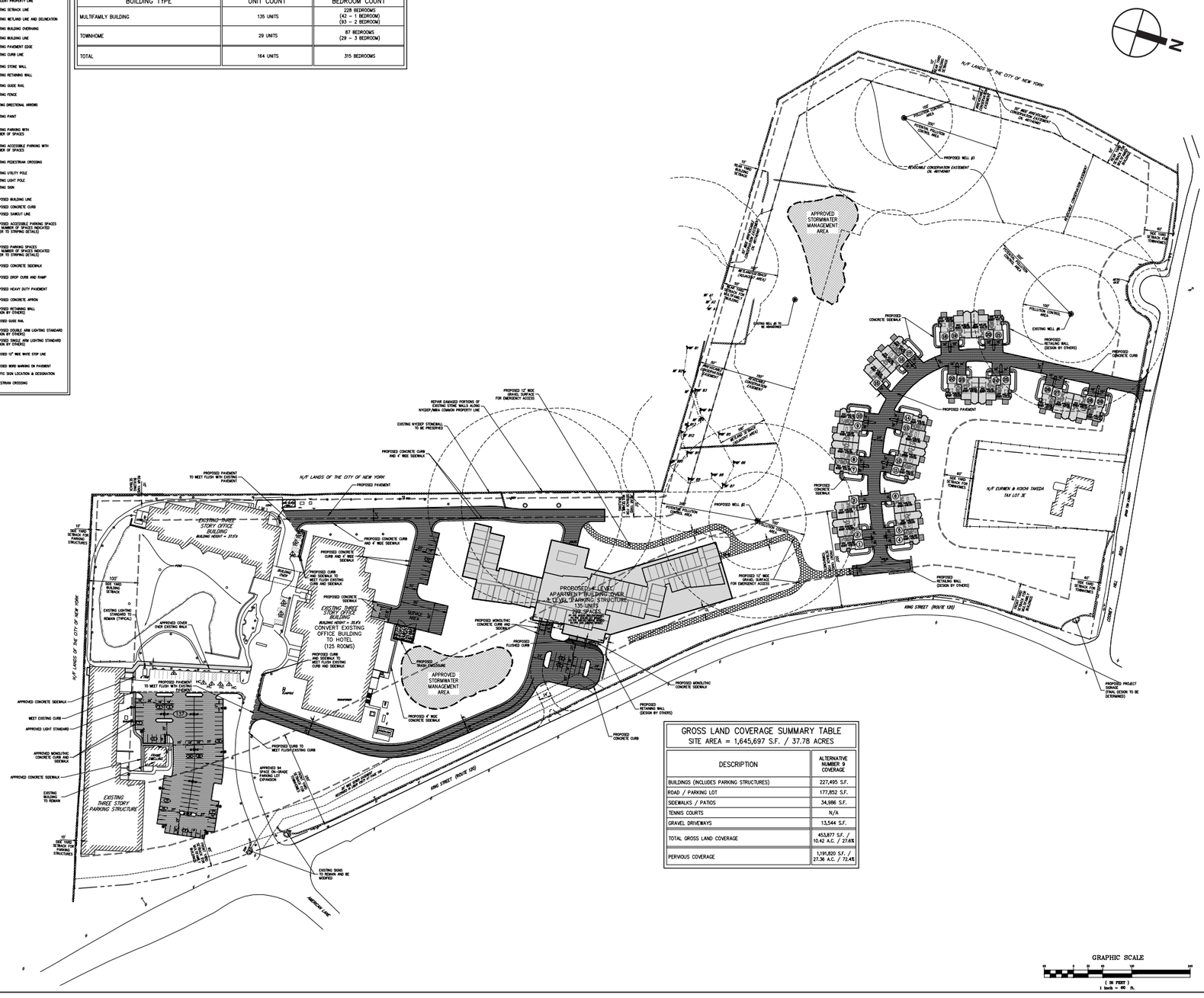
Figure 1-9a

9.18.20

RESIDENTIAL BUILDING SUMMARY TABLE		
BUILDING TYPE	UNIT COUNT	BEDROOM COUNT
MULTIFAMILY BUILDING	135 UNITS	228 BEDROOMS (42 – 1 BEDROOM) (93 – 2 BEDROOM)
TOWNHOME	29 UNITS	87 BEDROOMS (29 – 3 BEDROOM)
TOTAL	164 UNITS	315 BEDROOMS

LEGEND

EXISTING PROPERTY LINE
ADJACENT PROPERTY LINE
EXISTING SETBACK LINE
EXISTING WETLAND LINE AND DELINEATION
EXISTING BUILDING OVERHANG
EXISTING BUILDING LINE
EXISTING PAVEMENT EDGE
EXISTING CURB LINE
EXISTING STONE WALL
EXISTING RETAINING WALL
EXISTING GUIDE RAIL
EXISTING FENCE
EXISTING DIRECTIONAL ARROWS
EXISTING PAINT
EXISTING PARKING WITH NUMBER OF SPACES
EXISTING ACCESSIBLE PARKING WITH NUMBER OF SPACES
EXISTING PEDESTRIAN CROSSING
EXISTING UTILITY POLE
EXISTING LIGHT POLE
EXISTING SIGN
PROPOSED BUILDING LINE
PROPOSED CONCRETE CURB
PROPOSED SAWCUT LINE
PROPOSED ACCESSIBLE PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
PROPOSED PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
PROPOSED CONCRETE SIDEWALK
PROPOSED DROP CURB AND RAMP
PROPOSED HEAVY DUTY PAVEMENT
PROPOSED CONCRETE APRON
PROPOSED RETAINING WALL (DESIGN BY OTHERS)
PROPOSED GUIDE RAIL
PROPOSED DOUBLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
PROPOSED SINGLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
PROPOSED 12" WIDE WHITE STOP LINE
ONLY — PROPOSED WORD MARKING ON PAVEMENT
TRAFFIC SIGN LOCATION & DESIGNATION
PEDESTRIAN CROSSING



GROSS LAND COVERAGE SUMMARY TABLE SITE AREA = 1,645,697 S.F. / 37.78 ACRES	
DESCRIPTION	ALTERNATIVE NUMBER 9 COVERAGE
BUILDINGS (INCLUDES PARKING STRUCTURES)	227,495 S.F.
ROAD / PARKING LOT	177,852 S.F.
SIDEWALKS / PATIOS	34,986 S.F.
TENNIS COURTS	N/A
GRAVEL DRIVEWAYS	13,544 S.F.
TOTAL GROSS LAND COVERAGE	453,877 S.F. / 10.42 A.C. / 27.6%
PERVIOUS COVERAGE	1,191,820 S.F. / 27.36 A.C. / 72.4%

Source: JMC, 2020

Alternative 3 - Reduced Height Multifamily - Option 2

AIRPORT CAMPUS

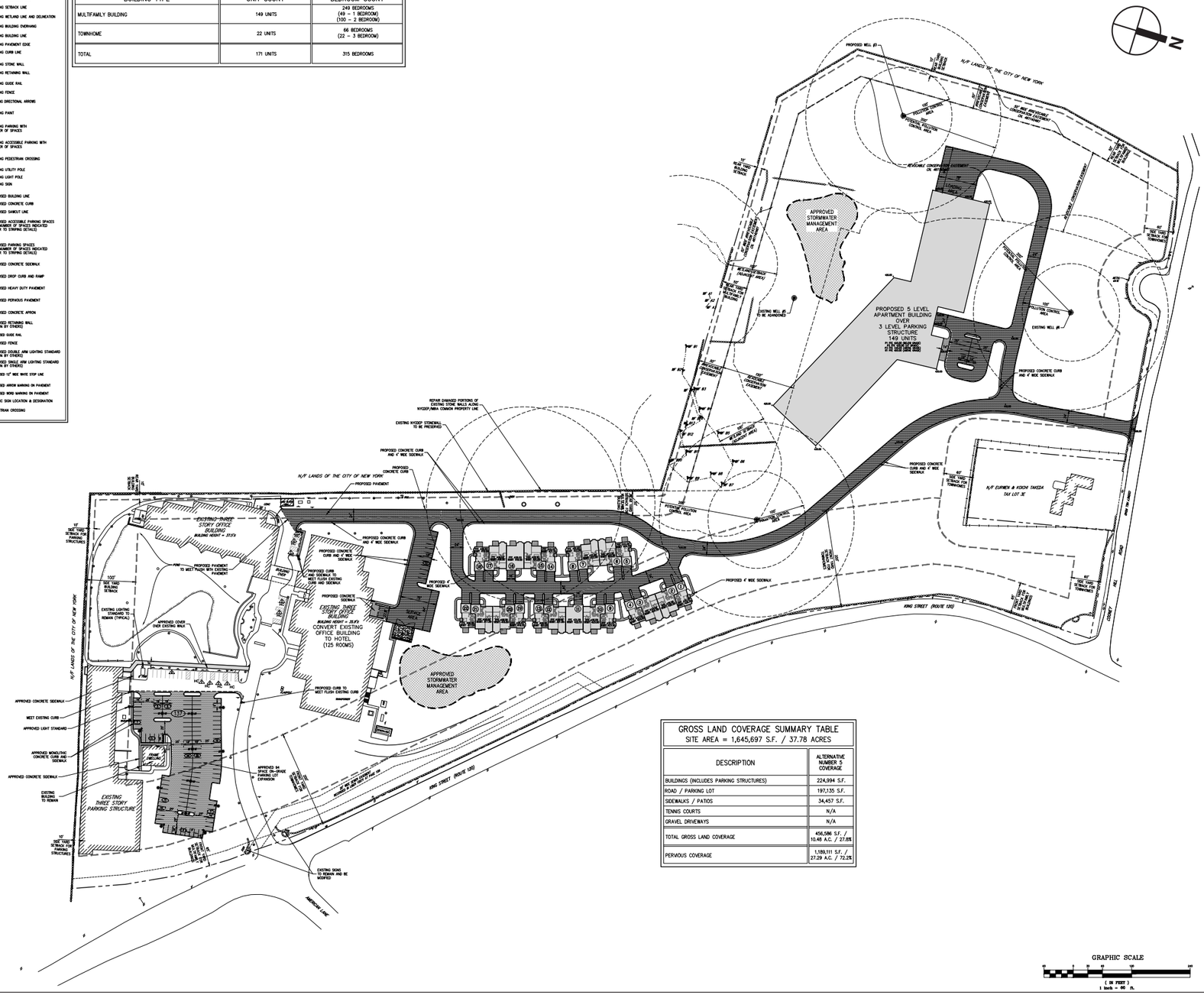
Figure 1-9b

9.18.20

RESIDENTIAL BUILDING SUMMARY TABLE		
BUILDING TYPE	UNIT COUNT	BEDROOM COUNT
MULTIFAMILY BUILDING	149 UNITS	249 BEDROOMS (49 – 1 BEDROOM) (100 – 2 BEDROOM)
TOWNHOME	22 UNITS	66 BEDROOMS (22 – 3 BEDROOM)
TOTAL	171 UNITS	315 BEDROOMS

LEGEND

EXISTING PROPERTY LINE
ADJACENT PROPERTY LINE
EXISTING SETBACK LINE
EXISTING WETLAND LINE AND DELINEATION
EXISTING BUILDING OVERHANG
EXISTING BUILDING LINE
EXISTING PAVEMENT EDGE
EXISTING CURB LINE
EXISTING STONE WALL
EXISTING RETAINING WALL
EXISTING GUIDE RAIL
EXISTING FENCE
EXISTING DIRECTIONAL ARROWS
EXISTING PAINT
EXISTING PARKING WITH NUMBER OF SPACES
EXISTING ACCESSIBLE PARKING WITH NUMBER OF SPACES
EXISTING PEDESTRIAN CROSSING
EXISTING UTILITY POLE
EXISTING LIGHT POLE
EXISTING SIGN
PROPOSED BUILDING LINE
PROPOSED CONCRETE CURB
PROPOSED SAWCUT LINE
PROPOSED ACCESSIBLE PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
PROPOSED PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
PROPOSED CONCRETE SIDEWALK
PROPOSED DROP CURB AND RAMP
PROPOSED HEAVY DUTY PAVEMENT
PROPOSED PERVIOUS PAVEMENT
PROPOSED CONCRETE APRON
PROPOSED RETAINING WALL (DESIGN BY OTHERS)
PROPOSED GUIDE RAIL
PROPOSED FENCE
PROPOSED DOUBLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
PROPOSED SINGLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
PROPOSED 12" WIDE WHITE STOP LINE
PROPOSED ARROW MARKING ON PAVEMENT
PROPOSED WORD MARKING ON PAVEMENT
TRAFFIC SIGN LOCATION & DESIGNATION
PEDESTRIAN CROSSING



GROSS LAND COVERAGE SUMMARY TABLE SITE AREA = 1,645,697 S.F. / 37.78 ACRES	
DESCRIPTION	ALTERNATIVE NUMBER 5 COVERAGE
BUILDINGS (INCLUDES PARKING STRUCTURES)	224,994 S.F.
ROAD / PARKING LOT	197,135 S.F.
SIDEWALKS / PATIOS	34,457 S.F.
TENNIS COURTS	N/A
GRAVEL DRIVEWAYS	N/A
TOTAL GROSS LAND COVERAGE	456,586 S.F. / 10.48 A.C. / 27.8%
PERVIOUS COVERAGE	1,189,111 S.F. / 27.29 A.C. / 72.2%

Source: JMC, 2020

Alternative 5 - Multifamily Building in Cooney Hill Area

AIRPORT CAMPUS

Figure 1-10

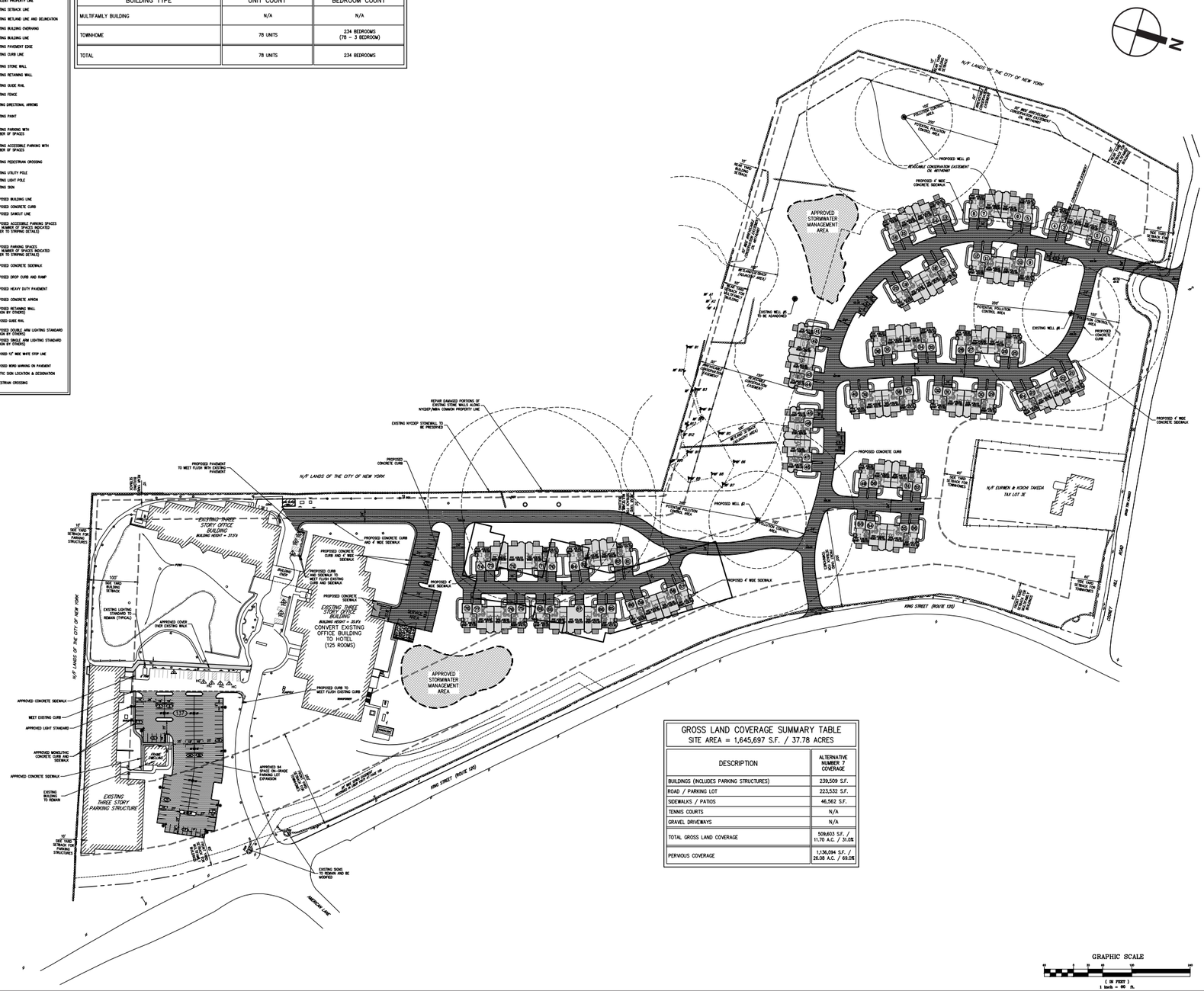
9.18.20

LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING SETBACK LINE
- EXISTING WETLAND LINE AND DELINEATION
- EXISTING BUILDING OVERHANG
- EXISTING BUILDING LINE
- EXISTING PAVEMENT EDGE
- EXISTING CURB LINE
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING GUIDE RAIL
- EXISTING FENCE
- EXISTING DIRECTIONAL ARROWS
- EXISTING PAINT
- EXISTING PARKING WITH NUMBER OF SPACES
- EXISTING ACCESSIBLE PARKING WITH NUMBER OF SPACES
- EXISTING PEDESTRIAN CROSSING
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- PROPOSED BUILDING LINE
- PROPOSED CONCRETE CURB
- PROPOSED SAWCUT LINE
- PROPOSED ACCESSIBLE PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
- PROPOSED PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
- PROPOSED CONCRETE SIDEWALK
- PROPOSED DROP CURB AND RAMP
- PROPOSED HEAVY DUTY PAVEMENT
- PROPOSED CONCRETE APRON
- PROPOSED RETAINING WALL (DESIGN BY OTHERS)
- PROPOSED GUIDE RAIL
- PROPOSED DOUBLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- PROPOSED SINGLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- PROPOSED 12" WIDE WHITE STOP LINE
- PROPOSED WORD MARKING ON PAVEMENT (ONLY)
- TRAFFIC SIGN LOCATION & DESIGNATION
- PEDESTRIAN CROSSING

RESIDENTIAL BUILDING SUMMARY TABLE

BUILDING TYPE	UNIT COUNT	BEDROOM COUNT
MULTIFAMILY BUILDING	N/A	N/A
TOWNHOME	78 UNITS	234 BEDROOMS (78 – 3 BEDROOM)
TOTAL	78 UNITS	234 BEDROOMS



GROSS LAND COVERAGE SUMMARY TABLE
SITE AREA = 1,645,697 S.F. / 37.78 ACRES

DESCRIPTION	ALTERNATIVE NUMBER 7 COVERAGE
BUILDINGS (INCLUDES PARKING STRUCTURES)	239,509 S.F.
ROAD / PARKING LOT	223,532 S.F.
SIDEWALKS / PATIOS	46,562 S.F.
TENNIS COURTS	N/A
GRAVEL DRIVEWAYS	N/A
TOTAL GROSS LAND COVERAGE	509,603 S.F. / 11.70 A.C. / 31.0%
PERVIOUS COVERAGE	1,136,094 S.F. / 26.08 A.C. / 69.0%

GRAPHIC SCALE
(IN FEET)
1 inch = 60 ft.

Source: JMC, 2020

Alternative 7 - Increased Townhouse Density

AIRPORT CAMPUS

Figure 1-11

2.27.20

Existing Condition

Photo Key

Proposed Project

Reduced Height Multifamily (45 feet)

Reduced Height Multifamily (4-stories)

Multifamily in Cooney Hill

Views of Project Site with Alternatives - Vantage Point 1

Figure 1-12

2.27.20

Existing Condition

Photo Key

Source: Perkins Eastman

Proposed Project

Source: Perkins Eastman

Reduced Height Multifamily (45 feet)

Source: Perkins Eastman

Reduced Height Multifamily (4-stories)

Source: Perkins Eastman

Multifamily in Cooney Hill

Views of Project Site with Alternatives - Vantage Point 2

Figure 1-13

2.27.20

Existing Condition

Photo Key

Source: Perkins Eastman

Proposed Project

Source: Perkins Eastman

Reduced Height Multifamily (45 feet)

Source: Perkins Eastman

Reduced Height Multifamily (4-stories)

Source: Perkins Eastman

Multifamily in Cooney Hill

Views of Project Site with Alternatives - Vantage Point 3
Figure 1-14

2.27.20

Existing Condition

Proposed Project

Reduced Height Multifamily (45 feet)

Photo Key

Reduced Height Multifamily (4-stories)

Multifamily in Cooney Hill

Views of Project Site with Alternatives - Vantage Point 4

Figure 1-15

2.A. PROJECT OVERVIEW

Airport Campus I LLC, Airport Campus II LLC, Airport Campus III LLC, Airport Campus IV LLC, and Airport Campus V LLC (collectively "the Applicant") is seeking discretionary approvals from the Town Board of the Town of North Castle (the "Town Board") in order to repurpose and redevelop approximately 38 acres of contiguous property known as "Airport Campus" located at 113 King Street (tax map parcels 118.02-1-1, 113.04-1-13, and 113.04-1-14) in the Town of North Castle, Westchester County, New York (the "Project Site" or "Site"). Specifically, the Applicant proposes to re-occupy the southernmost existing office building for office uses, adaptively re-use the northernmost existing office building as a hotel, and construct new residential uses to the north of the existing buildings, in the form of a five-story, approximately 149-unit multi-family building (with structured parking underneath) and approximately 22 two-story townhomes (the "Proposed Project"). To redevelop the Site as proposed, the applicant has petitioned the ~~TB~~Town Board for text amendments to the Town's Designated Office Business 20A ("DOB-20A") provision of the Town's Zoning Ordinance to permit residential and hotel uses via special permit and to provide bulk and density requirements for those uses (the "Proposed Zoning"). Collectively, the Proposed Project and the Proposed Zoning are the "Proposed Action."

The Project Site, located within the Town's DOB-20A zoning district, is the former corporate headquarters of the Municipal Bond Insurance Association's (MBIA) and is currently improved with approximately 261,000 square feet (sf) of office space within two currently vacant three-story buildings and other associated improvements (e.g., parking, accessory structures, ancillary uses). Access to the Project Site is provided from the existing signalized driveway intersection with King Street/NYS Route 120.

Pursuant to the rules and regulations of the State Environmental Quality Review Act ("SEQRA," Article 8 of the Environmental Conservation Law, and its implementing regulations at 6 NYCRR 617), the Town Board, acting as SEQRA Lead Agency, determined that the Proposed Action has the potential to result in one or more significant adverse environmental impacts. To identify appropriate measures to mitigate potential impacts and allow the public the greatest opportunity to comment on the potential impacts of the Proposed Action, the Town Board adopted a Positive Declaration on September 12, 2018, requiring the preparation of an Environmental Impact Statement (EIS). Public scoping for the EIS took place over two sessions (September 26th and October 10th, 2018) at the North Castle Town Hall (15 Bedford Road, Armonk, New York). The public comment period on the Draft Scoping Document concluded on October 26, 2018. On March 13, 2019, the Town Board adopted the Final Scoping Document, which sets forth the analyses required in the EIS (see **Appendix A-1**).

While a specific redevelopment proposal, the "Proposed Project," is being proposed pursuant to the requirements of the DOB-20A zoning district and SEQRA regulations, the Applicant notes that market conditions will necessarily dictate the precise composition of an eventual site plan.

Accordingly, in addition to preparing a detailed analysis of the potential environmental impacts of the Proposed Project, the Applicant has prepared analyses for several different project alternatives. It is the purpose of these alternatives to identify and analyze the potential environmental impacts of a range of zoning-compliant site plans, such that if the Town Board approves the Proposed Zoning, the environmental impacts of a range of reasonably anticipated potential site plans that may differ from the Proposed Project will have been analyzed through the SEQRA process.

2.B. REQUIRED APPROVALS

To redevelop the Project Site as proposed, the Applicant has petitioned the Town Board for text amendments to the Town's Zoning Code. The Applicant has also applied to the Town Board for approval of a Preliminary Development Concept Plan (PDCP) and a Special Permit, which would allow for the subsequent preparation of a detailed site plan and potential subdivision application to construct the Proposed Project (subject to approval by the North Castle Planning Board).

A comprehensive list of the approvals required to construct the Proposed Project is below. The governmental agencies responsible for those approvals, identified in parentheses, are identified as "Involved Agencies" pursuant to SEQRA.

- DOB-20A Zoning Text Amendment (Town Board)
- Preliminary Development Concept Plan Approval (Town Board)
- Special Permit for Hotel, MultiFamily, and Townhouse uses (Town Board)
- Site Plan Approval (Planning Board, Town of North Castle)
- Subdivision Approval (Planning Board, Town of North Castle)
- Wetland Buffer Disturbance (Planning Board, Town of North Castle)
- Tree Removal (Planning Board, Town of North Castle)
- Municipal Separate Storm Sewer System (MS4) Approvals (Town Engineering Consultant)
- Connections to North Castle Sewer District #3 (Town of North Castle Water and Sewer Department)
- Driveway Permit (Town of North Castle Highway Department)
- Building Permit (Town of North Castle Building Department)
- Water System Approval/Realty Subdivision (Westchester County Department of Health)
- Sanitary Sewer Allocation (Westchester County Department of Environmental Facilities)
- State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity (New York State Department of Environmental Conservation [NYSDEC])
- Water Withdrawal Permit (NYSDEC)
- Stormwater Pollution Prevention Plan Approval (New York City Department of Environmental Protection [NYCDEP] and NYSDEC)
- Curb Cut to King Street (New York State Department of Transportation)
- Section 14.09 Review (New York State Office of Parks, Recreation, and Historic Preservation)

- Building Permit Review, Westchester County Department of Public Works/Department of Transportation (§239-f of General Municipal Law)

In addition to the above approvals, pursuant to §277.61 of the Westchester County Administrative Code, the Proposed Zoning must be referred to the Westchester County Planning Board prior to final action by the Town Board and the site plan must be referred at least 30 days prior to final action by the Planning Board.

Lastly, several "Interested Agencies" will be participating in review of the Proposed Action under SEQRA, including:

- Town of North Castle Conservation Board
- Town of North Castle Open Space Committee
- Town of North Castle Parks and Recreation Department
- New York State Office of the Attorney General - Charles Silver, Ph.D, Watershed Inspector General Scientist, Environmental Protection Bureau

2.C. PROJECT SITE DESCRIPTION

2.C.1. EXISTING IMPROVEMENTS

The Project Site is located at 113 King Street in the Town of North Castle, Westchester County, New York and is generally bounded by Cooney Hill Road to the north, King Street to the east, and undeveloped forested areas bordering the Kensico Reservoir (owned by the City of New York under the jurisdiction of the NYCDEP to the west and south. The Project Site is approximately 38 acres in size and consists of the following three tax parcels and associated addresses (see **Figure 2-1**):

118.02-1-1 (113 King Street): Approximately 36 acres generally located on the west side of King Street between American Lane and Cooney Hill Road (majority of the Project Site);

113.04-1-13 (formerly 3 Weber Place): Approximately 1 acre on the south side of Cooney Hill Road (northwest corner of the Project Site); and

113.04-1-14 (formerly 1 Weber Place): Approximately 1 acre on the south side of Cooney Hill Road (northwest corner of the Project Site).

As shown in **Figure 2-1**, the southern portion of the Project Site is currently improved with what was previously MBIA's corporate headquarters and contains a vacant, three-story, approximately 100,000-sf office building in the southwest corner; another vacant, three-story, approximately 161,000-sf office building immediately north of the 100,000-sf building; approximately 328 surface parking spaces (two surface lots); a three-story parking structure containing approximately 316 parking spaces; a circa 1820s farmhouse and accessory shed/barn (used for storage and maintenance purposes); a water feature/stormwater pond; and landscaping. The northern portion of the Project Site contains meadows, landscaping, and outdoor amenities for the uses described above, including paved tennis courts, a volleyball court, and walking paths. Representative photographs of the Project Site's existing conditions can be found in Chapter 11, "Visual Resources and Community Character."

2.C.2. FRONTAGE AND ACCESS

The Project Site has approximately 2,200 feet of frontage along King Street and approximately 900 feet of frontage along Cooney Hill Road. Vehicular and pedestrian access is provided through the existing signalized driveway intersection with King Street/NYS Route 120. No vehicular access is provided to the northern portion of the Project Site from Cooney Hill Road.

2.C.3. SITE TOPOGRAPHY

The topography of the currently developed (southern) portion of the Project Site ranges from a low of approximately 390 feet above mean sea level at the King Street entrance, to a high of approximately 430 feet along northerly portion. This currently developed portion of the Project Site generally slopes up from King Street to the northwest.

The Cooney Hill area (northern extent) of the Project Site ranges in elevation from a high of approximately 470 feet above mean sea level at the Cooney Hill Road/King Street intersection, and generally slopes in a southwesterly direction to a low of approximately 390 feet.

As described and mapped in Chapter 5, "Topography and Slopes," the majority of slopes within the Proposed Project's limits of disturbance fall within the 0–15 percent category, and no areas of Town-regulated steep slopes are present on the Site within the Proposed Project's limits of disturbance.

An approximately 15-foot-wide by 30-foot-long bedrock outcrop (Precambrian-age gneiss) is located in the northwest portion of the Project Site, southeast of the former location of the Weber Place roadbed.

2.C.4. ON-SITE WETLANDS

As described and mapped in Chapter 7, "Wetlands," one wetland segment of approximately 0.247 acres is located at the western corner of the Project Site, abutting the east/west-oriented site boundary to the south of the former Weber Place.

The wetland on the Project Site is regulated by the U.S. Army Corps of Engineers (USACE) and the Town of North Castle via Chapter 137 of the Town Code. This wetland was delineated on July 10, 2018 in accordance with the Town of North Castle Code and the USACE Wetland Delineation manual and Northeast supplement. The Town of North Castle regulates a 100-foot wetland buffer resulting in approximately 1.81 acres of Town-regulated buffer on the Project Site. The total wetland and buffer area on the Project Site is 2.06 acres (5.4 percent of the site).

2.C.5. CONSERVATION EASEMENT

During the approval process for MBIA's prior expansion plans (see Section 2.E.2, "Currently Approved Development Plan"), MBIA was contacted by the Natural Resources Defense Council (NRDC) and Riverkeeper, Inc. (Riverkeeper). MBIA, NRDC, and Riverkeeper entered into discussions with the goal of protecting and enhancing the environment by incorporating innovative design characteristics and maximizing the use of existing impervious surfaces. As a result of those discussions, the development plan provided for a decrease of impervious surface on the Project Site of approximately 11,700 sf below the then existing conditions.

On October 8, 2003, MBIA, NRDC, and Riverkeeper entered into an agreement (the "Agreement") memorializing the mitigation measures and design components agreed to among the parties with respect to expansion of MBIA's corporate headquarters. A copy of the Agreement is attached as **Appendix B-1**.

Pursuant to paragraph 2.5 of the Agreement, MBIA agreed to forego any future right to develop a portion of the Cooney Hill area adjacent to the DEP property. Paragraph 2.5 also provided that the restriction on development was to be memorialized in a conservation easement to an appropriate entity to be mutually agreed upon among the parties. A portion of the conservation easement area was to be irrevocable in the form of a 50-foot-deep, approximately 1.95-acre strip of property immediately adjacent to the DEP property. The balance of the conservation easement area (approximately 6 acres) was to be revocable if two conditions were met, as follows: (i) MBIA has not constructed both the proposed office building and the associated parking structure; and (ii) MBIA sells the Cooney Hill lots to a third party for a stand-alone development.

Pursuant to paragraph 2.5 of the Agreement, a conservation easement (the "Conservation Easement") between MBIA as grantor and the Westchester Land Trust, Inc. as grantee was executed on January 11, 2006. The Conservation Easement was recorded in the Westchester County Clerk's Office, Division of Land Records, on May 1, 2006 at Control No. 461140461. The Conservation Easement granted to the Westchester Land Trust mirrors the language in the Agreement with NRDC and Riverkeeper, i.e., a portion of the conservation easement donation was irrevocable and a separate portion was revocable, as established in the original Agreement. A copy of the Conservation Easement is attached as **Appendix B-2**.

MBIA never constructed the previously approved office expansion project. MBIA eventually sold the Cooney Hill lots (and the remainder of MBIA's property) to the Applicant, thereby satisfying the requirements for the revocation of that portion of the conservation easement area deemed to be revocable and enabling the Applicant, as successor in interest to MBIA, to revoke that portion of the Conservation Easement area. The irrevocable easement area remains, with no development permitted therein. The current development proposal by the Applicant utilizes the approximately 6-acre revocable portion of the Conservation Easement area but respects the approximately 1.95-acre irrevocable portion.

2.C.6. OTHER EASEMENTS AND RESTRICTIONS

Other than the Conservation Easement described above, the Project Site does not contain any other easements, restrictions, or other conditions that affect the future development and use of the Project Site. A full Title Report for the Project Site is attached as **Appendix B-4**.

2.D. DESCRIPTION OF SURROUNDING USES, FACILITIES, AND ZONING

Land uses in the vicinity of the Project Site consist of corporate office and conference centers, a single-family house, and New York City water supply lands adjacent to the Kensico Reservoir (under jurisdiction of DEP). The Project Site is located approximately 500 feet west of the border between New York and Connecticut (Town of Greenwich, Connecticut) (see **Figure 2-2**).

The zoning districts within a ½-mile vicinity of the Project Site (see **Figure 2-3**) consist of a mix of DOB-20A, Single-Family Residence (R-2A), and Office Business (OB) zoning districts.

Notable corporate office park/conference facilities, residential uses, major roadways, hamlet centers, and critical environmental areas in the immediate vicinity of the Project Site are described below.

2.D.1. SWISS RE AMERICA (175 KING STREET)

The approximately 127-acre parcel (tax parcel 113.04-1-2) directly north of the Project Site (across Cooney Hill Road) serves as the North American headquarters of Swiss Re America. The Swiss Re property is located in the DOB-20A zoning district and has the capacity to accommodate approximately 1,000 employees. The property is developed with approximately 360,000 sf of office space and a parking structure, completed in 1999 and expanded in 2004. Included as part of the Swiss Re property is the largest solar installation in Westchester County, located on the west side of King Street between the Swiss Re access drive and Cooney Hill Road. The Swiss Re solar field, which includes approximately 7,700 individual solar panels across ten acres of the Swiss Re parcel, has been in this location since 2016.

2.D.2. CITIGROUP ARMONK CONFERENCE CENTER (188 KING STREET)

The approximately 27-acre parcel directly across King Street from the Project Site (188 King Street, tax parcel 113.04-1-3) is owned by Citigroup and used for conferences and corporate retreats. Similar to the Project Site, the Citigroup property is located in the DOB-20A zoning district. The complex consists of three groups of buildings serving as conference/meeting halls, with associated surface parking lots as well as landscaping and outdoor amenities, including walking paths.

2.D.3. IBM WORLD HEADQUARTERS (1 NEW ORCHARD ROAD)

IBM purchased the 432-acre former apple orchard located approximately one mile to the northeast of the Project Site in the mid-1950s and relocated its headquarters from New York City to Armonk in 1964. The principal building on the campus is approximately 283,000 sf on a 25-acre parcel with associated surface parking and landscaping (tax parcel 113.02-1-18). There are two other IBM buildings (with parking) on the campus within walking distance of the principal building: the North Castle office (which previously served as IBM's headquarters after relocating from New York City) and the IBM Learning Center, a resort hotel and training center that has approximately 182 guest rooms, 31 meeting rooms, and various amenities. The IBM World Headquarters site is located within the Town's OB zoning district. In 2017, IBM sold approximately 32.5 acres of land located at North Castle Drive and Route 22 to MADDD Madonna Armonk, LLC, the applicant for the proposed Eagle Ridge development. As discussed further in Chapter 3, "Land Use, Zoning, and Public Policy," the Eagle Ridge proposal involves a zoning petition to allow the development of new townhomes and a hotel (with apartments above) on this 32.5 acre site.

2.D.4. GREENWICH AMERICAN CENTER

The approximately 155-acre property, located entirely within Greenwich, Connecticut (east of the Citigroup Armonk Conference Center), contains a total of approximately 690,000 sf of leasable office space within two buildings ranging in height from one to

four stories. The larger of the two buildings includes covered parking for approximately 1,600 vehicles.

2.D.5. NYCDEP SHAFT 17

The large, forested, and mostly undeveloped property (tax parcel 118.02-1-3) located immediately to the west and south of the Project Site is owned by DEP and zoned R-2A, single-family residential. However, this property is New York City watershed land that is vacant and unoccupied with the exception of Shaft 17, a DEP-owned facility on the Delaware Aqueduct water supply system, which controls water flow into Kensico Reservoir. Shaft 17 is accessed through a secure gated entry from Cooney Hill Road, just beyond the northwest corner of the Project Site.

2.D.6. NEARBY RESIDENTIAL USES

There is one single-family home directly adjacent to the Project Site's northern boundary, along the south side of Cooney Hill Road. This property is included in the DOB-20A zoning district and is discussed further below. Due to the presence of the Kensico Reservoir watershed lands (owned by DEP) to the west and the Westchester County Airport to the south, residential neighborhoods closest to the Project Site are to the north and east. The residential uses to the east (east of I-684) are located within neighboring Greenwich, Connecticut, including the neighborhoods surrounding the Tamarack Country Club. Additional single-family homes are located approximately 1.5 miles to the north of the Project Site where King Street/NYS Route 120 intersects with NYS Route 22. Approximately two miles to the northeast, where Old Route 22 intersects with Main Street in the Armonk Hamlet, the Whippoorwill Hills (150 units), Whippoorwill Ridge (55 units), and Cider Mill (27 units) developments provide a combined total of 232 residential units. The Betsy Sluder Nature Preserve is located to the south of these neighborhoods.

2.D.7. REGIONAL AND LOCAL ROADWAY NETWORK

The Project Site benefits from convenient access to the local and regional roadway network. The signalized driveway intersection with King Street/NYS Route 120 provides primary access to the Project Site. NYS Route 120 generally runs north/south between Rye and Chappaqua. Further north of the Project Site, King Street/NYS Route 120 intersects with NYS Route 22 and provides access to North White Plains and the Armonk Hamlet through two separate interchanges. NYS Route 22 is a major arterial that runs for 337 miles from the New York City borough of the Bronx to the Canadian border. NYS Route 128 is a 5.53-mile minor arterial that extends through the Armonk Hamlet (via Main Street) from NYS Route 22 to Route 117 in Mount Kisco. The Project Site is located west of I-684, an interstate highway that runs from I-287 in Harrison and terminates at I-84 near Brewster. The Project Site is easily accessible from I-684 through interchanges with NYS Routes 120 and 22.

2.D.8. ARMONK HAMLET

The Armonk Hamlet, which is located approximately two miles northeast of the Project Site (Main Street at NYS Route 22), is the Town of North Castle's primary central business district. The hamlet is located along Bedford Road, Maple Avenue and Main Street/NYS Route 128 and includes the Town Hall governmental complex, post office, and various retail, restaurant and office uses.

2.D.9. NYSDEC CRITICAL ENVIRONMENTAL AREAS

As depicted in **Figure 2-4**, the Project Site is located within the Westchester County Airport 60 L_{dn} Noise Contour Critical Environmental Area (CEA) as defined by NYSDEC. Refer to Chapter 16, "Noise," for more information on this feature.

2.E. DETAILED DESCRIPTION OF PROPOSED PROJECT

While a specific PDCP is being proposed, and is described in detail below, the Applicant notes that market conditions will necessarily dictate the precise composition of an eventual site plan. Accordingly, the Applicant has prepared analyses for several different project alternatives, in accordance with the approved Scoping Document. It is the purpose of these alternatives to identify and analyze the potential environmental impacts of a range of zoning-compliant site plans, such that if the Town Board approves the Proposed Zoning, the environmental impacts of a range of reasonably anticipated potential site plans will have been analyzed through the SEQRA process.

2.E.1. PROPOSED PRELIMINARY DEVELOPMENT CONCEPT PLAN (DEIS)

In connection with the Special Permit requested as part of the Proposed Action, the Applicant has developed a PDCP for the Project Site. Approval of the PDCP by the Town Board would allow for the subsequent preparation of a detailed site plan and subdivision application to construct the Proposed Project (subject to approval by the North Castle Planning Board and other Involved Agencies).

2.E.1.a. Buildings and Uses

The PDCP, or Proposed Project, which is the primary subject of the DEIS component of this document, proposes the redevelopment of the Project Site as follows (see **Figure 2-5** and **Table 2-1**):

- Re-occupancy of the southernmost existing, approximately 100,000-sf office building for office uses. Other than the possibility of additional rooftop equipment, the addition of patios or terraces, etc. there would be no significant changes to the building's footprint or height.
- Conversion of the northernmost existing, approximately 161,000-sf office building to an approximately 125-key hotel with accessory spa, fitness, and restaurant space. Other than the possibility of additional rooftop equipment, the addition of patios or terraces, etc. there would be no significant changes to the building's footprint or height.
- Construction of additional surface parking to the south of the existing office buildings to support their proposed re-use.
- Construction of an approximately 149-unit multifamily residential building to the north of the hotel. The proposed multifamily building would consist of five floors of residential space (with amenities) over two above-grade concrete parking garage floors, with another level of parking proposed below-grade. The three levels of parking would provide for approximately 331 parking spaces.

  The proposed multifamily building would be approximately 78 feet in height (above average grade) and would contain approximately 225,465 gross square feet (gsf) of residential floor area, including lobby and amenity space.

Of the total 149 units, approximately 49 would be one-bedroom units (average unit size of 930 sf) and approximately 100 would be two-bedroom units (average unit size of 1,183 sf).

- Construction of 22 new two-story townhomes in the Cooney Hill (northern) portion of the Project Site. Three separate townhouse models are envisioned, and the total aggregate floor area of the townhouse development would be approximately 67,760 gsf. The townhomes would be approximately 32 feet in height (above average grade).

If approved, the Proposed Project (aka the proposed PDCP) would supplant the currently approved project (aka the current PDCP).

Figures 2-6a through 2-6h and 2-7a through 2-7c provide conceptual floor plans for the proposed multifamily building and townhomes. A conceptual rendering of the proposed multifamily building from a location within the Project Site is shown on **Figures 2-8a through 2-8c**.

Accessory uses and amenities for the Proposed Project are subject to change and future site plan approvals, but may include:

- Restaurant within the proposed hotel;
- Outdoor swimming pool and landscaped amenity terrace for the multifamily building; and
- Landscaped outdoor recreation spaces with playground equipment for the multifamily building and townhouse community.

Table 2-1
PDCP Gross Floor Area and Building Footprint Summary

Building ID	Existing Total Floor Area (gsf)	Proposed Total Floor Area (gsf)	Existing/Proposed Building Footprints (gsf)	Proposed Floor Area Breakdown (gsf)			Dwelling Units
				Residential	Hotel	Office	
Existing Northern Office Building	161,000	161,000	51,384	--	161,000	--	0
Existing Southern Office Building	100,000	100,000	25,921	--	--	100,000	0
Proposed Multifamily Building	N/A	225,465*	67,094	225,465*	--	--	149
Proposed Cooney Hill Townhomes	N/A	67,760*	36,025	67,760*	N/A	N/A	22
Total	261,000	**554,225**	**180,424**	**293,225***	**161,000**	**100,000**	**171 units**

Notes: gsf = gross square feet
* Calculated based on the definition of gross floor area from the Town Code
Sources: Airport Campus; Perkins Eastman Architects; JMC Engineering; and AKRF, Inc.

2.E.1.b. Zoning Conformance

As described in Section 2.F.1, "Proposed Zoning," as well as **Appendix A-2**, the Proposed Zoning would allow the Town Board, by special permit, to modify certain physical dimensional requirements in the DOB-20A district for applications seeking conversions from existing and/or fully approved but unbuilt office and related amenity space to residential uses. **Table 2-2** summarizes the Proposed Project's conformance with the proposed DOB-20A regulations.

Table 2-2
Dimensional Regulations – Existing and Proposed DOB-20A

DOB-20A Dimensional Regulations	Existing DOB-20A Zoning	Existing Condition	Proposed DOB-20A Zoning	Provided
Area				
Minimum Lot Area	20 acres	37.8 acres	No change	No change
Minimum Frontage	500 feet	2,215 feet	No change	No change
Minimum Depth	500 feet	857 feet (avg)	No change	No change
Minimum Front Yard Setbacks				
Currently Permitted Uses (§ 355-23)	150 feet	61 feet[7]	No change	No change
Multifamily Residential Buildings	N/A	N/A	65 feet[1]	65 feet
Residential Townhomes	N/A	N/A	200 feet[1]	244 feet
Minimum Rear Yard Setbacks				
Currently Permitted Uses (§ 355-23)	300 feet / 10 feet[2]	14 feet	No change	No change
Multifamily Residential Buildings	N/A	N/A	50 feet[1]	61 feet
Minimum Side Yard Setbacks				
Residential Townhomes	N/A	N/A	60 feet[1]	64 feet
Maximum Building Coverage				
Currently Permitted Uses (§ 355-23)	10 percent	6.86 percent	15 percent[1]	3.69 percent
Multifamily Residential Buildings	N/A	N/A	15 percent[1]	4.08 percent
Residential Townhomes	N/A	N/A	15 percent[1]	2.19 percent
Maximum Building Height				
Currently Permitted Uses (§ 355-23)	As in § 355-30J(3)(c)	<45 feet	As in § 355-30J(3)(c)	No change
Multifamily Residential Buildings	N/A	N/A	85 feet[1]	Approx. 78 feet
Residential Townhomes	N/A	N/A	35 feet[1]	Approx. 32 feet
Floor Area Ratio				
Currently Permitted Uses (§ 355-23)	0.15	0.16[4]	No change	0.06-0.10
Multifamily Residential Buildings	N/A	N/A	N/A[3]	0.14[3]
Residential Townhomes	N/A	N/A	N/A[3]	0.04[3]
Parking				
Currently Permitted Uses (§ 355-23)	As in § 355-30J	473	As in § 355-30J	Shared with Hotel
Multifamily Residential Buildings	N/A	N/A	TBD[5]	347
Residential Townhomes	N/A	N/A	TBD[5]	4 per unit[6]
Hotel	N/A	N/A	TBD[5]	Shared with Office

Notes:
[1] Subject to Special Permit approval by the Town Board
[2] 10 feet for building adjacent to NYCDEP watershed lands by Special Permit
[3] Subject to other density limitations
[4] Increased floor area ratio permitted due to previous transfer of development rights
[5] Parking requirements for multifamily and townhouse uses shall be determined by the Planning Board in connection with site plan approval
[6] Parking for each residential townhome includes 2 driveway and 2 garage spaces (4 total)
[7] Previously approved by Special Permit from Town Board
Sources: Zoning Petition prepared by the Applicant; Town Code of the Town of North Castle

~~*2.E.1.b.*~~*2.E.1.c. Site Access and Circulation*

The PDCP includes two primary, ungated vehicular access points to the Project Site to efficiently provide for passenger, emergency, sanitation, and delivery vehicle access to the Project Site. A third access point is contemplated along the King Street frontage of the Project Site between the existing signalized King Street access and Cooney Hill Road, in the form of a right-in, right-out driveway.

For the southern portion of the Project Site, including the proposed office, hotel, and multifamily uses, no change is proposed to the existing east/west-oriented access drive from King Street at the existing signalized intersection. As shown on **Figures 2-9a through 2-9c**, two new north/south-oriented access drives would serve the proposed multifamily building and parking structure, as well as the rear of the hotel to provide adequate circulation for hotel guests, multifamily building residents/guests, and emergency/service vehicles.

As shown on **Figures 2-10a and 2-10b**, access to the proposed townhomes would be provided through a new entrance drive extending south into the site from Cooney Hill Road. The access drive would serve individual driveways for the townhomes, and would terminate at a hammerhead turnaround which has been designed to accommodate emergency, sanitation, and delivery vehicles.

Additional emergency-only, gravel-surfaced access roads would internally connect the northern and southern portions of the Site, as shown on the PDCP.

2.E.1.d. Signage

Existing signage on the Project Site consists of ornamental address identification signage flanking the signalized main entrance to the site from King Street, which reads "113 King Street." The Proposed Project would modify these signs but likely retain the locations. An additional signage program is proposed at the right-in, right-out driveway described above, as well as the intersection of King Street and Cooney Hill Road as wayfinding for the entrance to the townhouse development. Detailed signage plans for entrances to the Project Site would be subject to review by the Town as part of future site plan approvals.

~~*2.E.1.c.*~~*2.E.1.e. Lighting, Open Space, and Landscaping*

The Project Site currently has exterior lighting on its driveways, walkways, and parking areas. Similar to the existing condition, the Proposed Project would incorporate Site lighting along proposed driveways, parking areas, and certain walking paths. The lighting design would be compliant with Section 355-45(M) of the Town Code, which requires that the source of light not be visible from adjoining streets or residential properties and would not provide objectionable glare. The exact lighting fixtures that would be used for the Proposed Project have not been finalized; however, **Figures 2-11a and 2-11b** includes preliminary information on the quantity, wattage, and height of fixtures to be considered for each lighting zone on the Project Site.

Regarding open space, as shown in **Figure 2-12**, following construction of the Proposed Project approximately 74 percent of the Project Site's total area (which equates to approximately 28 acres) would consist of either undisturbed (wetland area, steep slopes, forest, conservation easement area) or landscaped open space.

The plans included as **Figures 2-13a and 2-13b** depict the preliminary landscaping plan for the Proposed Project, including the location, size, and quantity of proposed trees, shrubs, and ground cover. As noted on the plans, approximately 451 new trees (a mix of deciduous and evergreen) would be planted on the Project Site. Methods of installation would conform to the American Nursery and Landscape Association, American Standard for Nursery Stock (latest edition). All areas of the Project Site not occupied by buildings or pavement and not specified as being planted with trees, shrubs, or manicured lawn would remain in its current natural state (e.g., meadow). According to the Applicant, the integrated pest management plan (IPM) currently in place for the Project Site's existing office uses would be expected to remain in the Future with the Proposed Project.

~~*2.E.1.d.*~~*2.E.1.f. Grading, Limits of Disturbance, and Tree Removal*

Grading would be limited to the proposed limits of disturbance on the Project Site, i.e., those areas where new buildings, internal circulation driveways/parking lots, and stormwater management facilities are proposed. No mass grading of the Project Site would occur to facilitate the Proposed Project. Therefore, the existing grades associated with the main entrance to the Project Site from King Street, the existing office buildings / water feature, identified wetland area, and conservation easement areas will remain undisturbed. In total, the Proposed Project would involve approximately 17.5 acres of disturbance (approximately 46 percent of the Project Site's total acreage) (see **Figures 2-14a and 2-14b**).

A tree survey was completed for the Project Site, which included the location, species, size, and health condition of individual trees within the Proposed Project's approximate limit of disturbance. The tree survey was conducted in accordance with Chapter 308 (Tree Preservation) of the Town Code of the Town of North Castle. The tree protection plans and tree survey show that there are approximately 744 trees with a diameter at breast height (DBH) of 8 inches or greater within the area surveyed. Of the 744 trees surveyed, approximately 368 have been marked for removal (see **Figures 2-15a through 2-15d**). Additional details on the Project Site's vegetation, including the measures to mitigate the proposed tree removal, can be found in Chapter 6, "Vegetation and Wildlife."

~~*2.E.1.e.*~~*2.E.1.g. Stormwater Management and Erosion Control*

As discussed in Chapter 8, "Stormwater Management," two new stormwater management areas have been designed to manage the Proposed Project's stormwater. Stormwater Management Area 1 (SMA 1) would consist of a pocket pond that would have a water surface elevation of 405.50 and provide approximately 23,500 cubic feet of wet storage. SMA 1 is proposed in the southern portion of the Project Site, between the northernmost office building

(proposed hotel) and the proposed multifamily building. Stormwater Management Area 2 (SMA 2) would consist of a micropool and forebay connected by a riprap pilot channel. SMA 2 is proposed in the northern portion of the Project Site, southwest of the proposed townhomes.

The Applicant's engineer has also developed an Erosion and Sediment Control Plan (ESCP) that depicts the measures that would be implemented to control erosion during construction and reduce the potential for sediment to leave the Site. These measures include stabilized construction accesses (SCAs), the limit of disturbance beyond which no soil disturbance is to occur, the installation of silt fencing, temporary sediment basins, inlet protection and other measures, which would be used throughout the construction period to minimize the potential for erosion and sedimentation impacts from construction of the Proposed Project.

~~*2.E.1.f.*~~*2.E.1.h. On- and Off-Site Utilities*

The Project Site is not located within any Town of North Castle water district. According to the Well Yield Report (see **Appendix F-1**) prepared by WSP and summarized in Chapter 9, "Utilities," the Project Site contains six existing wells referred to as Wells 3, 4, 5, 6, 7, and 8. However, water for the existing development on the Project Site is currently supplied by four of these wells (Wells 3, 4, 5, and 6). Well 5 is not proposed for use as a water supply well in the Future with the Proposed Project because of its location near a proposed stormwater management area. Wells 7 and 8 were drilled in 2018 at locations approved by the Westchester County Department of Health (WCDH), but are not currently part of the existing onsite water system. Based on the water level data and yield information from the pumping tests conducted on these wells described above, the combined yield estimate for the proposed supply wells with the best well (Well 8) out of service is 71 gallons per minute (gpm) to 84 gpm, or 102,240 gpd (gallons per day) to 120,960 gpd. This combined yield will be able to support an average water demand of 51,120 gpd to 60,480 gpd. As discussed further in Chapter 9, "Utilities," no off-Site improvements appear warranted in connection with the Proposed Project's water supply. An off-Site well monitoring program is proposed as part of future site plan approvals.

{Sanitary Sewer – forthcoming}

2.E.1.i. Other Off-Site Improvements

As noted above and in Chapter 9, "Utilities," no off-Site infrastructure improvements are necessary to mitigate the impacts of the Proposed Project's water and wastewater demand. Furthermore, in the Applicant's opinion, the analyses included as part of the DEIS component of this document do not identify a need for other off-site improvements to mitigate potential impacts of the Proposed Project related to traffic infrastructure, community benefits, or parking in the Armonk hamlet. Should subsequent analyses indicate the need for off-site improvements resulting from impacts related to the Proposed Project and/or other projects, the Applicant would contribute its fair share to those improvements.

~~2.E.1.g.~~2.E.1.j. *Construction Phasing*

As explained in more detail in Chapter 17, "Construction," the duration and timing of the construction phases are estimates, and development program overlaps would occur among the various construction phases. The sequencing is also subject to change and is dependent on market demand. Regardless, the method for performing each activity would meet industry standards for construction and comply with all regulations for projects in the Town of North Castle. The construction program for the PDCP is anticipated to occur in four phases, as shown in **Figure 2-16**. These phases may occur consecutively or completely or partially concurrently. Similarly, they may occur in a different order.

The Hotel Phase of construction envisioned for the PDCP involves the conversion of the existing northern office building to a 125-room hotel and related infrastructure improvements. This phase is estimated to take 8 to 12 months.

The Townhouse Phase would involve the construction of the 22 townhomes on the northern portion of the property, along with the access driveway from Cooney Hill Road and installation of related infrastructure and utilities. This phase would include the construction of a temporary stormwater sediment basin on the southwest side of the proposed townhomes for erosion and sediment control purposes. The temporary basin would be converted to a permanent stormwater pond for stormwater management. This phase is estimated to last between 18 and 24 months.

The Multifamily Phase involves the construction of the 149-unit multifamily building with associated parking structure. This phase would include the construction of access drives on the east and west sides of this building. This phase would also include the construction of a temporary stormwater sediment basin on the east side of the proposed building for erosion and sediment control purposes. The temporary basin would be converted to a permanent stormwater pond upon completion of the building for stormwater management. This phase is estimated to last between 18 and 24 months.

The Parking Lot Expansion Phase involves implementation of the previously approved expansion of the existing 43-space parking area located adjacent to the farmhouse in the southern portion of the Project Site. The site plan and SWPPP approvals currently in place with the Town, which have not been constructed, allow for a parking expansion of 94 spaces in this area (for a total of 137 spaces), with associated curbing, utility, and stormwater management improvements. This phase is estimated to last between 3 to 4 months.

Construction of the Proposed Project would generate trips from workers traveling to and from the Project Site, as well as the movement of goods and equipment. The estimated average number of construction workers on-site at any one time would vary depending on the phase of construction. Over the life of the project, it is estimated that a total of approximately 200 workers would be utilized.

Truck movements would be spread throughout the day and would generally occur between the hours of 6:30 AM and 4:30 PM, depending on the period of construction. It is anticipated that most traffic would access the Project Site from the south via Interstate 684 and King Street, while some may access the site from the north via NYS Route 22 and King Street.

2.E.1.k. Site Limitations and Constraints

The PDCP has been designed to complement the currently developed portion of the Project Site while avoiding certain site limitations and constraints, including the aforementioned Conservation Easement area and regulated wetland buffer. The Town of North Castle also regulates steep slopes. Chapter 355 of the Town Code defines a steep slope as "A natural geographical area, whether on one or more lots, which has a slope equal to 25 percent or greater over a horizontal area measuring at least 25 feet in all directions." Refer to Chapter 5, "Topography and Slopes" for a map depicting the areas of the Project Site which meet the Town's definition of a steep slope. There are no Town-defined steep slopes within the Proposed Project's limits of disturbance.

2.E.2. CURRENTLY APPROVED DEVELOPMENT PLAN

MBIA originally acquired an approximately 93,000-sf office building developed on the Project Site in the early 1980s. As part of that acquisition, MBIA secured and transferred 60,000 sf of additional development rights from what is now the Swiss Re parcel and constructed a 60,000-sf expansion. After approvals were issued by the Town of North Castle, construction of the expansion commenced in 1991 and occupancy commenced in 1993. Following a period of rapid corporate growth, MBIA recognized the need to expand its headquarters. Toward that end, and following completion of a review under SEQRA, MBIA received approval to construct an additional 101,000 sf of office and related amenity space in 1996. This brought the total development to approximately 261,000 sf of office and related amenity space, which is the current development found on the Project Site.

In 2002, MBIA determined that it needed additional space to accommodate its growing business. Accordingly, a Petition was submitted to the Town Board seeking certain zoning amendments which would permit an additional expansion of MBIA's corporate headquarters.

On October 8, 2003, the Town Board adopted a SEQRA Findings Statement and approved the necessary zoning amendments, including an amended PDCP, to permit an additional office expansion on the Project Site. Subsequently, the Town Board granted special permit approval and the Planning Board granted amended site plan approval to permit the Site's previous owner, MBIA, to develop an additional 238,000 sf of office and related amenity space, including a 20,000-sf meeting house. These approvals allow for an increase of office space on the Project Site from approximately 261,000 sf of office and related amenity space that exists today to approximately 499,000 sf of office and related amenity space, including the proposed meeting house. This approval also provided for the construction of a five-story parking structure containing approximately 1,000 parking spaces.

A site plan delineating the currently approved development plan is shown in **Figure 2-17**. While the most recent approvals for the additional expansion have been granted

extensions by the Town and remain in full force and effect today, no new structures contemplated by those approvals have been built.

Prior to the environmental review, site plan approval process, and issuance of other related permits and approvals for the expansion plan, MBIA acquired 16 of the 17 single-family residential lots in the Cooney Hill area. Subsequent to receiving site plan approval, and as part of implementing the first phase of that approval, all of the homes, associated septic systems, fuel oil tanks, and paved surfaces (including driveways and Weber Place) were demolished/removed and replaced with a system of mulched walking/exercise trails, tennis courts and a sand volleyball court. The remnants of this initial phase are visible in the northern portion of the Project Site today.

In addition, subsequent site plan and Stormwater Pollution Prevention Plan (SWPPP) approvals were granted by the Town for the expansion of the existing 43-space parking area located adjacent to the farmhouse in the southern portion of the Project Site. The site plan and SWPPP approvals currently in place with the Town, which have not been constructed, allow for a parking expansion of 94 spaces (for a total of 137 spaces), with associated curbing, utility, and stormwater management improvements. The potential environmental impacts of this office expansion were documented in the 2004 Statement of Findings (see **Appendix A-4**) and are considered as a baseline, or No Action, alternative to the Proposed Project, as described more fully in Chapter 18, "Alternatives."

2.F. DESCRIPTION OF THE PROPOSED ZONING

2.F.1. PROPOSED ZONING (GEIS)

To redevelop the Project Site as proposed, the Applicant has petitioned the Town Board for text amendments to the DOB-20A provisions of the Town's Zoning Ordinance in order to permit residential (multifamily buildings, townhomes, single-family dwellings, two-family dwellings, senior citizen housing, and assisted living facilities) and hotel uses on the Project Site as special permit uses; to permit medical offices as a principal permitted use (considered as a clarification to the code); and to provide bulk and density requirements for those uses. Specifically, a new local law would amend several sections of Chapter 355 of the Town Code with respect to the DOB-20A Zoning District (see **Appendix A-2**). The proposed text amendments would:

- Implement the recommendations of the Town's 2018 Comprehensive Plan by allowing additional uses and permitting a mix of uses in the DOB-20A district (including office, medical office, hotel, multifamily, townhouse, single-family, and two-family dwellings, senior citizen housing, and assisted living facilities);
- Allow for the conversion of existing office and related amenity space and/or fully approved but unbuilt office and related amenity space to hotel use, including typical accessory uses such as a spa, fitness facility, and restaurant. Such conversion would be subject to Town Board approval and the following special conditions and requirements:
    - The conversion of existing office and related amenity space to hotel use can be accomplished either by repurposing existing building(s) or by demolishing existing building(s) and constructing new hotel space;

- Hotel use shall be permitted on a single site in addition to office; medical office; multifamily, townhouse, single-family, and two-family dwellings; senior citizen housing; and assisted living facilities;
- Parking requirements for hotel use shall be determined by the Planning Board in connection with site plan approval.

- Allow for the conversion of existing office and related amenity space and/or fully approved but unbuilt office and related amenity space to multifamily, townhouse, single-family, and two-family dwellings; senior citizen housing; and/or assisted living facilities. Such conversion would be subject to Town Board approval and the following special conditions and requirements:
  - Residential conversion shall only be permitted for office and related space that has received all necessary approvals from the Town of North Castle, including zoning, subdivision, special permit, and/or site plan approvals, but not including building permit approval;
  - Each square foot of approved but unbuilt office and related amenity space, up to a maximum of 250,000 sf, may be converted into one and one-quarter (1.25) sf of residential and amenity space, with a maximum of 250 residential units (with density bonuses permitted for assisted living facilities and/or senior housing);
  - Each square foot of existing office and related amenity space, up to a maximum of 250,000 sf but not less than 50,000 sf, may be converted into one (1.00) sf of residential and amenity space, provided that at least 75 percent of the building(s) to be converted have been vacant and unleased for two (2) years prior to applying for the conversion;
  - Notwithstanding the provisions outlined above, the maximum residential unit count for any overall site shall not exceed 500; and
  - Notwithstanding any other provisions of Chapter 355, the Town Board, by special permit, may modify certain physical dimensional requirements, as follows:
  - Minimum front yard setback for multifamily buildings: 65 feet.
  - Minimum front yard setback for townhomes: 200 feet.
  - Minimum side yard setback for townhomes: 60 feet.
  - Minimum rear yard setback for multifamily buildings: 50 feet.
  - Maximum building coverage: 15 percent.
  - Maximum building height for multifamily buildings: 85 feet.
  - Maximum building height for townhomes: 35 feet.
  - Floor Area Ratio: Not applicable (subject to other density limitations set forth above).
  - Parking requirements for multifamily and townhouse uses shall be determined by the Planning Board in connection with site plan approval.

2.F.2. DESCRIPTION OF OTHER POTENTIAL DEVELOPMENT RESULTING FROM THE PROPOSED ZONING (GEIS)

The proposed zoning amendments would apply to the entirety of the DOB-20A district. As a result, in addition to the Project Site there are several other parcels that could be entitled to apply for a special permit for additional uses should the Proposed Zoning be

approved. It should be noted at this time that there are no known development plans or active applications for these other parcels. In coordination with the Town, reasonable and theoretical assumptions related to the future potential build-out of the DOB-20A parcels with the Proposed Zoning have been developed in order to analyze (in a generic fashion) the potential environmental impacts of the district-wide DOB-20A zoning text amendments. Additionally, since the Proposed Project does not maximize on-site development that would be permitted by the Proposed Zoning, assumptions for the Project Site's maximum buildout (in excess of the PDCP) were also developed.

The additional DOB-20A parcels subject to the Proposed Zoning are defined as follows:

- 127-acre Swiss Re Parcel (175 King Street / tax parcel 113.04-1-2)
- 27-acre Citigroup Parcel (188 King Street / tax parcel 113.04-1-3)
- 1-acre residential parcel at 3 Cooney Hill Road (tax parcel 113.04-1-20)
- 1-acre vacant parcel at 32 King Street (tax parcel 118.02-1-2)

The reasonably anticipated maximum development assumptions to be analyzed on these parcels and the Project Site through the Generic Environmental Impact Statement (GEIS) component of this document are described below.

Based on the rationale described below, only the Project Site and the Swiss Re parcel are considered to have the potential for additional development opportunities as a result of the Proposed Zoning (see **Figure 2-18** and **Table 2-~~2~~3**). No specific proposal is being made at this time to effectuate the maximum hypothetical development of these two sites and any future plans would be subject to review by the Town, including a full environmental review.

Table 2-3
Maximum Development Potential (Proposed Zoning) Project Site / Swiss Re Parcel

Property	Existing/Approved Floor Area	Conversion Ratio(s) Applied (Proposed Zoning)	Maximum Allowable Floor Area Assumed (Proposed Zoning)
Project Site (113 King Street)	261,000 sf office (existing) + 238,000 sf office (approved/unbuilt)	1:1 existing office to residential + 1:1.25 approved/unbuilt office to residential	558,500 sf residential (~500 units)
Swiss Re Parcel (175 King Street)	360,000 sf office (existing)	1:1 existing office to hotel/residential	110,000 sf hotel (~80 rooms); 250,000 sf residential (~250 units)
Sources: Town of North Castle, Airport Campus I-V LLC, Swiss Re Life and Health America			

2.F.2.a. Swiss Re Parcel

The Swiss Re parcel is currently developed with approximately 360,000 sf of existing office space, together with a parking structure. As discussed above, MBIA acquired 60,000 sf of development rights from this parcel in connection with their acquisition of the Project Site in the 1980s, in order to facilitate an expansion completed shortly thereafter. As a result of this transfer, what can be developed on the Swiss Re parcel under the Proposed Zoning is based on the existing floor area only.

Given market conditions, it is reasonable to assume that the maximum potential development scenario for the Swiss Re parcel under the Proposed Zoning would be similar in nature to the Applicant's PDCP for the Project Site (i.e., conversion of the existing office buildings to residential and hotel uses).

Based on the Proposed Zoning, the GEIS component of this document assumes that the existing 360,000 sf of office space on the Swiss Re parcel would be converted (in a 1:1 fashion) to a combination of hotel and multifamily residential floor area. Specifically, the GEIS analyses the potential environmental impacts of up to 250,000 sf of residential space (approximately 250 residential units), and an approximately 110,000-sf, 80-key hotel on the Swiss Re parcel.

2.F.2.b. Citigroup Parcel

The GEIS component of this document assumes no new development potential for the Citigroup parcel under the Proposed Zoning.

The Citigroup parcel is currently improved with conference uses. Although the Proposed Zoning would add hotel, multifamily, senior housing, and assisted living as special permit uses in the DOB-20A district, these uses are only permitted as conversions of existing or approved office space. Since the Citigroup parcel contains no existing or approved office uses, development of the aforementioned special permit uses would not be allowed. Furthermore, the addition of "medical office" as a permitted use in the DOB-20A district is considered to be a clarification to the Town Code and not the permission of a new use.

2.F.2.c. 3 Cooney Hill Road and 32 King Street

The GEIS component of this document assumes no new development potential for either of these sites under the Proposed Zoning.

Without seeking an area variance, which would be a separate discretionary approval by the Town's Zoning Board of Appeals (ZBA) subject to a separate environmental review process, these sites are not large enough to meet the minimum lot size requirement of the DOB-20A district (20 acres) and be redeveloped on their own. The minimum lot size requirement remains unchanged in the Proposed Zoning. The most likely scenario for potential development on these properties would be for these small lots to be included within an assemblage of neighboring larger properties, which is not currently proposed and would not materially change the allowable density of a future development on these lots.

2.F.2.d. Potential for Development in Excess of the PDCP on the Project Site

The Proposed Zoning would allow for the development of several programs on the Project Site that are different from the proposed PDCP. However, for the purpose of providing a conservative environmental review, as well as based on market conditions and recent development trends in the Town, the Applicant believes it is most appropriate for the GEIS to study a full residential conversion as the "theoretical maximum build out" for the Project Site under the Proposed Zoning. While other configurations are possible, the

alternatives studied in this EIS, as approved by the Town, cover many of them (e.g., senior housing).

The Proposed Zoning allows for a conversion of existing and approved but unbuilt office floor area to hotel/residential floor area at a ratio of 1:1 and 1:1.25, respectively, and conversion of existing office floor area to residential floor area at a ratio of 1:1. The Project Site currently has 261,000 sf of existing office and related amenity space, and has received approvals to construct an additional 238,000 sf of office and related amenity space (which has not been built). Therefore, the GEIS analyzes the potential environmental impacts of the maximum allowable existing as well as approved/unbuilt office to residential conversion, which equates to up to 558,500 sf of multifamily residential space (approximately 500 residential units) on the Project Site (see **Table 2-2**).

The potential environmental impacts of this hypothetical worse-case development scenario are analyzed in the GEIS portion of this document.

2.G. PURPOSE AND NEED

As described in the Applicant's Petition, the downturn in the economy precluded MBIA from undertaking the approved office expansion. Ultimately, MBIA moved out of its corporate headquarters and sold the property to the Applicant. Changing market conditions have put significant pressure on large office campus parcels. Since its acquisition of the property in 2015, the Applicant has been marketing the property to potential tenants, to date without success. The purpose of the Proposed Action is to provide a solution to these challenges with respect to the Project Site, consistent with the Town's recently updated Comprehensive Plan. At the same time, the Applicant recognizes that there is a Town-approved site plan that permits the expansion of the Site's current office uses. This plan was approved by the Town after consideration of the environmental impacts of that expansion. As such, the uses and densities included in the Proposed Zoning were calibrated to allow redevelopment of the Project Site in a manner that generally fits within the window of environmental impacts of the currently approved project, but that also provides the Applicant flexibility with respect to an ultimate redevelopment scenario.

The Town of North Castle recently completed the process of updating and revising its 1996 Comprehensive Plan. The new Comprehensive Plan was adopted on April 25, 2018. As part of that process, the Town considered, among numerous other matters, current market conditions with respect to office campuses such as the Project Site. The Project Site is specifically referenced in several places in the updated Comprehensive Plan with respect to both its locational importance and the need to expand its development potential to accommodate a mix of infill development including, but not limited to, residential, office and hotel uses. Specific references from the Comprehensive Plan that are applicable to the Project Site and the Proposed Project are described in the following paragraphs.

Section 4.4 of the Comprehensive Plan (page 34) recommends that the Town should "undertake a comprehensive analysis of the office and commercial zones, with the goal of streamlining and clarifying their regulations so that they function effectively in a contemporary context." Additionally, this Section specifically mentions the Project Site as an appropriate site for the introduction of residential and hotel uses:

> *"For the PLI, OB-H and DOB-20A zones, in particular (business park, portion of IBM property, Swiss Re and former MBIA campus), the Town should explore allowing for an introduction of residential uses, at a scale comparable to surrounding land use patterns. In the PLI and DOB-20A zones, retail, hotel, personal-service, entertainment and ancillary education uses may also be permitted for these districts, but any retail should be limited to accessory uses to avoid competition with established shopping areas, especially downtown Armonk."*

Section 8.6 of the Comprehensive Plan (page 99) notes the following opportunity related to the promotion of infill development to facilitate a variety of housing options:

> *"While North Castle today is mostly defined by its attractive low-density residential neighborhoods, offering a greater variety of housing types could help the Town to retain Baby Boomers in retirement and attract younger people who wish to stay but cannot afford a single-family home. An efficient approach to greater variety of housing would prioritize attractive multifamily options in locations that maximize access to the community assets that make the Town so attractive, with a focus on targeted infill development in appropriate locations."*

Section 8.7 of the Comprehensive Plan (page 100) sets forth a series of specific growth, development and housing recommendations. Most notably, this Section specifically targets office parks such as the Project Site as an appropriate opportunity for the introduction of an infill mixed-use development:

> *"Explore options to rezone business and office parks in order to create opportunities for infill mixed use residential development where office uses have become, or could become, obsolete. These locations could include the business park, the former MBIA site, Old Route 22, and Mariani Gardens, areas where affordable housing for smaller households will minimize traffic and parking impacts. Additional residential uses in these areas can also help to support Armonk businesses."*

Section 9.3 of the Comprehensive Plan (page 119) speaks to hotel uses as a long-term vision for the community by stating:

> *"Thus sufficient demand appears to exist for at least two small hotels or one large hotel in North Castle."*

In addressing the potential for an additional hotel, page 121 of the Comprehensive Plan also addresses combining hotel and residential uses in proximity, stating:

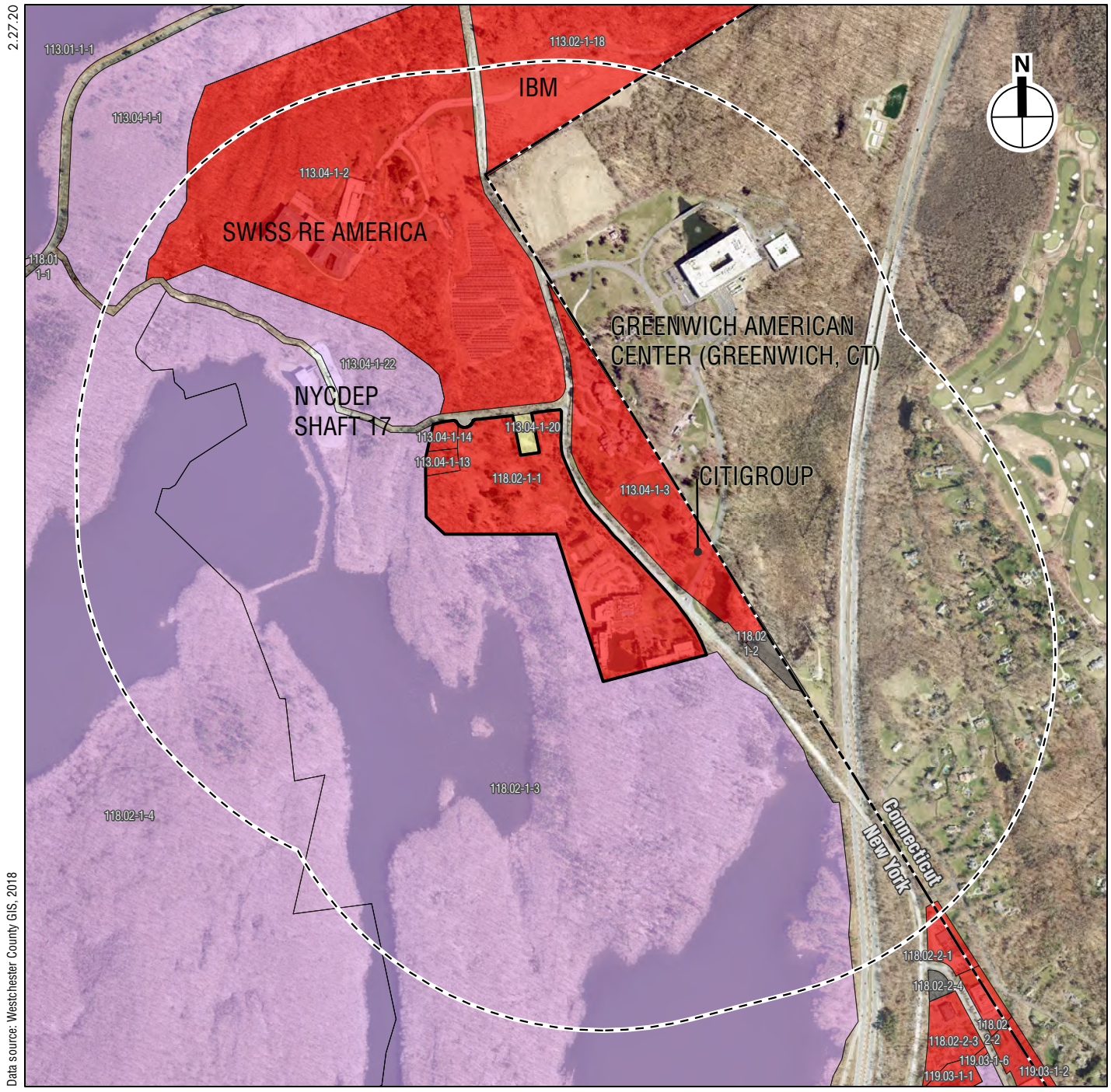
> *"Adding a hotel together with limited new residential uses, would increase downtown Armonk's potential customer base."*

With regard to marketability and economic benefits of the Proposed Project, as discussed in more detail in Chapter 13, "Fiscal and Market Impacts," provides an analysis of the there is a strong market demand for higher density residential development in this area of the Town, as well as theuses in the Town and the region. The market analysis included in Chapter 13 also indicates there is a demand for another hotel in the Town. As such, permitting these uses in the DOB-20A zoning district is likely to increase the economic viability of a hotel in light of other proposed hotels in the Townthe Project Site. Data obtained to support the preparation of the analyses included in Chapter 13 can be found in **Appendix I-1 through I-3**. ✷

Project Site Location, Tax Parcels, and Existing Conditions

AIRPORT CAMPUS

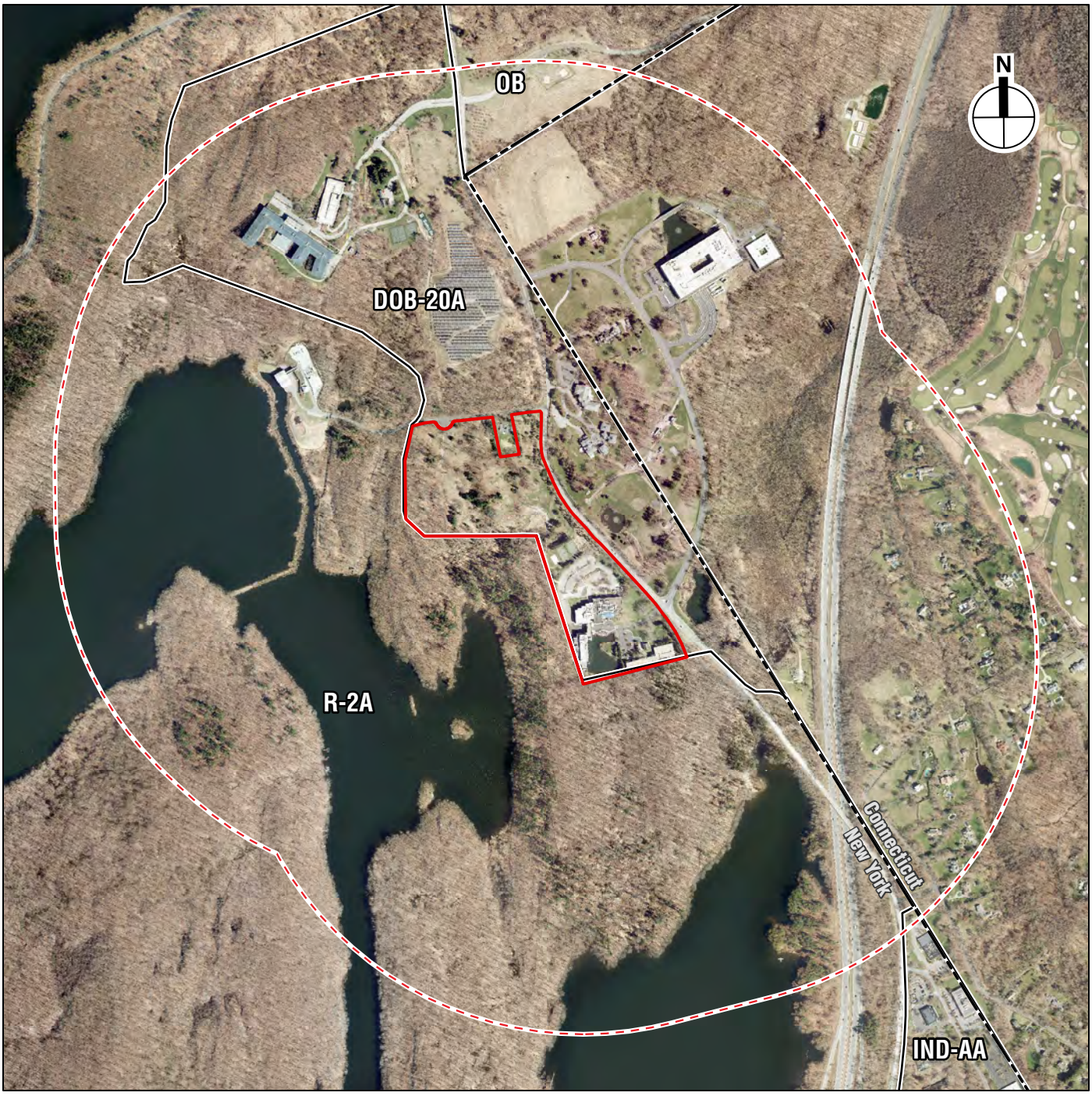
Figure 2-1



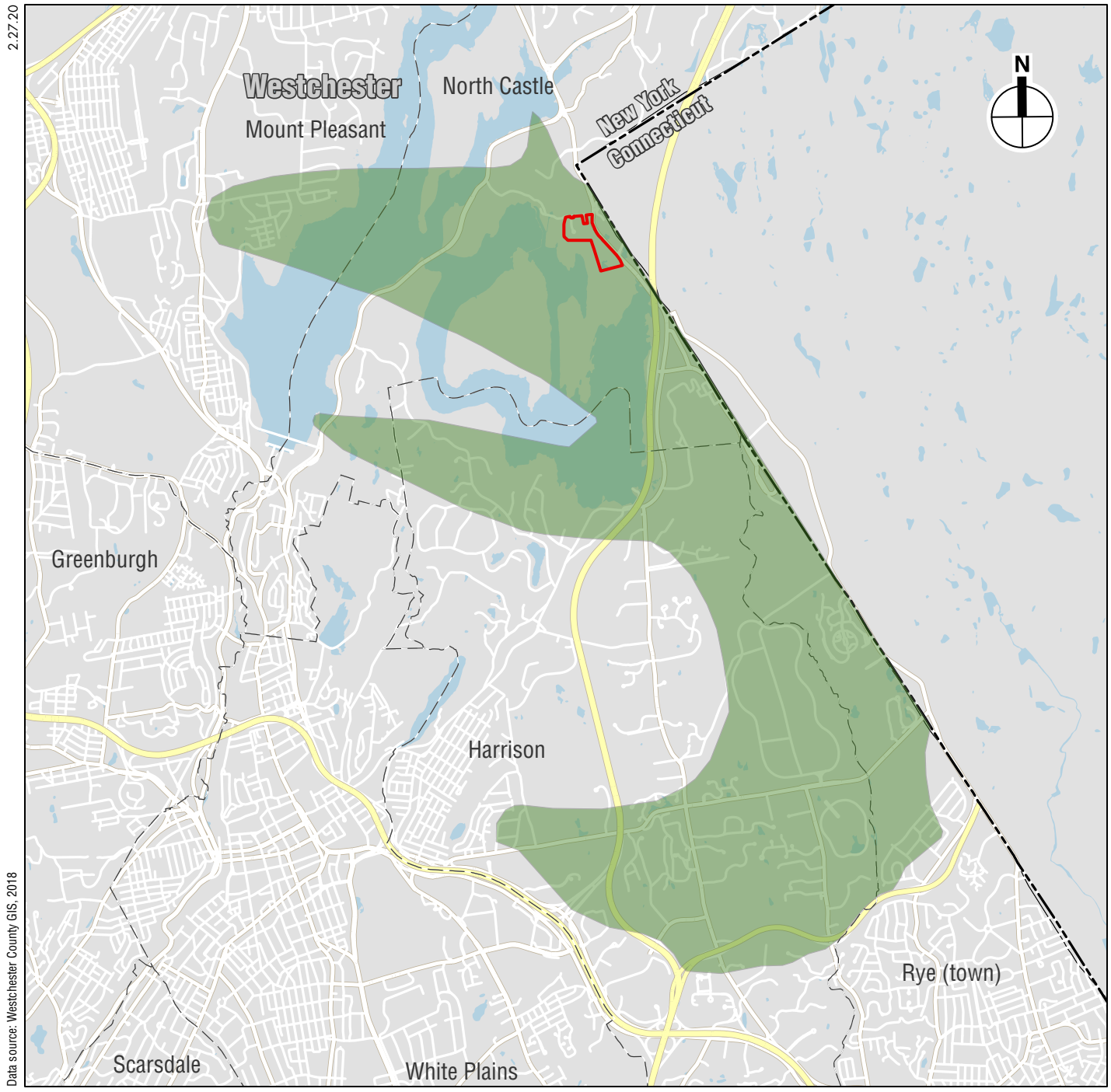
Existing Land Use - Project Site and 1/2 Mile

AIRPORT CAMPUS

Figure 2-2



Existing Zoning - Project Site and 1/2 Mile



Westchester County Airport CEA

AIRPORT CAMPUS

Figure 2-4

9.17.20

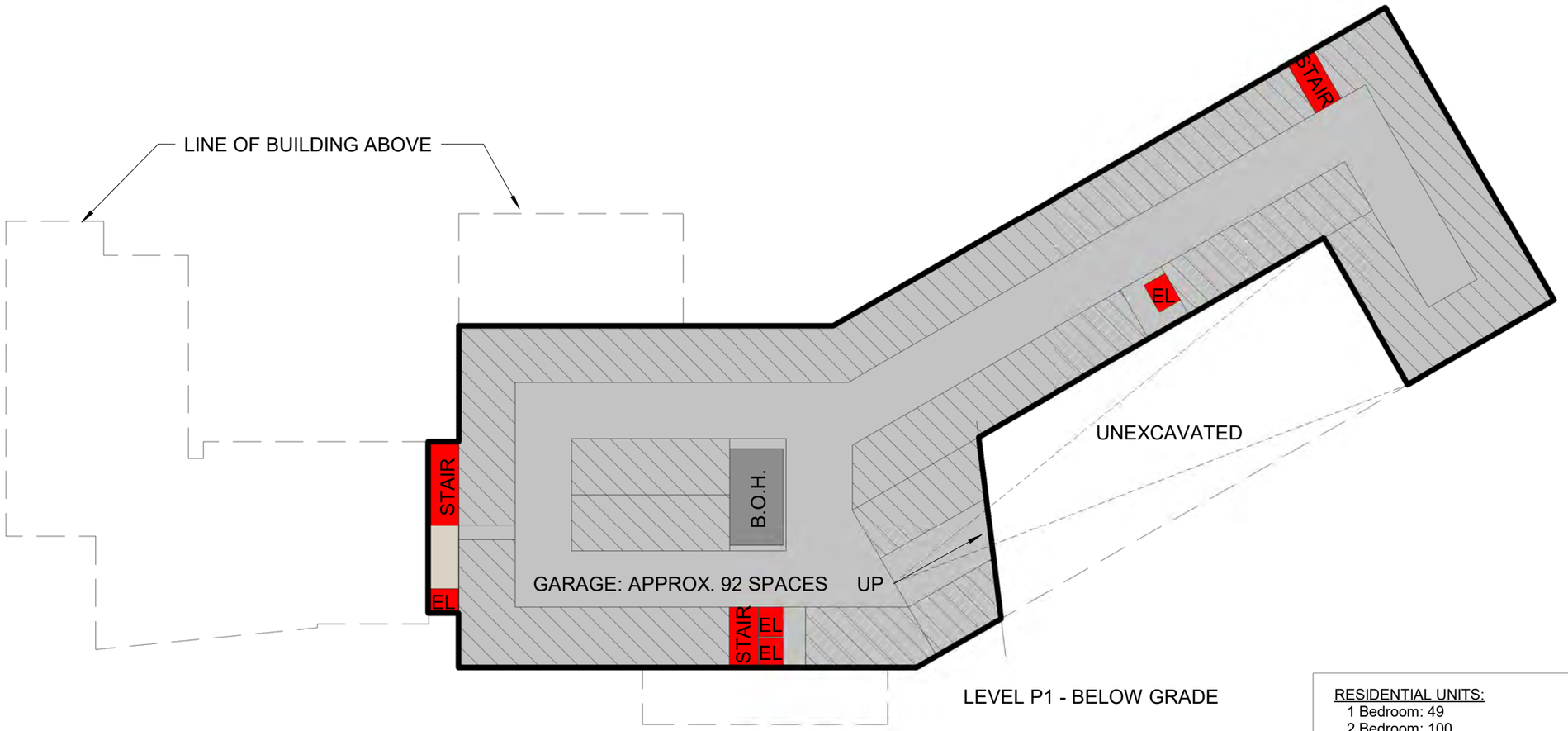
Source: JMC, 2020

Project Site - Proposed PDCP Layout

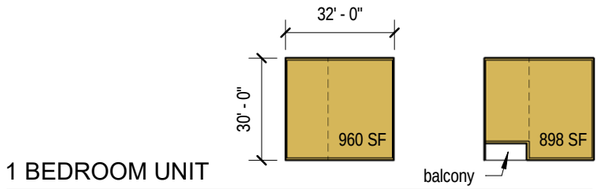
AIRPORT CAMPUS

Figure 2-5

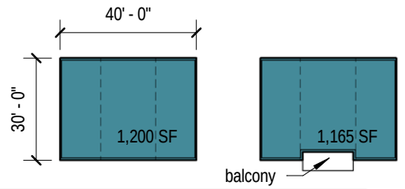
1.7.20



LEVEL P1 - BELOW GRADE



1 BEDROOM UNIT



2 BEDROOM UNIT

RESIDENTIAL UNITS:
1 Bedroom: 49
2 Bedroom: 100
TOTAL: 149

LOBBY: 3,000 SF

AMENITY: 12,000 SF

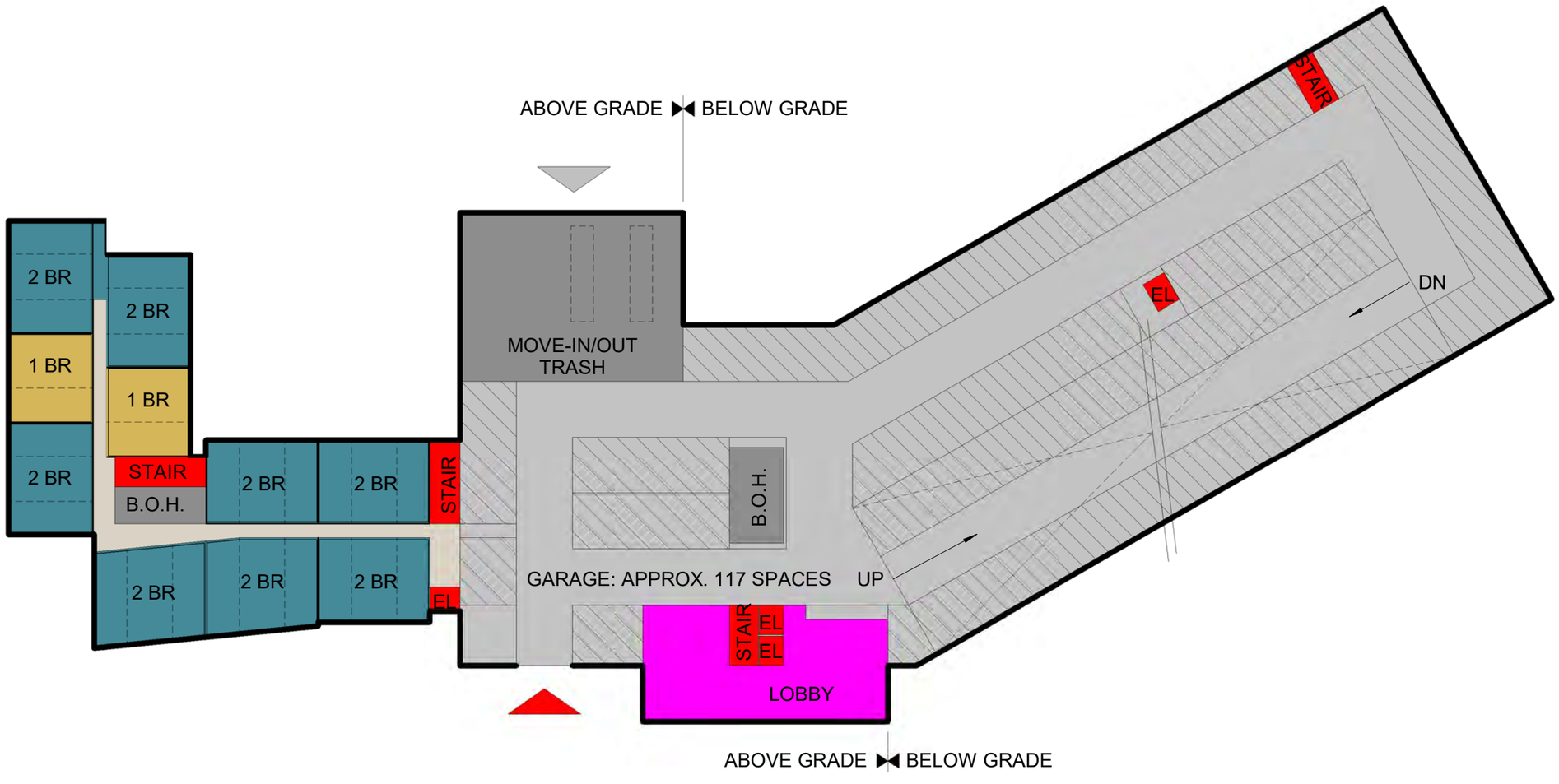
PARKING REQUIRED:
149 units x 2 per unit = 298 + 10% (30)
TOTAL: 328

PARKING PROVIDED
331

Source: Perkins-Eastman, 2019

Conceptual Floor Plans - Multifamily Building

Figure 2-6a

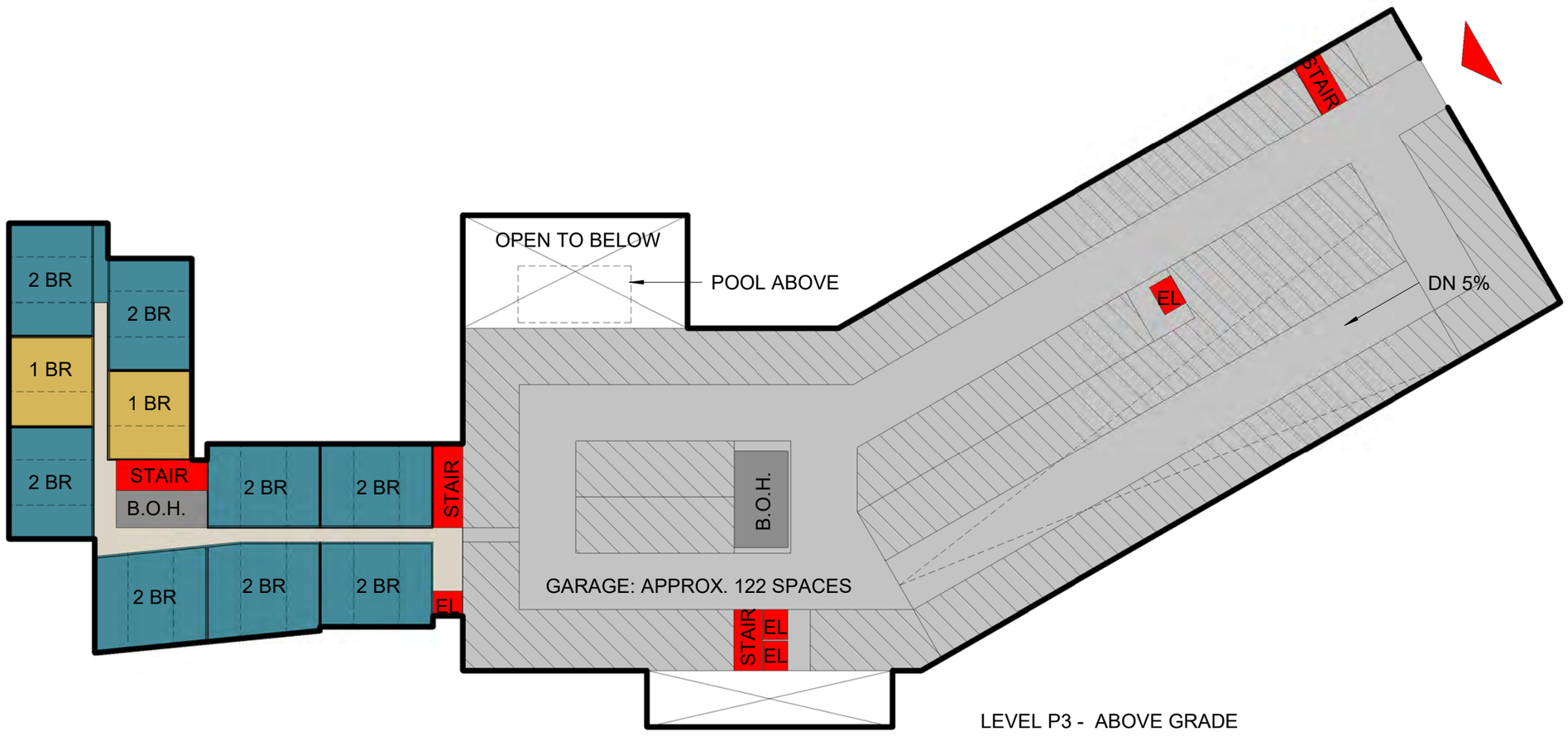


Source: Perkins-Eastman, 2019

Conceptual Floor Plans - Multifamily Building

Figure 2-6b

1.7.20



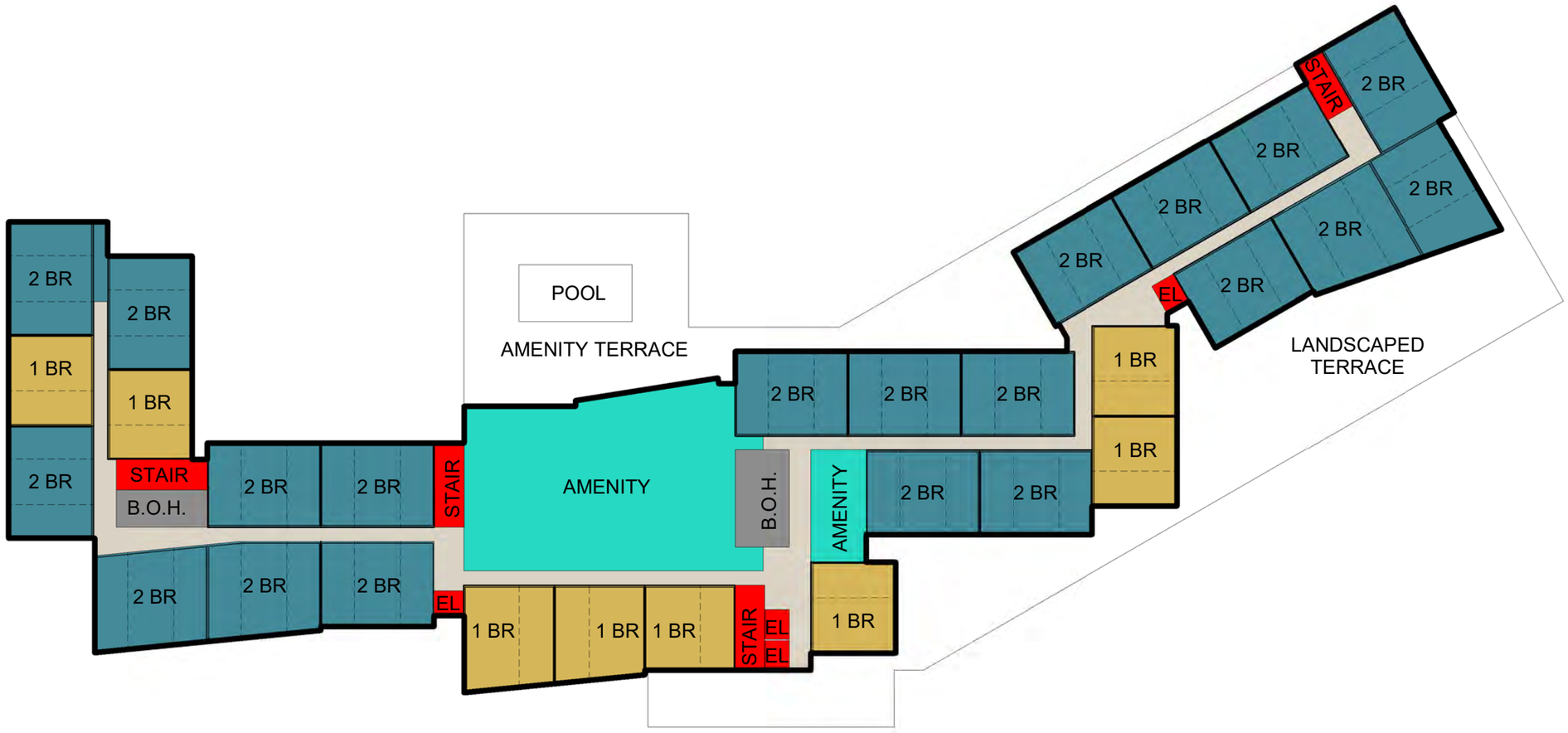
LEVEL P3 - ABOVE GRADE

Source: Perkins-Eastman, 2019

Conceptual Floor Plans - Multifamily Building

Figure 2-6c

1.7.20

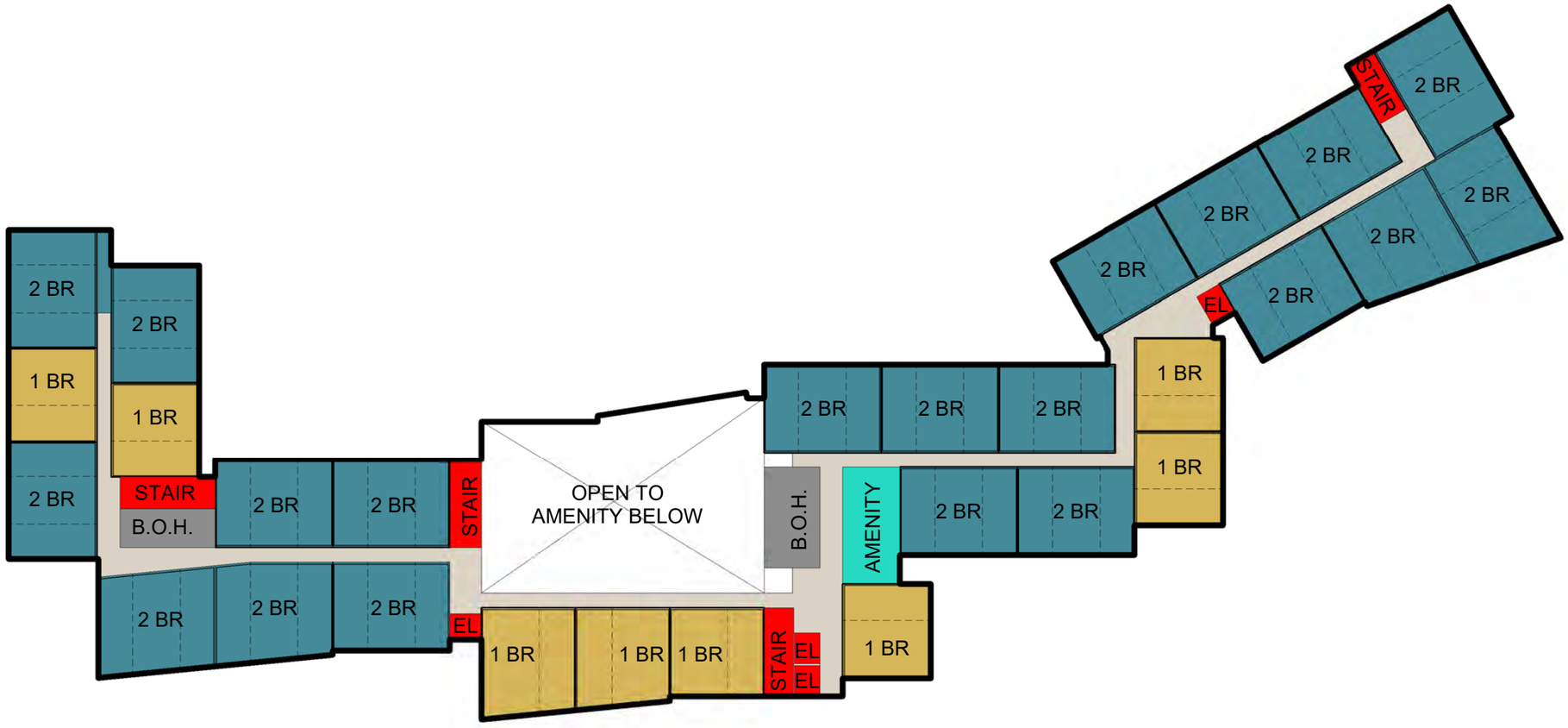


Source: Perkins-Eastman, 2019

Conceptual Floor Plans - Multifamily Building

Figure 2-6d

1.7.20

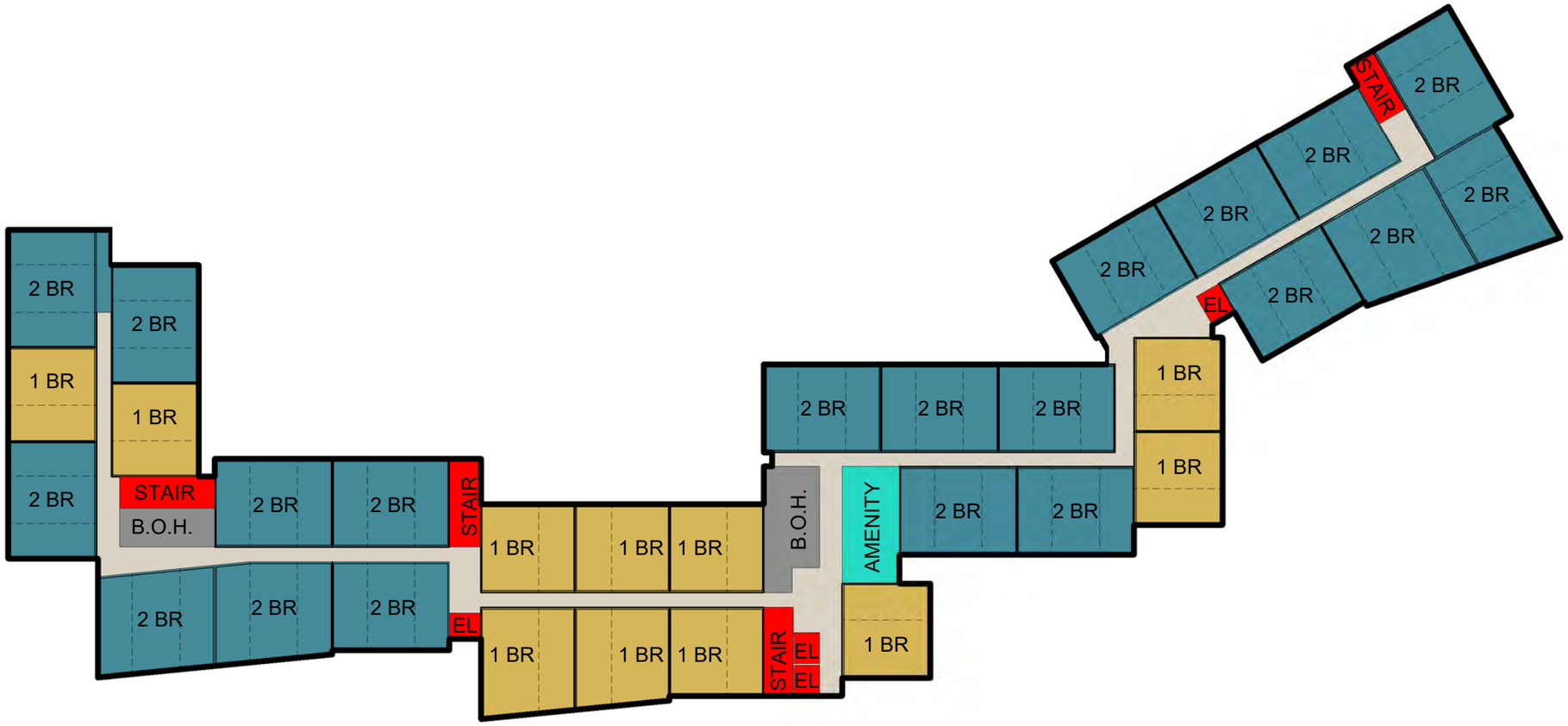


Source: Perkins-Eastman, 2019

Conceptual Floor Plans - Multifamily Building

Figure 2-6e

1.7.20

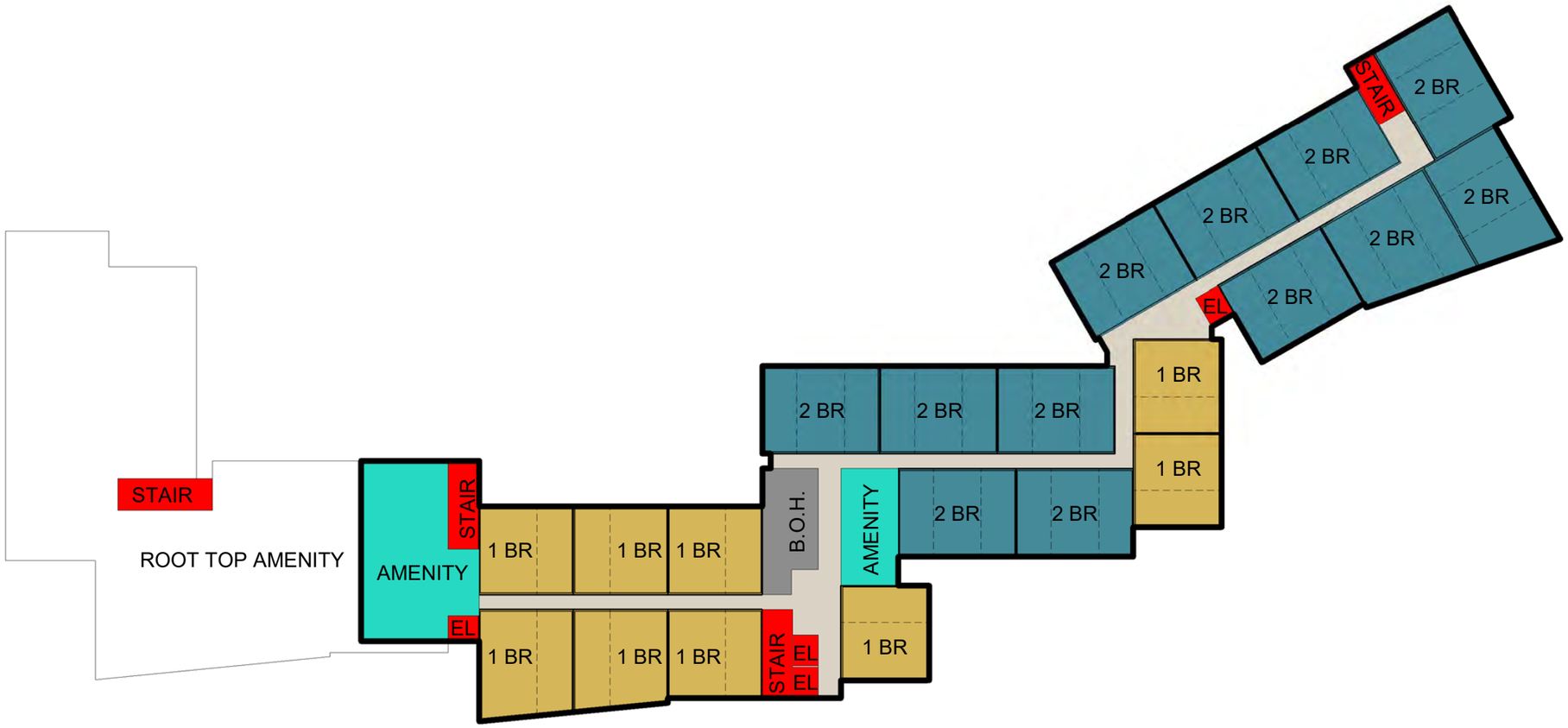


Source: Perkins-Eastman, 2019

Conceptual Floor Plans - Multifamily Building

Figure 2-6f

1.7.20



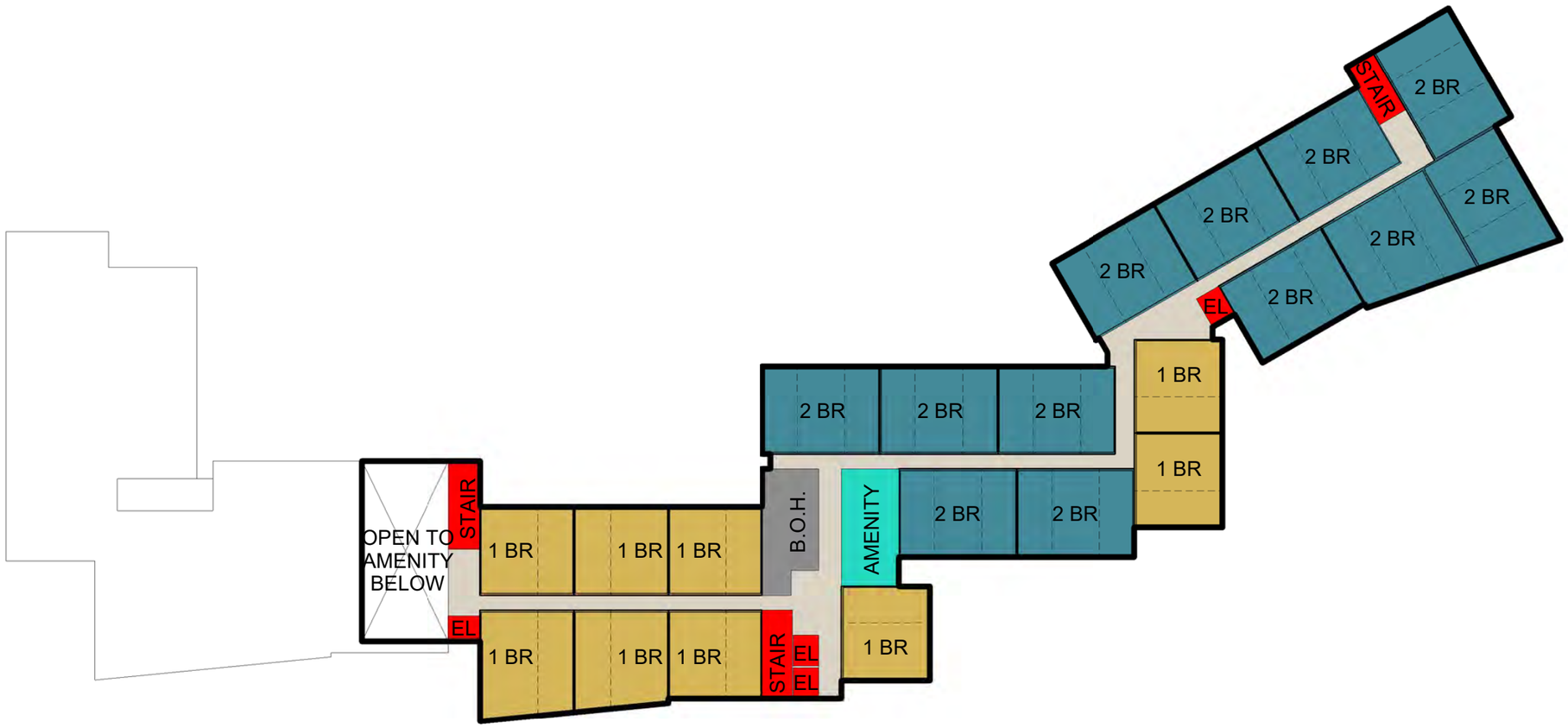
Source: Perkins-Eastman, 2019

AIRPORT CAMPUS

Conceptual Floor Plans - Multifamily Building

Figure 2-6g

1.7.20

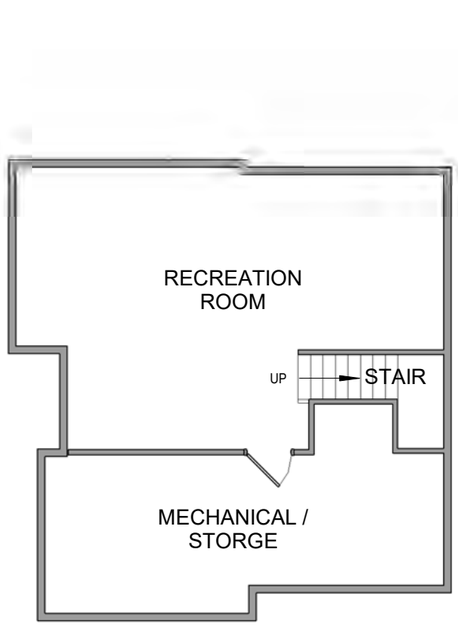


Source: Perkins-Eastman, 2019

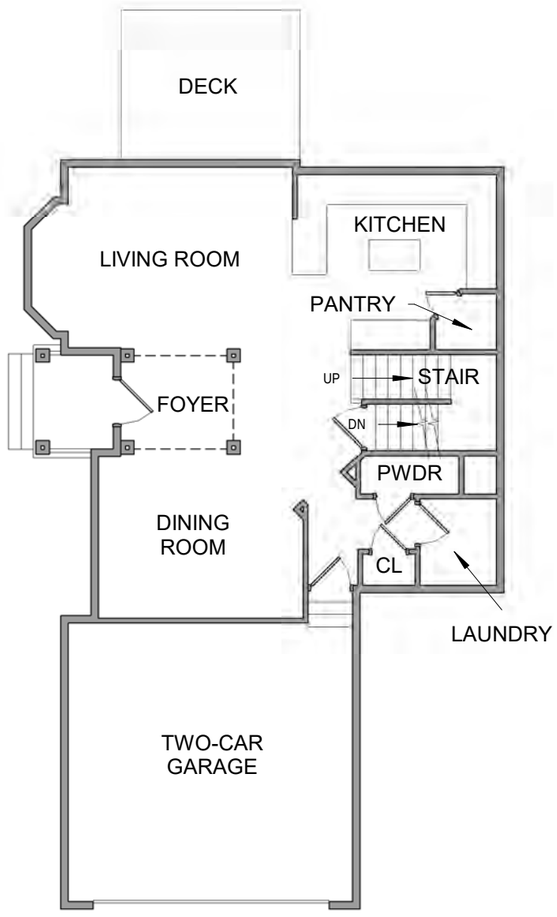
AIRPORT CAMPUS

Conceptual Floor Plans - Multifamily Building

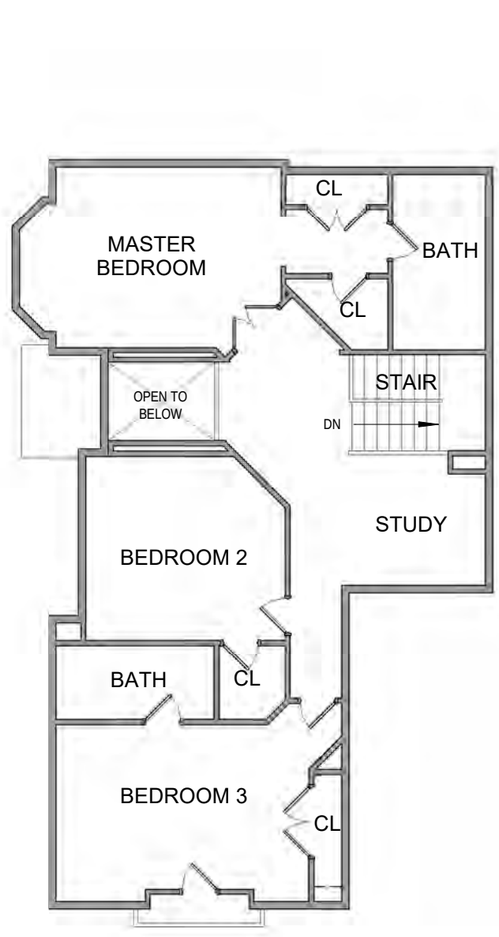
Figure 2-6h



BASEMENT LEVEL PLAN



MAIN LEVEL PLAN



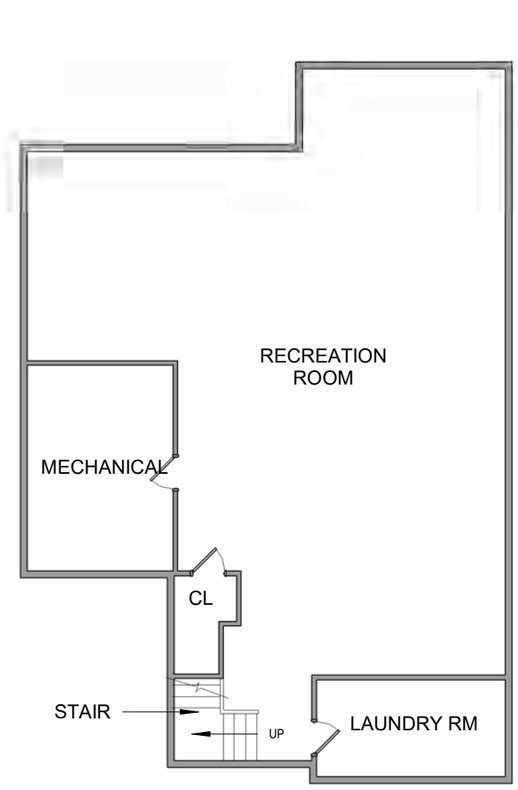
UPPER LEVEL PLAN

Source: Perkins-Eastman, 2019

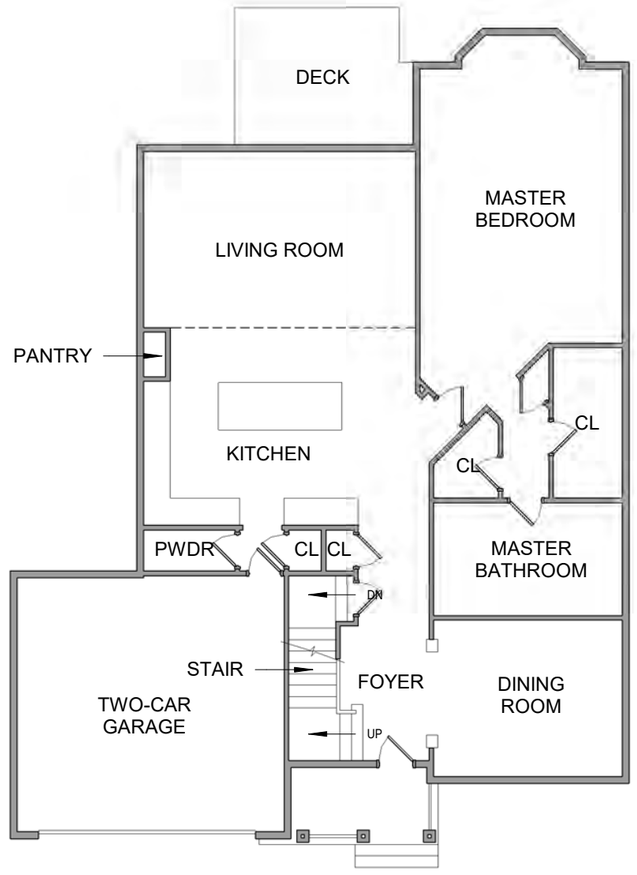
Conceptual Floor Plans - Townhomes

Figure 2-7a

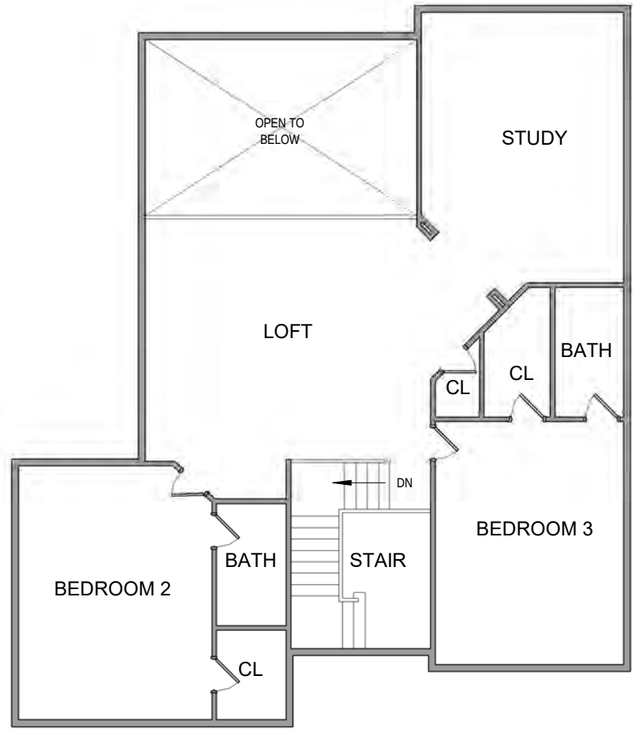
1.7.20



BASEMENT LEVEL PLAN



MAIN LEVEL PLAN



UPPER LEVEL PLAN

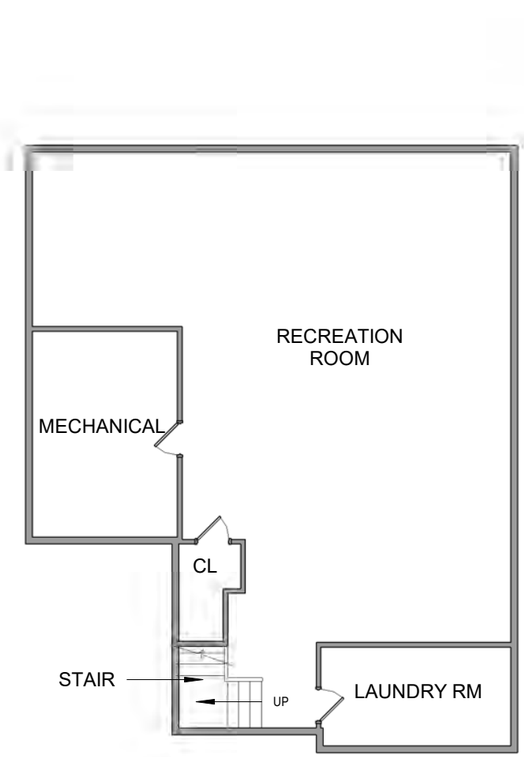
Source: Perkins-Eastman, 2019

AIRPORT CAMPUS

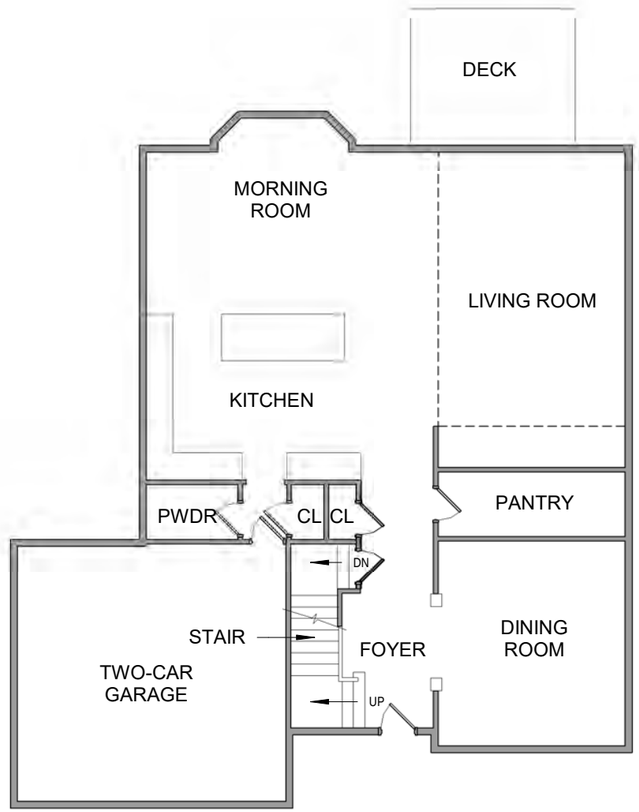
Conceptual Floor Plans - Townhomes

Figure 2-7b

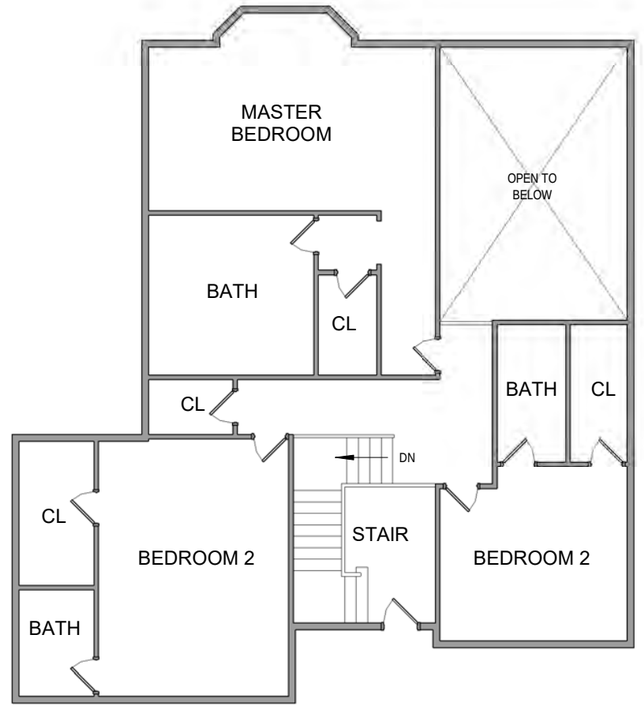
1.7.20



BASEMENT LEVEL PLAN



MAIN LEVEL PLAN



UPPER LEVEL PLAN

Source: Perkins-Eastman, 2019

AIRPORT CAMPUS

Conceptual Floor Plans - Townhomes

Figure 2-7c

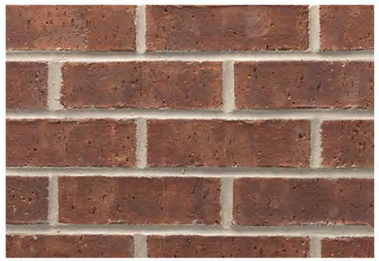
1.7.20

a

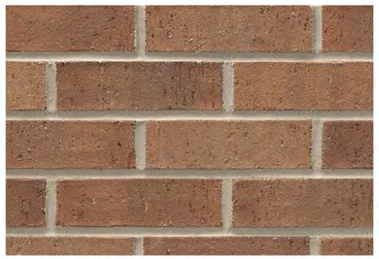
MATERIAL 1: BRICK

OPTIONS:

ACME BRICK - SLATE GRAY



ACME BRICK - BURGUNDY



ACME BRICK - ROSEBUD

Source: Perkins Eastman, 2019

Conceptual Facade Renderings - Multifamily Building

Figure 2-8a

MATERIAL 2:
FIBER CEMENT SIDING

OPTIONS:

ALLURA - FLAG STONE

NICHIHA - VINTAGE WOOD - ASH

JAMES HARDIE - COBBLE STONE

Source: Perkins Eastman, 2019

Conceptual Facade Renderings - Multifamily Building

Figure 2-8b

MATERIAL 3:
FIBER CEMENT SIDING

OPTIONS:

NICHIHA - VINTAGE WOOD - SPRUCE

ALLURA - CEDAR

JAMES HARDIE - HEATHERED MOSS

Source: Perkins Eastman, 2019

Conceptual Facade Renderings - Multifamily Building

9.18.20

N/F LANDS OF THE CITY OF NEW YORK

SANITATION TRUCK
ACCESS ROUTE

N

EXISTING
THREE STORY
OFFICE BUILDING

CONC

POND

CONVERT
EXISTING
OFFICE
BUILDING
TO HOTEL

PROPOSED 5 LEVEL
APARTMENT BUILDING
OVER
3 LEVEL PARKING
STRUCTURE

FLAGPOLE

FRAME
DWELLING

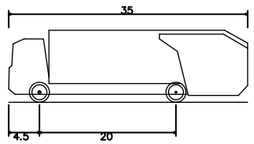
EXISTING
THREE STORY
PARKING STRUCTURE

SANITATION TRUCK
ACCESS ROUTE

KING STREET (ROUTE 120)

SANITATION TRUCK
ACCESS ROUTE

AMERICAN LANE



Rear–Load Garbage Truck	
Overall Length	35.000ft
Overall Width	8.375ft
Overall Body Height	10.546ft
Min Body Ground Clearance	1.000ft
Track Width	8.375ft
Lock–to–lock time	6.00s
Curb to Curb Turning Radius	29.300ft

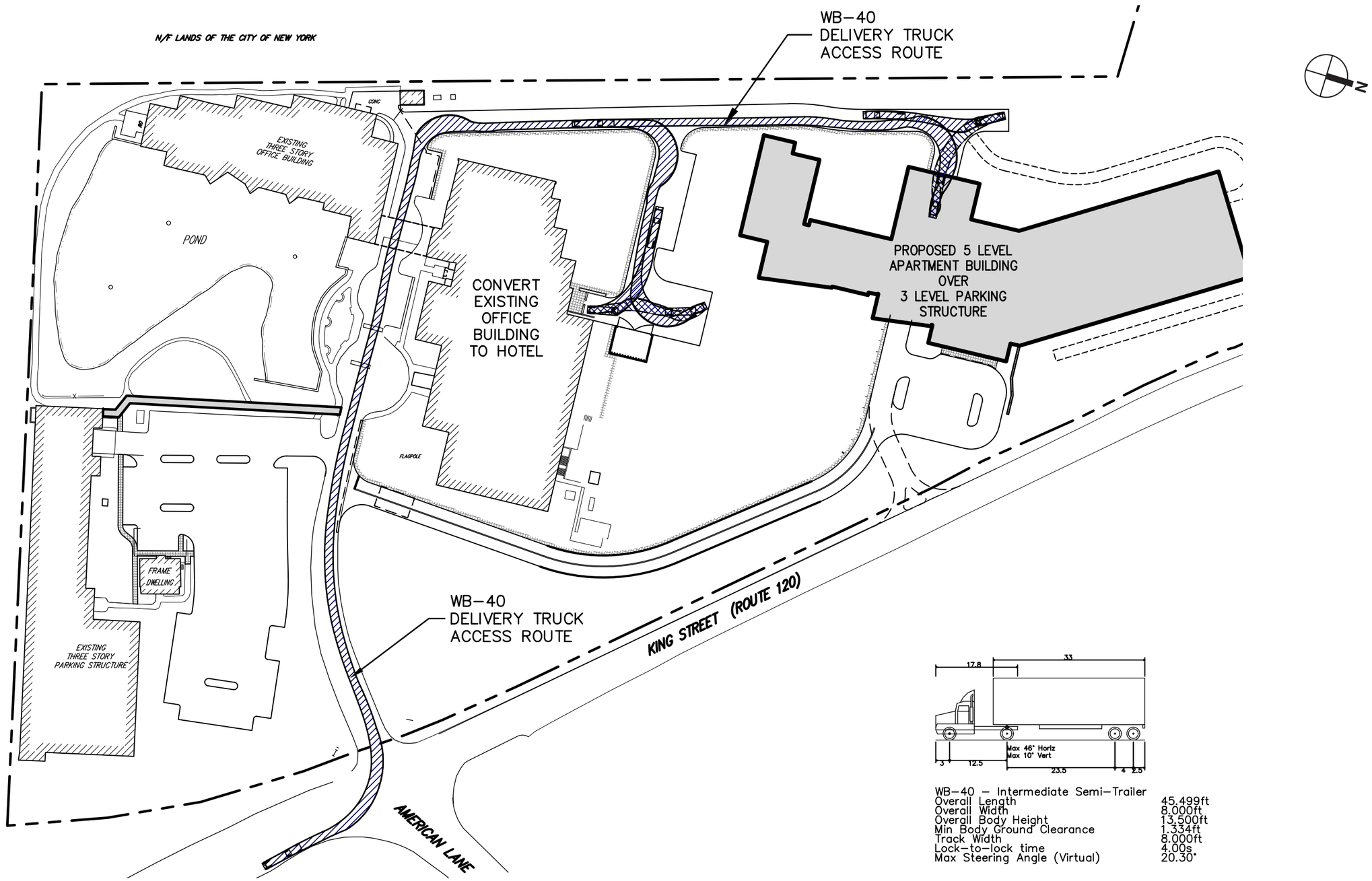
Source: JMC, 2020

Site Access and Circulation Plans - Multifamily Building

AIRPORT CAMPUS

Figure 2-9a

9.18.20



WB–40 – Intermediate Semi–Trailer	
Overall Length	45.499ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.334ft
Track Width	8.000ft
Lock–to–lock time	4.00s
Max Steering Angle (Virtual)	20.30°

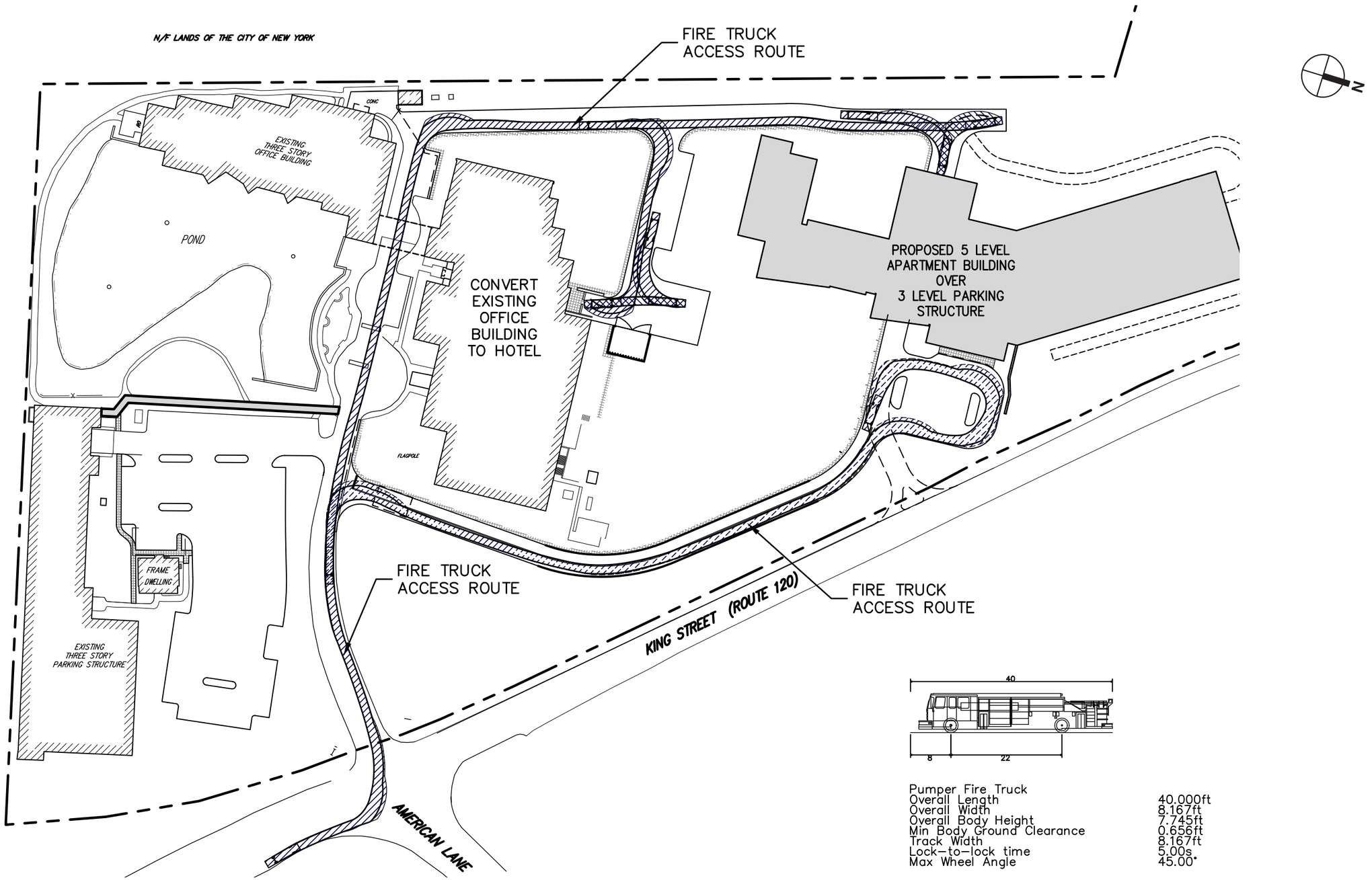
Source: JMC, 2020

Site Access and Circulation Plans - Multifamily Building

AIRPORT CAMPUS

Figure 2-9b

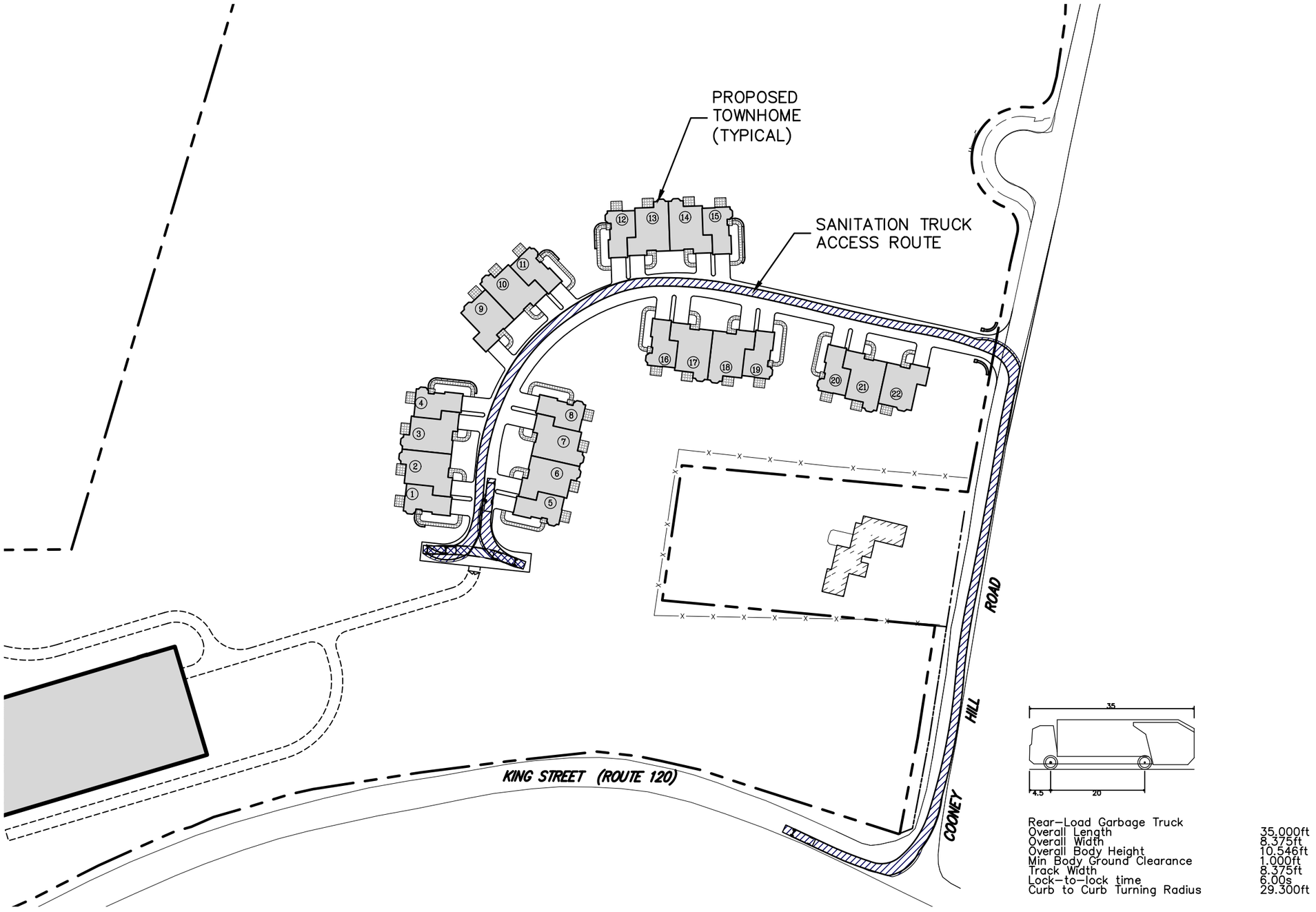
9.18.20



Source: JMC, 2020

Site Access and Circulation Plans - Multifamily Building

9.18.20



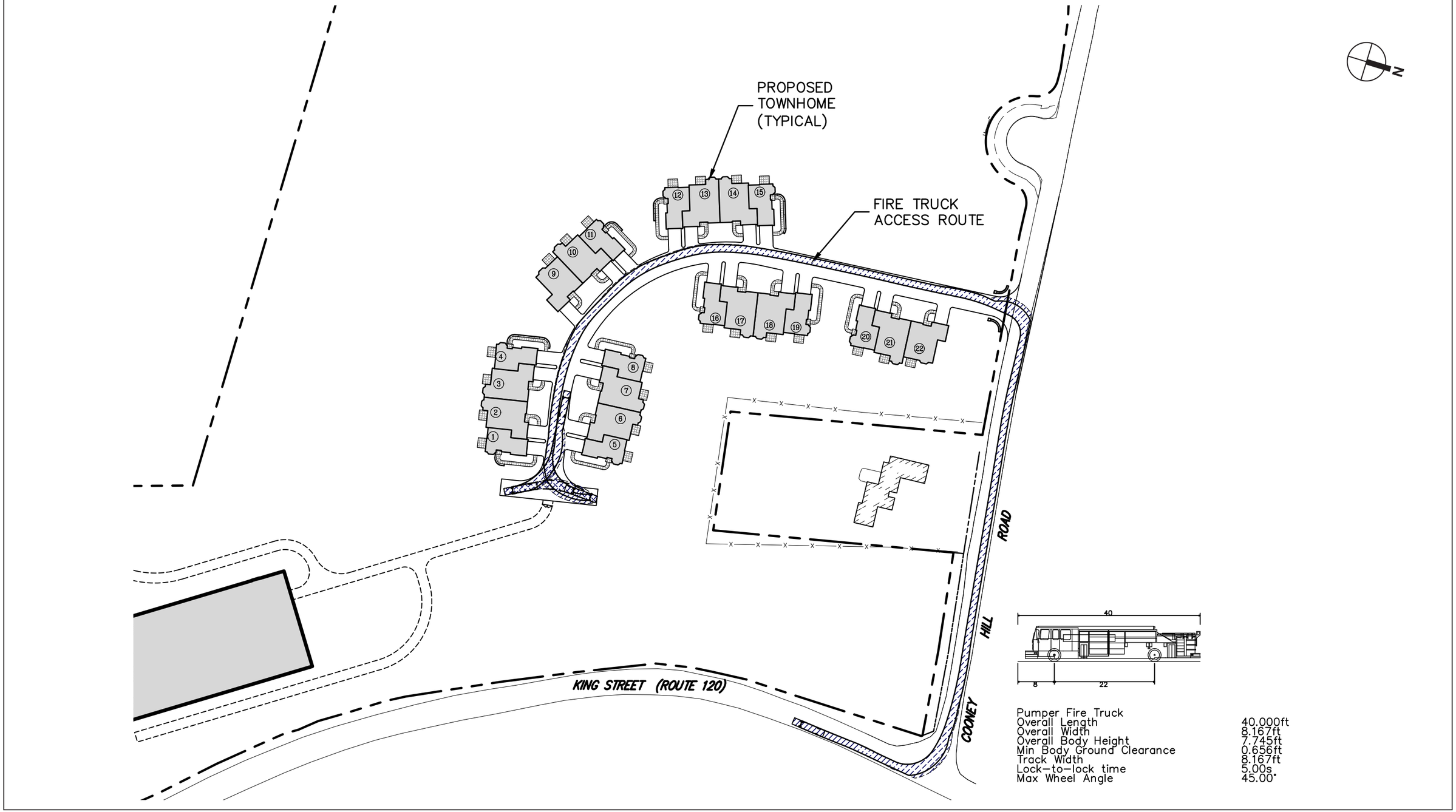
Source: JMC, 2020

Site Access and Circulation Plans - Townhomes

AIRPORT CAMPUS

Figure 2-10a

9.18.20



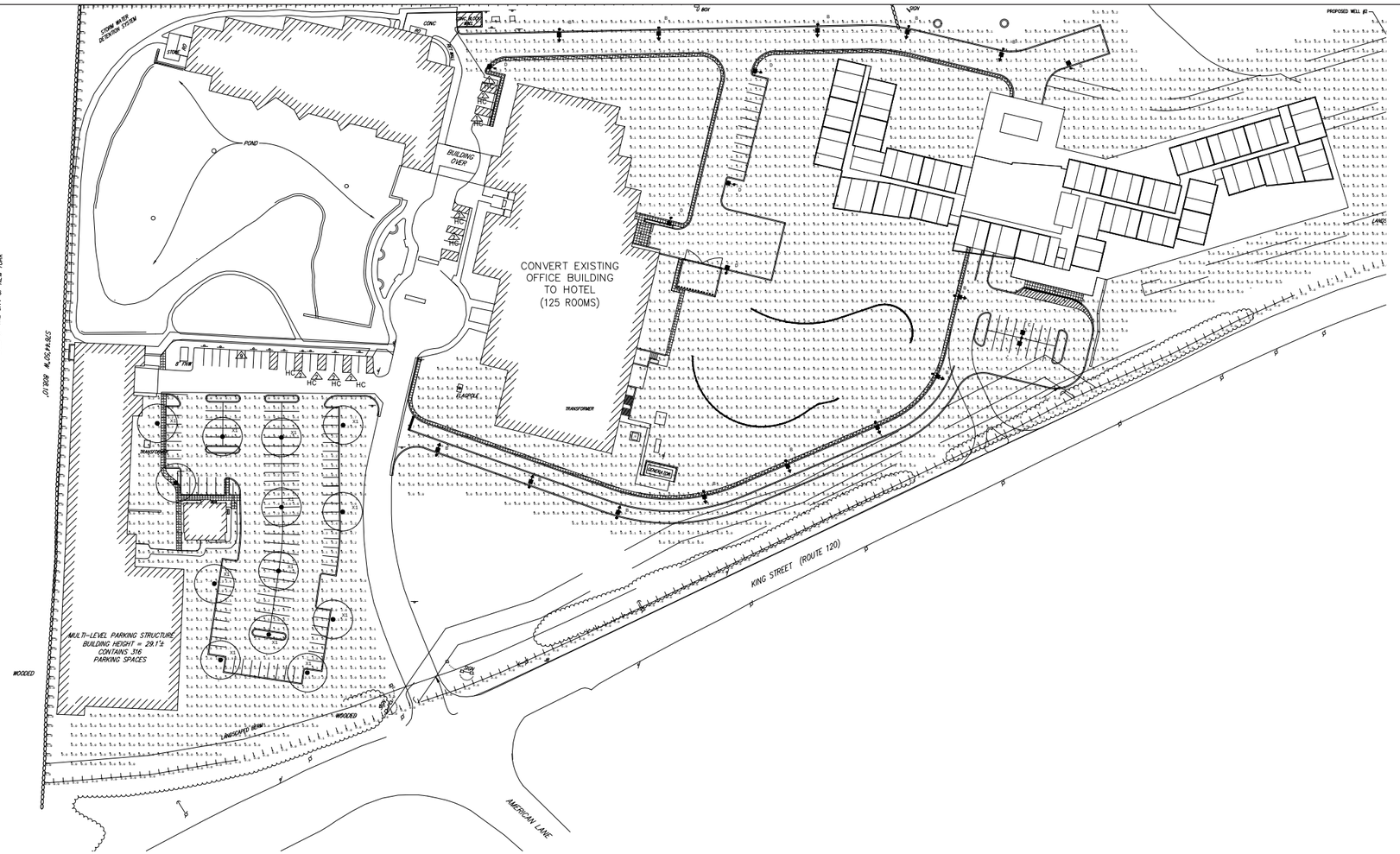
Source: JMC, 2020

AIRPORT CAMPUS

Site Access and Circulation Plans - Townhomes

Figure 2-10b

1.7.20



Calculation Summary								
Label	Units	Avg	Max	Min	Avg/Min	Max/Min	PtSpcLr	PtSpcTb
APARTMENT PARKING AND DRIVES	Fc	2.03	5.2	0.2	10.15	26.00	10	10
PARKING EXTENSION SUMMARY	Fc	1.35	18.1	0.0	N.A.	N.A.		
TOWN HOMES PARKING AND DRIVES	Fc	1.44	5.7	0.1	14.40	57.00		
PROPERTY LINE VERTICAL 5' AG	Fc	0.01	0.5	0.0	N.A.	N.A.	10	N.A.

Luminaire Schedule						
WLS11919 AIRPORT CAMPUS NORTH CASTLE, NY PM: HOLLY PLEASE EMAIL US FOR PRICING AT HOLLY@WLSLIGHTING.COM						
Symbol	Qty	Label	Lum. Lumens	LLF	Description	Lum. Watts
	13	X1	8073	0.950	WLS-288-100W-LED-4K-V-AE-CL TEAR 12' MOUNTING HEIGHT	109.81
	14	A	6894	0.950	WLS-LXL-PT-5-LED-HO-NW 12' MOUNTING HEIGHT	108
	13	B	7840	0.980	WLS-CLXM-LED-12L-SIL-2-40-70CRI-IL 20' MOUNTING HEIGHT	93.1
	1	C	11735	0.950	WLS-CLXM-LED-12L-SIL-5W-40-70CRI 20' MOUNTING HEIGHT	93.1
	6	D	11735	0.950	WLS-CLXM-LED-12L-SIL-5W-40-70CRI 20' MOUNTING HEIGHT	93.1

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine applicability of the layout to existing or future field conditions.

This lighting pattern represents illumination levels calculated from laboratory data taken under controlled conditions utilizing current industry standard lamp ratings in accordance with Illuminating Engineering Society approved methods. Actual performance of any manufacturer's luminaire may vary due to variation in electrical voltage, tolerance in lamps and other variable field conditions.

Source: WLS Lighting, 2019

AIRPORT CAMPUS

Proposed Project - Lighting Plans

Figure 2-11a

1.7.20

Calculation Summary								
Label	Units	Avg	Max	Min	Avg/Min	Max/Min	PtSpcLr	PtSpcTb
APARTMENT PARKING AND DRIVES	Fc	2.03	5.2	0.2	10.15	26.00	10	10
PARKING EXTENSION SUMMARY	Fc	1.35	18.1	0.0	N.A.	N.A.		
TOWN HOMES PARKING AND DRIVES	Fc	1.44	5.7	0.1	14.40	57.00		
PROPERTY LINE VERTICAL 5' AG	Fc	0.01	0.5	0.0	N.A.	N.A.	10	N.A.

Luminaire Schedule						
WLS11919 AIRPORT CAMPUS NORTH CASTLE, NY PM: HOLLY PLEASE EMAIL US FOR PRICING AT HOLLY@WLSLIGHTING.COM						
Symbol	Qty	Label	Lum. Lumens	LLF	Description	Lum. Watts
	13	X1	8073	0.950	WLS-288-100W-LED-4K-V-AE-CL TEAR 12' MOUNTING HEIGHT	109.81
	14	A	6894	0.950	WLS-LXL-PT-5-LED-HO-NW 12' MOUNTING HEIGHT	108
	13	B	7840	0.980	WLS-CLXM-LED-12L-SIL-2-40-70CRI-IL 20' MOUNTING HEIGHT	93.1
	1	C	11735	0.950	WLS-CLXM-LED-12L-SIL-5W-40-70CRI 20' MOUNTING HEIGHT	93.1
	6	D	11735	0.950	WLS-CLXM-LED-12L-SIL-5W-40-70CRI 20' MOUNTING HEIGHT	93.1

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine applicability of the layout to existing or future field conditions.

This lighting pattern represents illumination levels calculated from laboratory data taken under controlled conditions utilizing current industry standard lamp ratings in accordance with Illuminating Engineering Society approved methods. Actual performance of any manufacturer's luminaire may vary due to variation in electrical voltage, tolerance in lamps and other variable field conditions.

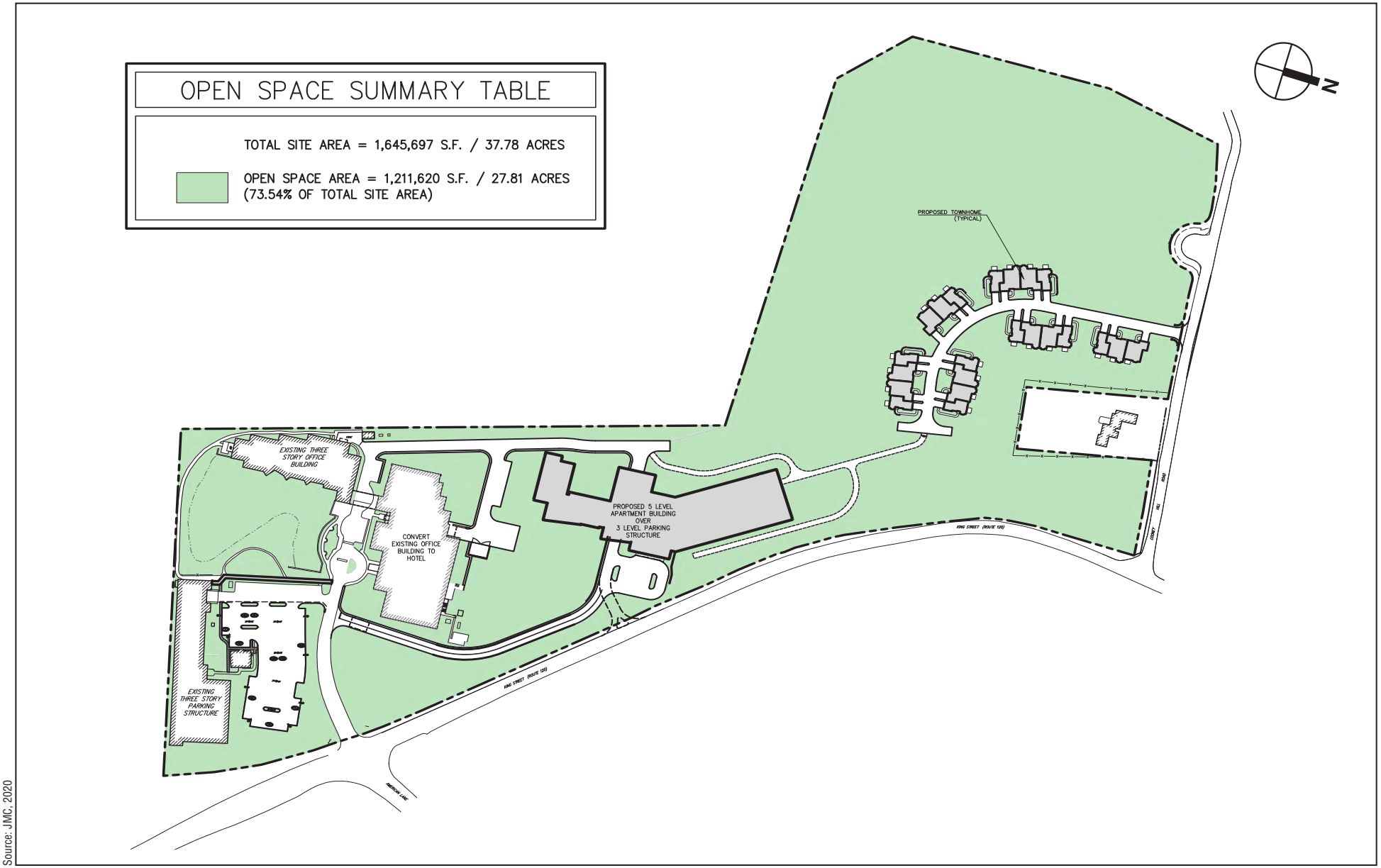
Source: WLS Lighting, 2019

AIRPORT CAMPUS

Proposed Project - Lighting Plans

Figure 2-11b

9.17.20

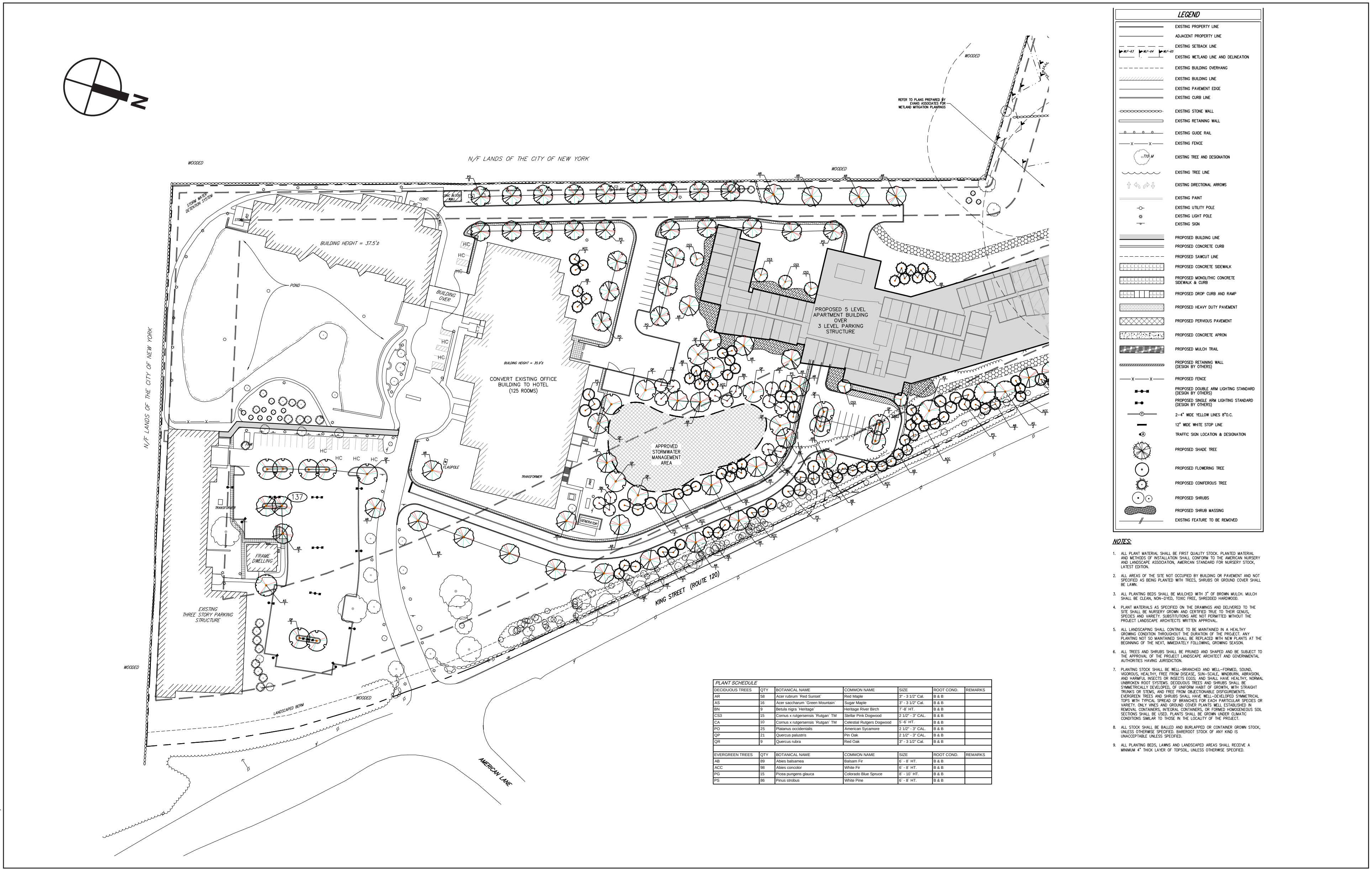


Source: JMC, 2020

Proposed Project - Open Space Plan

AIRPORT CAMPUS

Figure 2-12



PLANT SCHEDULE						
DECIDUOUS TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT COND.	REMARKS
AR	58	Acer rubrum `Red Sunset`	Red Maple	3" - 3 1/2" Cal.	B & B	
AS	16	Acer saccharum `Green Mountain`	Sugar Maple	3" - 3 1/2" Cal.	B & B	
BN	9	Betula nigra `Heritage`	Heritage River Birch	7`-8` HT.	B & B	
CS3	15	Cornus x rutgersensis `Rutgan` TM	Stellar Pink Dogwood	2 1/2" - 3" CAL.	B & B	
CA	10	Cornus x rutgersensis `Rutgan` TM	Celestial Rutgers Dogwood	5`-6` HT.	B & B	
PO	25	Platanus occidentalis	American Sycamore	2 1/2" - 3" CAL.	B & B	
QP	21	Quercus palustris	Pin Oak	2 1/2" - 3" CAL.	B & B	
QR	9	Quercus rubra	Red Oak	3" - 3 1/2" Cal.	B & B	
EVERGREEN TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT COND.	REMARKS
AB	89	Abies balsamea	Balsam Fir	6` - 8` HT.	B & B	
ACC	98	Abies concolor	White Fir	6` - 8` HT.	B & B	
PG	15	Picea pungens glauca	Colorado Blue Spruce	8` - 10` HT.	B & B	
PS	86	Pinus strobus	White Pine	6` - 8` HT.	B & B	

NOTES:

1. ALL PLANT MATERIAL SHALL BE FIRST QUALITY STOCK. PLANTED MATERIAL AND METHODS OF INSTALLATION SHALL CONFORM TO THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION, AMERICAN STANDARD FOR NURSERY STOCK, LATEST EDITION.
2. ALL AREAS OF THE SITE NOT OCCUPIED BY BUILDING OR PAVEMENT AND NOT SPECIFIED AS BEING PLANTED WITH TREES, SHRUBS OR GROUND COVER SHALL BE LAWN.
3. ALL PLANTING BEDS SHALL BE MULCHED WITH 3" OF BROWN MULCH. MULCH SHALL BE CLEAN, NON-DYED, TOXIC FREE, SHREDDED HARDWOOD.
4. PLANT MATERIALS AS SPECIFIED ON THE DRAWINGS AND DELIVERED TO THE SITE SHALL BE NURSERY GROWN AND CERTIFIED TRUE TO THEIR GENUS, SPECIES AND VARIETY. SUBSTITUTIONS ARE NOT PERMITTED WITHOUT THE PROJECT LANDSCAPE ARCHITECTS WRITTEN APPROVAL.
5. ALL LANDSCAPING SHALL CONTINUE TO BE MAINTAINED IN A HEALTHY GROWING CONDITION THROUGHOUT THE DURATION OF THE PROJECT. ANY PLANTING NOT SO MAINTAINED SHALL BE REPLACED WITH NEW PLANTS AT THE BEGINNING OF THE NEXT, IMMEDIATELY FOLLOWING, GROWING SEASON.
6. ALL TREES AND SHRUBS SHALL BE PRUNED AND SHAPED AND BE SUBJECT TO THE APPROVAL OF THE PROJECT LANDSCAPE ARCHITECT AND GOVERNMENTAL AUTHORITIES HAVING JURISDICTION.
7. PLANTING STOCK SHALL BE WELL-BRANCHED AND WELL-FORMED, SOUND, VIGOROUS, HEALTHY, FREE FROM DISEASE, SUN-SCALE, WINDBURN, ABRASION, AND HARMFUL INSECTS OR INSECTS EGGS; AND SHALL HAVE HEALTHY, NORMAL UNBROKEN ROOT SYSTEMS. DECIDUOUS TREES AND SHRUBS SHALL BE SYMMETRICALLY DEVELOPED, OF UNIFORM HABIT OF GROWTH, WITH STRAIGHT TRUNKS OR STEMS, AND FREE FROM OBJECTIONABLE DISFIGUREMENTS. EVERGREEN TREES AND SHRUBS SHALL HAVE WELL-DEVELOPED SYMMETRICAL TOPS WITH TYPICAL SPREAD OF BRANCHES FOR EACH PARTICULAR SPECIES OR VARIETY. ONLY VINES AND GROUND COVER PLANTS WELL ESTABLISHED IN REMOVAL CONTAINERS, INTEGRAL CONTAINERS, OR FORMED HOMOGENEOUS SOIL SECTIONS SHALL BE USED. PLANTS SHALL BE GROWN UNDER CLIMATIC CONDITIONS SIMILAR TO THOSE IN THE LOCALITY OF THE PROJECT.
8. ALL STOCK SHALL BE BALLED AND BURLAPPED OR CONTAINER GROWN STOCK, UNLESS OTHERWISE SPECIFIED. BAREROOT STOCK OF ANY KIND IS UNACCEPTABLE UNLESS SPECIFIED.
9. ALL PLANTING BEDS, LAWNS AND LANDSCAPED AREAS SHALL RECEIVE A MINIMUM 4" THICK LAYER OF TOPSOIL, UNLESS OTHERWISE SPECIFIED.

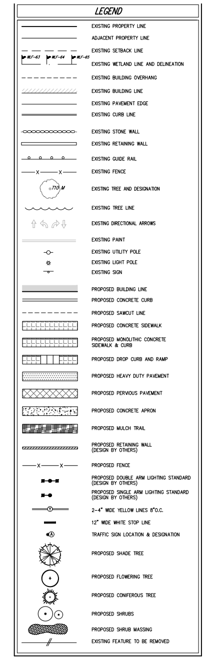
Source: JMC, 2020

Proposed Project - Landscaping Plans

Figure 2-13a

9.21.20

PLANT SCHEDULE						
DECIDUOUS TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT COND.	REMARKS
AR	58	Acer rubrum `Red Sunset`	Red Maple	3" - 3 1/2" Cal.	B & B	
AS	16	Acer saccharum `Green Mountain`	Sugar Maple	3" - 3 1/2" Cal.	B & B	
BN	9	Betula nigra `Heritage`	Heritage River Birch	7`-8` HT.	B & B	
CS3	15	Cornus x rutgersensis `Rutgan` TM	Stellar Pink Dogwood	2 1/2" - 3" CAL.	B & B	
CA	10	Cornus x rutgersensis `Rutgan` TM	Celestial Rutgers Dogwood	5`-6` HT.	B & B	
PO	25	Platanus occidentalis	American Sycamore	2 1/2" - 3" CAL.	B & B	
QP	21	Quercus palustris	Pin Oak	2 1/2" - 3" CAL.	B & B	
QR	9	Quercus rubra	Red Oak	3" - 3 1/2" Cal.	B & B	
EVERGREEN TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT COND.	REMARKS
AB	89	Abies balsamea	Balsam Fir	6` - 8` HT.	B & B	
ACC	98	Abies concolor	White Fir	6` - 8` HT.	B & B	
PG	15	Picea pungens glauca	Colorado Blue Spruce	8` - 10` HT.	B & B	
PS	86	Pinus strobus	White Pine	6` - 8` HT.	B & B	



NOTES:

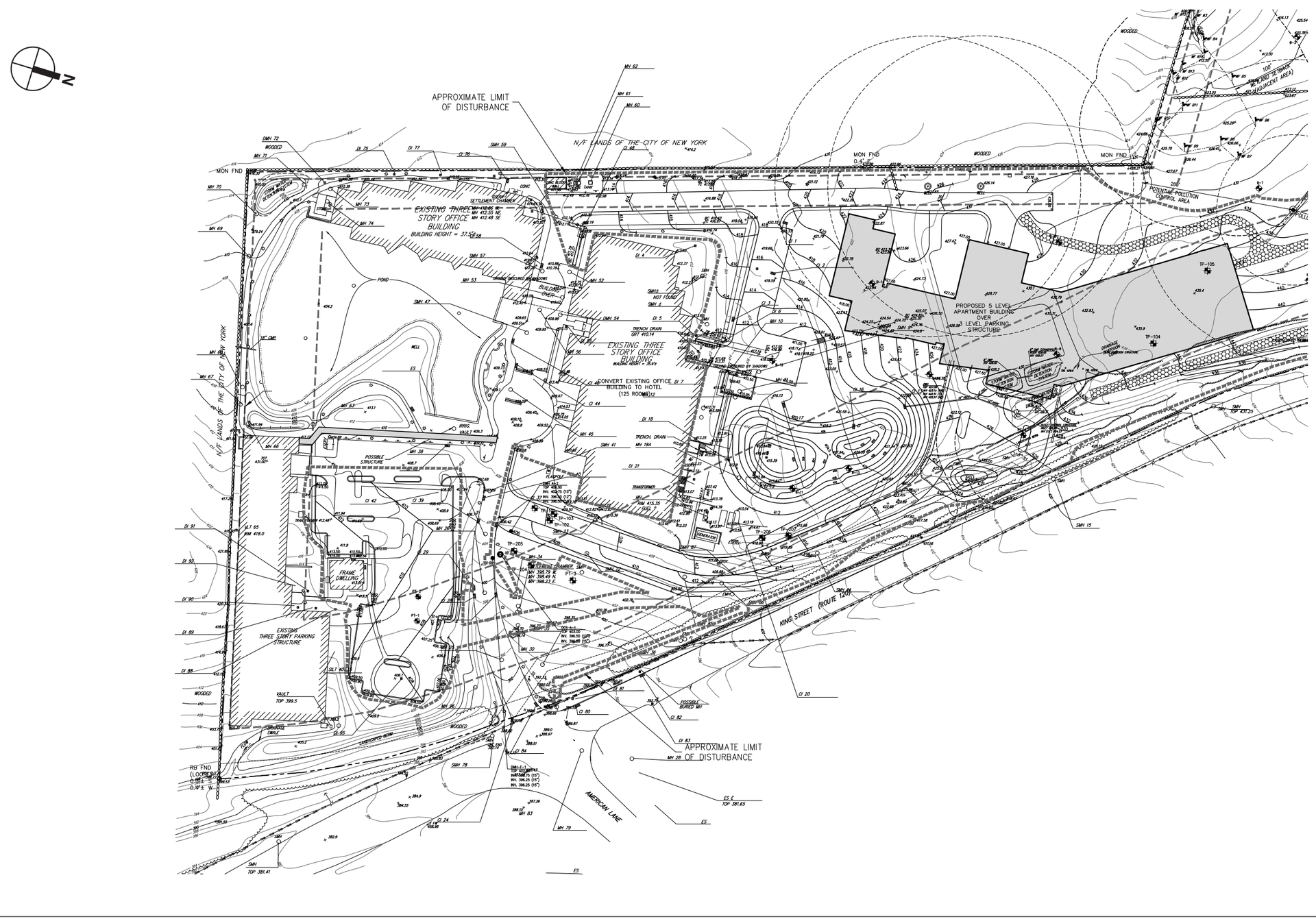
1. ALL PLANT MATERIAL SHALL BE FIRST QUALITY STOCK. PLANTED MATERIAL AND METHODS OF INSTALLATION SHALL CONFORM TO THE AMERICAN NURSERY AND LANDSCAPE ASSOCIATION, AMERICAN STANDARD FOR NURSERY STOCK, LATEST EDITION.
2. ALL AREAS OF THE SITE NOT OCCUPIED BY BUILDING OR PAVEMENT AND NOT SPECIFIED AS BEING PLANTED WITH TREES, SHRUBS OR GROUND COVER SHALL BE LAWN.
3. ALL PLANTING BEDS SHALL BE MULCHED WITH 3" OF BROWN MULCH. MULCH SHALL BE CLEAN, NON-DYED, TOXIC FREE, SHREDDED HARDWOOD.
4. PLANT MATERIALS AS SPECIFIED ON THE DRAWINGS AND DELIVERED TO THE SITE SHALL BE NURSERY GROWN AND CERTIFIED TRUE TO THEIR GENUS, SPECIES AND VARIETY. SUBSTITUTIONS ARE NOT PERMITTED WITHOUT THE PROJECT LANDSCAPE ARCHITECTS WRITTEN APPROVAL.
5. ALL LANDSCAPING SHALL CONTINUE TO BE MAINTAINED IN A HEALTHY GROWING CONDITION THROUGHOUT THE DURATION OF THE PROJECT. ANY PLANTING NOT SO MAINTAINED SHALL BE REPLACED WITH NEW PLANTS AT THE BEGINNING OF THE NEXT, IMMEDIATELY FOLLOWING, GROWING SEASON.
6. ALL TREES AND SHRUBS SHALL BE PRUNED AND SHAPED AND BE SUBJECT TO THE APPROVAL OF THE PROJECT LANDSCAPE ARCHITECT AND GOVERNMENTAL AUTHORITIES HAVING JURISDICTION.
7. PLANTING STOCK SHALL BE WELL-BRANCHED AND WELL-FORMED, SOUND, VIGOROUS, HEALTHY, FREE FROM DISEASE, SUN-SCALE, WINDBURN, ABRASION, AND HARMFUL INSECTS OR INSECTS EGGS; AND SHALL HAVE HEALTHY, NORMAL UNBROKEN ROOT SYSTEMS. DECIDUOUS TREES AND SHRUBS SHALL BE SYMMETRICALLY DEVELOPED, OF UNIFORM HABIT OF GROWTH, WITH STRAIGHT TRUNKS OR STEMS, AND FREE FROM OBJECTIONABLE DISFIGUREMENTS. EVERGREEN TREES AND SHRUBS SHALL HAVE WELL-DEVELOPED SYMMETRICAL TOPS WITH TYPICAL SPREAD OF BRANCHES FOR EACH PARTICULAR SPECIES OR VARIETY. ONLY VINES AND GROUND COVER PLANTS WELL ESTABLISHED IN REMOVAL CONTAINERS, INTEGRAL CONTAINERS, OR FORMED HOMOGENEOUS SOIL SECTIONS SHALL BE USED. PLANTS SHALL BE GROWN UNDER CLIMATIC CONDITIONS SIMILAR TO THOSE IN THE LOCALITY OF THE PROJECT.
8. ALL STOCK SHALL BE BALLED AND BURLAPPED OR CONTAINER GROWN STOCK, UNLESS OTHERWISE SPECIFIED. BAREROOT STOCK OF ANY KIND IS UNACCEPTABLE UNLESS SPECIFIED.
9. ALL PLANTING BEDS, LAWNS AND LANDSCAPED AREAS SHALL RECEIVE A MINIMUM 4" THICK LAYER OF TOPSOIL, UNLESS OTHERWISE SPECIFIED.

Source: JMC, 2020

Proposed Project - Landscaping Plans

Figure 2-13b

9.25.20



LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING EASEMENT LINE
- EXISTING WETLAND LINE AND DELINEATION
- EXISTING WETLAND BUFFER
- EXISTING BUILDING OVERHANG
- EXISTING BUILDING LINE
- EXISTING PAVEMENT EDGE
- EXISTING CURB LINE
- EXISTING CONTOUR
- EXISTING INDEX CONTOUR
- EXISTING SPOT GRADE
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING GUIDE RAIL
- EXISTING FENCE
- EXISTING DRAIN INLET
- EXISTING MANHOLE
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- PROPOSED BUILDING LINE
- PROPOSED CONCRETE CURB
- PROPOSED CONCRETE SIDEWALK
- PROPOSED DROP CURB AND RAMP
- PROPOSED FINISHED GRADE
- PROPOSED SPOT GRADE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED STORM DRAIN MANHOLE
- PROPOSED TYPE C DRAIN INLET
- PROPOSED TYPE DI DRAIN INLET
- PROPOSED TYPE LI DRAIN LAWN INLET
- PROPOSED TRENCH DRAIN
- PROPOSED RIP-RAP SUMP
- PROPOSED TYPE A HEADWALL
- PROPOSED TYPE B HEADWALL
- PROPOSED UNDERGROUND ROOF RUNOFF STORAGE TANK
- PROPOSED WATER QUALITY STRUCTURE
- PROPOSED SUBSURFACE DRAINAGE OUTLET CONTROL STRUCTURE
- PROPOSED OUTLET CONTROL STRUCTURE
- PROPOSED CLEANOUT
- PROPOSED HYDRANT
- PROPOSED END SECTION
- PROPOSED RETAINING WALL (DESIGN BY OTHERS)
- PROPOSED DOUBLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- PROPOSED SINGLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- BORING LOCATION AND DESIGNATION
- PROPOSED LIMIT OF DISTURBANCE
- PROPOSED DITCH OR SWALE
- PROPOSED RIP-RAP
- EXISTING FEATURE TO BE REMOVED

NOTES:

1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPILATION SURVEY DEPICTING LAND OF MBIA INSURANCE CORP." PREPARED BY JOHN MEYER CONSULTING, DATED 09-30-2005.
2. ALL STORMWATER MANAGEMENT PRACTICES SHALL REMAIN UNDISTURBED AND BE PROTECTED FROM HEAVY MACHINERY TRAFFIC DURING CONSTRUCTION. HOWEVER DURING CONSTRUCTION OF THE PRACTICE, THE CONTRACTOR SHALL MINIMIZE AND AVOID HEAVY MACHINERY TRAFFIC TO THE MAXIMUM EXTENT PRACTICABLE. WHERE SMALL AREAS ARE DESIGNATED FOR STORAGE OF MATERIALS TO BE USED FOR STORMWATER MANAGEMENT PRACTICES, THE CONTRACTOR SHALL INSTALL CONSTRUCTION FENCE AROUND THE PRACTICE TO DISCOURAGE VEHICLE TRAFFIC.
3. ALL FILLS SHALL BE COMPACTED TO PROVIDE STABILITY OF MATERIAL AND TO PREVENT SETTLEMENT.
4. EXCAVATIONS AND FILLS SHALL NOT ENDANGER ADJOINING PROPERTIES, NOR DIVERT WATER ONTO THE PROPERTY OF OTHERS AT ANY TIME DURING THE COURSE OF CONSTRUCTION.
5. CONTRACTOR SHALL REFER TO EROSION AND SEDIMENT CONTROL PLAN FOR FURTHER DIRECTION REGARDING SITE STABILIZATION THROUGHOUT THE COURSE OF CONSTRUCTION.

Source: JMC, 2020

AIRPORT CAMPUS

Proposed Project - Preliminary Grading Plan

Figure 2-14a

9.25.20

EXISTING DRAINAGE STRUCTURE SCHEDULE

STRUCTURE DESIGNATION	TOP	INVERT	INVERT	INVERT	INVERT	INVERT
CI 1	419.65	417.0 NW	416.5 E	----	----	----
CI 2	419.38	415.5 W	415.8 E	415.6 E	----	----
CI 3	415.43	410.63 NW	407.58 24" E	410.35 6" E	407.7 48" E	407.65 8" SE
DI 4	411.02	408.44 E	407.8 E	407.0 NE	406.9 S	408.1 WATER
DI 5	410.12	408.06	----	----	----	----
DI 6	412.80	411.8	----	----	----	----
DI 7	412.60	411.66	----	----	----	----
MH 10	414.69	406.77	----	----	----	----
MH 11	415.88	408.0 NE	407.9 E	407.95 W	----	----
MH 12	415.67	406.43 W	404.5 E	407.8 SE	----	----
CI 13	422.49	419.62	----	----	----	----
CI 16	420.91	416.98 N	416.77 SW	----	----	----
CI 17	416.47	412.76 NE	412.67 SW	----	----	----
DI 18	412.88	406.3	----	----	----	----
MH 18A	412.72	405.55± E-W	405.8 SW	----	----	----
CI 19	411.82	408.3 N	409.2 WATER	408.94 S	----	----
CI 20	413.06	410.28 W	410.36 E	409.9 SILT	----	----
DI 21	412.65	410.33 S	409.95 SILT	409.45 N	----	----
CI 24	387.79	384.86 N	385.4 SW	----	----	----
MH 25	391.44	386.17 S	385.96 W	387.69 NW	385.61 E	----
MH 26	393.69	388.85 W-E	388.1 SW	----	----	----
CI 27	398.24	393.69 S	393.81 N	----	----	----
CI 28	398.18	394.51	----	----	----	----
MH 28	388.28	379.00 (IN)	379.00 (OUT)	----	----	----
CI 29	398.82	397.0± NE	397.2 SILT	----	----	----
MH 30	390.8	383.1	----	----	----	----
MH 34	399.69	394.18 S	394.18 W	394.46 N	394.26 E	----
CI 37	405.22	403.12 S	402.62 SW	402.80 E	403.76 4" PVC	----
MH 38	404.73	399.30 NW	391.9 W	392.0 E	----	----
CI 39	405.53	403.66	----	----	----	----
CI 40	406.87	400.7 W	400.9 S	----	----	----
CI 42	408.41	----	----	----	----	----
CI 43	407.63	----	----	----	----	----
CI 44	408.70	406.5 12" S	406.4 NE	407.65± 4" S	----	----
MH 45	409.00	403.46 E	403.56 W	----	----	----
CI 46	408.96	405.16 30" S	407.36 4" S	----	----	----
CI 48	412.12	407.00 (IN)	405.86 (OUT)	----	----	----
MH 52	411.48	407.31 15" S	406.83 4" SE	405.7 30"	----	----
MH 53	410.21	406.18 NE	406.05 E	405.8 30"	----	----
DMH 54	410.48	407.65 S	407.45 W	----	----	----
DI 55	410.33	----	----	----	----	----
MH 56	409.79	405.2 NE	405.96 N	405.2 SE	----	----
CI 58	410.53	408.35	----	----	----	----
MH 60	413.28	----	----	----	----	----
MH 61	412.55	----	----	----	----	----
MH 62	413.05	410.2 NW	408.0 S	408.0 E	----	----
MH 63	410.49	----	----	----	----	----
MH 66	412.64	410.24	----	----	----	----
MH 67	411.80	----	----	----	----	----
MH 68	409.25	408.05	----	----	----	----
MH 69	410.48	----	----	----	----	----
MH 70	412.44	----	----	----	----	----
MH 71	411.57	----	----	----	----	----
DMH 72	409.74	----	----	----	----	----
MH 73	410.13	----	----	----	----	----
MH 74	410.67	----	----	----	----	----
DI 75	409.47	----	----	----	----	----
CI 76	410.04	407.25	----	----	----	----
DI 77	409.71	----	----	----	----	----
MH 79	388.22	380.85 (IN)	380.85 (OUT)	----	----	----
CI 80	389.84	386.0	----	----	----	----
DI 81	389.31	385.84 E	385.43 N	385.31 S	----	----
CI 82	392.83	389.23	----	----	----	----
DI 83	392.24	388.30	----	----	----	----
MH 83	390.00	365.00 (IN)	382.00 (OUT)	----	----	----
CI 84	387.88	383.99	----	----	----	----
DMH 87	410.60	----	----	----	----	----
DI 88	412.85	408.23 S	408.29 E	----	----	----
DI 89	410.43	408.68 S	408.66 SW	408.64 N	----	----
DI 90	410.27	408.80	----	----	----	----
DI 91	410.57	408.87 S	409.03 N	409.80 E	----	----
DI 92	410.25	408.96 SW	408.80 N	----	----	----
DI 95	406.10	404.50 S	403.95 N	----	----	----
MH 96	398.28	394.26 S	394.86 N	----	----	----

EXISTING SANITARY SEWER STRUCTURES

STRUCTURE DESIGNATION	TOP	INVERT	INVERT	INVERT	INVERT	INVERT
SMH 9	418.61	405.28	----	----	----	----
SMH 14	415.63	409.87	----	----	----	----
SMH 15	419.91	415.74	----	----	----	----
SMH 22	405.78	400.156 N	399.86 E-W	----	----	----
SMH 23	409.88	404.35	----	----	----	----
SMH 35	383.47	394.75	----	----	----	----
SMH 36	396.80	392.4 W	391.9 N	391.8 S	----	----
SMH 41	407.18	402.74	----	----	----	----
SMH 47	409.24	403.05±	----	----	----	----
SMH 57	410.55	405.76 SW	404.64 E-W	----	----	----
SMH 59	411.76	----	----	----	----	----
SMH 78	388.00	380.56	----	----	----	----
SMH 85	406.98	402.3 N	399.4 S	----	----	----
SMH 86	407.38	402.05	404.15 W	403.9 S	----	----

GRAPHIC SCALE
(IN FEET)
1 inch = 40 ft.

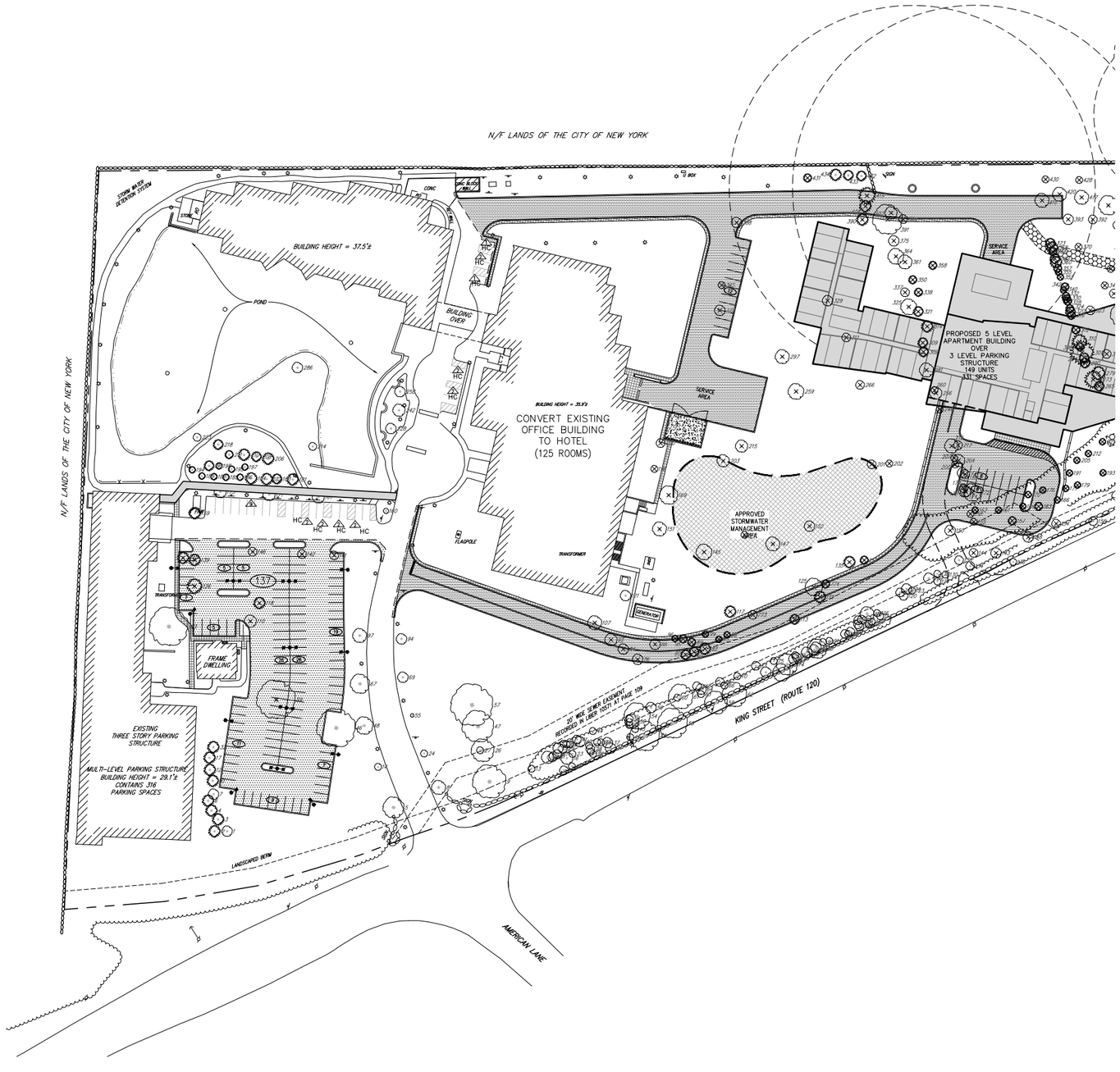
Source: JMC, 2020

AIRPORT CAMPUS

Proposed Project - Preliminary Grading Plan

Figure 2-14b

9.17.20



Source: JMC, 2019

AIRPORT CAMPUS

Proposed Project - Tree Inventory and Protection Plan
Figure 2-15a

9.17.20

Source: JMC, 2019

AIRPORT CAMPUS

Proposed Project - Tree Inventory and Protection Plan
Figure 2-15b

9.17.20

TREE TABLE – PART A

744 TREES DEPICTED HAVING A DIAMETER AT DBH OF 8" OR GREATER

TREE NO.	COMMON NAME	DIAMETER	CONDITION	REMAIN OR REMOVE
1	CHERRY	12"	POOR	REMAIN
2	SPRUCE	14"	FAIR	REMAIN
3	SPRUCE	14"	FAIR	REMAIN
4	SPRUCE	14"	FAIR	REMAIN
5	MAPLE	24"	GOOD	REMAIN
6	SPRUCE	14"	FAIR	REMAIN
7	CHERRY	12"	FAIR	REMAIN
8	MAPLE	16"	GOOD	REMAIN
9	MAPLE	38"	GOOD	REMAIN
10	SPRUCE	14"	FAIR	REMAIN
11	MAPLE	10"	GOOD	REMAIN
12	SPRUCE	14"	FAIR	REMAIN
13	ASH	8"	GOOD	REMAIN
14	MAPLE	8"	GOOD	REMAIN
15	MAPLE	8"	GOOD	REMAIN
16	ASH	14"	GOOD	REMAIN
17	SPRUCE	14"	FAIR	REMAIN
18	ASH	10"	GOOD	REMAIN
19	ASH	14"	GOOD	REMAIN
20	ASH	10"	GOOD	REMAIN
21	ASH	10"	GOOD	REMAIN
22	MAPLE	8"	GOOD	REMAIN
23	MAPLE	8"	GOOD	REMAIN
24	MAPLE	8"	GOOD	REMAIN
25	MAPLE	8"	GOOD	REMAIN
26	MAPLE	26"	GOOD	REMAIN
27	MAPLE	8"	GOOD	REMAIN
28	MAPLE	10"	GOOD	REMAIN
29	MAPLE	10" 6"	GOOD	REMAIN
30	ASH	12"	GOOD	REMAIN
31	MAPLE	12"	GOOD	REMAIN
32	SPRUCE	14"	FAIR	REMAIN
33	ASH	8"	GOOD	REMAIN
34	ASH	8"	GOOD	REMAIN
35	MAPLE	8"	GOOD	REMAIN
36	ASH	8"	FAIR	REMAIN
37	CHERRY	12"	GOOD	REMAIN
38	CHERRY	8"	POOR	REMAIN
39	MAPLE	8"	POOR	REMAIN
40	ASH	12" TW	FAIR	REMAIN
41	MAPLE	10"	GOOD	REMAIN
42	CHERRY	8"	POOR	REMAIN
43	MAPLE	34"	GOOD	REMAIN
44	ASH	8"	GOOD	REMAIN
45	MAPLE	8"	GOOD	REMAIN
46	MAPLE	44"	FAIR	REMAIN
47	MAPLE	36"	GOOD	REMAIN
48	MAPLE	20"	FAIR	REMAIN
49	MAPLE	8"	GOOD	REMAIN
50	MAPLE	34"	GOOD	REMAIN
51	MAPLE	8"	GOOD	REMAIN
52	MAPLE	16"	GOOD	REMAIN
53	MAPLE	8"	GOOD	REMAIN
54	OAK	30"	GOOD	REMAIN
55	MAPLE	4"	GOOD	REMAIN
56	MAPLE	12"	GOOD	REMAIN
57	MAPLE	48"	GOOD	REMAIN
58	MAPLE	26"	FAIR	REMAIN
59	MAPLE	44"	POOR	REMOVE
60	MAPLE	8"	GOOD	REMAIN
61	OAK	28"	GOOD	REMAIN
62	CHERRY	28"	GOOD	REMAIN
63	CHERRY	8"	FAIR	REMAIN
64	MAPLE	12"	GOOD	REMAIN
65	CHERRY	10"	FAIR	REMAIN
66	MAPLE	8"	GOOD	REMAIN
67	MAPLE	22"	FAIR	REMAIN
68	CHERRY	10"	GOOD	REMAIN
69	MAPLE	12"	GOOD	REMAIN
70	MAPLE	8"	GOOD	REMAIN
71	MAPLE	20" 12"	FAIR	REMAIN
72	MAPLE	12"	GOOD	REMAIN
73	MAPLE	10"	GOOD	REMAIN
74	ASH	24"	FAIR	REMAIN
75	MAPLE	8"	GOOD	REMAIN
76	MAPLE	12"	GOOD	REMOVE
77	MAPLE	12"	GOOD	REMAIN
78	MAPLE	10"	GOOD	REMAIN
79	MAPLE	8" 6"	GOOD	REMAIN
80	SPRUCE	12"	FAIR	REMOVE
81	MAPLE	12"	GOOD	REMAIN
82	SPRUCE	12"	FAIR	REMOVE
83	MAPLE	12"	GOOD	REMAIN
84	MAPLE	12"	GOOD	REMOVE
85	SPRUCE	14"	GOOD	REMOVE
86	ASH	22"	POOR	REMAIN
87	MAPLE	12"	GOOD	REMAIN
88	DECIDUOUS	12"	FAIR	REMOVE
89	SPRUCE	10"	FAIR	REMOVE
90	MAPLE	8"	FAIR	REMAIN
91	MAPLE	8"	FAIR	REMAIN
92	BIRCH	14" TR	GOOD	REMOVE
93	SPRUCE	8"	FAIR	REMOVE
94	MAPLE	12"	POOR	REMAIN
95	PINE	10"	GOOD	REMOVE
96	PINE	8"	GOOD	REMOVE
97	MAPLE	16"	GOOD	REMAIN
98	SPRUCE	8"	FAIR	REMOVE
99	SPRUCE	8"	POOR	REMOVE
100	MAPLE	10"	GOOD	REMAIN
101	HICKORY	8"	GOOD	REMAIN
102	MAPLE	10"	GOOD	REMAIN
103	MAPLE	44"	GOOD	REMAIN
104	MAPLE	10"	GOOD	REMAIN
105	MAPLE	10"	GOOD	REMAIN
106	MAPLE	8"	GOOD	REMAIN
107	BIRCH	16" TR	GOOD	REMOVE
108	ASH	8"	FAIR	REMAIN
110	MAGNOLIA	14"	GOOD	REMOVE
111	MAPLE	10"	GOOD	REMAIN
112	MAPLE	10"	GOOD	REMAIN
113	PINE	12"	GOOD	REMOVE
114	MAPLE	8"	GOOD	REMAIN
115	MAPLE	16"	GOOD	REMAIN
116	MAPLE	8"	GOOD	REMAIN
117	PINE	14" 8"	GOOD	REMOVE
118	SPRUCE	14"	POOR	REMOVE
119	PINE	14"	FAIR	REMOVE
120	MAPLE	10"	GOOD	REMAIN
121	BIRCH	12" MU	GOOD	REMAIN
122	MAPLE	10"	GOOD	REMAIN
123	MAPLE	8"	FAIR	REMAIN
124	MAPLE	12" 8"	FAIR	REMAIN
125	OAK	20"	FAIR	REMOVE
126	SPRUCE	18" TW	POOR	REMOVE
127	MAPLE	8"	GOOD	REMAIN
129	MAPLE	12"	GOOD	REMAIN
130	MAPLE	8"	GOOD	REMAIN
132	MAPLE	8"	GOOD	REMAIN
134	MAPLE	10"	GOOD	REMAIN
135	PINE	14"	GOOD	REMOVE
136	MAPLE	8"	GOOD	REMAIN
137	PINE	10"	POOR	REMOVE
138	MAPLE	10"	GOOD	REMAIN
139	SPRUCE	14"	FAIR	REMOVE
140	SPRUCE	14"	FAIR	REMOVE
141	OAK	10"	GOOD	REMOVE
142	OAK	10"	FAIR	REMOVE
143	MAPLE	12"	GOOD	REMOVE
144	HICKORY	10"	GOOD	REMOVE
145	OAK	18"	GOOD	REMOVE
146	OAK	10"	GOOD	REMOVE
147	ASH	16"	FAIR	REMOVE
148	MAPLE	12"	GOOD	REMOVE
149	BIRCH	8"	GOOD	REMOVE
150	OAK	12"	GOOD	REMOVE
151	PEAR	16"	FAIR	REMOVE
152	OAK	12"	GOOD	REMOVE
154	MAPLE	10"	GOOD	REMOVE
155	OAK	8"	GOOD	REMOVE
156	ASH	10"	GOOD	REMAIN
157	PINE	10"	GOOD	REMOVE
158	OAK	8"	GOOD	REMOVE
159	SPRUCE	14"	GOOD	REMAIN
160	LOCUST	6"	GOOD	REMAIN
161	PINE	8"	POOR	REMOVE
162	PINE	8"	FAIR	REMOVE
163	SPRUCE	10"	GOOD	REMOVE
164	PINE	8"	FAIR	REMOVE
166	SPRUCE	8"	FAIR	REMOVE
167	OAK	14"	GOOD	REMAIN
168	MAPLE	10"	GOOD	REMAIN
169	PEAR	21"	FAIR	REMOVE
170	SPRUCE	8"	GOOD	REMOVE
171	OAK	14"	FAIR	REMAIN
172	OAK	20"	GOOD	REMOVE
173	OAK	14"	GOOD	REMAIN
174	MAPLE	12"	GOOD	REMOVE
175	MAPLE	14"	GOOD	REMOVE
176	SPRUCE	8"	GOOD	REMOVE
177	SPRUCE	8"	FAIR	REMOVE
178	MAPLE	10"	GOOD	REMOVE
179	SPRUCE	8"	FAIR	REMOVE
180	MAPLE	8"	GOOD	REMAIN
181	SPRUCE	14"	GOOD	REMAIN
182	SPRUCE	14"	FAIR	REMAIN
183	SPRUCE	12"	GOOD	REMAIN
184	SPRUCE	14"	FAIR	REMAIN
185	SPRUCE	8"	FAIR	REMAIN
186	SPRUCE	8"	FAIR	REMAIN
187	SPRUCE	8"	FAIR	REMAIN
188	SPRUCE	8"	FAIR	REMAIN
189	MAPLE	10"	GOOD	REMOVE
190	MAPLE	10"	GOOD	REMAIN
191	SPRUCE	8"	GOOD	REMOVE
192	MAPLE	12"	GOOD	REMOVE
193	SPRUCE	8"	GOOD	REMOVE
194	SPRUCE	8"	FAIR	REMAIN
195	SPRUCE	8"	FAIR	REMAIN
196	SPRUCE	8"	GOOD	REMOVE
197	SPRUCE	8"	FAIR	REMAIN
198	SPRUCE	8"	GOOD	REMAIN
199	SPRUCE	12"	FAIR	REMAIN
200	MAPLE	8"	GOOD	REMOVE
201	ASH	10"	GOOD	REMOVE
202	ASH	8"	GOOD	REMOVE
203	OAK	14"	FAIR	REMOVE
204	MAPLE	14"	GOOD	REMOVE
205	SPRUCE	8"	GOOD	REMOVE
206	PINE	14"	GOOD	REMAIN
207	MAPLE	8"	GOOD	REMOVE
208	PINE	12"	FAIR	REMAIN
209	MAPLE	10"	GOOD	REMOVE
210	PINE	14"	FAIR	REMAIN
211	PINE	10"	FAIR	REMAIN
212	SPRUCE	8"	GOOD	REMAIN
213	SPRUCE	8"	FAIR	REMOVE
214	CHERRY	9"	FAIR	REMAIN
215	OAK	14"	FAIR	REMOVE
216	MAPLE	16"	FAIR	REMOVE
217	MAPLE	10"	FAIR	REMOVE
218	SPRUCE	12"	GOOD	REMAIN
219	MAPLE	8"	GOOD	REMAIN
220	PEAR	10"	GOOD	REMOVE
221	SPRUCE	8"	GOOD	REMOVE
222	SPRUCE	8"	FAIR	REMOVE
223	MAPLE	9" TW	GOOD	REMAIN
224	MAPLE	8"	GOOD	REMOVE
225	SPRUCE	8"	FAIR	REMOVE
226	MAPLE	10"	GOOD	REMAIN
227	PINE	8"	FAIR	REMOVE
228	LOCUST	12"	GOOD	REMAIN
229	PINE	10"	GOOD	REMOVE
230	PINE	10"	FAIR	REMOVE
231	PINE	10"	FAIR	REMOVE
232	MAPLE	10"	GOOD	REMAIN
233	MAPLE	10"	GOOD	REMOVE
234	PINE	10"	POOR	REMOVE
235	PINE	10"	FAIR	REMOVE
236	MAPLE	12" TR	FAIR	REMAIN
237	SPRUCE	12"	GOOD	REMAIN
238	SPRUCE	12"	GOOD	REMAIN
239	SPRUCE	8"	FAIR	REMOVE
240	SPRUCE	8"	GOOD	REMOVE
242	LOCUST	14"	GOOD	REMAIN
243	SPRUCE	8"	FAIR	REMOVE
244	MAPLE	8"	FAIR	REMOVE
245	SPRUCE	12"	GOOD	REMAIN
246	MAPLE	8"	FAIR	REMAIN
247	SPRUCE	8"	FAIR	REMOVE
248	SPRUCE	8"	GOOD	REMOVE
249	MAPLE	12"	FAIR	REMAIN
250	MAPLE	12" 8" 6"	FAIR	REMAIN
251	MAPLE	10"	FAIR	REMAIN
252	SPRUCE	8"	GOOD	REMOVE
253	MAPLE	8"	GOOD	REMAIN
254	OAK	36"	GOOD	REMAIN
255	SPRUCE	8"	GOOD	REMOVE
256	MAPLE	14"	FAIR	REMOVE
257	MAPLE	12" 8" 6"	FAIR	REMAIN
258	LOCUST	12"	GOOD	REMAIN
259	ASH	18"	GOOD	REMOVE
260	MAPLE	8"	GOOD	REMOVE
261	SPRUCE	8"	FAIR	REMOVE
263	OAK	12"	GOOD	REMOVE
264	SPRUCE	8"	GOOD	REMOVE
265	PINE	12"	FAIR	REMOVE
266	ASH	10"	GOOD	REMOVE
268	SPRUCE	8"	FAIR	REMOVE
269	SPRUCE	8"	GOOD	REMOVE
270	SPRUCE	8"	FAIR	REMOVE
271	SPRUCE	12"	POOR	REMAIN
272	DOGWOOD	10"	POOR	REMOVE
273	PINE	20"	FAIR	REMOVE
274	OAK	10"	GOOD	REMOVE
275	SPRUCE	14"	POOR	REMAIN
276	SPRUCE	8"	FAIR	REMOVE
277	SWEET GUM	24"	GOOD	REMAIN
278	SPRUCE	16"	GOOD	REMAIN
279	PINE	16"	FAIR	REMOVE
280	CEDAR	12"	GOOD	REMAIN
281	MAPLE	16"	GOOD	REMOVE
282	PINE	10"	FAIR	REMOVE
283	SPRUCE	14"	POOR	REMAIN
284	OAK	14"	GOOD	REMAIN
285	SPRUCE	8"	GOOD	REMOVE
286	BIRCH	12"	GOOD	REMAIN
287	BIRCH	8"	POOR	REMAIN
288	SPRUCE	10"	POOR	REMAIN
289	MAPLE	12"	GOOD	REMAIN
290	PINE	12"	FAIR	REMOVE
291	PINE	8"	FAIR	REMOVE
293	SPRUCE	12" TW	GOOD	REMAIN
294	PINE	12"	FAIR	REMOVE
295	PINE	10"	FAIR	REMOVE
296	CEDAR	24" TW	FAIR	REMOVE
297	ASH	16"	GOOD	REMOVE
298	MAPLE	10"	GOOD	REMOVE
299	PINE	10"	FAIR	REMOVE
300	BIRCH	10"	POOR	REMOVE
301	PINE	28"	FAIR	REMOVE
302	SPRUCE	12"	GOOD	REMOVE
303	MAPLE	8"	GOOD	REMOVE
304	SPRUCE	12"	POOR	REMAIN
305	SPRUCE	8"	GOOD	REMOVE
306	PINE	10"	POOR	REMOVE
307	SPRUCE	14"	POOR	REMAIN
308	SPRUCE	8"	GOOD	REMOVE
309	SPRUCE	12"	GOOD	REMOVE
310	PINE	18"	FAIR	REMOVE
311	ASH	10"	FAIR	REMOVE
312	CEDAR	10"	GOOD	REMOVE
313	MAPLE	22"	GOOD	REMAIN
314	SPRUCE	14"	GOOD	REMOVE
315	PINE	26"	GOOD	REMOVE
316	CEDAR	10"	FAIR	REMOVE
317	MAPLE	30"	POOR	REMOVE
318	PINE	24"	FAIR	REMAIN
319	PINE	14"	FAIR	REMOVE
320	CEDAR	12"	FAIR	REMOVE
321	SPRUCE	12"	GOOD	REMOVE
322	OAK	12"	GOOD	REMOVE
323	DECIDUOUS	10"	POOR	REMOVE
324	CEDAR	10"	FAIR	REMOVE
325	MAPLE	18"	GOOD	REMOVE
326	PINE	14"	FAIR	REMAIN
327	PINE	28"	GOOD	REMOVE
328	CEDAR	10"	FAIR	REMOVE
329	ASH	12"	FAIR	REMOVE
330	CEDAR	10"	FAIR	REMOVE
331	MAPLE	20"	GOOD	REMAIN
332	CEDAR	10"	FAIR	REMOVE
333	PINE	14"	FAIR	REMAIN
334	DECIDUOUS	12"	GOOD	REMOVE
335	CHERRY	10"	GOOD	REMOVE
336	MAPLE	14"	FAIR	REMOVE
337	MAPLE	10"	GOOD	REMOVE
338	SPRUCE	10"	GOOD	REMOVE
339	MAPLE	14"	GOOD	REMAIN
340	CEDAR	8" TW	FAIR	REMOVE
341	PEAR	22"	GOOD	REMOVE
342	CEDAR	10" TW	FAIR	REMOVE
343	PINE	36"	GOOD	REMOVE
344	APPLE	8"	GOOD	REMOVE
345	OAK	8"	FAIR	REMOVE
346	CEDAR	10"	GOOD	REMAIN
347	OAK	34"	GOOD	REMAIN
348	MAGNOLIA	8"	FAIR	REMOVE
349	MAGNOLIA	12"	FAIR	REMOVE
350	SPRUCE	10"	FAIR	REMOVE
351	CEDAR	12" TW	GOOD	REMAIN
352	CEDAR	8"	FAIR	REMOVE
353	MAPLE	24"	POOR	REMOVE
354	SPRUCE	16"	GOOD	REMOVE
355	CEDAR	8"	FAIR	REMOVE
356	APPLE	8"	FAIR	REMOVE
357	CEDAR	10"	GOOD	REMOVE
358	SPRUCE	10"	GOOD	REMOVE
359	DECIDUOUS	16"	GOOD	REMOVE
360	CEDAR	14"	FAIR	REMOVE
361	MAPLE	16"	GOOD	REMOVE
362	OAK	40"	GOOD	REMAIN
363	CEDAR	12"	FAIR	REMOVE
364	MAPLE	18"	GOOD	REMOVE
366	CEDAR	10"	FAIR	REMOVE
367	HEMLOCK	18"	POOR	REMAIN
368	CEDAR	14"	FAIR	REMOVE
369	APPLE	8"	FAIR	REMOVE
370	APPLE	8"	GOOD	REMOVE
371	SPRUCE	14"	GOOD	REMOVE
372	SYCAMORE	16"	FAIR	REMOVE
373	CEDAR	12"	FAIR	REMOVE
374	HEMLOCK	8"	POOR	REMAIN
375	MAPLE	12"	GOOD	REMOVE
376	HEMLOCK	8"	POOR	REMAIN
377	MAPLE	12"	POOR	REMAIN
378	SPRUCE	14"	FAIR	REMOVE
380	MAPLE	12"	GOOD	REMAIN
381	BIRCH	14"	GOOD	REMOVE
382	BIRCH	14"	GOOD	REMOVE
383	PINE	28"	FAIR	REMAIN
384	SPRUCE	20"	GOOD	REMAIN
385	APPLE	10"	GOOD	REMOVE
386	OAK	30"	GOOD	REMAIN
387	HEMLOCK	8" TW	FAIR	REMAIN
388	OAK	12"	FAIR	REMOVE
389	APPLE	12" TR	POOR	REMOVE
390	SPRUCE	14"	FAIR	REMOVE
391	MAPLE	34"	GOOD	REMOVE
392	APPLE	10"	GOOD	REMOVE
393	APPLE	12"	GOOD	REMOVE
394	CHERRY	10"	POOR	REMOVE
395	ASH	16"	FAIR	REMAIN
396	CHERRY	10"	POOR	REMAIN
397	OAK	22"	FAIR	REMAIN
398	MAPLE	14"	FAIR	REMAIN
399	OAK	28"	GOOD	REMOVE

Source: JMC, 2019

AIRPORT CAMPUS

Proposed Project - Tree Inventory and Protection Plan

Figure 2-15c

9.17.20

TREE TABLE – PART B

744 TREES DEPICTED HAVING A DIAMETER AT DBH OF 8" OR GREATER

TREE NO.	COMMON NAME	DIAMETER	CONDITION	REMAIN OR REMOVE
400	SPRUCE	12"	POOR	REMOVE
401	CHERRY	22"	POOR	REMAIN
402	MAPLE	14"	GOOD	REMOVE
403	MAPLE	24"	FAIR	REMAIN
404	OAK	16"	FAIR	REMAIN
405	MAPLE	12"	GOOD	REMOVE
406	MAPLE	22"	FAIR	REMOVE
407	CHERRY	10"	POOR	REMOVE
408	SPRUCE	14"	FAIR	REMOVE
409	SPRUCE	10"	POOR	REMOVE
410	OAK	22"	GOOD	REMOVE
411	OAK	24"	FAIR	REMAIN
412	CHERRY	18"	FAIR	REMAIN
413	OAK	20"	GOOD	REMOVE
414	SPRUCE	10"	POOR	REMOVE
415	SPRUCE	12"	FAIR	REMOVE
416	DECIDUOUS	16"	GOOD	REMOVE
417	DECIDUOUS	16"	GOOD	REMOVE
419	SPRUCE	20"	FAIR	REMOVE
420	LINDEN	16"	GOOD	REMOVE
421	SPRUCE	8"	FAIR	REMAIN
422	HEMLOCK	8"	FAIR	REMOVE
423	APPLE	12"	GOOD	REMOVE
424	SPRUCE	10"	POOR	REMAIN
425	OAK	8"	GOOD	REMOVE
426	SPRUCE	12"	FAIR	REMOVE
427	SPRUCE	8"	FAIR	REMAIN
428	APPLE	8"	FAIR	REMOVE
429	OAK	12"	GOOD	REMOVE
430	APPLE	8"	POOR	REMOVE
431	SPRUCE	10"	GOOD	REMOVE
432	SPRUCE	12"	POOR	REMAIN
433	SPRUCE	12"	FAIR	REMAIN
434	SPRUCE	14"	FAIR	REMAIN
435	OAK	22"	FAIR	REMAIN
436	MAPLE	26"	GOOD	REMAIN
437	SPRUCE	12"	POOR	REMOVE
438	BIRCH	12" MU	FAIR	REMOVE
439	SPRUCE	12"	POOR	REMOVE
440	BIRCH	12" MU	FAIR	REMOVE
441	BIRCH	18" TR	FAIR	REMOVE
442	SPRUCE	10"	POOR	REMOVE
443	SPRUCE	10"	POOR	REMOVE
444	MAPLE	14"	GOOD	REMOVE
445	SPRUCE	8"	POOR	REMOVE
446	HEMLOCK	8"	FAIR	REMOVE
447	LOCUST	10"	FAIR	REMAIN
448	CEDAR	10"	FAIR	REMOVE
449	HEMLOCK	10"	POOR	REMOVE
451	HEMLOCK	12"	FAIR	REMOVE
452	SPRUCE	20"	POOR	REMOVE
454	CEDAR	10"	FAIR	REMOVE
455	MAPLE	18"	FAIR	REMOVE
456	LOCUST	12"	DEAD	REMOVE
457	CHERRY	20"	GOOD	REMOVE
458	MAPLE	10" MU	POOR	REMOVE
460	CEDAR	20"	POOR	REMOVE
461	CHERRY	16"	FAIR	REMOVE
465	MAPLE	8"	FAIR	REMAIN
466	MAPLE	18"	GOOD	REMOVE
467	MAPLE	12"	FAIR	REMOVE
470	OAK	24"	FAIR	REMAIN
471	MAPLE	12"	GOOD	REMAIN
472	PINE	16"	FAIR	REMAIN
473	PINE	24"	FAIR	REMAIN
474	MAPLE	16"	FAIR	REMAIN
475	OAK	14"	FAIR	REMAIN
476	PINE	24"	FAIR	REMAIN
477	PINE	16"	FAIR	REMAIN
478	MAPLE	30"	POOR	REMAIN
479	PINE	16"	FAIR	REMAIN
480	PINE	8"	DEAD	REMAIN
481	MAPLE	10"	POOR	REMAIN
482	MAPLE	10"	GOOD	REMAIN
483	PINE	28"	FAIR	REMAIN
484	MAPLE	12"	POOR	REMAIN
485	MAPLE	18"	GOOD	REMAIN
486	PINE	28"	FAIR	REMAIN
487	PINE	8"	DEAD	REMAIN
488	PINE	16"	FAIR	REMAIN
489	LOCUST	26"	POOR	REMAIN
490	PINE	16"	FAIR	REMAIN
491	ASH	14"	POOR	REMAIN
492	CHERRY	12"	POOR	REMAIN
493	ASH	12"	POOR	REMAIN
494	CHERRY	10"	POOR	REMAIN
495	CHERRY	10"	POOR	REMAIN
496	CHERRY	8"	FAIR	REMAIN
497	LOCUST	14"	POOR	REMAIN
498	ELM	16"	GOOD	REMAIN
499	MAPLE	10" TW	GOOD	REMAIN

TREE NO.	COMMON NAME	DIAMETER	CONDITION	REMAIN OR REMOVE
500	CHERRY	20"	POOR	REMOVE
501	DECIDUOUS	16"	FAIR	REMAIN
502	TREE OF HEAVEN	18"	FAIR	REMOVE
503	MAPLE	18"	GOOD	REMOVE
504	ASH	16"	FAIR	REMAIN
505	SYCAMORE	16"	GOOD	REMAIN
506	MAPLE	16"	FAIR	REMAIN
507	BIRCH	8"	POOR	REMAIN
508	CHERRY	8"	GOOD	REMAIN
509	MAPLE	16"	GOOD	REMAIN
510	ASH	40"	POOR	REMAIN
511	CHERRY	10"	DEAD	REMOVE
512	APPLE	12"	DEAD	REMAIN
513	CHERRY	10"	FAIR	REMOVE
514	APPLE	16"	DEAD	REMOVE
515	LOCUST	14"	POOR	REMOVE
516	CHERRY	16"	FAIR	REMOVE
517	ASH	14"	POOR	REMOVE
518	LOCUST	12"	DEAD	REMOVE
519	SPRUCE	24"	FAIR	REMAIN
520	CHERRY	14"	DEAD	REMOVE
521	CHERRY	12"	FAIR	REMOVE
523	MAPLE	22" TW	FAIR	REMOVE
524	ASH	16"	POOR	REMOVE
525	CHERRY	10"	FAIR	REMOVE
527	CHERRY	10"	FAIR	REMOVE
528	CEDAR	10"	GOOD	REMOVE
529	CEDAR	10" 8"	GOOD	REMOVE
530	MAPLE	28"	GOOD	REMOVE
531	PINE	18"	POOR	REMOVE
532	MAPLE	20"	FAIR	REMAIN
533	ASH	12"	FAIR	REMOVE
535	PINE	16"	FAIR	REMOVE
536	CHERRY	12"	POOR	REMOVE
537	CHERRY	10"	POOR	REMOVE
538	MAPLE	48"	POOR	REMOVE
539	MAPLE	26"	FAIR	REMOVE
540	CHERRY	12"	POOR	REMOVE
541	CHERRY	12"	FAIR	REMOVE
544	CHERRY	8"	FAIR	REMOVE
545	LOCUST	22"	POOR	REMOVE
546	MAPLE	18"	FAIR	REMOVE
547	ASH	10" TW	POOR	REMOVE
548	PINE	12"	POOR	REMOVE
549	ASH	14"	POOR	REMOVE
550	BIRCH	8"	GOOD	REMAIN
551	CHERRY	8"	DEAD	REMOVE
552	SYCAMORE	8"	GOOD	REMOVE
553	PINE	16"	FAIR	REMOVE
554	CHERRY	18"	POOR	REMOVE
555	APPLE	18"	DEAD	REMOVE
556	WALNUT	16"	POOR	REMAIN
557	MAPLE	20"	FAIR	REMOVE
558	ASH	12"	DEAD	REMOVE
560	LOCUST	20"	FAIR	REMOVE
561	DOGWOOD	8"	FAIR	REMAIN
562	CHERRY	10"	FAIR	REMOVE
563	PINE	16"	DEAD	REMOVE
564	ASH	10"	FAIR	REMAIN
565	LOCUST	18"	FAIR	REMOVE
566	CHERRY	10"	FAIR	REMOVE
567	LOCUST	18"	FAIR	REMOVE
568	MAPLE	22" TW	FAIR	REMOVE
569	PINE	16"	POOR	REMOVE
570	PINE	14"	POOR	REMOVE
571	SPRUCE	18"	GOOD	REMAIN
572	LOCUST	14"	FAIR	REMOVE
573	MAPLE	12"	FAIR	REMOVE
574	TREE OF HEAVEN	14"	FAIR	REMOVE
575	CHERRY	10"	FAIR	REMOVE
576	CHERRY	14"	FAIR	REMOVE
577	MAPLE	18"	FAIR	REMOVE
578	CHERRY	14"	POOR	REMOVE
579	CHERRY	16"	FAIR	REMOVE
580	HEMLOCK	8"	FAIR	REMOVE
581	PINE	16"	DEAD	REMOVE
582	ASH	20"	POOR	REMOVE
583	LOCUST	30"	FAIR	REMAIN
584	ASH	16"	FAIR	REMOVE
585	LOCUST	14"	FAIR	REMOVE
586	BIRCH	12"	POOR	REMAIN
587	LOCUST	10"	FAIR	REMOVE
588	BIRCH	26"	POOR	REMAIN
589	TREE OF HEAVEN	20"	GOOD	REMOVE
591	PINE	16"	POOR	REMOVE
592	MAPLE	30"	GOOD	REMOVE
593	CHERRY	14"	POOR	REMOVE
594	OAK	28"	FAIR	REMOVE
595	CHERRY	12"	POOR	REMOVE
596	CHERRY	8"	GOOD	REMOVE
598	ASH	18"	POOR	REMOVE
599	WALNUT	16"	FAIR	REMAIN

TREE NO.	COMMON NAME	DIAMETER	CONDITION	REMAIN OR REMOVE
600	CHERRY	14"	POOR	REMOVE
602	ASH	18"	POOR	REMOVE
603	CHERRY	12"	POOR	REMOVE
604	CHERRY	12"	DEAD	REMOVE
605	TREE OF HEAVEN	24" TW	FAIR	REMAIN
606	CHERRY	14"	POOR	REMOVE
607	MAPLE	16"	DEAD	REMOVE
608	CHERRY	14"	POOR	REMOVE
609	TREE OF HEAVEN	8" MU	FAIR	REMOVE
610	OAK	38"	GOOD	REMOVE
611	ASH	12" TW	DEAD	REMOVE
612	ASH	20"	POOR	REMOVE
614	LOCUST	20"	POOR	REMAIN
616	PINE	10"	DEAD	REMAIN
617	WILLOW	60"	POOR	REMAIN
618	OAK	12"	FAIR	REMOVE
619	CHERRY	8"	POOR	REMOVE
620	CHESTNUT	18" 6"	GOOD	REMAIN
621	PINE	20"	GOOD	REMAIN
622	PINE	10"	POOR	REMAIN
623	PINE	24"	FAIR	REMAIN
624	CHESTNUT	32"	GOOD	REMAIN
625	PINE	18"	FAIR	REMAIN
626	SPRUCE	14"	POOR	REMAIN
627	CHESTNUT	20"	FAIR	REMAIN
628	PINE	16"	FAIR	REMAIN
629	OAK	26"	GOOD	REMAIN
630	APPLE	18" TR	POOR	REMAIN
631	OAK	22"	FAIR	REMOVE
632	OAK	20"	FAIR	REMOVE
633	PINE	22"	POOR	REMAIN
634	CHERRY	18"	FAIR	REMAIN
635	MAPLE	16"	FAIR	REMAIN
636	OAK	16"	GOOD	REMAIN
637	CHERRY	12"	FAIR	REMAIN
638	PINE	18"	POOR	REMAIN
639	ASH	12"	POOR	REMOVE
641	ASH	24"	POOR	REMAIN
642	OAK	28"	FAIR	REMOVE
643	OAK	30"	FAIR	REMOVE
644	ASH	12"	POOR	REMAIN
645	ASH	12"	POOR	REMAIN
646	PINE	16" MU	POOR	REMAIN
647	APPLE	20"	DEAD	REMAIN
648	PINE	16"	GOOD	REMAIN
649	OAK	24"	FAIR	REMOVE
650	ASH	10"	POOR	REMOVE
651	ASH	8"	POOR	REMOVE
652	OAK	16" TW	POOR	REMOVE
653	OAK	26"	GOOD	REMAIN
654	SPRUCE	24"	FAIR	REMOVE
655	MAPLE	24"	FAIR	REMAIN
656	PINE	30" MU	FAIR	REMOVE
657	SPRUCE	10" MU	FAIR	REMAIN
658	PINE	22"	FAIR	REMOVE
659	MAPLE	8"	FAIR	REMAIN
660	SPRUCE	28"	FAIR	REMOVE
661	CHERRY	22"	POOR	REMAIN
662	CHERRY	14"	POOR	REMAIN
663	PINE	20"	FAIR	REMOVE
664	ASH	12"	POOR	REMAIN
665	MAPLE	14"	GOOD	REMAIN
667	PINE	18"	FAIR	REMOVE
668	SPRUCE	18"	GOOD	REMOVE
669	BIRCH	12"	FAIR	REMAIN
671	MAPLE	10"	FAIR	REMAIN
672	PINE	20"	FAIR	REMOVE
673	ASH	8"	FAIR	REMAIN
674	ASH	10"	POOR	REMAIN
675	MAPLE	50"	FAIR	REMAIN
676	HICKORY	10"	GOOD	REMAIN
677	APPLE	12"	GOOD	REMAIN
678	MAPLE	24"	GOOD	REMOVE
679	MAPLE	12"	GOOD	REMAIN
680	ASH	10"	FAIR	REMAIN
681	ASH	10"	FAIR	REMAIN
682	PINE	18"	GOOD	REMAIN
683	DECIDOUS	8"	FAIR	REMAIN
684	ASH	8"	POOR	REMAIN
685	TREE OF HEAVEN	16"	GOOD	REMAIN
690	MAPLE	10"	FAIR	REMAIN
691	CEDAR	16"	FAIR	REMAIN
692	PINE	16"	FAIR	REMAIN
693	CEDAR	14" MU	FAIR	REMAIN
697	ASH	16"	DEAD	REMAIN
698	WILLOW	50"	POOR	REMAIN
699	BIRCH	16"	POOR	REMOVE

TREE NO.	COMMON NAME	DIAMETER	CONDITION	REMAIN OR REMOVE
700	APPLE	12"	DEAD	REMOVE
702	ASH	14"	POOR	REMAIN
703	SASSAFRAS	18"	FAIR	REMAIN
704	ASH	10"	FAIR	REMAIN
705	APPLE	28"	POOR	REMAIN
707	PINE	48"	GOOD	REMAIN
709	MAPLE	50"	GOOD	REMAIN
710	MAPLE	18"	FAIR	REMAIN
712	CHERRY	18"	FAIR	REMAIN
713	CHERRY	18"	FAIR	REMAIN
715	MAPLE	48"	GOOD	REMAIN
716	SASSAFRAS	18"	FAIR	REMAIN
717	ASH	18"	POOR	REMAIN
718	MAPLE	10"	FAIR	REMAIN
719	MAPLE	10" TW	FAIR	REMAIN
720	MAPLE	12" TW	FAIR	REMAIN
721	BIRCH	14" TR	FAIR	REMAIN
722	TREE OF HEAVEN	16"	GOOD	REMAIN
723	OAK	18"	FAIR	REMAIN
724	SASSAFRAS	18"	FAIR	REMAIN
725	APPLE	16"	POOR	REMAIN
726	OAK	20"	FAIR	REMAIN
728	MAPLE	20"	FAIR	REMOVE
729	CHERRY	8"	DEAD	REMAIN
730	FIR	16"	POOR	REMOVE
731	OAK	28"	FAIR	REMAIN
732	MAPLE	32"	GOOD	REMAIN
733	CHERRY	16" TW	FAIR	REMAIN
735	SPRUCE	16"	GOOD	REMOVE
736	MULBERRY	16"	GOOD	REMOVE
737	SPRUCE	16"	GOOD	REMOVE
739	WALNUT	12"	GOOD	REMOVE
740	HEMLOCK	12" 10"	GOOD	REMOVE
741	MAPLE	8" TR	POOR	REMOVE
742	HEMLOCK	14"	GOOD	REMOVE
743	APPLE	24"	POOR	REMOVE
744	PINE	22"	GOOD	REMOVE
745	PINE	22"	GOOD	REMOVE
746	BIRCH	22"	GOOD	REMAIN
748	MAPLE	24" 8"	FAIR	REMAIN
752	BIRCH	10" 4"	GOOD	REMAIN
753	SASSAFRAS	10"	GOOD	REMOVE
754	MAPLE	22" 14"	GOOD	REMAIN
755	SASSAFRAS	8"	GOOD	REMAIN
756	OAK	28"	GOOD	REMAIN
757	MAPLE	10"	GOOD	REMAIN
758	DECIDUOUS	8"	POOR	REMOVE
759	HICKORY	16"	GOOD	REMAIN
760	CHERRY	8"	POOR	REMAIN
761	CHERRY	8"	POOR	REMAIN
762	MAPLE	8"	GOOD	REMAIN
763	MAPLE	10" 6"	POOR	REMAIN
764	MAPLE	12"	GOOD	REMAIN
765	MAPLE	8"	GOOD	REMAIN
766	ASH	22"	GOOD	REMAIN
767	MAPLE	12"	GOOD	REMAIN
768	MAPLE	10"	GOOD	REMAIN
770	HICKORY	26"	GOOD	REMAIN
771	CHERRY	8"	POOR	REMOVE
772	LOCUST	10"	POOR	REMOVE
773	BIRCH	10"	POOR	REMOVE
774	SPRUCE	10"	FAIR	REMOVE
775	MAPLE	10"	FAIR	REMAIN
776	MAPLE	8"	FAIR	REMAIN
777	SPRUCE	10"	POOR	REMAIN
778	SPRUCE	10"	POOR	REMAIN
779	DECIDUOUS	10"	DEAD	REMAIN
780	PINE	14"	DEAD	REMOVE
781	HEMLOCK	14"	POOR	REMAIN
782	OAK	38"	GOOD	REMAIN
783	DECIDUOUS	18"	DEAD	REMAIN
784	DECIDUOUS	12"	POOR	REMAIN
785	MAPLE	10"	FAIR	REMAIN
786	MAPLE	10"	FAIR	REMAIN
787	DECIDUOUS	14"	POOR	REMAIN
788	DECIDUOUS	14"	FAIR	REMAIN
789	DECIDUOUS	22"	POOR	REMAIN
790	OAK	24"	GOOD	REMAIN
791	OAK	20"	GOOD	REMAIN
792	OAK	20"	FAIR	REMAIN
793	DECIDUOUS	12"	DEAD	REMAIN
794	DECIDUOUS	8"	POOR	REMAIN
795	DECIDUOUS	10"	POOR	REMAIN
796	DECIDUOUS	10"	DEAD	REMAIN
797	DECIDUOUS	12" 10"	POOR	REMAIN
798	DECIDUOUS	10"	POOR	REMAIN
799	OAK	12"	GOOD	REMAIN

Source: JMC, 2019

AIRPORT CAMPUS

Proposed Project - Tree Inventory and Protection Plan

Figure 2-15d

9.18.20

CONSTRUCTION STAGING AREA

CONSTRUCTION WORKER PARKING IN PARKING STRUCTURE

PARKING EXPANSION PHASE (PREVIOUSLY APPROVED)

HOTEL PHASE

CONSTRUCTION WORKER PARKING

CONSTRUCTION WORKER PARKING

MULTIFAMILY PHASE

CONSTRUCTION WORKER PARKING AND STAGING AREA

CONSTRUCTION STAGING AREA

TOWNHOMES PHASE

CONSTRUCTION WORKER PARKING

CONSTRUCTION STAGING AREA

CONSTRUCTION WORKER PARKING AND STAGING AREA

CONSTRUCTION WORKER PARKING IN PARKING STRUCTURE WHEN AVAILABLE

CONSTRUCTION WORKER PARKING AND STAGING AREA

CONSTRUCTION STAGING AREA

PROPOSED TOWNHOME (TYPICAL)

EXISTING THREE STORY OFFICE BUILDING

CONVERT EXISTING OFFICE BUILDING TO HOTEL

PROPOSED 5 LEVEL APARTMENT BUILDING OVER 3 LEVEL PARKING STRUCTURE

EXISTING THREE STORY PARKING STRUCTURE

KING STREET (ROUTE 120)

AMERICAN LANE

COBBY HILL ROAD

N

Source: JMC, 2020

AIRPORT CAMPUS

Proposed Project - Conceptual Construction Phasing

Figure 2-16

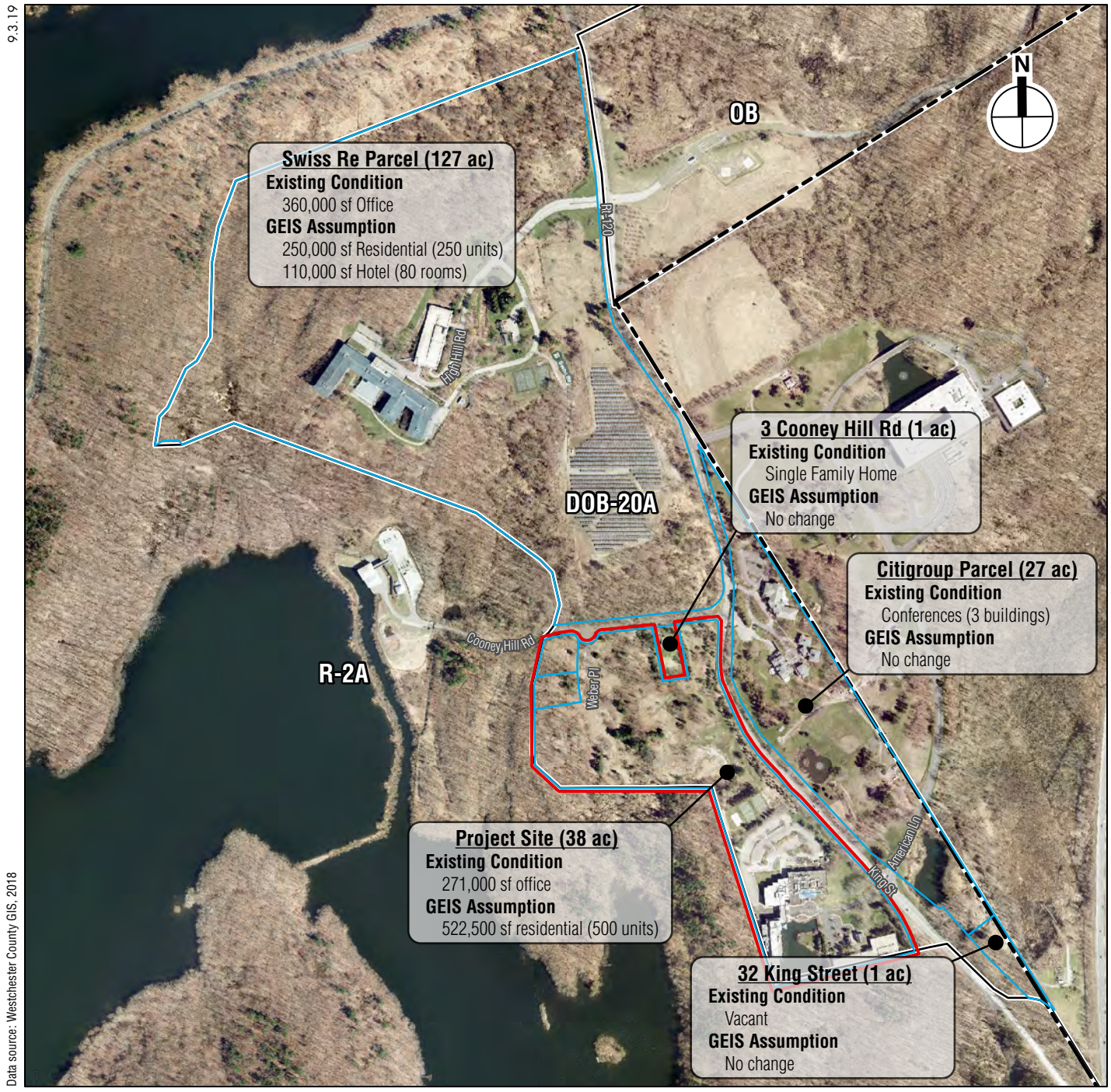
9.17.20

Source: JMC, 2019

Project Site - Currently Approved Development Plan

AIRPORT CAMPUS

Figure 2-17



DOB-20A District - GEIS Development Assumptions

Chapter 3: Land Use, Zoning, and Public Policy

3.A. INTRODUCTION

This Chapter analyzes the consistency of the Proposed Action, inclusive of the Proposed Zoning and the Proposed Project, with the land uses and zoning currently on the Project Site and within ½-mile of the Project Site, as well as the consistency of the Proposed Action with applicable public policies.

As described in this Chapter, it is the Applicant's opinion that the Proposed Action would not introduce land uses that are inconsistent with the land uses surrounding the Project Site. Similarly, it is the Applicant's opinion that the proposed text changes to the DOB-20A zoning district are consistent with the recommendations found in the land use plans governing the area, including the Town's Comprehensive Plan.

3.B. EXISTING CONDITIONS

3.B.1. LAND USE

3.B.1.a. Existing Land Uses – Project Site and ½-Mile Radius

The southern portion of the Project Site is improved with what was previously MBIA's corporate headquarters and contains a vacant, three-story, approximately 100,000-square-foot (sf) office building in the southwest corner; another vacant, three-story, approximately 161,000-sf office building immediately north of the 100,000-sf building; approximately 328 surface parking spaces (two surface lots); a three-story parking structure containing approximately 316 parking spaces; a circa 1820s farmhouse and accessory shed/barn (used for storage and maintenance purposes); a water feature/stormwater pond; and landscaping. The northern portion of the Project Site contains meadows, landscaping, and outdoor amenities for the uses described above, including paved tennis courts, a volleyball court, and walking paths.

Land uses within ½-mile of the Project Site generally consist of corporate office and conference centers, a single-family house, and New York City water supply lands adjacent to the Kensico Reservoir (under the jurisdiction of the New York City Department of Environmental Protection [NYCDEP]) (see **Figure 3-1**). The notable proximate uses are described below.

- **Swiss Re America (175 King Street):** The approximately 127-acre parcel (tax parcel 113.04-1-2) directly north of the Project Site (across Cooney Hill Road) serves as the North American headquarters of Swiss Re America. The Swiss Re property is located in the DOB-20A zoning district and has the capacity to accommodate approximately 1,000

employees. The property is developed with approximately 360,000 sf of office space and a parking structure completed in 1999 and expanded in 2004. Included as part of the Swiss Re property is the largest solar installation in Westchester County, located on the west side of King Street between the Swiss Re access drive and Cooney Hill Road. The Swiss Re solar field, which includes approximately 7,700 individual solar panels across ten acres of the Swiss Re parcel, has been in this location since 2016.

- **Citigroup Armonk Conference Center (188 King Street):** The approximately 27-acre parcel, directly across King Street from the Project Site (tax parcel 113.04-1-3), is owned by Citigroup and used for conferences and corporate retreats. Similar to the Project Site, the Citigroup property is located in the DOB-20A zoning district. The complex consists of three groups of buildings serving as conference/meeting halls with associated surface parking lots, as well as landscaping and outdoor amenities that include walking paths.
- **IBM World Headquarters (1 New Orchard Road):** IBM purchased the 432-acre former apple orchard located approximately one mile to the northeast of the Project Site in the mid-1950s, and relocated its headquarters from New York City to Armonk in 1964. The principal building on the campus is approximately 283,000 sf on a 25-acre parcel with associated surface parking and landscaping (tax parcel 113.02-1-18). There are two other IBM buildings (with parking) on the campus within walking distance of the principal building: the North Castle office (which previously served as IBM's headquarters after relocating from New York City) and the IBM Learning Center, a resort hotel and training center that has approximately 182 guest rooms, 31 meeting rooms, and various amenities. The IBM World Headquarters site is located within the Town's OB zoning district. In 2017, IBM sold approximately 32.5 acres of land located at North Castle Drive and Route 22 to MADDD Madonna Armonk, LLC, the applicant for the proposed Eagle Ridge development. As discussed further below, the Eagle Ridge proposal involves a zoning petition to allow the development of new townhomes and a hotel (with apartments above) on this 32.5-acre site.
- **Greenwich American Center (1 American Lane, Greenwich, CT):** The approximately 155-acre property, which is located entirely within Greenwich, Connecticut (east of the Citigroup Armonk Conference Center) contains a total of approximately 690,000 sf of leasable office space within two buildings ranging in height from one to four stories. The larger of the two buildings includes covered parking for approximately 1,600 vehicles.

The large, forested, and mostly undeveloped property (tax parcel 118.02-1-3) located immediately to the west and south of the Project Site is owned by DEP and zoned R-2A, single-family residential. This property is New York City watershed land that is vacant and unoccupied with the exception of Shaft 17, a DEP-owned facility on the Delaware Aqueduct water supply system, which controls water flow into Kensico Reservoir. Shaft 17 is accessed

through a secure gated entry from Cooney Hill Road, just beyond the northwest corner of the Project Site.

There is one single- family home (3 Cooney Hill Road) directly adjacent to the Project Site's northern boundary, on the south side of Cooney Hill Road. This property is included in the DOB-20A zoning district. Due to the physical constraints present as a result of the Kensico Reservoir to the west and the Westchester County Airport to the south, the closest residential neighborhood to the Project Site is to the north and east. The residential uses to the east (east of I-684) are located within neighboring Greenwich, Connecticut, including the neighborhoods surrounding the Tamarack Country Club.

Additional single-family homes are located approximately 1.5 miles to the north of the Project Site where King Street/NYS Route 120 intersects with NYS Route 22. Approximately two miles to the northeast, where Old Route 22 intersects with Main Street in the Armonk Hamlet, the Whippoorwill Hills (150 units), Whippoorwill Ridge (55 units), and Cider Mill (27 units) developments provide a combined total of 232 residential units. The Betsy Sluder Nature Preserve is located along the southern edge of these neighborhoods.

3.B.1.b. Project Site Land Use History

The earliest map-documented structure on the Project Site was located at its southern end and may be the same farmhouse that is currently integrated into the Project Site's existing office campus. Several outbuildings (identified on the 1911 Bromley atlas as garages, sheds, or barns) are known to have been situated in the vicinity of the house in the late 19th and early 20th centuries. Other farm-related structures were located along the western side of King Street in the northern portion of the Project Site. This area of the Project Site was occupied almost entirely by farmland and orchards until the 1950s and 1960s, when a single-family residential subdivision of approximately 16 lots was developed in what became known as the Cooney Hill area.

In 1989, MBIA acquired an approximately 93,000-sf office building developed on the Project Site in the early 1980's. As part of that acquisition, MBIA secured and transferred 60,000 sf of additional development rights from what is now the Swiss Re parcel to the north and constructed a 60,000-sf expansion. After the Town of North Castle issued approvals, construction of the expansion commenced in 1991, and occupancy in 1993. Following a period of rapid corporate growth, MBIA recognized the need to expand its headquarters. Toward that end, and following completion of a review under SEQRA, MBIA received approval to construct an additional 101,000 sf of office and related amenity space in 1996. This brought the total development to approximately 261,000 sf of office and related amenity space, which is the current development found on the Project Site.

The residential subdivision in the Cooney Hill area of the Project Site was acquired and then demolished, but for 3 Cooney Hill Road, in the early 2000's by MBIA to facilitate a planned expansion that received approvals from the Town but was never constructed. The currently approved but unbuilt project is described further below. As described in detail below and in Chapter 2,

"Project Description," a conservation easement was established on the Project Site as a part of the current approvals.

3.B.1.c. Project Site Conservation Easement

During the approval process for MBIA's prior expansion plans, MBIA was contacted by the Natural Resources Defense Council (NRDC) and Riverkeeper, Inc. (Riverkeeper). MBIA, NRDC, and Riverkeeper entered into discussions with the goal of protecting and enhancing the environment by incorporating innovative design characteristics and maximizing the use of existing impervious surfaces. As a result of those discussions, the development plan provided for a decrease of impervious surface on the Project Site of approximately 11,700 sf below the then existing conditions.

On October 8, 2003, MBIA, NRDC, and Riverkeeper entered into an agreement (the "Agreement") memorializing the mitigation measures and design components agreed to among the parties with respect to expansion of MBIA's corporate headquarters. A copy of the Agreement is attached as **Appendix B-1**.

Pursuant to paragraph 2.5 of the Agreement, MBIA agreed to forego any future right to develop a portion of the Cooney Hill area adjacent to the DEP property. Paragraph 2.5 also provided that the restriction on development was to be memorialized in a conservation easement to an appropriate entity to be mutually agreed upon among the parties. A portion of the conservation easement area was to be irrevocable in the form of a 50-foot-deep, approximately 1.95-acre strip of property immediately adjacent to the DEP property. The balance of the conservation easement area (approximately 6 acres) was to be revocable if two conditions were met, as follows: (i) MBIA has not constructed both the proposed office building and the associated parking structure; and (ii) MBIA sells the Cooney Hill lots to a third party for a standalone development.

Pursuant to paragraph 2.5 of the Agreement, a conservation easement (the "Conservation Easement") between MBIA as grantor and the Westchester Land Trust, Inc. as grantee was executed on January 11, 2006. The Conservation Easement was recorded in the Westchester County Clerk's Office, Division of Land Records, on May 1, 2006 at Control No. 461140461. The Conservation Easement granted to the Westchester Land Trust mirrors the language in the Agreement with NRDC and Riverkeeper, i.e., a portion of the Conservation Easement donation was irrevocable and a separate portion was revocable, as established in the original Agreement. A copy of the Conservation Easement is attached as **Appendix B-2**.

MBIA never constructed the previously approved office expansion project. MBIA eventually sold the Cooney Hill lots (and the remainder of MBIA's property) to the Applicant, thereby satisfying the requirements for the revocation of that portion of the conservation easement area deemed to be revocable and permitting the Applicant, as successor in interest to MBIA, to revoke that portion of the easement area. The irrevocable easement area remains, with no development permitted therein. The current development proposal by the Applicant utilizes the approximately 6-acre revocable portion

of the conservation easement area but respects the approximately 1.95-acre irrevocable portion.

3.B.2. ZONING

3.B.2.a. Existing Zoning – Project Site and ½-Mile Radius

The Project Site is located within the Town's Designated Office Business 20A ("DOB-20A") zoning district, an area of the Town designated for large campuses (minimum of 20 acres) providing mostly office and research parks. As noted in Section 355-30(J)(1)(a) of the Town Code, the DOB-20A district is designed to "provide for low-density, high quality non-residential development, provided that, requisite highway access and proximity to the interstate highway system was available." The DOB-20A district is located on the King Street corridor between the Westchester County Airport to the south and Route 22 to the north (see **Figure 3-2**).

As noted in Section 355-30(J)(1)(b) of the Town Code:

> *"It is the policy of the Town of North Castle that 'Designed Office Business Districts,' will be mapped by the Town Board on a site-by-site basis after taking into consideration the positive benefits to the orderly and economic development of the Town which it offers, the suitability of the location and its consistency with the goals and policies expressed in the Town Development Plan."*

Permitted principal uses in the DOB-20A district include office buildings for business and professional use (including administrative, executive, engineering, accounting, scientific, research and development, educational, statistical, and financial purposes), as well as conference/planning facilities for use by corporate officers, employees, visitors and guests associated with the business purpose of the owner or lessee of the property. Professional and business conference facilities are permitted principal uses subject to conformance to additional standards as set forth in Article VII of the Town Code. The DOB-20A district has a minimum lot area of 20 acres and a permitted floor area ratio (FAR) of 0.15. Maximum allowable building heights in the DOB-20A district on lots containing 20 or more acres is three stories or 45 feet. Where the Town Board has, in conjunction with its approval of the rezoning application, approved a lot area of less than 20 acres, the maximum permitted building height shall be reduced by one foot for each 20,000 square feet that the parcel is less than the 20 acres in area.

Within ½-mile of the Project Site there are three other zoning districts in the Town: Single-Family Residence (R-2A), Office Business (OB), and Industrial AA (IND-AA) (see **Figure 3-3**).

The Town's R-2A zoning district is a single-family residential district that permits one single-family dwelling per lot, with a minimum lot size of two acres. This district is mapped to the west and south of the Project Site where it includes large areas of densely forested DEP watershed lands. The minimum dwelling unit size in the R-2A district is 1,400 sf and the maximum building height permitted is 30 feet. Municipal uses (parks, playgrounds,

police and fire stations, etc.) and agricultural uses are also permitted principal uses in the R-2A district. Permitted principal uses that are subject to conformance to additional standards include houses of worship, schools, libraries, membership clubs, nurseries or greenhouses, utility transmission lines, watershed, or water supply facilities not part of the Town's water system, nursing homes, scientific research centers, and private stables. All uses in the R-2A district are subject to site plan approval.

The OB zoning district, mapped to the northeast of the Project Site, is an office business district that permits office buildings for business and professional use (including administrative, executive, engineering, accounting, scientific, research and development, educational, statistical, and financial purposes). The IBM campus is the predominant land use in the OB district within ½-mile of the Project Site. Other permitted principal uses include research, development, and sales development laboratories (provided that there shall be no manufacturing or fabrication of products for sale); municipal uses (parks, playgrounds, police and fire stations, etc.); agricultural uses; houses of worship; schools; libraries; membership clubs; nurseries or greenhouses; utility transmission lines; watershed or water supply facilities not part of the Town's water system; nursing homes; scientific research centers; and private stables. Professional and business conference facilities are permitted principal uses subject to conformance to additional standards. The OB district has a minimum lot area of 20 acres and a permitted FAR of 0.12. The maximum allowable building height in the OB district is three stories or 45 feet.

A small portion of the Town's IND-AA district is within ½ mile of the Project Site, generally between I-684 and the Westchester County Airport. The northern portion of the airport (within the Town's boundaries) and associated industrial/office uses adjacent to it, are zoned IND-AA. The IND-AA district is an industrial district that permits business and light industrial uses. At the Westchester County Airport, such uses include the storage and repair of aircraft, the storage and distribution of aviation gasoline, and warehouses (excluding truck storage or truck terminal facilities). Professional offices and studios; motels; taxi and limousine dispatch facilities; fine arts instruction schools; personal training facilities; long term parking structures; municipal uses (parks, playgrounds, police and fire stations, etc.); agricultural uses; houses of worship; schools; libraries; membership clubs; nurseries or greenhouses; utility transmission lines; watershed or water supply facilities not part of the Town's water system; nursing homes; scientific research centers; and private stables are also permitted principal uses. The IND-AA district has a minimum lot area of two acres and a permitted FAR of 0.30. The maximum allowable building height in the IND-AA district is two stories or 30 feet.

3.B.2.b. DOB-20A Preliminary Development Concept Plan (PDCP) Requirements

Pursuant to Town Code Section 355-30(J), the procedure for the establishment (or modification) of a DOB-20A district involves a two-stage review and approval process. The first stage involves the Town Board's

review and approval of a Preliminary Development Concept Plan (PDCP) and any proposed zoning amendments. After the Town Board approves the PDCP and zoning, the Planning Board can review a site plan that is in substantial conformity with the PDCP.

The requirements of a PDCP in the DOB-20A zone, as outlined in the Town Code, generally include the following: the proposed nature, scope, and location of the planned land uses; provisions for access to those land uses; location of buffer areas; and provided means of sewage disposal, water supply, stormwater drainage/retention, and other similar types of information.

The Applicant has prepared and submitted a PDCP in connection with the Proposed Action, and it is described further below.

3.B.2.c. Currently Approved Project

On October 8, 2003, the Town Board adopted a SEQRA Findings Statement and approved the necessary zoning amendments, including an amended PDCP to permit an additional office expansion on the Project Site. Subsequently, the Town Board granted special permit approval and the Planning Board granted amended site plan approval to permit the Site's previous owner, MBIA, to develop an additional 238,000 sf of office and related amenity space, including a 20,000-sf meeting house. These approvals allow for an increase of office space on the Project Site from approximately 261,000 sf of office and related amenity space that exists today to approximately 499,000 sf of office and related amenity space, including the proposed meeting house. This approval also provided for the construction of a parking structure containing approximately 1,000 parking spaces (see Figure 2-17).

While the most recent approvals for the additional expansion have been granted extensions by the Town and remain in full force and effect today, no new structures contemplated by those approvals have been built.

Prior to the environmental review, site plan approval process, and issuance of other related permits and approvals for the expansion plan, MBIA acquired 16 of the 17 single-family residential lots in the Cooney Hill area. All of the homes, associated septic systems, and paved surfaces (including driveways and Weber Place) were demolished/removed and replaced with a system of mulched walking/exercise trails, tennis courts, and a sand volleyball court. The remnants of this initial phase are visible in the northern portion of the Project Site today.

In addition, subsequent site plan and Stormwater Pollution Prevention Plan (SWPPP) approvals were granted by the Town for the expansion of the existing 43-space parking area located adjacent to the farmhouse in the southern portion of the Project Site. The site plan and SWPPP approvals currently in place with the Town, which have not been constructed, allow for a parking expansion of 94 spaces (for a total of 137 spaces), with associated curbing, utility, and stormwater management improvements.

3.B.2.d. DOB-20A Proposed PDCP (Proposed Project)

As described in Chapter 2, "Project Description," to redevelop the Project Site as proposed, the Applicant has petitioned the Town Board for text amendments to the DOB-20A zoning district to permit residential (multifamily buildings, townhomes, single-family dwellings, two-family dwellings, senior citizen housing, and assisted living facilities) and hotel uses on the Project Site as special permit uses; to permit medical offices as a principal permitted use (considered as a clarification to the code); and to provide bulk and density requirements for those uses. The Applicant has developed a PDCP for the Project Site (i.e., the Proposed Project), which would allow for the subsequent preparation of a detailed site plan.

The PDCP, which is the primary subject of the DEIS component of this document, proposes the redevelopment of the Project Site as follows (see Figure 2-5 of Chapter 2, "Project Description"):

1. Reoccupation of the southernmost existing approximately 100,000-sf office building for office uses. Other than the possibility of additional rooftop equipment, the addition of patios or terraces, etc. there would be no significant changes to the building's footprint or height;
2. Conversion of the northernmost existing approximately 161,000-sf office building to an approximately 125-key hotel with accessory spa, fitness, and restaurant space. Other than the possibility of additional rooftop equipment, the addition of patios or terraces, etc. there would be no significant changes to the building's footprint or height;
3. Construction of additional surface parking to the south of the existing office buildings to support their proposed re-use;
4. Construction of an approximately 149-unit multifamily residential building to the north of the hotel. The proposed multifamily building would consist of five floors of residential space (with amenities) over two above-grade concrete parking garage floors, with another level of parking proposed below-grade. The three levels of parking would provide for approximately 331 parking spaces.

   The proposed multifamily building would be approximately 78 feet in height (above average grade) and would contain approximately 225,465 gross square feet (gsf) of residential floor area, including lobby and amenity space.

   Of the total 149 units, approximately 49 would be one-bedroom units (average unit size of 930 gsf) and approximately 100 would be two-bedroom units (average unit size of 1,183 gsf).
5. Construction of 22 new two-story townhomes in the Cooney Hill (northern) portion of the Project Site. Three separate townhouse models are envisioned, and the total aggregate floor area of the townhouse development would be approximately 67,760 gsf. The townhomes would be approximately 32 feet in height (above average grade).

If approved, the Proposed Project (aka the proposed PDCP) would supplant the currently approved project (i.e., the current PDCP).

3.B.3. PUBLIC POLICY

As discussed further below, existing public policies applicable to the Project Site and the Proposed Project include the Town of North Castle Comprehensive Plan (2018) and the 1996 and 2010 Westchester County Master Plans.

3.C. FUTURE WITHOUT THE PROPOSED ACTION

In the Future without the Proposed Action, no changes to the DOB-20A zoning would occur and the two existing office buildings on the Project Site could be reoccupied for office use. Alternatively, the currently approved PDCP (described above), which has full special permit, site plan, and SWPPP approvals from the Town, approvals which have been granted extensions by the Town and remain in full force and effect today, could also be developed on the Project Site.

The Swiss Re parcel to the north of the Project Site has been granted approvals from the Town for a PDCP depicting the development of up to 720,000 sf of office space, of which 360,000 sf has already been built (i.e., the existing condition on the site). Therefore, in the Future without the Proposed Action, Swiss Re could apply to the Town for site plan approval for the remaining 360,000 sf of office space. Such development would be subject to a full environmental review and site plan approval process through the Town. It should be noted that in their October 25, 2018 letter sent to the Town Board during the public scoping process for this D/GEIS, Swiss Re stated that they have no intention to build that space.

In addition, there are six off-site development projects expected to be completed in the future irrespective of the Proposed Project. In total, these projects could introduce approximately 280 residential units and 97 hotel rooms to the surrounding area. With the exception of the Wampus Mills subdivision, these projects demonstrate an emerging trend of new attached and semi-attached multifamily residential and hotel uses in the Town, uses which are consistent with the uses included in the Proposed Project (see **Figure 3-4** and **Table 3-1**).

Table 3-1
Approved and Pending Off-Site Development Projects

Map ID (Figure 3–4)	Project Name / Location	Status	Development Program
1	Madonna / 125 Mount Kisco Road	Under Construction	16-unit senior housing
2	Wampus Mills / Shoemaker Lane and Armonk-Mount Kisco Road	Under Construction	Six lot single-family residential subdivision
3	470 Main Street	Approved	16-unit multifamily residential
4	162 Bedford Road (former Armonk Lumber Yard)	Approved	36-unit multifamily residential
5	Eagle Ridge / North Castle Drive at Route 22	Proposed	97-room hotel w/ 69 apartments; 94 townhomes
6	Mariani Gardens / 45 Bedford Road	Proposed	43-unit multifamily residential
		Total	**280 residential units; 97 hotel rooms**

Source: Town of North Castle Planning Department (list current as of August 2019)

3.D. POTENTIAL IMPACTS OF THE PROPOSED PROJECT (DEIS)

3.D.1. LAND USE

Approval of the Proposed Action would allow the Project Site to be redeveloped with a mix of land uses, as opposed to the existing office campus setting and the currently approved office/conference expansion plan. Specifically, the Proposed Project would re-occupy an existing three-story office building, repurpose another three-story office building for use as a 125-room hotel with related amenities, and reintroduce residential uses to the Project Site in the form of a five-story, 149-unit multifamily apartment building and 22 two-story, single-family townhomes. As discussed below, introduction of residential uses to the Project Site is consistent with the Town's recently adopted Comprehensive Plan.

While the northern portion of the Project Site was formerly zoned for single-family residential uses and contained a residential subdivision (approximately 17 lots), there is no precedent for multifamily or clustered townhouse-style residential construction on the Project Site or within ½ mile of the Project Site. As described above, the land uses within ½ mile of the Project Site in the Town are predominately commercial (office parks and conference centers) and the nature of these uses, coupled with large parcel sizes, building setbacks, and watershed land buffers has resulted in development that is spread out and less dense and diverse than those areas of the Town further to the northeast. The same can be said when comparing the area of the Project Site and the King Street corridor to the more established single-family residential neighborhoods of Greenwich, Connecticut to the east.

It is the Applicant's opinion that the Proposed Project (office, hotel, residential) would not introduce land uses that are inconsistent with the land uses surrounding the Project Site. The Applicant's opinion is supported by the results of the traffic impact study and visual impact assessment prepared for the PDCP (see Chapter 10, "Traffic and Transportation," and Chapter 11, "Visual Resources and Community Character," respectively). The Proposed Project would activate an area of the Town that was historically a mix of office and single-family residential uses which, over the last 15 years, has seen limited interest from corporate office tenants and has been lacking a traditional neighborhood identity. The Project Site's former subdivision south of Cooney Hill Road was acquired and removed (but for one house) to facilitate MBIA's expansion plan. Currently, with the exception of the single-family house near the northeast corner of the Project Site, the character of this neighborhood is primarily defined as a commuter area consisting of workers traveling to and from corporate campuses during weekdays. King Street also serves as a means for through-traffic among destinations including but not limited to North White Plains, Westchester County Airport, I-684, Greenwich, Connecticut, and the hamlet of Armonk.

In terms of the Proposed Project's compatibility with the Westchester County Airport and the appropriateness of the Project Site for residential use when considering the site's location within the airport's 60 DNL noise contour, no land use impacts are anticipated. In the Applicant's opinion, the reintroduction of residential uses to the Project Site, while at a higher density than the previous 17-lot subdivision, would not represent a unique condition when compared to historic and existing land uses surrounding the airport. While airport flyovers are common, as detailed in Chapter 16, "Noise," no significant adverse noise impacts are anticipated on the future residential uses. The existing noise levels from the airport in the vicinity of the Project Site do not reach a level requiring a degree of

window-wall attenuation above what can be achieved through standard multifamily residential construction practices. Furthermore, the proposed residential uses on the Project Site would be located approximately one mile from the airport's runways, which is farther from the airport than other existing residential development in adjacent municipalities, including the Golf Club of Purchase development (Purchase, New York), the Bellfaire subdivision (Rye Brook, New York), and scattered neighborhoods within Greenwich Connecticut to the east of I-684.

The Proposed Zoning would allow the Town Board, by special permit, to increase the maximum allowable building height in the DOB-20A district from 45 feet to 85 feet for multifamily residential buildings. As more fully documented in Chapter 11, "Visual Resources and Community Character," the modified height requirement could permit the construction of multifamily apartment buildings in the DOB-20A district that could be as much as 40 feet taller than currently allowed. In terms of the Proposed Project, it is the Applicant's opinion that this increase in height would result in a multifamily building that would only be discernable from certain locations off-site, most notably from vehicular traffic along King Street. However, mitigation measures to reduce the potential for visual and community character impacts are described further in Chapter 11, "Visual Resources and Community Character."

3.D.2. ZONING

To redevelop the Project Site as proposed, the Applicant has petitioned the Town Board for text amendments to the DOB-20A provisions of the Town Code in order to permit residential (multifamily buildings, townhomes, single-family dwellings, two-family dwellings, senior citizen housing and assisted living facilities) and hotel uses on the Project Site as special permit uses; to permit medical offices as a principal permitted use (considered as a clarification to the code); and to provide bulk and density requirements for those uses. Specifically, a new local law would amend several sections of Chapter 355 of the Town Code with respect to the DOB-20A Zoning District (see **Appendix A-2**). In summary, the proposed text amendments would:

- Implement the recommendations of the Town's 2018 Comprehensive Plan by allowing additional uses in the DOB-20A district, including office; medical office; hotel; multifamily, townhouse, single-family, and two-family dwellings; senior citizen housing; and assisted living facilities;
- Permit more than one use on a lot;
- Allow for the conversion of existing office and related amenity space and/or fully approved but unbuilt office and related amenity space to hotel use, including typical accessory uses such as a spa, fitness facility, and restaurant, subject to Town Board approval.
- Allow for the conversion of existing office and related amenity space and/or fully approved but unbuilt office and related amenity space to multifamily, townhouse, single-family, and two-family dwellings; senior citizen housing; and/or assisted living facilities. Such conversion would be subject to Town Board approval and the following special conditions and requirements:
    1. Each square foot of approved but unbuilt office and related amenity space, up to a maximum of 250,000 sf, may be converted into one and one-quarter (1.25) sf of residential and amenity space, with a maximum of 250 residential units, provided,

however, that (i) the unit count for assisted living facilities may be increased by 25 percent, even if said increase would result in more than 250 total residential units; and (ii) if the residential space consists entirely of assisted living and/or senior citizen housing, the unit count may be increased by 50 percent, even if said increase would result in more than 250 total residential units.

2. Each square foot of existing office and related amenity space, up to a maximum of 250,000 sf but not less than 50,000 sf, may be converted into one (1.00) sf of residential and amenity space, provided that at least 75 percent of the building(s) to be converted have been vacant and unleased for two (2) years prior to applying for the conversion; and
3. The maximum residential unit count for any overall site shall not exceed 500.

The Proposed Zoning would allow the Town Board, by special permit, to increase the maximum allowable building height in the DOB-20A district from 45 feet to 85 feet for multifamily residential buildings proposed under the office to residential conversion parameters. This increase in allowable height would permit the construction of taller buildings than would otherwise be permitted under the existing height provisions. As more fully documented in Chapter 11, "Visual Resources and Community Character," the modified height requirement could permit the construction of multifamily apartment buildings in the DOB-20A district that could be as much as 40 feet taller than currently allowed. In terms of the Proposed Project, it is the Applicant's opinion that this increase in height would result in a multifamily building that would only be discernable from certain off-site locations, most notably from vehicular traffic along King Street. However, mitigation measures to reduce the potential for visual and community character impacts are described further in Chapter 11, "Visual Resources and Community Character."

Through the proposed office to residential conversion parameters, the Proposed Zoning would increase the density permitted at the Project Site (each square foot of approved but unbuilt office and related space may be converted into one and one-quarter (1.25) square feet of residential space). As shown below in **Table 3-2**, while permitted density would increase under the provisions of the Proposed Zoning, the Applicant's PDCP would not maximize allowable density for each proposed use.

Table 3-2
Development Potential Analysis (GSF) – Existing vs. Proposed DOB-20A Zoning

Land Use Category	Maximum Floor Area Permitted on Project Site (gsf)			Maximum Residential Unit Count Permitted on Project Site (Proposed DOB-20A)	Proposed Development Program (PDCP)
	Existing DOB-20A				
	Existing Floor Area	Approved But Unbuilt Floor Area	Proposed DOB-20A		
Office or Hotel Alone	261,000 (office only)	238,000 (office only)	499,000 office or hotel (1:1 existing/approved but unbuilt)	N/A	100,000 gsf (office) 161,000 gsf (hotel) (Total 261,000 gsf)
Residential (when combined with office/hotel)	N/A	N/A	297,500 (1:1.25 approved but unbuilt office to residential)	250 units	293,225 gsf*(171 units)
Residential Alone	N/A	N/A	558,500 (1:1 existing office to residential)+ (1:1.25 approved but unbuilt office to residential)	500 units	293,225 gsf*(171 units)
Assisted Living and/or Senior Housing (when combined with office/hotel)	N/A	N/A	297,500(1:1.25 approved but unbuilt office to senior living)	375 units (50 percent senior housing bonus)	N/A

Note: * Calculated based on the definition of gross floor area from the Town Code
Sources:
Currently Approved PDCP for the Project Site (2003); D/FEIS for MBIA Expansion (2002/2003); Applicant's Proposed Zoning Petition (2019); Applicant's Proposed PDCP (2019; JMC Consultants; Perkins Eastman Architects; AKRF, Inc.

As noted above and fully described in **Appendix A-2**, the Proposed Zoning would allow the Town Board, by special permit, to modify certain physical dimensional requirements in the DOB-20A district for applications seeking conversions from existing and/or fully approved but unbuilt office and related amenity space to residential uses (see **Table 3-3** below). These dimensional requirements include all required setbacks, buildings heights, lot coverages, and parking requirements for multifamily and townhouse-style residential development.

The setbacks in the DOB-20A and OB districts are the most restrictive of the Town's 32 zoning districts. These office districts were created to accommodate large corporate business park uses (IBM, Swiss Re, and MBIA). In the Applicant's opinion, the dimensional regulations created to accommodate these corporate facilities do not translate to, and are not functionally applicable to, the repurposing of these properties for mixed-use developments. In the Applicant's opinion, the setback distances proposed between new residential uses on the Project Site and existing uses in the vicinity, including single-family residential use near the northeast corner of the Project Site and the Swiss Re solar installation to the north (which would not be impacted by any project-generated shadows), are adequate and comparable to other existing and proposed mixed-use developments in the Town. Larger setbacks on the Project Site are therefore not appropriate.

Table 3-3
Dimensional Regulations – Existing and Proposed DOB-20A

DOB-20A Dimensional Regulations	Existing DOB-20A Zoning	Existing Condition	Proposed DOB-20A Zoning	Provided
Area				
Minimum Lot Area	20 acres	37.8 acres	No change	No change
Minimum Frontage	500 feet	2,215 feet	No change	No change
Minimum Depth	500 feet	857 feet (avg)	No change	No change
Minimum Front Yard Setbacks				
Currently Permitted Uses (§ 355-23)	150 feet	61 feet(7)	No change	No change
Multifamily Residential Buildings	N/A	N/A	65 feet(1)	65 feet
Residential Townhomes	N/A	N/A	200 feet(1)	244 feet
Minimum Rear Yard Setbacks				
Currently Permitted Uses (§ 355-23)	300 feet / 10 feet(2)	14 feet	No change	No change
Multifamily Residential Buildings	N/A	N/A	50 feet(1)	61 feet
Minimum Side Yard Setbacks				
Residential Townhomes	N/A	N/A	60 feet(1)	64 feet
Maximum Building Coverage				
Currently Permitted Uses (§ 355-23)	10 percent	6.86 percent	15 percent(1)	3.69 percent
Multifamily Residential Buildings	N/A	N/A	15 percent(1)	4.08 percent
Residential Townhomes	N/A	N/A	15 percent(1)	2.19 percent
Maximum Building Height				
Currently Permitted Uses (§ 355-23)	As in § 355-30J(3)(c)	<45 feet	As in § 355-30J(3)(c)	No change
Multifamily Residential Buildings	N/A	N/A	85 feet(1)	Approx. 78 feet
Residential Townhomes	N/A	N/A	35 feet(1)	Approx. 32 feet
Floor Area Ratio				
Currently Permitted Uses (§ 355-23)	0.15	0.16(4)	No change	0.06-0.10
Multifamily Residential Buildings	N/A	N/A	N/A(3)	0.14(3)
Residential Townhomes	N/A	N/A	N/A(3)	0.04(3)
Parking				
Currently Permitted Uses (§ 355-23)	As in § 355-30J	473	As in § 355-30J	Shared with Hotel
Multifamily Residential Buildings	N/A	N/A	TBD(5)	347
Residential Townhomes	N/A	N/A	TBD(5)	4 per unit(6)
Hotel	N/A	N/A	TBD(5)	Shared with Office

Notes:
(1) Subject to Special Permit approval by the Town Board
(2) 10 feet for building adjacent to NYCDEP watershed lands by Special Permit
(3) Subject to other density limitations
(4) Increased floor area ratio permitted due to previous transfer of development rights
(5) Parking requirements for multifamily and townhouse uses shall be determined by the Planning Board in connection with site plan approval
(6) Parking for each residential townhome includes 2 driveway and 2 garage spaces (4 total)
(7) Previously approved by Special Permit from Town Board
Sources: Zoning Petition prepared by the Applicant; Town Code of the Town of North Castle

3.D.3. PUBLIC POLICY

It is the Applicant's opinion that the Proposed Project is consistent with relevant public policies, as described below.

3.D.3.a. Town of North Castle Comprehensive Plan (2018)

The Town of North Castle recently completed the process of updating and revising its 1996 Comprehensive Plan. The updated Comprehensive Plan was adopted on April 25, 2018. As part of that process, the Town considered, among numerous other matters, current market conditions with respect to office campuses, including the Project Site. The Project Site is specifically referenced in several places in the updated Comprehensive Plan with respect to both its locational importance and the need to expand its development potential to accommodate a mix of infill development including, but not limited to, residential, office and hotel uses. Given the fact that efforts to market the existing office buildings on the Project Site have thus far been unsuccessful, the Proposed Zoning and the Applicant's PDCP further the Comprehensive Plan's long term goals for the Project Site and neighboring parcels within the DOB-20A district.

Specific references from the Comprehensive Plan that are applicable to the Project Site are described in the following paragraphs in italicized text, with an analysis of the Proposed Project's consistency with these policies following each in plain text.

> ***Policy 1:*** *Section 4.4 of the Comprehensive Plan (page 34) recommends that the Town should "undertake a comprehensive analysis of the office and commercial zones, with the goal of streamlining and clarifying their regulations so that they function effectively in a contemporary context." Additionally, this Section specifically mentions the Project Site as an appropriate site for the introduction of residential and hotel uses:*
>
> "*For the PLI, OB-H and DOB-20A zones, in particular (business park, portion of IBM property, Swiss Re and former MBIA campus), the Town should explore allowing for an introduction of residential uses, at a scale comparable to surrounding land use patterns. In the PLI and DOB-20A zones, retail, hotel, personal-service, entertainment and ancillary education uses may also be permitted for these districts, but any retail should be limited to accessory uses to avoid competition with established shopping areas, especially downtown Armonk.*"

The Project Site and the DOB-20A zoning district are specifically referenced within the above policy. It is the Applicant's opinion that the proposed mix of uses on the Project Site (office, hotel, and residential) is consistent with surrounding land use patterns. These uses would include on-site amenities for office workers, hotel guests, and residents, but no retail would be included. In the Applicant's opinion, the Proposed Project is consistent with the above policy.

> ***Policy 2:*** *Section 8.6 of the Comprehensive Plan (page 99) notes the following opportunity related to the promotion of infill development to facilitate a variety of housing options:*

> *"While North Castle today is mostly defined by its attractive low-density residential neighborhoods, offering a greater variety of housing types could help the Town to retain Baby Boomers in retirement and attract younger people who wish to stay but cannot afford a single-family home. An efficient approach to greater variety of housing would prioritize attractive multifamily options in locations that maximize access to the community assets that make the Town so attractive, with a focus on targeted infill development in appropriate locations."*

By proposing infill development that would provide mix of multifamily housing and townhomes (with amenities) within close proximity to the Westchester County Airport, I-684, and the Armonk hamlet, it is the Applicant's opinion that the Proposed Project is consistent with the above policy.

> ***Policy 3:*** *Section 8.7 of the Comprehensive Plan (page 100) sets forth a series of specific growth, development and housing recommendations. Most notably, this Section specifically targets office parks such as the Project Site as an appropriate opportunity for the introduction of an infill mixed-use development:*
>
> *"Explore options to rezone business and office parks in order to create opportunities for infill mixed use residential development where office uses have become, or could become, obsolete. These locations could include the business park, the former MBIA site, Old Route 22 and Mariani Gardens, areas where affordable housing for smaller households will minimize traffic and parking impacts. Additional residential uses in these areas can also help to support Armonk businesses."*

A specific reference to the Project Site is within the above policy, and the Applicant is proposing changes to the DOB-20A zoning district that would allow residential uses on a site where office uses have become less attractive, as evidenced by several years of unsuccessful marketing. A diverse mix of housing types and unit sizes are proposed to serve different demographics. As noted in Section 355-24(I)(1) of the Town Code, "within all residential developments of 10 or more units created by subdivision or site plan approval, no less than 10 percent of the total number of units shall be created as affordable affirmatively further fair housing (AFFH) units." It is expected that when site plan approvals are sought for the Project Site in the future, the Proposed Project would comply with these requirements. It is therefore the Applicant's opinion that the Proposed Project is consistent with the above policy.

> ***Policy 4****: Section 9.3 of the Comprehensive Plan (page 119) speaks to hotel uses as a long-term vision for the community by stating:*
>
> *"Thus sufficient demand appears to exist for at least two small hotels or one large hotel in North Castle."*

In addressing the potential for an additional hotel, page 121 of the Comprehensive Plan also addresses combining hotel and residential uses in proximity, stating:

"Adding a hotel together with limited new residential uses, would increase downtown Armonk's potential customer base."

The Proposed Project would repurpose an existing three-story, underutilized office building for hotel use. Other than the possibility of additional rooftop equipment, the addition of patios or terraces, etc. there would be no significant changes to the building's footprint or height. The hotel would total approximately 161,000 gsf with 125 rooms. A mix of multifamily housing and townhomes (with amenities) would share the same site as the proposed hotel. In the Applicant's opinion, the Project Site's proximity to neighboring conference centers, the Westchester County Airport, I-684, and the Armonk hamlet make it an appropriate location for a small hotel. Therefore, it is the Applicant's opinion that the Proposed Project is consistent with the above policy.

3.D.3.b. Westchester County Master Plans

Within the County's 1996 regional plan entitled "Patterns for Westchester: The Land and The People ("Patterns")," the King Street/Route 120 corridor in the vicinity of the Project Site is depicted within a "Medium Density Suburban" recommended land use category, with a residential density range of two to seven dwelling units per acre and FAR range between 0.05 and 0.2. This area includes the Project Site as well as neighboring properties owned by Swiss Re, IBM, and Citigroup.

The Applicant's PDCP proposes a total of approximately 171 dwelling units (149 apartments and 22 townhomes), approximately 161,000 sf of hotel space, and approximately 100,000 sf of office space. Based on the Project Site's total area of approximately 38 acres, the proposed gross residential density would be approximately 4.5 dwelling units per acre. The proposed FAR for the office and hotel would be 0.06 and 0.10 respectively. The residential density and FAR for office and hotel uses would fall within these recommended parameters.

"Patterns" is still an adopted plan of the Westchester County Planning Board. However, the "Assumptions and Policies" section has since been replaced by the context and policy document that emerged from the "Westchester 2025" planning efforts, known as "2025 Context for County and Municipal Planning and Policies to Guide County Planning." This policy document was adopted by the Westchester County Planning Board on May 6, 2008 (amended January 5, 2010) and recommends 15 policies to county municipalities as guidance for their own decision-making. Of these 15 policies, seven of them have applicability to the Proposed Project. The seven applicable policies (and the Proposed Project's consistency with each) are summarized as follows:

- **Enhance transportation corridors** – King Street/NYS Route 120 is an important transportation corridor that generally runs north/south between Rye and Chappaqua. The Project Site's King Street frontage is marked

with a stone wall, ornamental lawn and landscaping, and berms which provide an aesthetically pleasing parkway-like setting for motorists and a visual screening from development on the Project Site, a condition which would remain as part of the Proposed Project.

- **Nurture economic climate / track and respond to trends** – While these two policies are separated in the County's plan, they are both applicable to the Proposed Project in similar ways. Both Westchester County and the Town of North Castle have recognized that there has been a decreased demand for corporate office park development and increased demand for mixed-use infill development, including a diverse housing stock. This is evident from the Applicant's unsuccessful attempts to market the Project Site for continued office use. The Proposed Zoning and PDCP for the Project Site represent the Applicant's attempt to respond to this trend.
- **Preserve natural resources** – As described above, there is a conservation easement and a delineated wetland on the Project Site, and both would remain undisturbed with the Proposed Project. Grading will be limited to the proposed limits of disturbance on the Project Site, i.e. those areas where new buildings, internal circulation driveways/parking lots, and stormwater management facilities are proposed. No mass grading of the Project Site would occur to facilitate the PDCP. In addition, the Applicant has designed the PDCP to not result in any increases in impervious services when compared to the previously approved MBIA office expansion plans. Implementation of the Town and DEP-approved SWPPP would protect the Project Site and neighboring New York City water supply lands and the Kensico Reservoir from any impacts during both construction and operation of the Proposed Project.
- **Support development and preservation of permanently affordable housing** – As noted in Section 355-24(I)(1) of the Town Code, "within all residential developments of 10 or more units created by subdivision or site plan approval, no less than 10 percent of the total number of units shall be created as affordable affirmatively further fair housing (AFFH) units." It is expected that when site plan approvals are sought for the Project Site in the future, the Proposed Project would comply with these requirements.
- **Provide recreational opportunities to serve residents –** While the PDCP does not propose any public parks, the PDCP provides for open space and recreational opportunities to on-site residents, office employees, and hotel guests. The amenities envisioned are described further in Chapter 2, "Project Description."
- **Promote sustainable technology** – It is expected that when site plan approvals are sought for the Project Site in the future, the Proposed Project would incorporate sustainable building practices and green technologies, to the extent practicable.

3.E. MITIGATION MEASURES FOR THE PROPOSED PROJECT (DEIS)

While the Proposed Action would result in physical changes to portions of the Project Site, it is, in the Applicant's opinion, consistent with the land use plans governing the area, including the Town's Comprehensive Plan. The most notable impact would be a relatively minor change in views of the Project Site from King Street and Cooney Hill Road due to the presence of new structures on land that is currently landscaped lawn/wooded meadow (see Chapter 11, "Visual Resources and Community Character"). The new multifamily building and townhomes will be architecturally distinctive and, in the Applicant's opinion, designed to appropriately relate to the character of the area surrounding the Project Site, and reflective of other residential development in the Town. A new comprehensive landscaping plan is proposed to provide a visually attractive site as well as a transitional buffer between the Project Site and King Street/Cooney Hill Road. Several mitigation measures have been incorporated into the Proposed Project, including:

- The PDCP has been developed to ensure there would be no net increase to impervious surfaces when compared to the currently approved site plans or the condition when the Cooney Hill area of the Project Site was developed with a residential subdivision. This design consideration includes the use of structured parking on the multifamily building's lower floors (as well as below grade), providing minimal access road widths, and proposing porous gravel alternatives for those circulation elements meant to provide emergency access between the northern and southern portions of the Project Site;
- The proposed multifamily building and townhomes have been sited and configured to take advantage of the site's topography, thereby avoiding excessive cuts and fills or the necessity for large retaining walls. ~~The proposed building placement also allows for the preservation of existing visual screenings and buffers along the perimeter of the Project Site, which include existing landscaped berms, stone walls, and evergreen trees to remain undisturbed;~~
- The proposed building placement allows for the preservation of the existing visual screenings and buffers found along the perimeter of the Project Site, which include landscaped berms, stone walls, and evergreen trees to remain undisturbed. As discussed in Chapter 11, "Visual Resources and Community Character," in the Applicant's opinion, the proposed enhancement of the existing perimeter screening along King Street and Cooney Hill Road is an important visual and community benefit of the Proposed Project;
- The townhouse portion of the PDCP has been designed as an aesthetically pleasing, pedestrian friendly residential neighborhood in a natural setting, set back from and consistent with the scale of surrounding uses; ~~and~~
- ~~No new structures or roads/drives are proposed~~The Proposed Project does not include development within the ~~Project~~ Site's ~~existing~~irrevocable conservation easement ~~area.~~adjacent to the DEP property; and,
- As discussed in Section 2.C.5, "Conservation Easement," the Applicant has satisfied the requirements for the revocation of that portion of the conservation easement deemed to be revocable. However, the Proposed Project does not include any structures, roads, or drives within the revocable portion of the easement.

3.F. POTENTIAL IMPACTS OF, AND MITIGATION FOR, THE PROPOSED ZONING (GEIS)

3.F.1. INTRODUCTION

The Proposed Zoning would be applicable to the entirety of the DOB-20A district. As a result, in addition to the Project Site there are several other parcels that would be entitled to apply for a special permit for additional uses should the Proposed Zoning be approved. It should be noted at this time that there are no known development plans or active applications for these additional parcels. In coordination with the Town, reasonable and theoretical assumptions related to the future potential build-out of the DOB-20A with the Proposed Zoning have been developed in order to analyze (in a generic fashion) the potential environmental impacts of the district-wide DOB-20A zoning text amendments. Additionally, since the Proposed Project does not maximize on-Site development that would be permitted by the Proposed Zoning, assumptions for the Project Site's maximum build-out (in excess of the PDCP) were also developed.

The additional DOB-20A parcels subject to the Proposed Zoning are defined as follows:

- 127-acre Swiss Re Parcel (175 King Street / tax parcel 113.04-1-2)
- 27-acre Citigroup Parcel (188 King Street / tax parcel 113.04-1-3)
- 1-acre residential parcel at 3 Cooney Hill Road (tax parcel 113.04-1-20)
- 1-acre vacant parcel at 32 King Street (tax parcel 118.02-1-2)

As described in Chapter 2, "Project Description," and illustrated in Figure 2-18, several assumptions were developed in coordination with the Town for the above-listed, off-site adjacent DOB-20A parcels subject to the Proposed Zoning. In developing these assumptions, it was concluded that no new development potential exists for the Citigroup parcel (188 King Street), 3 Cooney Hill Road, or 32 King Street. Therefore, those three sites are excluded from the following qualitative analyses.

The following qualitative discussions on potential land use, zoning, and public policy impacts and mitigation focus on the Swiss Re parcel as well as the assumptions for the Project Site's maximum buildout in excess of the Applicant's proposed PDCP. As described in Chapter 2, "Project Description," and summarized below, the theoretical worst-case development scenario under the Proposed Zoning, when accounting for the maximum buildout potential of both the Project Site and the adjacent Swiss Re parcel, is 750 residential units and an 80-room hotel.

No specific proposal is being made at this time to effectuate the maximum hypothetical development of these two sites and any future plans would be subject to review by the Town, including a full environmental review.

3.F.2. GEIS ASSUMPTIONS – SWISS RE PARCEL AND PROJECT SITE

The Swiss Re parcel is currently developed with approximately 360,000 sf of existing office space together with a parking structure. Given market conditions, it is reasonable to assume that the maximum potential development scenario for the Swiss Re parcel under the Proposed Zoning would be similar in nature to the Applicant's PDCP for the Project Site (i.e., conversion of the existing office buildings to residential and hotel uses). Although no specific development plans are available for the Swiss Re parcel at this time,

under the office to residential/hotel conversion parameters outlined in the Proposed Zoning, the Swiss Re parcel has the potential to be redeveloped with up to 250 residential units and an 80-room hotel (see **Table 3-4**). Due to their proximity and similar existing condition, the introduction of mixed-use office, hotel, and residential development on the Swiss Re parcel is a potential future trend supported by the Town, as evidenced through the recommendations within the recently updated and adopted Comprehensive Plan. These recommendations are rooted in the understanding that over time, there will likely continue to be decreased demand for corporate office park development and increased demand for hotels as well as a diverse housing stock, including affordable and senior housing. These new uses would also be supported by existing infrastructure and the convenience offered by proximity to I-684, the Westchester County Airport, and the Armonk Hamlet.

For the purpose of providing a conservative environmental review, as well as based on market conditions and recent development trends in the Town, the Applicant believes it is most appropriate for the GEIS to study a full residential conversion as the theoretical "maximum build out" for the Project Site under the Proposed Zoning. While other configurations are possible, the alternatives studied in this D/GEIS, as approved by the Town, cover many of them (e.g., senior housing). The Proposed Zoning allows for a conversion of approved but unbuilt office floor area to hotel/residential floor area at a ratio of 1:1.25 and conversion of existing office floor area to residential floor area at a ratio of 1:1. The Project Site currently has 261,000 sf of existing office space, and has received approvals to construct an additional 238,000 sf of office space (which has not been built). Therefore, the GEIS analyzes the potential environmental impacts of the maximum allowable existing as well as approved/unbuilt office to residential conversion, which equates to up to 558,500 sf of multifamily residential space (approximately 500 residential units) on the Project Site (see **Table 3-4**).

Table 3-4
Maximum Development Potential (Proposed Zoning) Project Site / Swiss Re Parcel

Property	Existing/Approved Floor Area	Conversion Ratio(s) Applied (Proposed Zoning)	Maximum Allowable Floor Area Assumed (Proposed Zoning)
Project Site (113 King Street)	261,000 sf office (existing) 238,000 sf office (approved/unbuilt)	1:1 existing office to residential + 1:1.25 approved/unbuilt office to residential	558,500 sf residential (~500 units)
Swiss Re Parcel (175 King Street)	360,000 sf office (existing)	1:1 existing office to hotel/residential	110,000 sf hotel (~80 rooms);250,000 sf residential (~250 units)

Sources: Town of North Castle, Airport Campus I-V LLC, Swiss Re Life and Health America

3.F.3. LAND USE AND ZONING – POTENTIAL IMPACTS AND MITIGATION (GEIS)

Redevelopment of the Swiss Re parcel in a manner similar to the Applicant's current proposal for the Project Site would not, in the Applicant's opinion, introduce land uses that are inconsistent with the existing land uses surrounding these sites, including the Westchester County Airport. Similar to the Proposed Project, potential redevelopment of the Swiss Re parcel would serve to activate an area of the Town that, over the last 15

years, has seen limited interest from corporate office tenants and has been lacking a traditional neighborhood identity.

The similarities of both sites, being large parcels with substantial frontage along King Street as well as opportunities for large setbacks and visual screenings, make these parcels suitable for larger multifamily buildings that can be screened from public rights of way, and support the Applicant's rationale for a district-wide zoning text amendment.

The Proposed Zoning would allow the Town Board, by special permit, to increase the maximum allowable building height in the DOB-20A district from 45 feet to 85 feet for multifamily apartment buildings proposed under the office to residential conversion parameters. The modified height requirement could permit the construction of multifamily apartment buildings on the Project Site and the Swiss Re parcel that could be as much as 40 feet taller than currently allowed. While there are no detailed redevelopment plans available for the GEIS development assumptions, it is reasonable to assume that, similar to the Proposed Project, a new 85-foot-tall multifamily building on the Swiss Re parcel and the potential for multiple 85-foot-tall multifamily buildings on the Project Site would be visible from vehicular traffic along King Street. However, mitigation for any potential impacts to visual resources would be consistent with those identified for the Proposed Project and discussed in Chapter 11, "Visual Resources and Community Character."

3.F.4. PUBLIC POLICY – POTENTIAL IMPACTS AND MITIGATION (GEIS)

The introduction of hotel and residential development to the area of the Project Site and Swiss Re parcel is a potential future trend supported by the Town, as evidenced through the recommendations within the recently updated and adopted Comprehensive Plan (2018). These recommendations are rooted in the understanding that over time, there will likely continue to be decreased demand for corporate office park development and increased demand for hotels as well as a diverse housing stock, including affordable and senior housing. These new uses would also be supported by existing infrastructure and the convenience offered by proximity to I-684, the Westchester County Airport, and the Armonk Hamlet.

The following excerpts from Sections 8.6 and 8.7 of the Comprehensive Plan, respectively, support these conclusions:

> *"While North Castle today is mostly defined by its attractive low-density residential neighborhoods, offering a greater variety of housing types could help the Town to retain Baby Boomers in retirement and attract younger people who wish to stay but cannot afford a single-family home. An efficient approach to greater variety of housing would prioritize attractive multifamily options in locations that maximize access to the community assets that make the Town so attractive, with a focus on targeted infill development in appropriate locations."*

> *"Explore options to rezone business and office parks in order to create opportunities for infill mixed use residential development where office uses have become, or could become, obsolete. These locations could include the business park, the former MBIA site, Old Route 22 and Mariani Gardens, areas where affordable housing for smaller households will minimize traffic and parking impacts. Additional residential uses in these areas can also help to support Armonk businesses."*

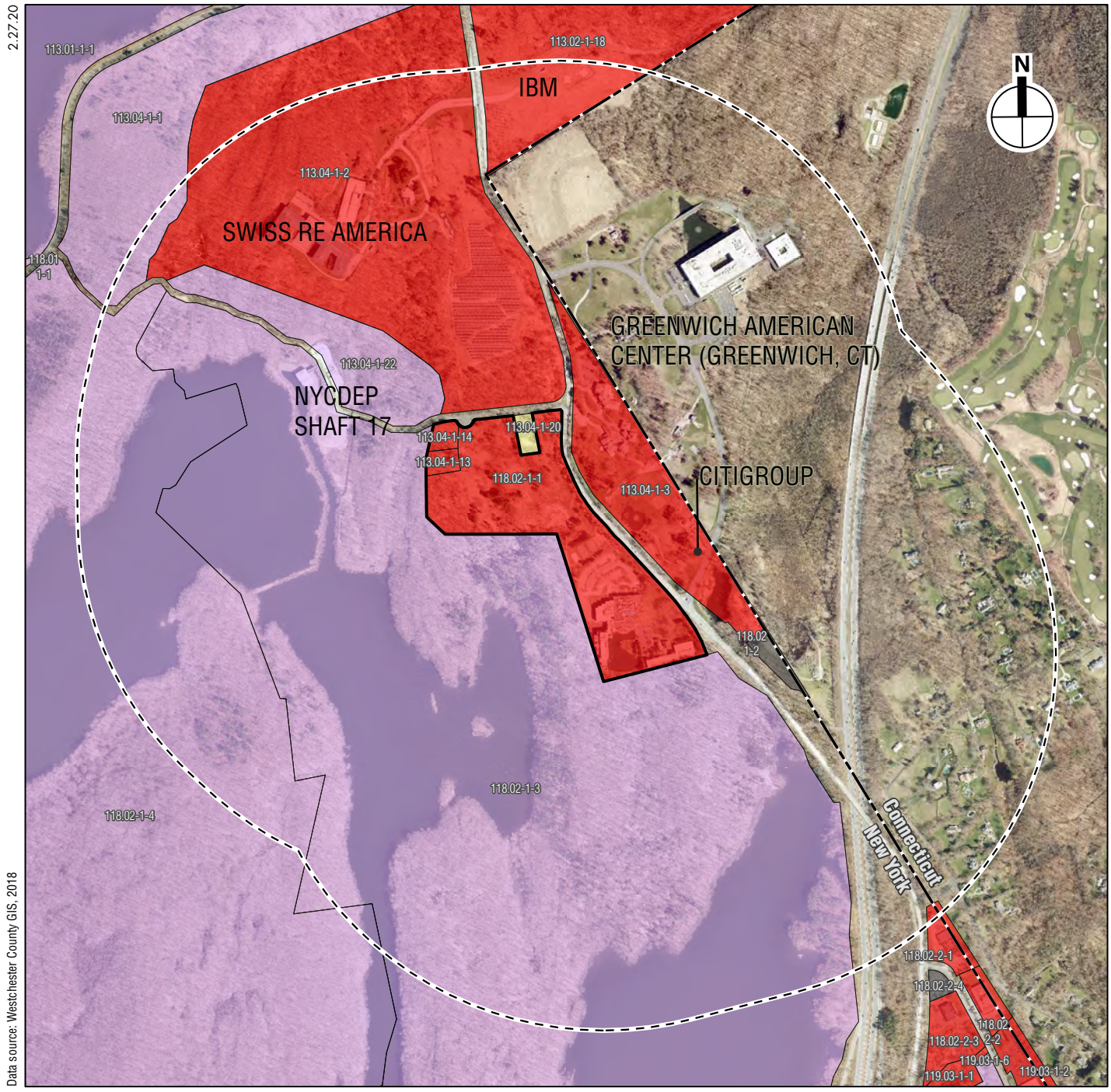
Eliminating office and the proposed hotel uses and introducing approximately 500 residential units to the Project Site would not advance the PDCP's goal of providing a mix of uses. This could be mitigated by providing a mix of residential housing types on the Project Site (e.g., multifamily, affordable, senior) and by having other uses remain on the Swiss Re and Citigroup parcels.

The 1996 regional plan entitled "Patterns for Westchester: The Land and The People," is still an adopted plan of the Westchester County Planning Board. However, the "Assumptions and Policies" sections have since been replaced by the context and policy document that emerged from the "Westchester 2025" planning efforts, known as "2025 Context for County and Municipal Planning and Policies to Guide County Planning." This policy document was adopted by the Westchester County Planning Board on May 6, 2008 (amended January 5, 2010) and recommends 15 policies to county municipalities as guidance for their own decision-making. Similar to the Proposed Project, of these 15 policies, seven of them have potential applicability to the GEIS development assumptions for the Project Site and the Swiss Re parcel:

- **Enhance transportation corridors** – While no detailed plans are available for either site under the GEIS development assumptions, it is expected that efforts would be made to preserve the existing enhanced conditions of the King Street/NYS Route 120 frontages of both the Project Site and the Swiss Re parcel. These existing improvements currently provide an aesthetically pleasing parkway-like setting for motorists and a visual screening from development on both sites.
- **Nurture economic climate / track and respond to trends** – While these two policies are separated in the County's plan, they are both applicable to the GEIS development assumptions in similar ways. Both Westchester County and the Town of North Castle have recognized that there has been a decreased demand for corporate office park development and increased demand for mixed-use infill development, including a diverse housing stock. The Proposed Zoning represents the Applicant's attempt to respond to this trend for the Project Site, and Swiss Re representatives have been receptive to the Proposed Zoning's applicability to the Swiss Re parcel.
- **Preserve natural resources** – While no detailed plans are available for either site under the GEIS development assumptions, the large size of the Project Site and Swiss Re parcel and proximity to natural resources, including the Kensico Reservoir, provide opportunities for the preservation of natural resources. In addition, it is expected that implementation of a Town-approved and DEP-approved SWPPP would protect the neighboring New York City water supply lands and the Kensico Reservoir from any impacts during both construction and operation.
- **Support development and preservation of permanently affordable housing** – As noted in Section 355-24(I)(1) of the Town Code, "within all residential developments of 10 or more units created by subdivision or site plan approval, no less than 10 percent of the total number of units shall be created as affordable affirmatively further fair housing (AFFH) units." It is expected that any site plan approvals sought for the Project Site or Swiss Re parcel in the future would comply with these requirements.
- **Provide recreational opportunities to serve residents** – Due to the size and natural setting offered by both parcels, similar to the Proposed Project, redevelopment of the Project Site and Swiss Re parcel pursuant to the GEIS assumptions would be expected to include recreational amenities for new residential and hotel uses.

- **Promote sustainable technology** – It is expected that if site plan approvals are sought for these sites in the future, any redevelopment proposed would incorporate sustainable building practices and green technologies, to the extent practicable. The Swiss Re parcel is currently served by the largest solar installation in Westchester County, and any redevelopment of this parcel in the future pursuant to the Proposed Zoning would be expected to utilize this existing utility infrastructure.

Similar to the Proposed Project, no significant adverse impacts to public policy are anticipated from the theoretical maximum build-out under the DOB-20A, and no further mitigation measures are necessary. ✷

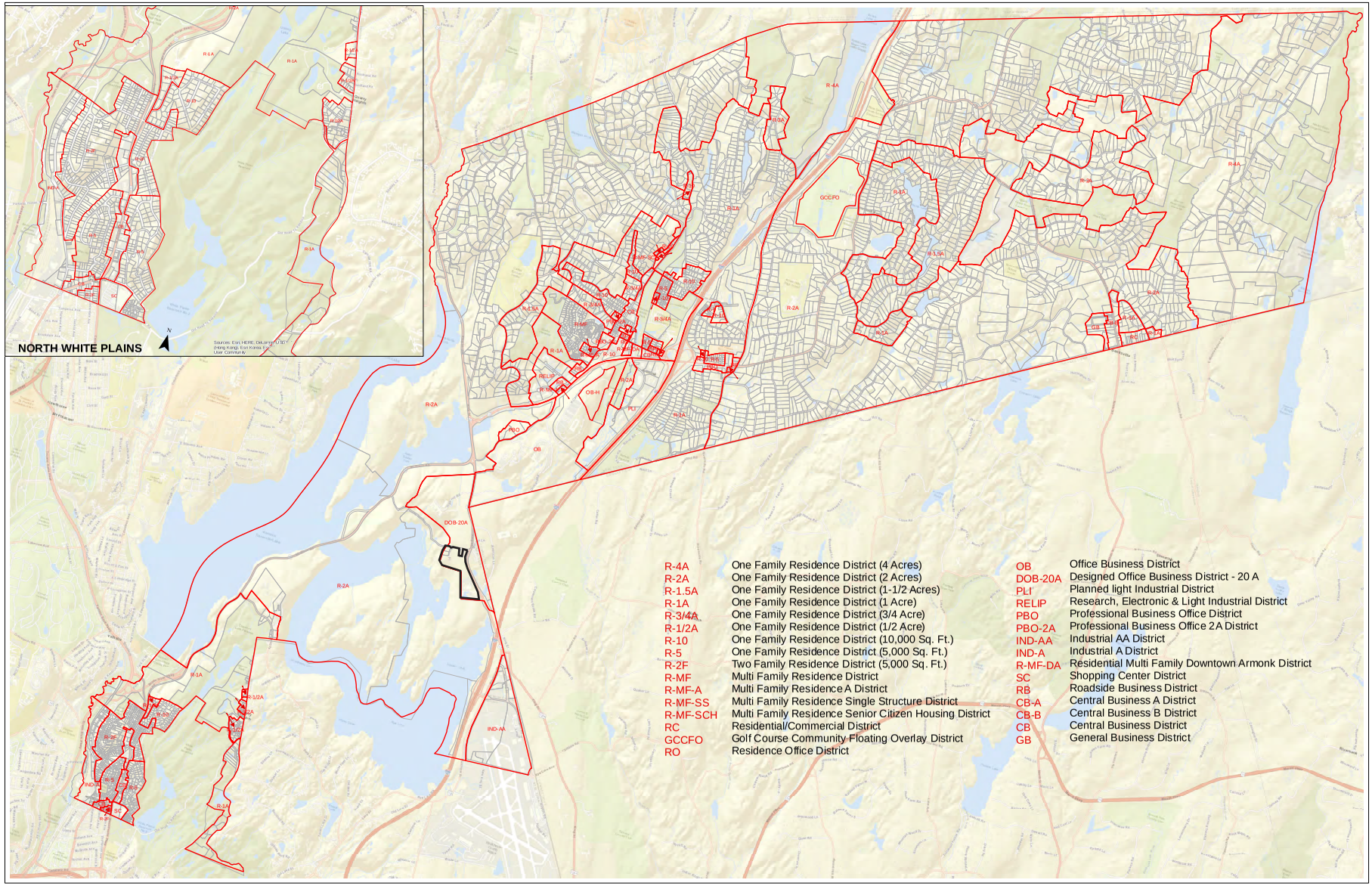


Existing Land Use - Project Site and 1/2 Mile

AIRPORT CAMPUS

Figure 3-1

2.27.20



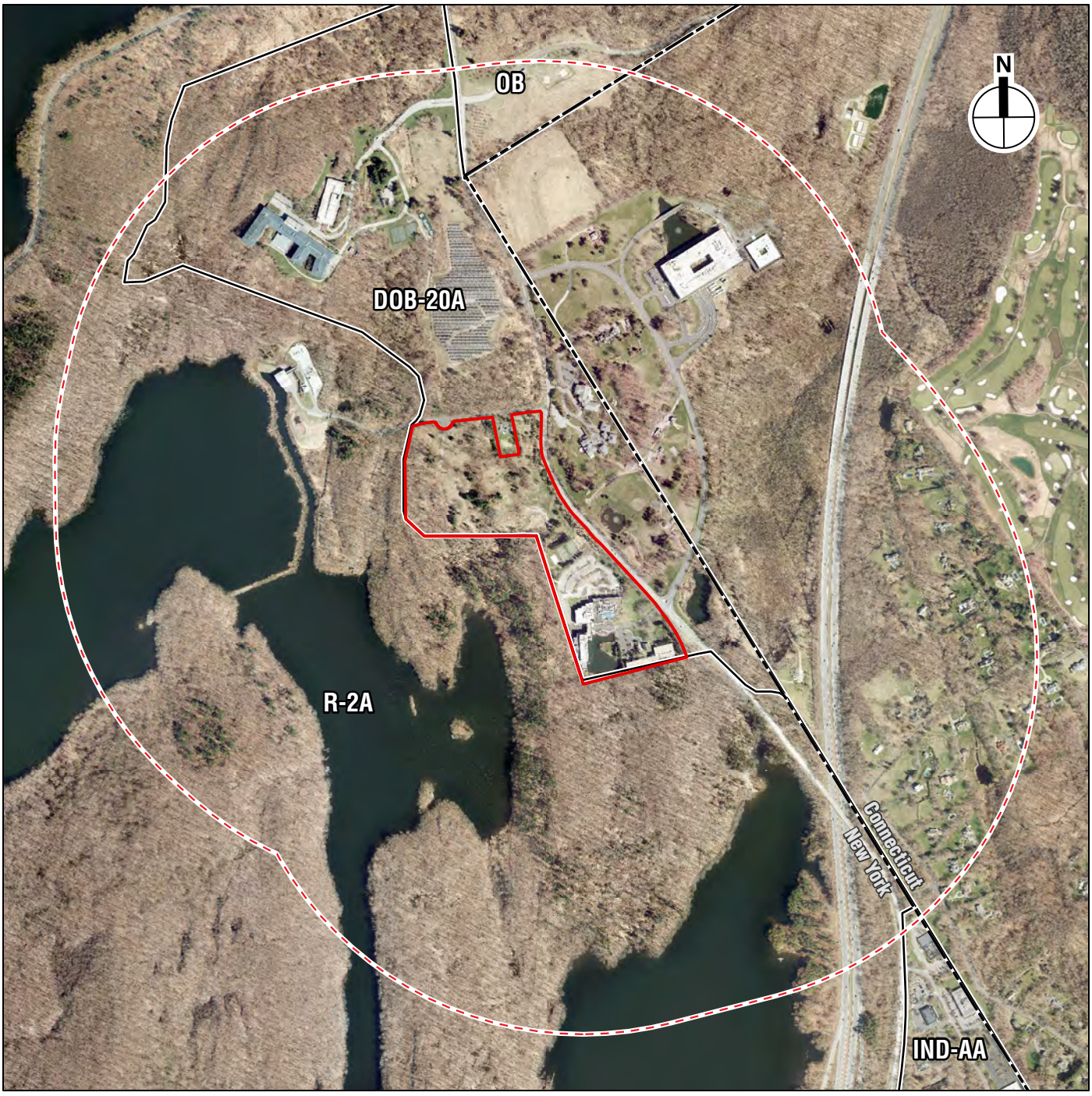
Source: Town of North Castle, 2019

Project Site

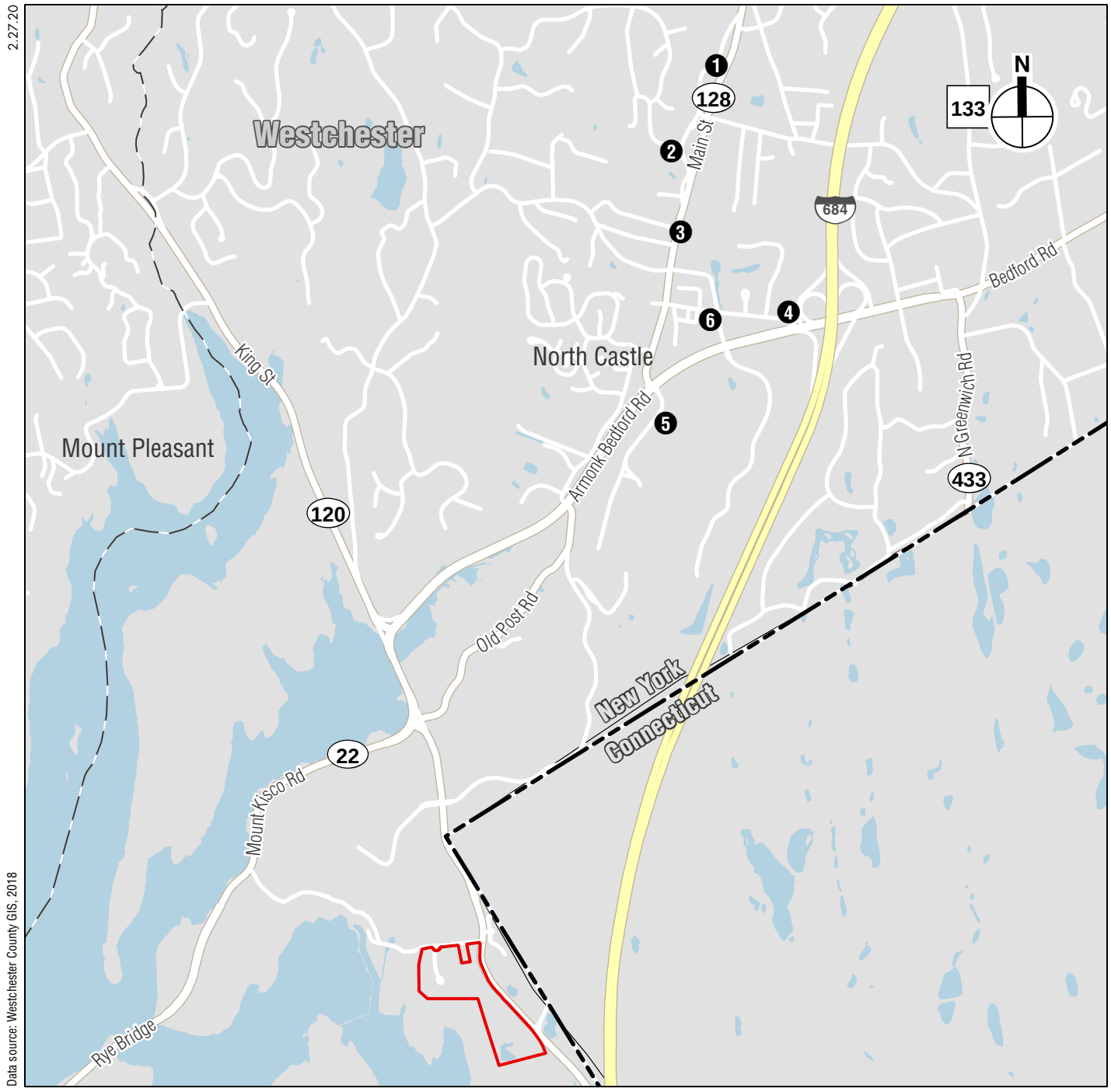
Town of North Castle Zoning Map (2019)

AIRPORT CAMPUS

Figure 3-2



Existing Zoning - Project Site and 1/2 Mile



Approved and Pending Development Projects

AIRPORT CAMPUS

Figure 3-4

4.A. INTRODUCTION

This Chapter describes the Project Site's existing geology and soils, and addresses potential impacts to on-Site surface and subsurface geologic resources as a result of the Proposed Action. Bedrock geology and surface soils are described based on data included within the "Soil Survey of Putnam and Westchester Counties, New York" prepared by the Soil Conservation Service/U.S. Department of Agriculture, issued September 1994. In addition, A ~~Preliminary Geotechnical Engineering Report~~"Report on Subsurface Soil and Foundation Investigation" was prepared for the Project Site by Carlin-Simpson and Associates on January ~~29~~17, 2020 and revised on September 17, 2020 (see **Appendix C-1**). Potential impacts to these resources are based on the potential for the Proposed Project to cause soil erosion or to impact geologic resources or groundwater resources as a result of cut-and-fill activities during construction. Construction of the Proposed Project would be in accordance with the recommendations of the Preliminary Geotechnical Engineering Report.

4.B. EXISTING CONDITIONS

4.B.1. REGIONAL AND BEDROCK GEOLOGY

The Project Site's underlying bedrock geology is characterized by rocks formed during the Precambrian Era, over 500 million years ago. Bedrock formations underlying the Project Site consists of Fordham gneiss and Yonkers gneiss, which are metamorphic rocks of sedimentary or volcanic origin.[1] Gneiss is a medium to coarse-grained, well foliated, regionally metamorphosed clay rock. Common minerals in gneiss are quartz, feldspar, biotite, hornblende, kyanite, and sillmanite.

4.B.2. PROJECT SITE SPECIAL GEOLOGIC FEATURES

As confirmed on a site visit conducted in May 2020, the closest geological feature to the Proposed Project's limits of disturbance is a bedrock outcrop (Precambrian-age gneiss) ~~can be~~ observed in the northern area of the Project Site, southeast of the former Weber Place. ~~The dominant high angle fractures~~Construction of the proposed townhomes and stormwater infrastructure in this area of the Site would avoid this feature. As shown in **Figure 4-1**, three additional outcroppings were observed ~~in the outcrop are oriented in a north-south direction. The outcrop dimension is approximately 15 feet wide by 30 feet long~~further west. These features would also remain undisturbed.

[1] University of the State of New York, State Education Department, "Geologic Map of New York, Lower Hudson Street," Map and Chart Seies No. 15, compiled by Fisher, Isachsen and Rickard, March 1970.

4.B.3. PROJECT SITE SOILS

Soil types on the Project Site have been mapped per the "Soil Survey of Putnam and Westchester Counties, New York" prepared by the Soil Conservation Service/U.S. Department of Agriculture, issued September 1994.

The five soils present within the Project Site are summarized in **Table 4-1** below, and are depicted in **Figure 4-~~1~~2**.

Table 4-1
Project Site Soil Types

Soil Unit Symbol	Soil Unit Name	Area within Proposed Project's Limits of Disturbance (sf/ac)	Percent of Proposed Project's Limits of Disturbance
ChC	Charlton loam, 8 to 15 percent slopes	37,171 sf 0.85 ac	4.9%
CrC	Charlton-Chatfield complex, 0 to 15 percent slopes, very rocky	27,776 sf 0.64 ac	3.7%
CsD	Chatfield-Charlton complex, 15 to 35 percent slopes, very rocky	0	0
PnB	Paxton fine sandy loam, 2 to 8 percent slopes	695,678 sf 16.0 ac	91.4%
PnC	Paxton fine sandy loam, 8 to 15 percent slopes	0	0

Note: All areas shown are approximate.
Sources: "Soil Survey of Putnam and Westchester Counties, New York," prepared by the Soil Conservation Service/U.S. Department of Agriculture, issued September 1994; JMC Engineering

Table 4-2 below summarizes the soil characteristics (e.g., construction-related and long-term erosion potential, runoff, permeability), limitations, and suitability of each soil type found on the Project Site.

Table 4-2
Project Site Soil Type Characteristics

Soil Unit	Soil Name and (Slope)	Erosion Hazard	Hydrologic Group	Surface Runoff Potential	Permeability	Depth to Bedrock (in)	Depth to Seasonal Water Table (ft)	Drainage Class
ChC	Charlton loam, 8 to 15 percent slopes	Moderate	B	Medium	Moderate or moderately rapid (0.6–6.0 in/hr)	>60	>6	Well drained
CrC	Charlton-Chatfield complex, 0 to 15 percent slopes, very rocky	Moderate	B	Medium	Moderate or moderately rapid (0.6–6.0 in/hr)	>60	>6	Well drained
CsD*	Chatfield-Charlton complex, 15 to 35 percent slopes, very rocky	Severe	B	Rapid	Moderate or moderately rapid (0.6–6.0 in/hr)	20–40	>6	Well drained
PnB	Paxton fine sandy loam, 2 to 8 percent slopes	Slight	C	Medium	Moderate (0.6–2.0 in/hr) in the surface layer and subsoil and slow (<0.2 in/hr) in the substratum	>60	Perched above the dense substratum at depth of 1.5 to 2.5 feet from February through April	Well drained
PnC*	Paxton fine sandy loam, 8 to 15 percent slopes	Moderate	C	Medium	Moderate (0.6–2.0 in/hr) in the surface layer and subsoil and slow (<0.2 in/hr) in the substratum	>60	Perched above the dense substratum at depth of 1.5 to 2.5 feet from February through April	Well drained

Note: * CsD and PnC soils are not found within Proposed Project's limits of disturbance.
Sources: "Soil Survey of Putnam and Westchester Counties, New York," prepared by the Soil Conservation Service/U.S. Department of Agriculture, issued September 1994; Geotechnical Engineering Report prepared by Carlin-Simpson and Associates, January 29, 2020 (**Appendix C-1**)

Table 4-3 summarizes additional soil characteristics for the five soil types present on the Project Site, including limitations and suitability of each soil type for particular land uses (roads, driveways, sewage disposal areas, underground utility installation, and building construction).

Table 4-3
Project Site Soils – Additional Characteristics

Symbol	Soil Name and (Slope)	Suitability: Limitations								
		Shallow Excavations	Dwellings w/o Basement	Dwellings w/Basement	Small Commercial Buildings	Local Roads and Streets	Lawns and Landscaping	Sewage Disposal Fields	Ponds	Utilities
ChC	Charlton loam, 8 to 15 percent slopes	Moderate: Slope	Moderate: Slope	Moderate: Slope	Severe: Slope	Moderate: Slope	Moderate: Slope	Moderate: Slope	Severe: Slope, Seepage	None
CrC	Charlton-Chatfield complex, 0 to 15 percent slopes, very rocky	Moderate: Slope	Moderate: Slope	Moderate: Slope	Severe: Slope	Moderate: Slope	Moderate: Slope	Moderate: Slope	Severe: Slope, Seepage	None
CsD*	Chatfield-Charlton complex, 15 to 35 percent slopes, very rocky	Severe: Depth to Rock, Slope	Severe: Slope	Severe: Depth to Rock, Slope	Severe: Slope	Severe: Slope	Severe: Slope	Severe: Depth to Bedrock, Slope	Severe: Slope, Seepage	Potential Shallow Bedrock
PnB	Paxton fine sandy loam, 2 to 8 percent slopes	Moderate: Dense Layer, Wetness	Moderate: Wetness	Moderate: Wetness	Moderate: Wetness, Slope	Moderate: Wetness, Frost Action	Slight	Severe: Slow Perc.	Moderate: Slope	None
PnC*	Paxton fine sandy loam, 8 to 15 percent slopes	Moderate: Dense Layer, Wetness, Slope	Moderate: Wetness, Slope	Moderate: Wetness, Slope	Severe: Slope	Moderate: Wetness, Slope, Frost Action	Moderate: Slope	Severe: Slow Perc.	Severe: Slope	None

Note: * CsD and PnC soil types are not found within Proposed Project's limits of disturbance.
Sources: "Soil Survey of Putnam and Westchester Counties, New York," prepared by the Soil Conservation Service/U.S. Department of Agriculture, issued September 1994; Geotechnical Engineering Report prepared by Carlin-Simpson and Associates, January 29, 2020 (**Appendix C-1**)

4.B.4. GEOLOGY / SOILS CONDITIONS IN THE DOB-20A DISTRICT (GEIS)

Similar to the Project Site, the underlying bedrock geology of the DOB-20A district is characterized by rocks formed during the Precambrian Era, over 500 million years ago. Bedrock formations consist of Fordham gneiss and Yonkers gneiss, which are metamorphic rocks of sedimentary or volcanic origin. Based on the mapping available through the NRCS Web Soil Survey,[2] the geology of the Swiss Re Parcel is comprised of soil types similar to those found on the Project Site, along with one additional soil type noted—"WdB"—Woodbridge loam, 3 to 8 percent slopes.

[2] https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

4.C. POTENTIAL IMPACTS OF THE PROPOSED PROJECT (DEIS)

4.C.1. POTENTIAL IMPACTS ON GEOLOGY

As noted above, the surface rock outcrop features identified on the Project Site are outside of the Proposed Project's limits of disturbance and would not be impacted by construction of the Proposed Project.

Based on the preliminary evaluation by the Applicant's Engineer, construction of the Proposed Project may require limited rock removal by blasting or hammering activities for development of the ~~northeast corner~~northern portion of the proposed multifamily building's parking structure, which may extend ~~approximately ten~~several feet into ~~a rocky area of the Project Site.~~bedrock. There is no other potential rock removal ~~or rock crushing~~ anticipated as part of construction. Final determination of whether blasting needs to occur and, if so, to what extent would be made by the Applicant's contractor, in coordination with the Applicant's Engineer.

~~Blasting~~Should blasting be performed during the construction of the Proposed Project, it would be done in accordance with the Town of North Castle's Blasting Protocol (Town Code Chapter 122, "Blasting and Explosives"). The site-specific blasting protocol, which would be finalized during Site Plan Review based on the final site design and updated geotechnical investigations, would ensure that blasting activities would be protective of public health and safety to the maximum extent practicable. The specific measures to be taken in the event blasting is required are discussed in detail in Chapter 17, "Construction."

4.C.2. POTENTIAL IMPACTS TO SOILS

Approximately 46.3 percent (17.5 acres ~~(~~or 760,~~625~~707 sf) of the Project Site would be affected by site development activities, building construction and infrastructure installation. **Table 4-4** summarizes Project disturbance by soil unit area. Most disturbance (approximately 42.2 percent) would occur within the PnB – Paxton Fine Sandy Loam soil unit (approximately ~~695,678~~694,655 sf or 16 acres) (see **Figure 4-~~1~~2**). According to the "Soil Survey of Putnam and Westchester Counties, New York" prepared by the Soil Conservation Service/U.S. Department of Agriculture (1994), many areas with PnB soils are used for community development purposes. The main limitation on sites for dwellings with basements is seasonal wetness, which can be overcome by installing drains around footings, sealing foundations, and grading to divert surface water away from the buildings. The main limitations for the construction of roadways and other paved surfaces are wetness and frost action. Constructing roadways on raised fill of coarse-grained materials helps to overcome these limitations. The Applicant's Engineer has developed a preliminary grading plan for the Proposed Project which incorporates these design controls (see **Figures 4-~~2a~~3a and 4-~~2b~~3b**).

Table 4-4
Proposed Disturbance by Soil Type

Soil Type	Proposed Disturbance (sf/acres)	Percent of Site Disturbed
ChC	37,171 sf 0.85 acres	2.3
CrC	28,875 sf 0.66 acres	1.8
CsD	0	0
PnB	694,655sf 16.0 acres	42.2
PnC	0	0
Total	**760,701 sf 17.5 acres**	**46.3**

Sources: JMC Engineering; "Soil Survey of Putnam and Westchester Counties, New York," prepared by the Soil Conservation Service/U.S. Department of Agriculture, issued September 1994

Based on the topography of the Project Site, and in order to create generally level development pads and perimeter berms in select locations, the Proposed Project would result in a net cut of approximately 13,~~540~~324 cubic yards of material. Preliminary earthwork calculations have been provided by the Applicant's Engineer and are summarized in **Table 4-5** below. A map depicting a preliminary cut and fill analysis can be found in **Figure 4-~~3~~4**.

Table 4-5
Preliminary Cut-and-Fill Analysis

Total Cut Volume (cubic yards)	Total Fill Volume (cubic yards)*	Net Cut-and-Fill (cubic yards)**
62,606	49,282	13,324

Notes:
* Assumes 10 percent compaction factor and 1-foot thickness for proposed building floor slabs and subbase.
** Includes 20 percent expansion factor for cut to be exported.
Source: JMC Engineering

As documented in **Table 4-5**, approximately ~~78~~79 percent of the material to be excavated would be re-used on the Project Site as fill, and the balance of the excavated material would be exported. As recommended by the Applicant's Geotechnical Engineer, an expansion factor of 20 percent was applied to the excavated material to be exported off site. Utilizing haul trucks with a ~~16~~20 cubic yard capacity, approximately ~~846~~666 truck trips would be required to remove the excess material, which would be exported in accordance with all applicable regulations to appropriate location(s). These trips would be spread over several months during the construction period such that the number of truck trips during a single day would be a small fraction of the total number of trips. See Chapter 17, "Construction," for additional detail regarding these truck trips.

As indicated in the Geotechnical Engineering Report (**Appendix C-1**) an isolated pocket of existing fill material was identified at boring B-14, which occurs in the southern portion of the proposed multifamily building. This material will be excavated and replaced with appropriately compacted suitable material from elsewhere on the Project Site. The excavated fill material will be placed in a non-structural fill location elsewhere on the

Project Site, such as the landscaped berm. Accordingly, excavation and relocation of the fill material is accounted for in the overall cut-and-fill calculation.

A temporary on-site rock crushing process may be established during construction. The need for, location, and schedule of operation of potential rock crushing activities would be determined during Site Plan review and approval. If rock crushing is established, the appropriate permit would be obtained from the Westchester County Department of Health and any crushing activities would be located at least 200 feet from any property line. Any rock crushing activities would only occur during permitted hours of construction as required by Chapter 210 of the North Castle Town Code.

Preliminary soil testing was conducted as part of the Preliminary Geotechnical Engineering Report. This testing did not encounter shallow groundwater and revealed acceptable permeability rates. These parameters have been incorporated into the applicable calculations in the Proposed Project's Stormwater Pollution Prevention Plan (SWPPP).

4.D. MITIGATION MEASURES FOR THE PROPOSED PROJECT (DEIS)

In the Applicant's opinion, and based on the foregoing analyses, the Proposed Project is not anticipated to have a significant adverse impact on geology or soils. According to the Preliminary Geotechnical Engineering Report, the Project Site's geology and soils are suitable for development of the Proposed Project.

As described in detail in Chapter 17, "Construction," a construction phasing plan has been developed, and proper sequencing of construction activities will serve to mitigate various impacts. The Proposed Project includes an Erosion and Sediment Control Plan (ESCP) and SWPPP to avoid and/or mitigate impacts associated with the disturbance of on-Site soils during construction. The layout and configuration of the Proposed Project has been designed to take advantage of the Project Site's topography and contours, thereby minimizing the potential for erosion hazards. As discussed in Chapter 5, "Topography," and Chapter 17, "Construction," the Proposed Project's ESCP will provide mitigation for areas disturbed during construction.

In accordance with the ESCP, the installation of erosion and sediment control measures for the Hotel, Townhome, Multifamily, and Parking Lot Expansion phases would include stabilized construction access, silt fence, storm drain inlet protection, soil stockpile, dust control, and temporary seeding and stabilization. In addition, the Townhome and Multifamily phases would include the construction of temporary stormwater sediment basins for erosion and sediment control purposes. The temporary basins would be converted to permanent stormwater ponds at the end of these phases for ongoing stormwater management.

The Applicant shall be responsible for maintaining the temporary sediment and erosion control measures throughout construction. This maintenance will include, but not be limited to, the following:

- For dust control purposes, all exposed graded areas would be moistened with water at least twice a day in those areas where soil is exposed and cannot be planted with a temporary cover due to construction operations or the season (December through March).
- Inspection of erosion and sediment control measures shall be performed at the end of each construction day and immediately following each rainfall event. Required repairs shall be immediately executed by the contractor.

- Sediment deposits shall be removed when they reach approximately one-third the height of the silt fence. Such sediment shall be properly disposed of in fill areas on the site, as directed by the Applicant's field representative. Fill shall be protected following disposal with mulch, temporary and/or permanent vegetation and be completely circumscribed on the downhill side by silt fence.
- Exposed areas parallel to the slope would be raked during earthwork operations.
- In areas where soil disturbance activity has temporarily or permanently ceased, the application of soil stabilization measures would be initiated by the end of the next business day and completed within seven days.
- Following final grading, the disturbed area would be stabilized with a permanent surface treatment (i.e., turf grass, pavement or sidewalk). During rough grading, areas which are not to be disturbed for fourteen or more days shall be stabilized with the temporary seed mixture, as defined on the final approved Site Plans. Exposed soil areas that will not receive a permanent surface treatment will be seeded.

The ESCP would also include maintenance requirements, contingency and emergency measures, notification procedures in the event of failure of sediment and erosion control measures, and timing of removal. These measures, which would be finalized based on the final Site Plan, would at a minimum include the following:

- The Applicant shall have a qualified professional conduct an assessment of the Site prior to the commencement of construction and certify that the appropriate erosion and sediment controls, as shown on the final ESCP approved as part of the Site Plan, have been adequately installed to ensure overall preparedness of the Site for the commencement of construction. The Applicant shall have a qualified professional conduct a site inspection at least every seven calendar days and at least two site inspections every seven calendar days when greater than five acres of soil is disturbed at any one time.
- Prior to the commencement of construction activity, the Applicant would identify the contractor(s) and subcontractor(s) that will be responsible for installing, constructing, repairing, replacing, inspecting, and maintaining the erosion and sediment control practices included in the final SWPPP approved as part of the Site Plan; and the contractor(s) and subcontractor(s) that will be responsible for constructing the post-construction stormwater management practices included in the SWPPP. The Applicant shall have the contractors and subcontractors identify at least one person from their company that will be responsible for implementation of the SWPPP. This person shall be known as the "trained contractor." The Applicant shall ensure that at least one trained contractor is on site on a daily basis when soil disturbance activities are being performed.
- Within one business day of the completion of an inspection, the qualified inspector shall notify the Applicant and appropriate contractor or subcontract of corrective actions that need to be taken. The contractor or subcontractor shall begin implementing the corrective actions within one business day of this notification and shall complete the corrective actions in a reasonable time frame.

The Applicant would utilize Best Management Practices for rock crushing operations, if implemented, including wet suppression to avoid and minimize impacts associated with airborne dust to the maximum extent practicable. As mentioned above, any crushing activities would be located at least 200 feet from any property line. To further mitigate adverse impacts, rock and other material stockpiles will be covered with tarps and properly maintained in a wet condition.

The rock crusher will be operated in accordance with the applicable permits, and will be kept full to avoid air gaps and help mitigate dust impacts. Any potential crushing activities and the resulting stockpiles would be located as far from the single off-Site sensitive receptor at 3 Cooney Hill Road as practicable.

In addition, if blasting is determined to be necessary during the construction of the Proposed Project, it would be performed in accordance with the Town of North Castle's regulations and protocols on blasting and explosives (Town Code Chapter 122, "Blasting and Explosives") and would be subject to a site-specific blasting protocol. The details of the Town's general blasting protocol process are described in detail in Chapter 17, "Construction."

These mitigation measures, an ESCP, rock crushing protocol, and blasting protocol, would be detailed in a Construction Management Plan (CMP) that would be reviewed and approved as part of the final Site Plan approval and be made a condition thereof. The Town would, therefore, be able to enforce the provisions of the CMP throughout the construction process.

The above measures represent the best available technologies and practices to minimize potential impacts to the Project Site's soils or geological features to the maximum extent practicable. Subject to the implementation of these mitigation measures, no significant adverse impacts are anticipated.

4.E. POTENTIAL IMPACTS OF, AND MITIGATION FOR, THE PROPOSED ZONING (GEIS)

As described in Chapter 2, "Project Description," the theoretical maximum development scenario under the Proposed Zoning, when accounting for the maximum buildout potential of both the Project Site and the adjacent Swiss Re parcel, is a total of 750 residential units and an 80-room hotel.

It is important to note that no specific proposal is being made at this time to effectuate the maximum hypothetical development of these two sites and any future plans would be subject to review by the Town, including a full environmental review.

Detailed site plans, geotechnical engineering reports, grading plans, and cut/fill analyses for the scenario assumed in the GEIS are not available, and the phasing/duration of construction, including the extent of concurrent/overlapping activities and the number of workers, is also unknown at this time. However, based on the land use history and geographic characteristics of the two parcels, and assuming the type of new construction practices anticipated to effectuate a mixed-use residential/hotel development, the potential exists for impacts similar to those anticipated with the Proposed Project related to erosion and sediment control and blasting. Measures to mitigate these potential impacts would also be similar to those identified for the Proposed Project.

Future plans on either parcel would be subject to site plan review as well as a full environmental review by the Town. In addition, since concurrent construction activities at both parcels cannot be ruled out, cumulative impacts may need to be considered and appropriately coordinated among the developers, the Town, and other interested/involved agencies. Cumulative impacts on the surrounding area related to erosion and sediment control and blasting are of particular importance if concurrent construction were to take place and would be evaluated at the time of site plan approval.

✷

9.25.20

Source: JMC, 2020

Project Site - Unique Geologic Features

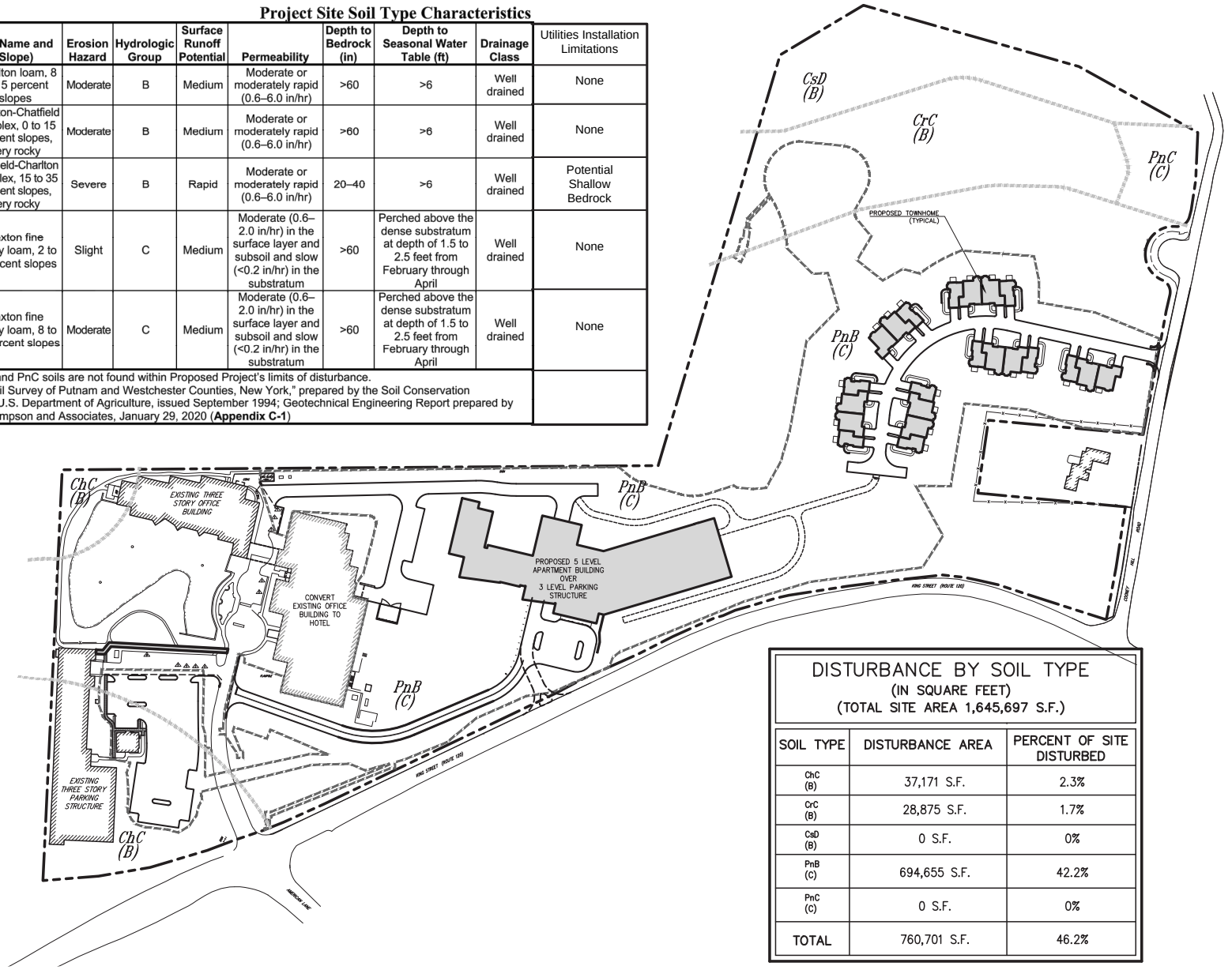
AIRPORT CAMPUS

Figure 4-1

Project Site Soil Type Characteristics

Soil Unit	Soil Name and (Slope)	Erosion Hazard	Hydrologic Group	Surface Runoff Potential	Permeability	Depth to Bedrock (in)	Depth to Seasonal Water Table (ft)	Drainage Class	Utilities Installation Limitations
ChC	Charlton loam, 8 to 15 percent slopes	Moderate	B	Medium	Moderate or moderately rapid (0.6–6.0 in/hr)	>60	>6	Well drained	None
CrC	Charlton-Chatfield complex, 0 to 15 percent slopes, very rocky	Moderate	B	Medium	Moderate or moderately rapid (0.6–6.0 in/hr)	>60	>6	Well drained	None
CsD*	Chatfield-Charlton complex, 15 to 35 percent slopes, very rocky	Severe	B	Rapid	Moderate or moderately rapid (0.6–6.0 in/hr)	20–40	>6	Well drained	Potential Shallow Bedrock
PnB	Paxton fine sandy loam, 2 to 8 percent slopes	Slight	C	Medium	Moderate (0.6–2.0 in/hr) in the surface layer and subsoil and slow (<0.2 in/hr) in the substratum	>60	Perched above the dense substratum at depth of 1.5 to 2.5 feet from February through April	Well drained	None
PnC*	Paxton fine sandy loam, 8 to 15 percent slopes	Moderate	C	Medium	Moderate (0.6–2.0 in/hr) in the surface layer and subsoil and slow (<0.2 in/hr) in the substratum	>60	Perched above the dense substratum at depth of 1.5 to 2.5 feet from February through April	Well drained	None

Note: * CsD and PnC soils are not found within Proposed Project's limits of disturbance.
Sources: "Soil Survey of Putnam and Westchester Counties, New York," prepared by the Soil Conservation Service/U.S. Department of Agriculture, issued September 1994; Geotechnical Engineering Report prepared by Carlin-Simpson and Associates, January 29, 2020 (**Appendix C-1**)



DISTURBANCE BY SOIL TYPE
(IN SQUARE FEET)
(TOTAL SITE AREA 1,645,697 S.F.)

SOIL TYPE	DISTURBANCE AREA	PERCENT OF SITE DISTURBED
ChC (B)	37,171 S.F.	2.3%
CrC (B)	28,875 S.F.	1.7%
CsD (B)	0 S.F.	0%
PnB (C)	694,655 S.F.	42.2%
PnC (C)	0 S.F.	0%
TOTAL	760,701 S.F.	46.2%

Source: JMC, 2020

Proposed Project - Disturbance by Soil Type

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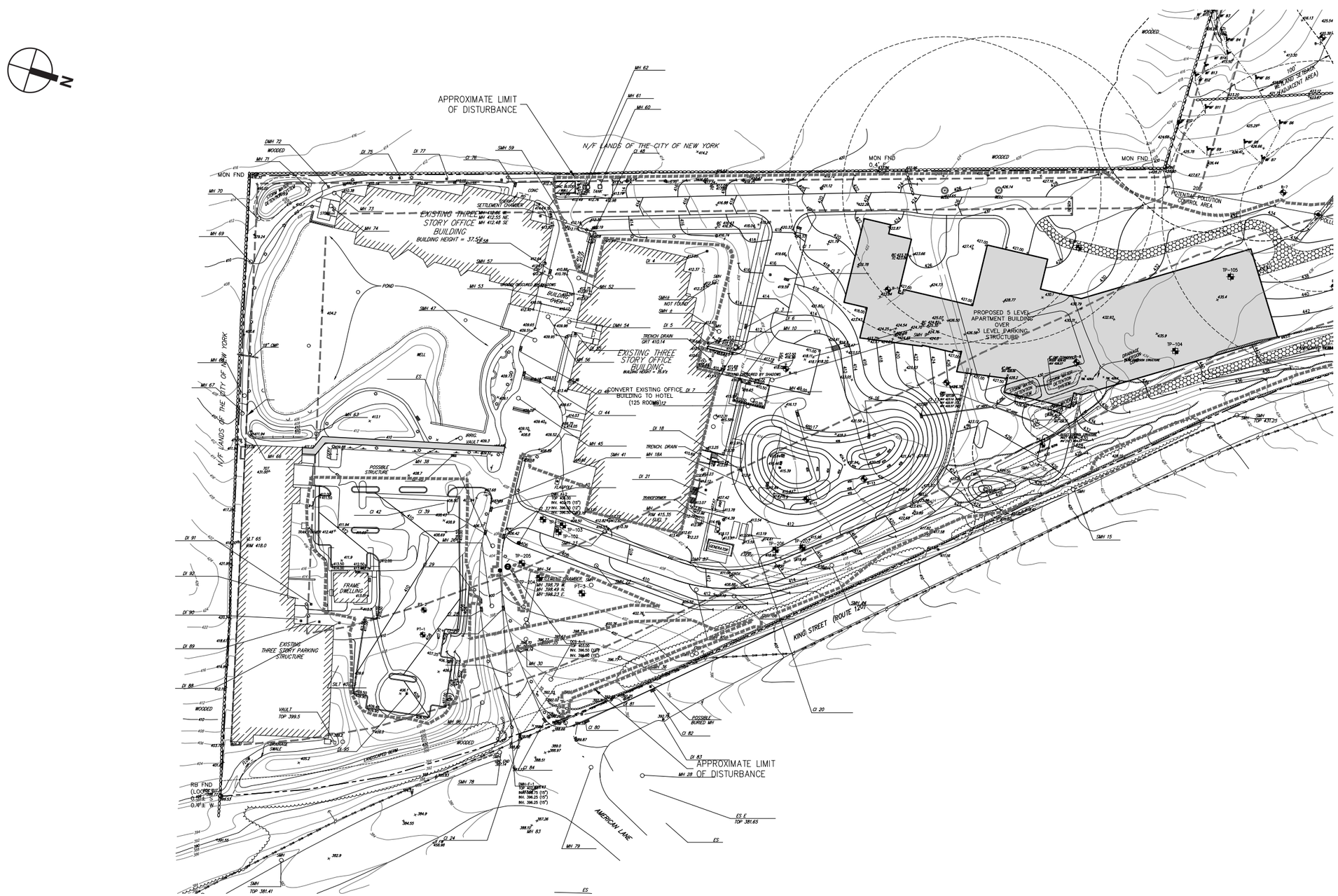
Figure 4-2

9.25.20



LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING EASEMENT LINE
- EXISTING WETLAND LINE AND DELINEATION
- EXISTING WETLAND BUFFER
- EXISTING BUILDING OVERHANG
- EXISTING BUILDING LINE
- EXISTING PAVEMENT EDGE
- EXISTING CURB LINE
- EXISTING CONTOUR
- EXISTING INDEX CONTOUR
- EXISTING SPOT GRADE
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING GUIDE RAIL
- EXISTING FENCE
- EXISTING DRAIN INLET
- EXISTING MANHOLE
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- PROPOSED BUILDING LINE
- PROPOSED CONCRETE CURB
- PROPOSED CONCRETE SIDEWALK
- PROPOSED DROP CURB AND RAMP
- PROPOSED FINISHED GRADE
- PROPOSED SPOT GRADE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED STORM DRAIN MANHOLE
- PROPOSED TYPE CI DRAIN INLET
- PROPOSED TYPE DI DRAIN INLET
- PROPOSED TYPE LI DRAIN LAWN INLET
- PROPOSED TRENCH DRAIN
- PROPOSED RIP-RAP SUMP
- PROPOSED TYPE A HEADWALL
- PROPOSED TYPE B HEADWALL
- PROPOSED UNDERGROUND ROOF RUNOFF STORAGE TANK
- PROPOSED WATER QUALITY STRUCTURE
- PROPOSED SUBSURFACE DRAINAGE OUTLET CONTROL STRUCTURE
- PROPOSED OUTLET CONTROL STRUCTURE
- PROPOSED CLEANOUT
- PROPOSED HYDRANT
- PROPOSED END SECTION
- PROPOSED RETAINING WALL (DESIGN BY OTHERS)
- PROPOSED DOUBLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- PROPOSED SINGLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- BORING LOCATION AND DESIGNATION
- PROPOSED LIMIT OF DISTURBANCE
- PROPOSED DITCH OR SWALE
- PROPOSED RIP-RAP
- EXISTING FEATURE TO BE REMOVED

NOTES:

1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPILATION SURVEY DEPICTING LAND OF MBIA INSURANCE CORP." PREPARED BY JOHN MEYER CONSULTING, DATED 09-30-2005.
2. ALL STORMWATER MANAGEMENT PRACTICES SHALL REMAIN UNDISTURBED AND BE PROTECTED FROM HEAVY MACHINERY TRAFFIC DURING CONSTRUCTION. HOWEVER DURING CONSTRUCTION OF THE PRACTICE, THE CONTRACTOR SHALL MINIMIZE AND AVOID HEAVY MACHINERY TRAFFIC TO THE MAXIMUM EXTENT PRACTICABLE. WHERE SMALL INFILTRATION BASINS AND TRENCHES ARE TO BE USED FOR STORMWATER MANAGEMENT PRACTICES, THE CONTRACTOR SHALL INSTALL CONSTRUCTION FENCE AROUND THE PRACTICE TO DISCOURAGE VEHICLE TRAFFIC.
3. ALL FILLS SHALL BE COMPACTED TO PROVIDE STABILITY OF MATERIAL AND TO PREVENT SETTLEMENT.
4. EXCAVATIONS AND FILLS SHALL NOT ENDANGER ADJOINING PROPERTIES, NOR DIVERT WATER ONTO THE PROPERTY OF OTHERS AT ANY TIME DURING THE COURSE OF CONSTRUCTION.
5. CONTRACTOR SHALL REFER TO EROSION AND SEDIMENT CONTROL PLAN FOR FURTHER DIRECTION REGARDING SITE STABILIZATION THROUGHOUT THE COURSE OF CONSTRUCTION.

Source: JMC, 2020

AIRPORT CAMPUS

Proposed Project - Preliminary Grading Plan

Figure 4-3a

9.25.20

EXISTING DRAINAGE STRUCTURE SCHEDULE

STRUCTURE DESIGNATION	TOP	INVERT	INVERT	INVERT	INVERT	INVERT
CI 1	419.65	417.0 NW	416.5 E	----	----	----
CI 2	419.38	415.5 W	415.8 E	415.6 E	----	----
CI 3	415.43	410.63 NW	407.58 24" E	410.35 6" E	407.7 48" E	407.65 8" SE
DI 4	411.02	408.44 E	407.8 E	407.0 NE	406.9 S	408.1 WATER
DI 5	410.12	408.06	----	----	----	----
DI 6	412.80	411.8	----	----	----	----
DI 7	412.60	411.66	----	----	----	----
MH 10	414.69	406.77	----	----	----	----
MH 11	415.88	408.0 NE	407.9 E	407.95 W	----	----
MH 12	415.67	406.43 W	404.5 E	407.8 SE	----	----
CI 13	422.49	419.62	----	----	----	----
CI 16	420.91	416.98 N	416.77 SW	----	----	----
CI 17	416.47	412.76 NE	412.67 SW	----	----	----
DI 18	412.88	406.3	----	----	----	----
MH 18A	412.72	405.55± E-W	405.8 SW	----	----	----
CI 19	411.82	408.3 N	409.2 WATER	408.94 S	----	----
CI 20	413.06	410.28 W	410.36 E	409.9 SILT	----	----
DI 21	412.65	410.33 S	409.95 SILT	409.45 N	----	----
CI 24	387.79	384.86 N	385.4 SW	----	----	----
MH 25	391.44	386.17 S	385.96 W	387.69 NW	385.61 E	----
MH 26	393.69	388.85 W-E	388.1 SW	----	----	----
CI 27	398.24	393.69 S	393.81 N	----	----	----
CI 28	398.18	394.51	----	----	----	----
MH 28	388.28	379.00 (IN)	379.00 (OUT)	----	----	----
CI 29	398.82	397.0± NE	397.2 SILT	----	----	----
MH 30	390.8	383.1	----	----	----	----
MH 34	399.69	394.18 S	394.18 W	394.46 N	394.26 E	----
CI 37	405.22	403.12 S	402.62 SW	402.80 E	403.76 4" PVC	----
MH 38	404.73	399.30 NW	391.9 W	392.0 E	----	----
CI 39	405.53	403.66	----	----	----	----
CI 40	406.87	400.7 S	400.9 S	----	----	----
CI 42	408.41	----	----	----	----	----
CI 43	407.63	----	----	----	----	----
CI 44	408.70	406.5 12" S	406.4 NE	407.65± 4" S	----	----
MH 45	409.00	403.46 E	403.56 W	----	----	----
CI 46	408.96	405.16 30" S	407.36 4" S	----	----	----
CI 48	412.12	407.00 (IN)	405.86 (OUT)	----	----	----
MH 52	411.48	407.31 15" S	406.83 4" SE	405.7 30"	----	----
MH 53	410.21	406.18 NE	406.05 E	405.8 30"	----	----
DMH 54	410.48	407.65 S	407.45 W	----	----	----
DI 55	410.33	----	----	----	----	----
MH 56	409.79	405.2 NE	405.96 N	405.2 SE	----	----
CI 58	410.53	408.35	----	----	----	----
MH 60	413.28	----	----	----	----	----
MH 61	412.55	----	----	----	----	----
MH 62	413.05	410.2 NW	408.0 S	408.0 E	----	----
MH 63	410.49	----	----	----	----	----
MH 66	412.64	410.24	----	----	----	----
MH 67	411.80	----	----	----	----	----
MH 68	409.25	408.05	----	----	----	----
MH 69	410.48	----	----	----	----	----
MH 70	412.44	----	----	----	----	----
MH 71	411.57	----	----	----	----	----
DMH 72	409.74	----	----	----	----	----
MH 73	410.13	----	----	----	----	----
MH 74	410.67	----	----	----	----	----
DI 75	409.47	----	----	----	----	----
CI 76	410.04	407.25	----	----	----	----
DI 77	409.71	----	----	----	----	----
MH 79	388.22	380.85 (IN)	380.85 (OUT)	----	----	----
CI 80	389.84	386.0	----	----	----	----
DI 81	389.31	385.84 E	385.43 N	385.31 S	----	----
CI 82	392.83	389.23	----	----	----	----
DI 83	392.24	388.30	----	----	----	----
MH 83	390.00	365.00 (IN)	382.00 (OUT)	----	----	----
CI 84	387.88	383.99	----	----	----	----
DMH 87	410.60	----	----	----	----	----
DI 88	412.85	408.23 S	408.29 E	----	----	----
DI 89	410.43	408.68 S	408.66 SW	408.64 N	----	----
DI 90	410.27	408.80	----	----	----	----
DI 91	410.57	408.87 S	409.03 N	409.80 E	----	----
DI 92	410.25	408.96 SW	408.80 N	----	----	----
DI 95	406.10	404.50 S	403.95 N	----	----	----
MH 96	398.28	394.26 S	394.86 N	----	----	----

EXISTING SANITARY SEWER STRUCTURES

STRUCTURE DESIGNATION	TOP	INVERT	INVERT	INVERT	INVERT	INVERT
SMH 9	418.61	405.28	----	----	----	----
SMH 14	415.63	409.87	----	----	----	----
SMH 15	419.91	415.74	----	----	----	----
SMH 22	405.78	400.156 N	399.86 E-W	----	----	----
SMH 23	409.88	404.35	----	----	----	----
SMH 35	383.47	394.75	----	----	----	----
SMH 36	396.80	392.4 W	391.9 N	391.8 S	----	----
SMH 41	407.18	402.74	----	----	----	----
SMH 47	409.24	403.05±	----	----	----	----
SMH 57	410.55	405.76 SW	404.64 E-W	----	----	----
SMH 59	411.76	----	----	----	----	----
SMH 78	388.00	380.56	----	----	----	----
SMH 85	406.98	402.3 N	399.4 S	----	----	----
SMH 86	407.38	402.05	404.15 W	403.9 S	----	----

GRAPHIC SCALE
(IN FEET)
1 inch = 40 ft.

Source: JMC, 2020

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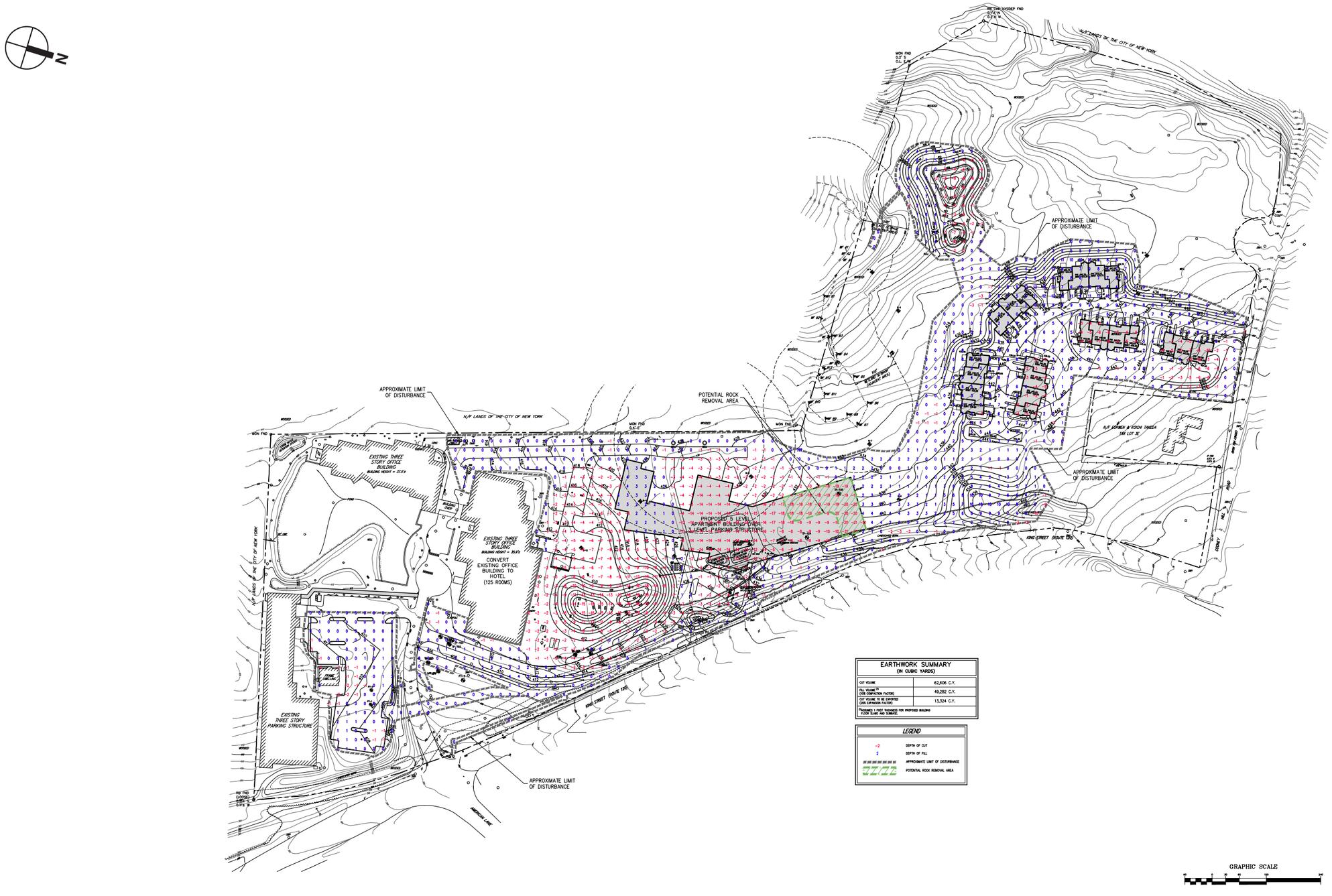
Proposed Project - Preliminary Grading Plan

Figure 4-3b

9.25.20



Source: JMC, 2020

AIRPORT CAMPUS

Proposed Project - Preliminary Cut and Fill Summary

Figure 4-4

Chapter 5: Topography and Slopes

5.A. INTRODUCTION

This Chapter describes the Project Site's existing topography and slope conditions. Steep slopes are categorized based on the guidelines found within the Town Code, the adopted D/GEIS scope, site-specific topographic surveys, and data reviewed from the United States Geological Survey (USGS) and Westchester County. The analysis of potential impacts is based on the potential for the Proposed Actions to cause soil erosion or to impact geologic resources or groundwater resources as a result of cut-and-fill activities during construction of the Proposed Project. As discussed below, the Project Site's topography is suitable for development of the Proposed Project, and no significant adverse impacts are anticipated.

5.B. EXISTING CONDITIONS

5.B.1. TOPOGRAPHY AND SLOPE CONDITIONS OF THE PROJECT SITE (DEIS)

5.B.1.a. Project Site Topography

The majority of the Project Site has been previously developed for commercial office or residential use. The southern portion of the Site contains the corporate office complex that consists of buildings, parking lots, a parking structure, and a man-made storm water pond that are surrounded by lawn and landscaped areas. The northern portion of the Site, which consisted of a residential subdivision that has been previously removed (with the exception of one remaining off-site single-family residence), currently consists of young forest and a field area that is routinely mowed.

The topography of the currently developed (southern) portion of the Project Site ranges from a low of approximately 390 feet above mean sea level at the King Street entrance, to a high of approximately 430 feet in the northerly portion. This currently developed portion of the Project Site generally slopes up from King Street to the northwest.

The Cooney Hill area (northern extent) of the Project Site ranges in elevation from a high of approximately 470 feet above mean sea level at the Cooney Hill Road/King Street intersection, and generally slopes downward in a southwesterly direction to a low of approximately 390 feet.

5.B.1.b. Project Site Slope Analysis

A slope analysis of the overall Project Site has been prepared by the Applicant's Engineer (see **Figure 5-1**). The total area of each slope category for the entirety of the Project Site, as well as the proposed limits of disturbance for the Proposed Project, are displayed in **Table 5-1**.

Table 5-1
Slopes Analysis

Slope Category	Total Project Site Area (sf/acres)	Percent of Site Area	Total Limit of Disturbance Area (sf/acres)	Percent of Disturbed Area
0–15 percent	1,446,145 sf 33.36 acres	87.88	714,973 sf 16.41 acres	94.01
15–25 percent	125,106 sf 2.87 acres	7.60	33,633 sf 0.77 acres	4.42
25–35 percent	42,576 sf 0.98 acres	2.59	9,243 sf 0.21 acres	1.22
35 percent and above	31,870 sf 0.73 acres	1.93	2,682 sf 0.06 acres	0.35
Source: JMC Engineering				

Unlike the steep slopes regulated by the Town, this analysis includes all areas of steep slopes, regardless of their dimensions. As shown in **Table 5-1**, the majority of slopes within the Proposed Project's limits of disturbance fall within the 0–15 percent category.

5.B.1.c. Steep Slopes Regulated by the Town of North Castle

The Town of North Castle also regulates steep slopes. Chapter 355 of the Town Code defines a steep slope as "A natural geographical area, whether on one or more lots, which has a slope equal to 25 percent or greater over a horizontal area measuring at least 25 feet in all directions." A map depicting the areas of the Project Site which meet the Town's definition of a steep slope is included as **Figure 5-2**. As shown in this figure, there are no Town-defined steep slopes within the Proposed Project's limits of disturbance. The total area of the Project Site which meets the Town's definition of a steep slope is approximately 14,132 square feet~~,~~ (0.86 percent of the Site), and these areas are generally found along the southern and western extents of the northern (Cooney Hill) portion of the Project Site, within the existing Conservation Easement and are not proposed to be disturbed.

5.B.2. TOPOGRAPHY AND SLOPE CONDITIONS OF THE DOB-20A (GEIS)

As stated in Section 355-18 of the Town Code, there are approximately 2,470 acres of steep slopes (25 percent or greater) in the Town of North Castle. For the most part, these slopes are vegetated and have been stabilized by nature over a period of time. The verticality of some of these areas of steep slopes, and the elevation and visibility of certain hilltops and ridgelines, contribute to North Castle's attractive semi-rural character.

In the absence of a detailed topographic survey, topography and slope conditions on the Swiss Re parcel were reviewed through mapping applications available online, including the United States Geological Survey (USGS)[1] and Westchester County GIS.[2] These applications indicate that the Swiss Re parcel has a larger topographic range than the Project Site, with elevations ranging from 400 to 500 feet above mean sea level, and a

[1] https://ngmdb.usgs.gov/topoview/viewer/#15/41.0977/-73.7293

[2] https://giswww.westchestergov.com/taxmaps/default.aspx?sMun=NorthCastle

larger area of steep slopes. The existing Swiss Re office building appears to be located on the highest portion of the property, surrounded by gradual to steep slopes in all directions.

5.C. POTENTIAL IMPACTS OF THE PROPOSED PROJECT (DEIS)

5.C.1. CUT AND FILL SUMMARY

Based on the topography of the Project Site, and in order to create generally level development pads for the various proposed buildings, the Proposed Project would result in a net cut of approximately 13,~~540~~324 cubic yards of material. Preliminary earthwork calculations, a cut and fill map, and preliminary grading plan for the Proposed Project have been provided by the Applicant's Engineer and are summarized in Chapter 4, "Geology and Soils."

As documented in Chapter 4, "Geology and Soils," approximately ~~77~~79 percent of the material to be excavated would be reused on the Project Site as fill, and the balance of the excavated material would be exported. Approximately ~~846~~666 truck trips would be required to remove the excess material from the Site, which would then be exported in accordance with all applicable regulations to appropriate locations. These trips would be spread over several months during the construction period such that the number of truck trips during any single day would be a small fraction of the total number of trips. See Chapter 17, "Construction," for additional detail regarding these truck trips.

5.C.2. APPLICABILITY OF TOWN PERMITS FOR STEEP SLOPES

Section 355-18 of the Town Code requires that disturbance to steep slopes associated with approval of a site plan be approved by the Planning Board. As discussed above and illustrated in **Figure 5-2**, no areas of Town-regulated steep slopes are present on the Site within the Proposed Project's limits of disturbance. Therefore, the Proposed Project would not have an impact on Town-regulated steep slopes.

5.C.3. LONG TERM IMPACTS FROM CHANGES IN SURFACE COVERAGE

In the Applicant's opinion, and based on the foregoing analyses, the Proposed Project is not anticipated to have significant long-term post-development adverse impact due to changes in surface coverage and topography.

As shown in **Table 5-1**, the majority of slopes within the Proposed Project's limits of disturbance fall within the 0–15 percent category. In the Applicant's opinion, the layout and configuration of the Proposed Project has been designed to take advantage of the Project Site's topography and contours, thereby minimizing the potential for erosion hazards~~.~~, sedimentation, and slope failure. It is also the Applicant's opinion that following construction of the Proposed Project, potential adverse impacts across the entire site related to soil coverage and topography ~~following construction of the Proposed Project~~ would be avoided and minimized through the implementation of the Erosion and Sediment Control Plan (ESCP) and Stormwater Pollution Prevention Plan (SWPPP).

5.D. MITIGATION MEASURES FOR THE PROPOSED PROJECT (DEIS)

In the Applicant's opinion, and based on the foregoing analyses, the Proposed Project is not anticipated to have a significant adverse impact on topography. As discussed in

Chapter 4, "Geology and Soils," the Project Site's geology and soils are suitable for development of the Proposed Project.

The Proposed Project includes an ESCP and SWPPP to avoid and/or mitigate impacts associated with the disturbance of the Site's topography and on-Site soils during both construction and operation. The Proposed Project's grading plan incorporates appropriate design controls for disturbed slopes in excess of 15 percent, including the installation of retaining walls (as needed) and proposed revegetation and landscaping. Overall, the layout and configuration of the Proposed Project has been designed to take advantage of the Project Site's topography and contours, thereby minimizing the potential for erosion hazards.

The above measures represent the best available technologies and practices that will ensure that any impacts to the Project Site's topographical features are minimized to the maximum extent practicable. Through the implementation of these measures, no significant adverse impacts are anticipated.

5.E. POTENTIAL IMPACTS OF, AND MITIGATION FOR, THE PROPOSED ZONING (GEIS)

It is important to note that no specific proposal is being made at this time to effectuate the maximum hypothetical development of these two sites and any future plans would be subject to review by the Town, including a full environmental review.

Detailed site plans, topographic surveys, geotechnical engineering reports, grading plans, and cut/fill analyses for the scenario assumed in the GEIS are not available. However, based on the land use history and geographic characteristics of the two parcels, and assuming the type of new construction practices anticipated to effectuate a mixed-use residential/hotel development, the potential exists for impacts similar to those anticipated with the Proposed Project related to erosion and sediment control and blasting. Based on the presence of Town-regulated steep slopes on the Swiss Re parcel, it is possible that disturbance to those slopes may be required in a future build-out of that Site, which would require approval of the Planning Board and the development of appropriate mitigation measures. Measures to mitigate these potential impacts would also be similar to those identified for the Proposed Project.

Future plans on either parcel would be subject to site plan review as well as a full environmental review by the Town. In addition, since concurrent construction activities at both parcels cannot be ruled out, cumulative impacts may need to be considered and appropriately coordinated among the developers, the Town, and other interested/involved agencies. ✷

SLOPES AREA							
CATEGORY	MINIMUM SLOPE	MAXIMUM SLOPE	PROJECT SITE AREA	PERCENT OF SITE AREA	DISTURBANCE AREA	PERCENT OF DISTURBED AREA	COLOR
1	0.00%	15.00%	1,446,145 S.F.	87.88%	714,904 S.F.	93.98%	
2	15.00%	25.00%	125,106 S.F.	7.60%	33,715 S.F.	4.43%	
3	25.00%	35.00%	42,576 S.F.	2.59%	9,281 S.F.	1.22%	
4	35.00%	100.00%	31,870 S.F.	1.93%	2,801 S.F.	0.37%	
TOTAL	0.00%	100.00%	1,645,697 S.F.	100.00%	760,701 S.F.	100.00%	

Source: JMC, 2020

Project Site Slopes Analysis

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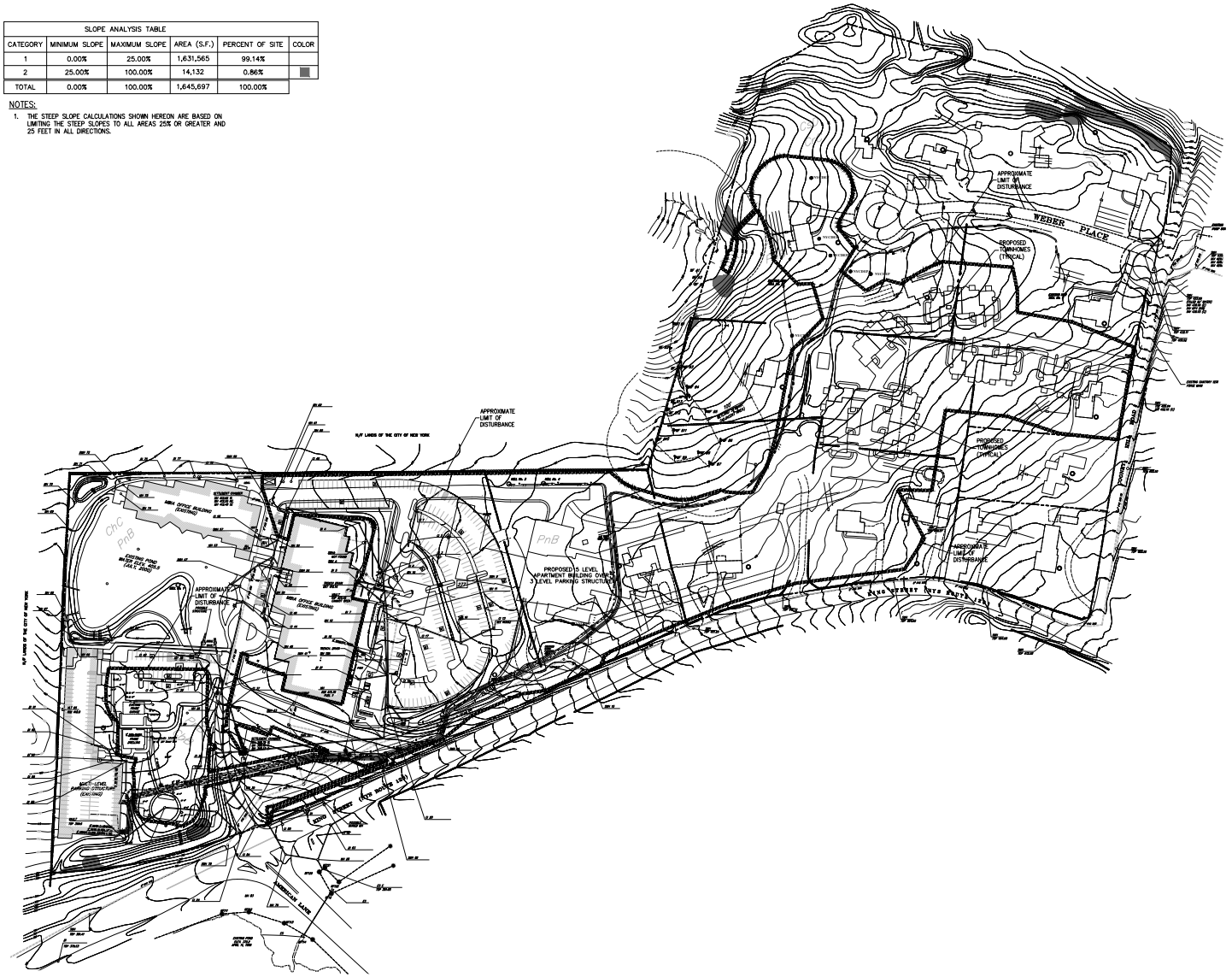
Figure 5-1

SLOPE ANALYSIS TABLE					
CATEGORY	MINIMUM SLOPE	MAXIMUM SLOPE	AREA (S.F.)	PERCENT OF SITE	COLOR
1	0.00%	25.00%	1,631,565	99.14%	
2	25.00%	100.00%	14,132	0.86%	
TOTAL	0.00%	100.00%	1,645,697	100.00%	

NOTES:

1. THE STEEP SLOPE CALCULATIONS SHOWN HEREON ARE BASED ON LIMITING THE STEEP SLOPES TO ALL AREAS 25% OR GREATER AND 25 FEET IN ALL DIRECTIONS.



Source: JMC, 2020

Project Site Steep Slopes (Town of North Castle)

6.A. INTRODUCTION

This Chapter addresses the potential for the Proposed Action to result in impacts to the Project Site's vegetation and wildlife. The analysis is based on the Natural Resources Assessment Report prepared for the Project Site by Michael Nowicki of Ecological Solutions, LLC, dated August 27, 2019 (the "Natural Resources Report") (see **Appendix D-1**), as well as correspondence with relevant government agencies, as described below. As demonstrated by the analysis below, it is the Applicant's opinion that the Proposed Action and Proposed Project would not have an adverse impact on rare, threatened, or endangered species, or species of special concern, nor would they have an adverse impact on significant natural communities.

6.B. EXISTING CONDITIONS

The Project Site consists of office buildings and an associated manmade pond feature, a parking structure, parking lot, athletic courts, and trail system through the northern vacant section of the site. The vacant land within the northern Cooney Hill area of the site consists of mixed upland forest that was previously developed as part of a residential subdivision and is now young forest and field area that is routinely mowed. There are no rare or critical habitats on or adjacent to the Project Site that may be expected to provide habitat for protected species.

6.B.1. PROJECT SITE VEGETATION (DEIS)

The vegetation inventory on the Project Site included identification of previous ecological communities or habitat cover types that existed on the site prior to existing site activities as well as current conditions (see **Figure 6-1**). Cover types were accounted for by reviewing aerial photographs of the site and adjacent properties and subsequently by investigating the habitats on the site to identify and classify each. Within each cover type, visual searches for herbaceous and woody plant species or parts thereof, including leaves, bark, twigs, seeds, flowers, fruits, or other identifiable plant structures were conducted to identify and document vegetation on the site. Trees, shrubs, and fall flowering plants were identified to species levels where possible. A list of dominant or representative species observed in each habitat cover type is included below.

6.B.1.a. Distribution of Vegetative Cover Types

Table 6-1 below identifies the three habitat cover types documented for the Project Site. Characteristics of each habitat type are described in the paragraphs that follow**.**

Table 6-1
Project Site – Habitat Cover Types

Habitat Cover Type	Acres Identified
Mixed Upland Forest/Field/Previously Developed	21.75
Developed Area	16
Wet Meadow/Wetland	0.25
Source: Ecological Solutions, 2019 (**Appendix D-1**)	

The mixed upland forest area is located mainly in the northern part of the site, where dense foliage occupies the area of the former residential subdivision. This forest type also occurs on moist, well-drained areas of the site and can be differentiated by the species observed. The dominant trees species include a mixture of tulip tree (*Liriodendron tulipifera*), sugar maple (*Acer saccharum*), red oak (*Quercus rubra*), black birch (*Betula lenta*), beech (*Fagus grandifolia*), sassafras (*Sassafras albidum*), American basswood (*Tilia cordata*), red maple (*Acer rubrum*), white pine (Pinus strobus), and white oak (*Quercus alba*). The shrub layer includes flowering dogwood (*Cornus florida*), witch-hazel (*Hamamelis virginiana*), black cherry (*Prunus serotina*), maple leafed viburnum (*Viburnum acerifolium*).

The field/meadow areas interspersed among the upland forest habitat in the northern area of the Project Site are dominated by forbs and grasses. Characteristic herbs include goldenrods (*Solidago altissima, S. nemoralis, S. rugosa, S. juncea, S. canadensis*, and *Euthamia graminifolia*), bluegrasses (*Poa pratensis, P. compressa*), timothy (*Phleum pratense*), quackgrass (*Agropyron repens*), smooth brome (*Bromus inermis*), sweet vernal grass (*Anthoxanthum odoreatum*), orchard grass (*Dactylis glomerata*), common chickweed (*Cerastium arvense*), common evening primrose (*Oenothera biennis*), oldfield cinquefoil (*Potentilla simplex*), calico aster (*Aster lateriflorus*), wild strawberry (*Fragaria virginiana*), Queen-Anne's lace (*Daucus carota*), ragweed (*Ambrosia artemisiifolia*), hawkweeds (*Hieracium* spp.), dandelion (*Taraxacum officinale*), and ox-tongue (*Picris hieracioides*). Shrubs are present, but collectively they have less than 50 percent cover in the community. Characteristic shrubs include gray dogwood (*Cornus foemina* ssp. *racemosa*), silky dogwood (*Cornus amomum*), arrowwood (*Viburnum recognitum*), raspberries (*Rubus* spp.), and sumac (*Rhus typhina, R. glabra*). This is a relatively short-lived community that will succeed to a shrubland, woodland, or forest community if not maintained.

The portion of the Project Site characterized as a wet meadow habitat consists of the on-site delineated wetland area described in Chapter 7, "Wetlands." This habitat is located at what can be described as the western corner of the Project Site, abutting the east/west-oriented site boundary to the south of the former Weber Place and the area of the currently proposed townhomes. This community occurs on mineral soils or fine-grained organic soils (muck or well-decomposed peat); the substrate is saturated; water levels fluctuate seasonally, but the substrate is rarely dry, and there is usually standing water in the swale that drains the wet meadow. The most abundant emergent aquatic

plants are cattails (*Typha angustifolia*), bulrush (*Scirpus americanus*), purple loosestrife (*Lythrum salicaria*), rice cutgrass (*Leersia oryzoides*), and soft rush (*Juncus effusus*).

6.B.1.b. Tree Survey

As previously noted in Chapter 2, "Project Description," a tree survey was completed for the Project Site, which includes the location, species, size, and health condition of individual trees within the PDCP's approximate limit of disturbance. The tree survey was conducted in accordance with Chapter 308 (Tree Preservation) of the Town Code of the Town of North Castle. The tree protection plans and tree survey included as Figure 2-15 in Chapter 2, "Project Description," show that there are approximately 744 trees with a diameter at breast height (DBH) of 8 inches or greater within the area surveyed. Of the 744 trees surveyed, approximately 368 would be removed by the Proposed Project. The trees located on the Project Site are estimated to be 40-50 years old.

According to the Natural Resources Report, there are no unique trees on the Project Site that are not regulated by the Town of North Castle. However, based on the tree survey, there are seven *Tree of Heaven* species located on the Project Site. According to the Cornell Cooperative Extension Westchester County, the *Tree of Heaven* tree is an invasive species that crowds out native species, and damages pavement and building foundations in urban areas.

6.B.2. PROJECT SITE WILDLIFE (DEIS)

Nearly the entire Project Site has been developed for commercial or residential use. The southern portion of the site contains the corporate office complex that consists of buildings, parking lots, a parking structure, and a man-made storm water pond that are surrounded by lawn and landscaped areas. The northern portion of the site, which consisted of a residential subdivision that is now removed, consists of young forest and field area that is routinely mowed. Wildlife expected to occur within the habitats on the property include species typical to suburban settings that are relatively tolerant of humans.

The biological assessment of the Project Site includes a list of species expected to potentially utilize the habitats present on the site. Field surveys were conducted by Ecological Solutions, LLC for wildlife species including mammals, birds, and herpetiles (reptiles and amphibians). The mammals, birds, reptiles, and amphibians that may potentially utilize the site are discussed in the following sections. The data for the assessment was gathered on August 21 and 23, 2018, and April 16, May 16, May 22, June 6, and August 15, 2019. The times of the surveys generally were from 9:00am to 11:00am and 4:30pm to 7:00pm. The entire site was reviewed during each of the field visits including surveys for amphibians and reptiles, which occurred during the April, May, and June surveys.

6.B.2.a. Breeding Birds

Field methods used to survey for avian species included walking transects where the observer records all species encountered (seen/heard) along a trail; opportunistic bird sighting, where the observer records birds encountered randomly; and sign search, where the observer records signs (feathers, nests,

droppings, tracks, etc.) of birds encountered in the field. Birds were detected and identified by visual encounter with individuals, vocalizations, tracks, feathers, bones, droppings, castings, nests, drillings, or other recognizable signs. The following is a list of breeding birds identified on the site during the field work: Turkey (*Meleagris gallopavo*), mourning dove (*Zenaida macroura*), Ruby throated hummingbird (*Archilochus colubris*), northern flicker (*Colaptes auratus*), blue jay (*Cyanocitta cristata*), American crow (*Corvus brachyrhynchos*), house wren (*Troglodytes aedon*), veery (*Catharus fuscescens*), American robin (*Turdus migratorius*), gray catbird (*Dumetella carolinensis*), northern mockingbird (*Mimus polyglottos*), Eastern Phoebe (*Sayornis phoebe*), Downy Woodpecker (*Picoides pubescens*), northern cardinal (*Cardinalis cardinalis*), common grackle (*Quiscalus quiscula*), house finch (*Carpodacus mexicanus*), and brown thrasher (*Toxostoma rufum*). A complete list of breeding bird species is attached in the Natural Resources Survey/Assessment (see Figure 3 of Breeding Bird Atlas, pages 23–26).

6.B.2.b. Mammals

Mammals were identified based on visual encounters, vocalizations, tracks, fur, bones, rubs, scrapes, droppings, and other recognizable signs in habitats throughout the Project Site. Mammals observed on-site include urban tolerant mammal species such as deer mouse (*Peromyscus maniculatus*), gray squirrel (*Sciurus carolinensis*), eastern chipmunk (*Tamias striatus*), raccoon (*Procyon lotor*), red fox (*vulpes vulpes*), and white-tailed deer (*Odocoileus virginiana*).

6.B.2.c. Herptiles (Amphibians/Reptiles)

Field methods used to survey for herptile species included log rolling (overturning logs, large stones, and other debris to reveal herptiles underneath), and aural surveys for vocal herptiles. Herptiles were detected and identified by visual encounter, vocalizations, spermatophores, egg masses, and remains. There were no amphibians or reptiles identified on the Project Site during the fieldwork.

6.B.3. THREATENED AND ENDANGERED SPECIES

The New York State Department of Environmental Conservation's (NYSDEC) EAF Mapper and the Information for Planning and consultations (IPaC) report from the U.S. Fish and Wildlife Service (USFWS) were consulted. These sources indicated that there potentially may be known rare, threatened, and endangered species, or species of special concern located within or adjacent to the Project Site. These potentially threatened and endangered species include the endangered Indiana bat (*Myotis sodalist*), the threatened Northern long-eared bat (*Myotis septentionalis*), and the threatened bald eagle (*Haliaeetus eucacephlus*).

The following sections describe the types of habitats each of the above-referenced species typically use for breeding, feeding and/or roosting; and whether or not suitable habitat or individuals were observed on the Project Site during the fieldwork. The field work for the bats and bald eagle focused on tree species that occur on the Project Site.

6.B.3.a. Indiana bat

The Indiana bat typically hibernates in caves/mines in the winter and roosts under bark or in tree crevices in the spring, summer, and fall. Its suitable potential summer roosting habitat is characterized by trees (dead, dying, or alive), snags (dead trees) with exfoliating or defoliating bark, or those containing cracks or crevices. Shaded roosts may be preferred in very hot conditions, while larger trees afford a greater thermal mass for heat retention, and are highly preferred over smaller trees.

Streams associated with floodplain forests and impounded water bodies (ponds, wetlands, reservoirs, etc.) where abundant supplies of flying insects are likely found provide preferred foraging habitat for Indiana bats, some of which may fly up to 2–5 miles from upland roosts on a regular basis. Indiana bats also forage within the canopy of upland forests, over clearings with early successional vegetation, along the borders of croplands, along wooded fencerows, and over farm ponds in pastures. While this species appear to forage in a wide variety of habitats, they seem to stay fairly close to tree cover.

Although no Indiana bats were observed on the Project Site during the fieldwork, Sections 6.C and 6.E describe several mitigation measures to be undertaken as part of the Proposed Project to avoid potential impacts to these bats.

6.B.3.b. Northern long-eared bat

The Northern long-eared bat's winter habitat mimics that of the Indiana bat, as they spend winters hibernating in caves and mines, called hibernacula. They typically use large caves or mines with large passages and entrances; constant temperatures; and high humidity with no air currents. Within hibernacula, surveyors find the northern long-eared bats in small crevices or cracks, similar to the Indiana bat. During the summer, northern long-eared bats roost singly or in colonies underneath bark, in cavities, or in crevices of both live and dead trees. Both males and non-reproductive females may also roost in cooler places like caves and mines.

Similar to the Indiana bat in terms of feeding habits, the northern long-eared bat emerges at dusk to fly though the understory of forested hillsides and ridges feeding on moths, flies, leafhoppers, caddisflies, and beetles, which they catch while in flight using echolocation.

Overall, the northern long-eared bat requires and occupies practically the same habitat niche as the Indiana bat. Although no northern long-eared bats were observed on the Project Site during the fieldwork, Sections 6.C and 6.E describe several mitigation measures to be undertaken as part of the Proposed Project to avoid potential impacts to these bats. Such measures would be consistent with the recommendations for the Indiana bat.

6.B.3.c. Bald eagle

Bald eagles generally nest near coastlines, rivers, large lakes, or streams that support an adequate food supply. They often nest in mature or old growth trees; snags (dead trees); and, with increasing frequency, on ~~man~~human-made structures such as power poles and communication towers. In forested areas,

bald eagles often select the tallest trees with limbs strong enough to support a nest that can weigh more than 1,000 pounds. Nest sites typically include shoreline trees or snags located adjacent to reservoirs, which provide the visibility and accessibility needed to locate aquatic prey.

Correspondence received from NYSDEC and included in the Natural Resources Report (see **Appendix D-1**) indicates that an active nest is located about 0.5 miles from the Project Site boundary on the Kensico Reservoir shoreline. There was no nesting or breeding activity observed on or within approximately 660 feet of the Project Site.

The adjacent New York City Department of Environmental Protection (DEP) property (approximately 40 acres in size) buffers the nest location from the Project Site. The nest is not visible from the Project Site, and no proposed development activity on the Project Site is within 0.5 miles of the known nest location.

The known bald eagle nest is located on the Kensico Reservoir. The nest is 0.5 miles from the edge of the developed area on the Site and therefore proposed work area on the site is more than 0.5 miles from the known nest location. Bald eagles are sensitive to a variety of human activities during various stages of the breeding season including courtship and nest building, which is the most sensitive period for eagles and in New York occurs from January 1 through September 30.

Limited blasting may be required for development of the northeast corner of the proposed parking structure, which may be about 10 feet into a rocky area of the site. There is no other potential rock removal anticipated.

The construction activity that will generate more than ambient noise levels on the site is limited to excavation/grading activities. All other noise expected to be generated at the site will be in conformance with the current site use. The existing buildings on the site buffer any potential noise emanating from normal use of the site.

As per the Northeast Bald Eagle Project Screening Form (https://www.fws.gov/northeast/ecologicalservices/pdf/eagle/NE_Bald-Eagle_Project-Screening-Form_rev20200416.pdf), the Applicant meets all of the requested guidelines since the project site is over 0.5 miles from the known bald eagle nest and no other mitigation is required.

6.B.4. EXISTING VEGETATION/WILDLIFE CONDITIONS IN THE DOB-20A DISTRICT (GEIS)

Similar to the habitat on the Project Site, the surrounding DOB-20A zoning district was previously impacted by prior development, and functions ecologically as many suburban properties that were previously impacted, by serving as a refuge for common urban wildlife species typically found in close proximity to human habitation. Species that utilize the Project Site will most likely utilize neighboring properties, including the Swiss Re site, as part of their foraging and breeding territory.

Similar to the Project Site, the vegetative cover on the Swiss Re parcel consists of upland habitats and previously developed area, some of which remains and some of which has

been allowed to revert back to more natural conditions. The habitat would have well-drained soils and the vegetative species on the Swiss Re parcel are similar, if not the same, as those identified for the Project Site. Based on the NYSDEC Environmental Resource Mapper, the southwest corner of the Swiss Re parcel contains a NYSDEC regulated wetland area. This wetland area appears to drain to the south/southwest toward the Kensico Reservoir.

In terms of wildlife, the Swiss Re site does not appear to provide high-quality habitat for wildlife due to existing development on and adjacent to this site (including the recently constructed solar field) and the lack of any sizeable areas of undeveloped wooded land. Similar to the Project Site, the Indiana bat (*Myotis sodalist*), Northern long-eared bat (*Myotis septentrionalis*), and bald eagle (*Haliaeetus leucocephalus*) are listed as the threatened or endangered species that could occur on or in the vicinity of the Swiss Re parcel.

6.C. POTENTIAL IMPACTS OF THE PROPOSED PROJECT (DEIS)

6.C.1. POTENTIAL IMPACTS ON VEGETATION (DEIS)

During construction of the Proposed Project, there would be a temporary loss of habitat for species that use mixed upland/forest field as the dominant habitat. Based on the limits of disturbance depicted on the preliminary grading plan for the PDCP, proposed new construction activities will require the removal of approximately six acres, or 28 percent, of mixed upland forest/field cover type from the Project Site. The majority of the disturbed forest/field cover type is located in the northern portion of the Project Site where previous disturbance has already occurred. More heavily forested areas of the Project Site, including those areas along the western perimeter of the Project Site and the previously established conservation easement area, will be preserved, providing protection for forest interior species. As noted in Chapter 7, "Wetlands," there will be no impacts or loss to the wet meadow (aka wetland) habitat found on the Project Site.

In addition to the introduction of native landscaping as part of future construction, the Applicant is proposing to preserve a substantial number of existing trees within the proposed limits of site disturbance, to the maximum extent practicable. A list of the trees to be preserved and removed from areas to be disturbed is included as an attachment within the Natural Resources Report as well as Figure 2-15 in Chapter 2, "Project Description." The tree protection/removal plans and tree survey that have been prepared by the Applicant in accordance with Chapter 308 of the Town Code indicate that there are 799 existing trees within the proposed limits of disturbance. Of this total, 744 trees have a diameter at DBH of 8 inches or greater. Of the 744 trees regulated by Chapter 308 of the Town Code, the Applicant proposes to remove approximately 368 trees in connection with construction. Removal of existing trees along the roadway frontages of the Project Site would be required due to several landscaped berms proposed, as well as the right-in, right-out driveway along King Street. The existing trees found along the northern boundary of the Project Site as and the perimeter of the 3 Cooney Hill Road residential property would remain intact. Before trees on the Project Site are to be removed, a permit from the Town's Building Inspector would be obtained in accordance with Chapter 308 of the Town Code. According to the Applicant's preliminary landscaping plans (Figure 2-13 in Chapter 2, "Project Description"), approximately 451 new trees (deciduous and evergreen) would be planted on the Project Site.

As shown on the tree protection plans and tree survey, there are no unique trees on the Project Site that are ~~not~~ regulated by the Town of North Castle. However, the Tree of Heaven (*Ailanthus altissima*) species is located on the Project Site. According to the Cornell Cooperative Extension Westchester County, this species of tree is an invasive species that crowds out native species, and damages pavement and building foundations in urban areas. According to the tree survey and tree preservation plan, seven Tree of Heaven trees are located on the Project Site, of which four are proposed for removal.

As stated in the Natural Resources Report, there is very low potential for erosion due to the removal of vegetation on the Project Site. Based on the findings in Chapter 5, "Topography and Slopes," the topography of the currently developed portion of the Project Site ranges from a low of approximately 390 feet above mean sea level at the King Street entrance to a high of approximately 430 feet along the northerly portion. The majority of the Project Site is fairly level with a gradual slope. The Project Site has been previously developed with commercial office buildings, single-family residential dwellings, and landscaped areas. The single-family residential subdivision was removed from the northern portion of the Project Site several years ago, and the area that contained landscaping and lawns was allowed to revert to scrub/shrub and mixed forest, creating a meadow-like environment with interspersed upland forest vegetation in these areas. As stated in the Natural Resources Report, due to previous disturbance on the Project Site, as well the nature of topography in the area, the likelihood of erosion from removal of vegetation is minimal. The steepest slopes on the Project Site are located on the western portions, which begin to slope downward toward the reservoir. No future disturbance is proposed in these areas, a portion of which includes a conservation easement. To ensure minimal impacts related to storm water runoff and erosion both on- and off-site, including the reservoir, erosion and sediment controls have been incorporated into the Stormwater Pollution Prevention Plan (SWPPP) prepared for the PDCP (see Chapter 8, "Stormwater Management").

6.C.2. POTENTIAL IMPACTS ON WILDLIFE (DEIS)

6.C.2.a. Threatened and Endangered Species

The proposed work area on the Project Site is more than 0.5 miles from the known bald eagle nest location described above under "Existing Conditions." Bald eagle nesting season in New York occurs from January 1 to September 30. Bald eagles are sensitive to a variety of human activities during various stages of the breeding season including courtship and nest building, which are the most sensitive period for eagles and in New York occur from December through the beginning of March. Egg laying, incubation, and early nesting are very sensitive periods in New York and occur from February through early May. The nestling period (4–8 weeks old) is a moderately sensitive period in New York that typically occurs from March to July. Nestlings from 8 weeks old through fledging are in a very sensitive period that occurs in New York from mid-May to September.

The construction activity that generally creates the highest levels of construction period noise is excavation/grading activities. Limited blasting may be necessary for development of the northeast corner of the proposed multifamily building's parking structure, which may extend approximately ten feet into a rocky area of the site. There is no other potential rock removal

or rock crushing anticipated as part of construction. If blasting is required, it would occur more than 0.5 miles from the known nesting site and would be performed in accordance with a blasting protocol prepared pursuant to Town Code requirements. ~~In addition, the NYSDEC suggests that potential blasting within 0.5 miles of a nest be limited to the period between October 1 and December 1 to avoid impacts to nest building and other sensitive bald eagle activities.~~ As per the Northeast Bald Eagle Project Screening Form (https://www.fws.gov/northeast/ecologicalservices/pdf/eagle/NE_Bald-Eagle Project-Screening-Form_rev20200416.pdf), the Applicant meets all of the requested guidelines since the project site is over 0.5 miles from the known bald eagle nest and no other mitigation is required.

Following construction activities, the structures on the Project Site, in addition to the wooded buffer that already exists between the Project Site and the reservoir, would serve to adequately buffer operational noise from the Proposed Project. Operational noise would predominately consist of noise related to vehicular traffic and building mechanical systems—and as documented in Chapter 16, "Noise"—would not rise to a level of significant adverse impact.

With regard to the Indiana bat and northern long-eared bat, as described above neither of these species and associated hibernacula were observed on the Project Site during fieldwork. As a precautionary measure, the Applicant would only conduct tree-clearing activities between October 1 and March 31, to avoid impacts to these bats during construction. In addition, as recommended by the USFWS, the Applicant will ensure that no artificial dyes, coloring, insecticide, or algaecide such as copper sulfate, will be placed in stormwater control structures on the site.

6.C.2.b. Habitat Displacement/Fragmentation and Migration Patterns

Direct impacts to wildlife biodiversity from the Proposed Project will primarily be displacement and some direct loss, especially to species that spend a large percentage of their life cycle underground. Most species found on the Project Site are typically found in suburban settings, especially in North Castle and may have already adapted to proximal human habitation. These species will remain on the developed portion of the site, though possibly in fewer numbers, as availability of basic habitat features (food, cover, and space) may be decreased in the developed areas. These suburban wildlife species may also reside on neighboring properties surrounding the Project Site, due to the similarities in vegetation and cover types. Habitat fragmentation is defined as the separation and isolation of habitats and wildlife populations by placing impenetrable barriers between habitats that prevent mixing formerly connected or adjacent wildlife populations creating "habitat islands." As stated above, the northern portion of the Project Site contains open canopy mixed forest/field areas resulting from previous disturbance, which would be partially cleared to facilitate the Proposed Project. The majority of the forest/field will be preserved, including densely forested areas within the Project Site's conservation easement, leaving protection for forest interior species. In the Applicant's opinion, potential

additional fragmentation of forest habitat on the Project Site is not anticipated to alter site biodiversity since the forest area is already fragmented from previous site disturbance.

The Proposed Project, in the Applicant's opinion, will not significantly affect large mammal or migratory bird species movements since these species are highly mobile and not typically confined to small corridors. The Proposed Project will affect about six acres of the Project Site, with the largest impact associated with the mixed forest/field habitat in the northern portion. Regulated wetlands on the Project Site will be left intact and are considered the most likely migratory corridors for wildlife species on the site, especially the more sensitive species of amphibians and reptiles (although none were observed during the field work). The prime migratory corridors and wildlife destinations for breeding found in the regulated wetland will remain.

6.C.2.c. Impacts of Chemical Use on Site

Fertilizer and pesticide use, when applied in accordance with the manufacturer's guidelines, is not anticipated to have an impact on wildlife beyond that of the Project Site's existing conditions. According to the Applicant, the integrated pest management plan (IPM) currently in place for the Project Site's existing office uses would be expected to remain in the Future with the Proposed Project. Fertilizer, pesticides, and other lawn care or landscaping products must be handled, stored, and applied in strict conformance with the manufacturer's guidelines. Only reputable professionals, licensed and certified by the NYSDEC for the storage and application of these chemicals, will be contracted for landscaping services.

6.D. MITIGATION MEASURES FOR THE PROPOSED PROJECT (DEIS)

The following mitigation measures are proposed to minimize the potential for impacts to vegetation and wildlife in connection with the Proposed Project:

- Proposed site disturbance would occur in areas of the Project Site that have been previously disturbed for office and single-family residential uses;
- The Applicant will minimize impacts by establishing undisturbed, naturally vegetated zones demarcated in the field by orange construction fencing and by clearing only necessary areas within the limit of disturbance area or within building envelopes;
- The Applicant's schematic landscaping plan includes retaining and revegetating areas within the development with native plant species. The landscaping plans propose trees and other plantings along the perimeter of the development, parking lots, walking paths, and undisturbed wetland area, to buffer any potential noise emanating from normal use of the site;
- Select trees would be removed only within the proposed limits of site disturbance. Prior to removal of the approximately 368 trees identified for removal in the Applicant's tree survey, a permit from the Town's Building Inspector would be obtained in accordance with Chapter 308 of the Town Code. No unique trees were observed on the Project Site;
- To the maximum extent practicable, tree clearing activities would be limited to the October 1 to March 31 time period to avoid any direct impacts to Indiana bats and/or northern long-eared

bats potentially utilizing the site unless the Applicant receives approval from the NYSDEC/USFWS that tree clearing can occur outside this time period;

- ~~Since the Proposed Project is just over 0.5 miles from a known bald eagle nest the NYSDEC suggests that potential blasting within 0.5 miles of a nest be limited to the period between October 1 and December 1 to avoid impacts to nest building and other sensitive bald eagle activities;~~
- A Town-approved SWPPP would be implemented to mitigate erosion potential into the regulated on-site wetland area; ~~and~~
- Elimination and minimization of fertilizer, pesticide, herbicide, fungicide and other chemical concentrations through avoidance and containment, respectively~~.~~; and
- Once final grading and proposed clearing/grading limit lines have been established for the Proposed Project, these boundaries would be surveyed and accurately demarcated in the field prior to any tree clearing or site disturbance of any kind. The clearing/grading limit lines would be identified by metes and bounds and documented on the final plans.

6.E. POTENTIAL IMPACTS OF, AND MITIGATION FOR, THE PROPOSED ZONING (GEIS)

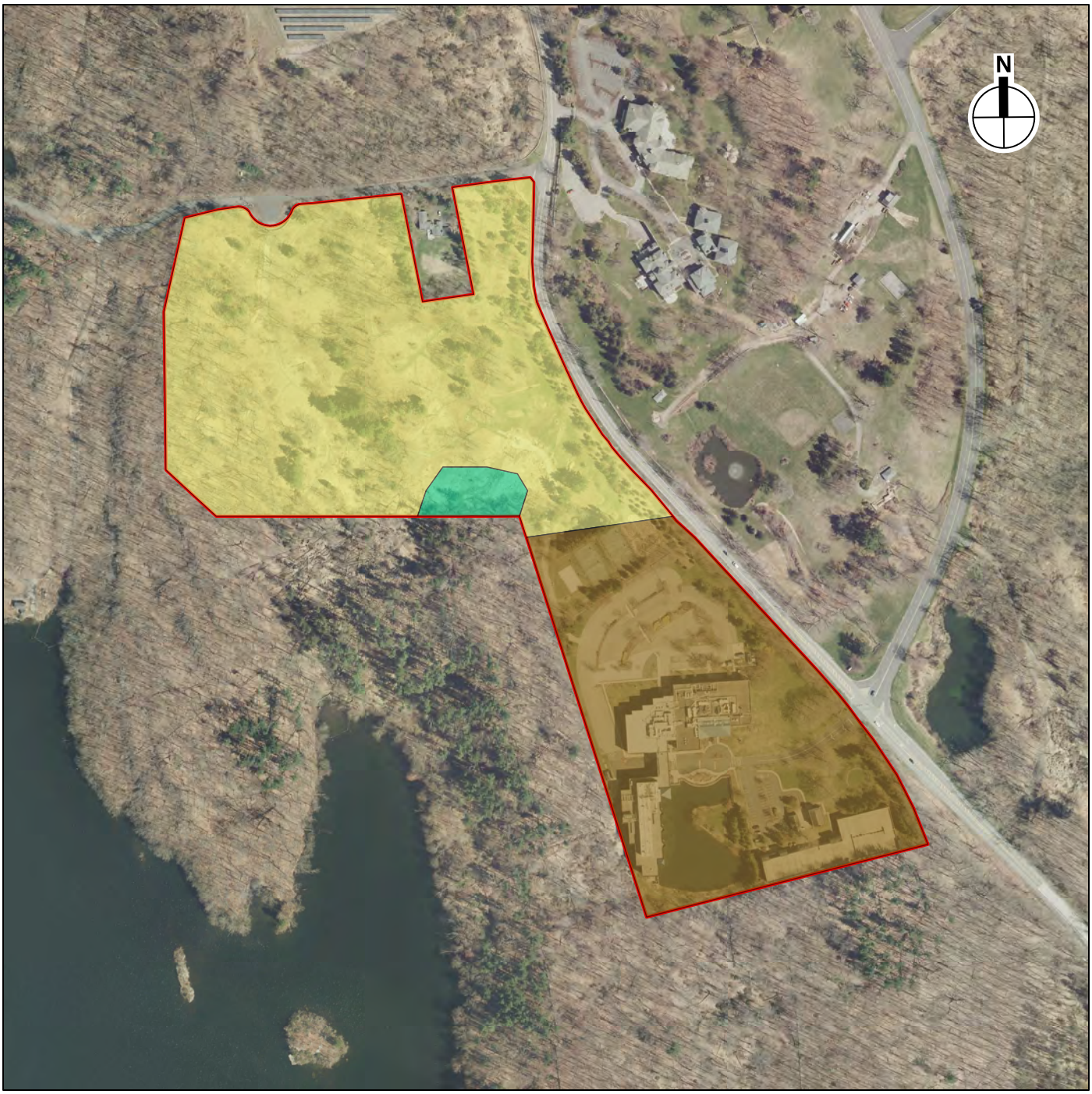
As described in Chapter 2, "Project Description," the theoretical maximum development scenario under the Proposed Zoning, when accounting for the maximum buildout potential of both the Project Site and the adjacent Swiss Re parcel, is a total of 750 residential units and an 80-room hotel.

It is important to note that no specific proposal is being made at this time to effectuate the maximum hypothetical development of these two sites and any future plans would be subject to review by the Town, including a full environmental review.

In the absence of detailed site plans for the scenarios assumed in the GEIS, as well as a site-specific natural resources survey for the Swiss Re parcel, quantified site disturbance and associated direct and indirect impacts to vegetation and wildlife from the GEIS assumptions are unknown. Based on the NYSDEC Environmental Resource Mapper, the southwest corner of the Swiss Re parcel appears to contain a NYSDEC regulated wetland area. This wetland area appears to drain to the south/southwest toward the Kensico Reservoir. The Swiss Re site does not appear to provide a high-quality habitat for wildlife due to previously existing development on and adjacent to this site (including the recently constructed solar field) and the lack of any sizeable areas of undeveloped wooded land. However, similar to the Project Site, the Indiana bat, Northern long-eared bat, and bald eagle are listed as the threatened or endangered species that could occur on or in the vicinity of the Swiss Re parcel.

With regard to potential impacts from site clearing activities, including tree removal, the maximum residential buildout for the Project Site would likely result in a similar layout of buildings as the Proposed Project, and would focus on areas of previous disturbance, and respect buffers to neighboring properties and the on-site wetland and conservation easement area. For the Swiss Re parcel, impacts from site clearing and tree removal would depend on the location of future development. If future development would occur in areas of the parcel currently developed with the existing office building, parking, and the solar installation, minimal impacts would be anticipated. If future development on the Swiss Re parcel would occur in areas other than those identified above, more potential impacts related to tree removal and site clearing could occur.

Any future plans on either parcel would be subject to a full environmental review by the Town, at which point the appropriate hard look at vegetation and wildlife impacts would take place. If, at a future date, it is determined that the potential exists for direct or indirect impacts to vegetation and wildlife, mitigation measures similar to those identified above for the Proposed Project would address those impacts. ✷



6.1.20

Data source: Westchester County GIS, 2018

Project Site - Habitat Cover Types

AIRPORT CAMPUS

Figure 6-1

Chapter 7: Wetlands

7.A. INTRODUCTION

This Chapter describes the Project Site's existing surface water and wetland features and analyzes potential impacts to those resources as a result of the Proposed Actions and Proposed Project. This Chapter summarizes a Wetlands Report prepared for the Project Site by Michael Nowicki of Ecological Solutions, LLC, dated ~~August 28, 2019~~and last revised on September 8, 2020 (the "Wetlands Report") (see **Appendix D-2**), as well as correspondence with relevant government agencies. As described below, one wetland segment of approximately 0.247 acres is located at the western corner of the Project Site, abutting the east/west-oriented site boundary to the south of the former Weber Place. The Proposed Project would have no direct impacts to the on-site delineated wetland.

7.B. EXISTING CONDITIONS

7.B.1. PROJECT SITE WETLANDS (DEIS)

The Project Site consists of office buildings and an associated man-made pond feature, a parking structure, parking lot, athletic courts, and trail system through the northern vacant section of the site. The vacant land within the northern Cooney Hill area of the site consists of mixed upland forest that was previously developed as part of a residential subdivision and is now young forest and field area that is routinely mowed.

As shown in **Figure 7-1**, one wetland segment of approximately 0.247 acres is located at the western corner of the Project Site, abutting the east/west-oriented site boundary to the south of the former Weber Place. ~~This wetland~~

The wetland delineation was completed in accordance with the Army Corps of Engineers (USACE) Wetlands Delineation Manual (January 1987), Routine Determination Method and Northcentral/Northeast supplement and Town of North Castle - Chapter 137.

Wetlands were delineated based upon the identification of the three mandatory criteria for wetland determination as outlined in the 1987 Federal Manual and supplement: Dominant hydrophytic vegetation, hydric soils, and evidence of wetland hydrology. The Routine Methodology procedure for wetland determination was used. Transects consisting of several sample points were walked. Dominant vegetation around each sample point was identified and the percentage of cover was quantified. The areas were checked in detail for the presence of wetland hydrologic indicators. Soil profiles were then observed and characterized at each point. The detailed field investigation included:

- Identification of vegetation species to determine whether there was a dominance of hydrophytic plants and areas containing transitional but primarily wetland-oriented species.

- Determination of soil features for hydric (poorly and very poorly drained) natural soils.
- Observation of site features displaying evidence of wetland hydrology based on the presence of inundated areas, apparent high seasonal water tables, and evidence of saturation within 12 inches of the surface (considered the root zone) during sufficient periods during the growing season to provide for anaerobic/hydric soil conditions.

The identified wetland on the Project Site is best characterized as a wet meadow community that occurs on mineral soils or fine-grained organic soils (muck or well-decomposed peat~~);~~) known as Ridgebury loam with a matrix of 10YR4/2 with mottles as per the Munsell Soil Color Chart; the substrate is saturated; water levels fluctuate seasonally, but the substrate is rarely dry, and there is usually standing water in the swale that drains the wet meadow. The most abundant emergent aquatic plants in the wetland are cattails (*Typha angustifolia*), bulrush (*Scirpus americanus*), purple loosestrife (*Lythrum salicaria*), rice cutgrass (*Leersia oryzoides*), and soft rush (*Juncus effuses*). The Wetlands Report contained in **Appendix D-2** includes photographs of the Project Site's delineated wetland area.

The wetland on the Project Site described above is regulated by the U.S. Army Corps of Engineers (USACE) and the Town of North Castle via Chapter 137 of the Town Code. This wetland was delineated on July 10, 2018 in accordance with the Town of North Castle Code and the USACE Wetland Delineation manual and Northeast supplement. The Town of North Castle regulates a 100-foot wetland adjacent area buffer resulting in approximately 1.81 acres of Town-regulated buffer on the Project Site.[1] The total wetland and buffer area on the Project Site is 2.06 acres (5.4 percent of the site). The wetland delineation is subject to review and concurrence by the Town of North Castle.

As noted in the Wetlands Report, a separate wetland area (swale) was observed off-site to the west on New York City Department of Environmental Protection (DEP) property draining toward open water (Weber's Cove area of the Kensico Reservoir). In addition to the observed off-site swale to the west, other wetlands and watercourses within 1,000 feet of the Project Site's boundaries, based on a review of the New York State Department of Environmental Conservation (NYSDEC) Environmental Resource Mapper, include the following (see **Figure 7-2**):

- Two unregulated pond areas and connecting tributary on the Citigroup parcel to the east of the Project Site, which drain to the south;
- NYSDEC wetlands in the southwest corner of the Swiss Re parcel to the north of the Project Site, which drain to the south/southwest toward the Kensico Reservoir and away from the Project Site; and
- NYSDEC wetlands located southwest of the Project Site adjacent to the Kensico Reservoir (Weber's Cove).

[1] The Town may expand the 100-foot wetland buffer if areas within that 100-foot buffer contain slopes in excess of 25-percent and if those slopes continue beyond 100 feet from the wetland. The limited areas within the on-Site wetland buffer that include slopes in excess of 25 percent are contained within the 100-foot buffer. Therefore, the Town-regulated 100-foot buffer is not expanded on the Project Site.

According to the Wetlands Report, a field walk with Josh Fisher (Biologist with the NYSDEC) indicated that there was no NYSDEC-regulated wetland or 100-foot Adjacent Area on the Project Site.

7.B.2. EXISTING CONDITIONS OF THE DOB-20A (GEIS)

As noted above, based on the NYSDEC Environmental Resource Mapper, the southwest corner of the Swiss Re parcel contains a NYSDEC regulated wetland area. This wetland area appears to drain to the south/southwest toward the Kensico Reservoir.

7.C. POTENTIAL IMPACTS OF THE PROPOSED PROJECT (DEIS)

7.C.1. WETLAND DISTURBANCE

The Proposed Project would have no direct impacts to the on-site delineated wetland. As depicted in **Figure 7-1**, the closest component of the Proposed Project to the wetland is an emergency gravel ~~drive~~ access drive and some stormwater management features, which together will impact approximately 0.~~28~~19 acres of the 100-foot Town regulated buffer. The ~~impact~~proposed emergency gravel access drive is generally in an area of previous disturbance on the Project Site associated with the former MBIA outdoor recreation exercise stations and connecting drive/walkway.

7.C.2. SEDIMENTATION

Disturbance within the 100-foot buffer area described above would occur in a previously disturbed area approximately 70 feet from the delineated wetland boundary. This area was previously disturbed and is currently maintained by mowing. The proposed construction activities have the potential for increased sedimentation during the construction period. Chapter 8, "Stormwater," discusses the erosion and sediment controls to be in place to minimize/avoid sedimentation impacts to the wetland. As discussed below, sediment trapping can also be mitigated by planting native shrubs and trees between the gravel access ~~road~~drive and the wetland.

7.C.3. INCREASED CHEMICAL CONCENTRATIONS

Fertilizer and pesticide use, when applied in accordance with the manufacturer's guidelines, is not anticipated to have an impact on the on-site wetland beyond that of the Project Site's existing conditions. According to the Applicant, the integrated pest management plan (IPM) currently in place for the Project Site's existing office uses would be expected to remain in the Future with the Proposed Project. Fertilizer, pesticides, and other lawn care or landscaping products must be handled, stored, and applied in strict conformance with the manufacturer's guidelines. Only reputable professionals, licensed and certified by the NYSDEC for the storage and application of these chemicals, will be used for landscaping services.

As discussed below and in Chapter 8, "Stormwater Management," pollutant loading has been analyzed as part of the project-specific Stormwater Pollution Prevention Plan (SWPPP) for the Project Site. The SWPPP pollutant loading analysis model accounts for pollutants sourcing from fertilizer usage on areas such as managed turf/lawn. Therefore, these impacts are accounted for within the SWPPP analysis. With regard to the limited pesticide usage anticipated for limited areas of the Project Site, the proposed biofiltration

of the on-site stormwater management ponds would serve to mitigate any potential impacts.

7.C.4. ALTERATION OF DRAINAGE PATTERNS

According to the Wetlands Report, the northern portion of the Project Site appears to drain to the delineated on-site wetland, where drainage enters a swale in the wetland and discharges west of the Project Site toward the Kensico Reservoir (Weber's Cove). Off-site drainage swales also appear to collect overland runoff from precipitation that falls on the Project Site, which also drains to Weber's Cove. No alteration to this existing drainage pattern is proposed. Drainage introduced by new impervious surfaces on the Project Site will, similar to the currently approved project, be handled through permanent on-site stormwater retention ponds in accordance with a project-specific SWPPP. The wetland area is not anticipated to be impacted by the construction of these retention ponds or their function throughout the life of the project.

7.C.5. REQUIRED PERMITS

The Proposed Project's impact on the on-site wetland area identified above will require approval from the Town Board of the Town of North Castle. No USACE or NYSDEC wetland permits are required.

7.C.6. FUNCTIONAL ANALYSIS FOR ON-SITE DELINEATED WETLAND

An assessment of the wetland functions and values was conducted for the delineated wetland found on the Project Site~~. The functions and values assessment conducted on the property was based on the method outlined in The Highway Methodology Workbook Supplement: Wetland Functions and Values, A Descriptive Approach, by the U.S. Army Corps of Engineers New England District. The Highway Method provides for assessment of each wetland for thirteen defined functions and values. Of these, the first eight are considered wetland functions, and the remaining five are considered to be wetland values.~~, utilizing the Hollands and Magee Functional Evaluation Methodology.[2]

~~Each function or value in the following list has a set list of qualifiers for identifying which functions and values are performed or provided by each wetland. Wetland data and observations for this functions and values assessment were collected during two field visits during 2017 and 2018. Observations and other published data were used to assess the functions and values of the wetland.~~

~~*7.C.6.a. Groundwater Recharge/Discharge – The potential for a wetland to serve as a recharge area for an aquifer or as a surface discharge point for groundwater.*~~

~~**Finding**: This function will not be impacted by the Proposed Project.~~

~~*7.C.6.b. Floodflow Attenuation – A wetland's ability to store and attenuate floodwaters during prolonged precipitation events, thereby reducing or preventing flood damage.*~~

~~**Finding**: The ditch/wetland is generally on a steep slope and approximately one foot deep, and has the capacity to hold some water during storm events.~~

[2] Hollands, G.G., and D.W. Magee. 1985. A Method for Assessing the Functions of Wetlands.

There will be no loss of physical space and the capacity for floodflow attenuation will therefore not decrease.

7.C.6.c. Fish and Shellfish Habitat – The ability of permanent or temporary water bodies to provide suitable habitat for fish or shellfish.

Finding: There is no habitat noted in the wetland for this function so no impacts are anticipated.

7.C.6.d. Sediment/Toxicant/Pathogen Retention – The effectiveness of the wetland in trapping sediments, toxicants or pathogens, thereby protecting water quality.

Finding: The highest potential for construction related wetland impacts is increased sedimentation. Erosion control measures will mitigate erosion potential into the regulated area. The Proposed Project would have no direct impact on the delineated wetland and therefore no loss of this function.

7.C.6.e. Nutrient Removal/Retention/Transformation – The effectiveness of the wetland at absorbing, retaining, and transforming or binding excess nutrients, thereby protecting water quality.

Finding: The Proposed Project would have no direct impact on the delineated wetland and therefore no loss of this function.

7.C.6.f. Production Export – The wetland's ability to produce food or usable products for humans or other living organisms.

Finding: This function will not be impacted or enhanced by the Proposed Project.

7.C.6.g. Sediment/Shoreline Stabilization – The wetland's ability to prevent erosion and sedimentation by stabilizing soils along stream banks or the shorelines of water bodies.

Finding: This function will not be impacted or enhanced by the Proposed Project since there is no shore area.

7.C.6.h. Wildlife Habitat – The ability of wetlands to provide food, water, cover, or space for wildlife populations typically associated with wetlands or their adjacent areas, both resident and migratory.

Finding: As discussed further in Chapter 6, "Vegetation and Wildlife," the Proposed Project would have no direct impact on the delineated wetland.

7.C.6.i. Recreation – The value placed on a wetland by society for providing consumptive and non-consumptive as well as active or passive recreational opportunities such as canoeing/boating, fishing, hunting, bird/wildlife watching, hiking, etc.

Finding: The wetland is not used for active recreation. This function will not be impacted by the Proposed Project.

~~*7.C.6.j. Education/Scientific Value – The value placed on a wetland by society for providing subjects for scientific study or research or providing a teaching resource for schools.*~~

~~**Finding**: The Proposed Project would have no direct impact on the delineated wetland. This function will not be impacted by the Proposed Project.~~

~~*7.C.6.k. Uniqueness/Heritage – The value placed on a wetland by society for having unique characteristics such as archaeological sites or sites of historical events, unusual aesthetic qualities, or unique plants, animals, or geologic features, etc.*~~

~~**Finding**: The Proposed Project would have no direct impact on the delineated wetland. This function will not be impacted by the Proposed Project.~~

~~*7.C.6.l. Visual Quality/Aesthetics – The value placed on a wetland by society for having visual and/or other aesthetic qualities.*~~

~~**Finding**: This function will not be impacted by the Proposed Project.~~

~~*7.C.6.m. Threatened or Endangered Species Habitat – The value placed on a wetland by society for effectively harboring or providing habitat for threatened or endangered species.*~~

~~**Finding**: As discussed further in Chapter 6, "Vegetation and Wildlife," there will be no direct impact on the delineated wetland and no impact to any known listed species as a result of the Proposed Project.~~The Hollands and Magee Functional Evaluation Methodology is a semi-quantitative model that was developed to analyze wetland systems in the Northeast. Data obtained from the pre-development assessment was compared to data obtained from a theoretical post-development dry run of the methodology after considering the proposed wetland impacts on the Project Site. Six wetland functions are evaluated with this methodology:

- Biological functions;
- Hydrologic support functions;
- Groundwater protection functions;
- Storm and floodwater storage functions;
- Water quality maintenance functions; and
- Aesthetic functions.

The assessment revealed that there is no direct wetland impact, and therefore, there will be no decrease in wetland function. The existing site area where residential dwellings are proposed seems to drain to the delineated on-Site wetland where drainage enters a swale in the wetland and discharges off the Site toward Weber's Cove. Offsite drainage swales also appear to collect overland runoff from precipitation that falls on the Site and drains to Weber's Cove. Major functions and values provided by this linear ditch/wetland meadow are sediment trapping and some minor wildlife habitat. Impact to the 100-foot buffer area will occur in previously impacted area approximately 70 feet from the wetland boundary, which is now maintained by mowing and can be mitigated by planting native shrubs and trees between the proposed disturbance and the wetland. A summary of the results of functional assessment is provided in **Table 7-1**. As shown, there is no change in the wetland functions as a result of the project because there is no direct wetland impact proposed.

Table 7-1
Wetlands Functional Model Values: Pre- and Post-Disturbance

Function	Range	Mean	Value
Biological	29–158	93	110
Hydrologic Support	6–70	36	55
Groundwater	20–68	44	56
Floodwater Storage	31–123	77	95
Water Quality Maintenance	18–98	58	75
Aesthetic	9–66	37	55
Source: Wetlands Report prepared by Ecological Solutions, LLC, September 8, 2020 (Appendix G-2)			

7.C.7. CUMULATIVE IMPACTS

The Proposed Project is currently the only development planned or proposed in the immediate area of the Project Site. Other proposed developments within the Town that have been considered within other technical analyses in the D/GEIS are located at a distance that is too far from the on-site identified wetland to influence function or pose any direct or indirect impacts. However, potential impacts and mitigation for theoretical development that could occur on the Swiss Re parcel as a result of the Proposed Zoning are expected to be similar to the Proposed Project, and in the absence of any detailed plans, are qualitatively noted below.

7.D. MITIGATION MEASURES FOR THE PROPOSED PROJECT (DEIS)

As described above, the proposed impact area (gravel emergency access drive) of the 100-foot wetland buffer is a previously disturbed area approximately 70 feet from the wetland boundary, which slopes down toward the west. The following mitigation measures are proposed to minimize the potential for impacts to the wetland area:

- The Proposed Project's impact on the on-site wetland area identified above will require a permit from the Town Board of the Town of North Castle. Mitigation measures may be required following the Town Engineer's review of the Proposed Project. Such measures include, but are not limited to, remediating activities that limit environmental damage, wetlands construction, mitigation plantings, wetland maintenance, establishment of no-mow zones, removal of invasive species, and wetland buffer enhancement;
- Implementation of a Town-approved SWPPP will mitigate erosion potential into the regulated area;
- The addition of native plantings along the proposed gravel emergency access, between the road and the wetland, will increase the functional capacity of the buffer and better protect the wetland over current conditions; ~~and~~
- ~~Elimination and minimization of fertilizer, pesticide, herbicide, fungicide, and other chemical concentrations through avoidance and containment, respectively.~~
- The Proposed Project does not include development within the Site's irrevocable conservation easement adjacent to the DEP property;
- As discussed in Chapter 2, "Project Description," the Applicant has satisfied the requirements for the revocation of that portion of the conservation easement deemed to be revocable.

However, the Proposed Project does not include any structures, roads, or drives within the revocable portion of the easement; and

- The Applicant would prohibit the use of any chemicals (fertilizers, pesticides, herbicides, fungicides, etc.) within the Project Site's identified wetland/watercourse proper and within 100 feet of this wetland/watercourse. In addition, no chemicals would be applied within 100 feet of any existing or proposed stormwater management pond or basin which permanently or periodically retains/detains stormwater.

7.E. POTENTIAL IMPACTS OF, AND MITIGATION FOR, THE PROPOSED ZONING (GEIS)

As described in Chapter 2, "Project Description," the theoretical worst-case development scenario under the Proposed Zoning, when accounting for the maximum buildout potential of both the Project Site and the adjacent Swiss Re parcel, is a total of 750 residential units and an 80-room hotel.

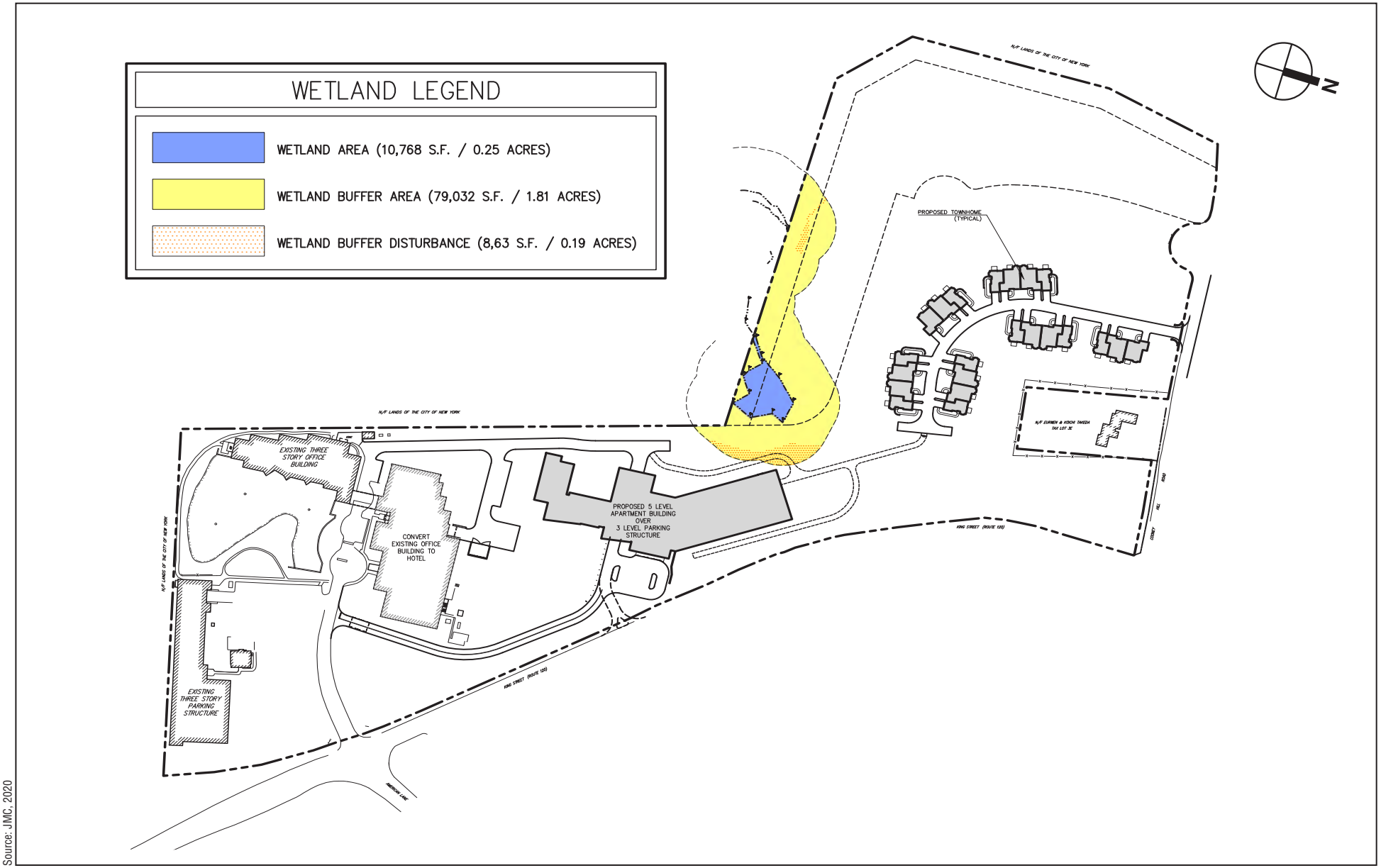
It is important to note that no specific proposal is being made at this time to effectuate the maximum hypothetical development of these two sites and any future plans would be subject to review by the Town, including a full environmental review.

As part of any maximum residential build-out of the Project Site under the Proposed Zoning, it is assumed that efforts would be made to continue to avoid direct impacts to the on-site wetland and associated buffer area.

In the absence of detailed site plans for the scenarios assumed in the GEIS, as well as a field delineation for the Swiss Re parcel's wetlands, quantified direct and indirect impacts to wetlands from the GEIS assumptions are unknown. Based on the NYSDEC Environmental Resource Mapper, the southwest corner of the Swiss Re parcel appears to contain a NYSDEC regulated wetland area. This wetland area appears to drain to the south/southwest toward the Kensico Reservoir. Any future plans on either parcel would be subject to a full environmental review by the Town, at which point the appropriate hard look at wetland impacts would take place. If, at a future date, it is determined that the potential exists for direct or indirect impacts to wetland areas, mitigation measures similar to those identified above for the Proposed Project would address those impacts.

Based on the size of the Swiss Re parcel, future development would presumably have opportunities to minimize impacts to wetlands and associated buffers. Any impacts to wetlands or associated buffers identified during a future review by the Town would require permits and mitigation at the discretion of the Town Engineer and any other agencies with jurisdiction. ✷

9.17.20

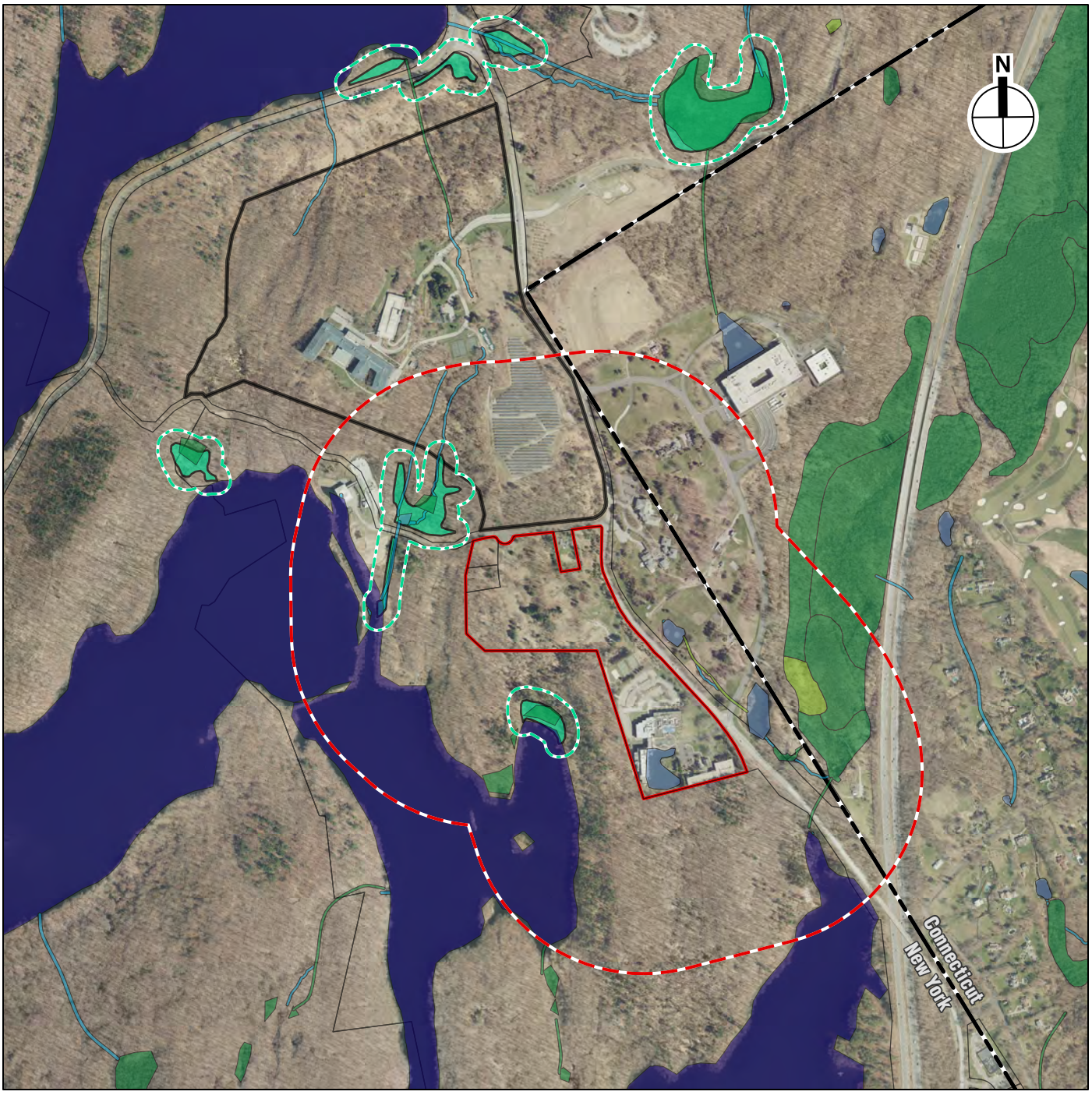


Source: JMC, 2020

Project Site Delineated Wetlands and Buffers

AIRPORT CAMPUS

Figure 7-1



6.1.20

Data source: Westchester County GIS, 2018; NYSDEC, 2014

- Project Site
- 1/4-mile Radius
- Swiss Re Parcel
- Tax Parcel Boundary
- State Line
- NYSDEC Freshwater Wetland
- 100-foot Buffer

NWI Wetlands

- Freshwater Emergent Wetland (PEM)
- Freshwater Forested/Shrub Wetland (PFO, PSS)
- Freshwater Pond (PUB, PAB)
- Lake (L)
- Riverine (R)

Regional NYSDEC and NWI Wetlands

AIRPORT CAMPUS

Figure 7-2

8.A. INTRODUCTION

This Chapter describes the current drainage patterns on the Project Site and analyzes potential impacts related to stormwater flow and infrastructure as a result of the Proposed Action and Proposed Project. Existing and proposed stormwater conditions and calculations have been summarized based on data included within the "Preliminary Stormwater Pollution Prevention Plan" (the "2020 SWPPP") prepared by the Applicant's engineer (JMC Engineering) and dated ~~February 3~~September 17, 2020 (see **Appendix E-1**).

The 2020 SWPPP is serving as an amendment to the SWPPP prepared for the Project Site's currently approved development plan (MBIA office expansion), which was approved by the Town of North Castle and NYCDEP on August 22, 2005 and amended on July 14, 2006.

As described below, with the implementation of the SWPPP and proposed stormwater management facilities, runoff rates would be reduced in all the analyzed storms from the existing condition, and no significant adverse impacts are anticipated.

8.B. EXISTING CONDITIONS

8.B.1. EXISTING STORMWATER CONDITIONS – PROJECT SITE (DEIS)

8.B.1.a. Existing Drainage Areas

The Project Site is located within the drainage basin of the adjacent Kensico Reservoir, which is under the jurisdiction of the New York City Department of Environmental Protection (NYCDEP). The major function of Kensico Reservoir is to receive water from all six Catskill and Delaware system reservoirs, and to make those waters available for the fluctuating daily consumption demands of New York City. The Kensico watershed's drainage basin is 13 square miles and includes portions of the Towns of Harrison, Mount Pleasant, North Castle and a small part of Fairfield County, Connecticut. This watershed contributes two percent, or less, of the total water volume of the existing reservoir. As the final reservoir in the Catskill/Delaware system before water enters the distribution network, the Kensico Reservoir is subject to federal water quality standards for coliforms and turbidity.[1]

The topography of the Project Site is generally moderately sloped and soils are predominately hydrologic groups B and C, which are well drained soils as classified by the United States Department of Agriculture (USDA) Soil

[1] https://www1.nyc.gov/site/dep/water/kensico-reservoir.page

Conservation Service. As discussed in detail within the 2020 SWPPP, based on the topography of the Site, the Project Site was divided into seven Existing Drainage Areas (EDA's) draining to a total of four Design Points/Design Lines (see **Figure 8-1**).

Design Point 1A (DP-1A) is located at the existing pond outlet in the southern portion of the Project Site. Design Point 1B (DP-1B) is located at the existing curb inlet (CI-84) along the King Street entrance drive. Design Line 2 (DL-2) is located south of the Project Site on the adjacent NYCDEP property. Design Line 3 (DL-3) is located along the Project Site's northeast property line.

There are numerous storm drainage facilities on the Project Site. Within EDA-1A, there are five major storm pipe systems. The first flush runoff from the parking structure is diverted to a water quality basin to the east of the existing pond, and the excess flows bypass to the existing pond. There is also a water quality basin to the west of the existing pond which treats the first-flush runoff from the southerly office building and then conveys the excess flows to the existing pond. A storm pipe system collects the runoff from the parking area to the north of the parking structure and conveys it to the existing pond. There is a large storm pipe system which collects the runoff from the parking area to the north of the northern office building and the westerly half of the northern office building roof and conveys it to the existing pond. The existing pond has a water surface area of approximately 1.2 acres and has a storage capacity of approximately 200,000 cubic feet. Discharge from the pond is controlled by one 12-inch culvert at elevation 405.40 and three 12-inch culverts at elevation 406.75. Outflow from the pond is conveyed by a 24-inch storm pipe.

Within EDA-1B, there is one major storm drainage pipe which collects the roof-top runoff from the easterly half of the northerly office building and the driveway runoff. This pipe system connects to the outflow pipe from the existing pond. Two catch basins along the west side of King Street collect the majority of the overland flow from the eastern portion of drainage area EDA-1B.

Runoff from Cooney Hill Road is directed to swales on each side of roadway. A drain inlet conveys the runoff from the south side of Cooney Hill Road under the former Weber Place through a 15-inch culvert which discharges to another swale.

8.B.1.b. On-Site and Surrounding Regulated Surface Waters

As discussed in Chapter 7, "Wetlands," there is one U.S. Army Corps of Engineers (USACE) and Town of North Castle-regulated wetland segment of approximately 0.247 acres located at the western corner of the Project Site, abutting the east/west-oriented site boundary to the south of the former Weber Place. According to the Wetlands Report (**Appendix D-2**), the northern portion of the Project Site appears to drain to the on-site wetland, where drainage enters a swale in the wetland and discharges west of the Project Site toward the Kensico Reservoir (Weber's Cove).

The Kensico Reservoir, located to the west and south of the Project Site, is the largest regulated surface waterbody within 1,000 feet of the Project Site. The reservoir is separated from the Project Site by lands under the control of NYCDEP. In addition to the observed off-site swale to the west (described above), other wetlands, watercourses, and surface waters within 1,000 feet of the Project Site's boundaries, based on a review of the New York State Department of Environmental Conservation (NYSDEC) Environmental Resource Mapper and Westchester County GIS, include the following:

- Two unregulated ponds with connecting unregulated stream on the Citigroup parcel to the east of the Project Site, which drain to the south;
- NYSDEC wetlands and associated stream in the southwestern portion of the Swiss Re parcel to the north of the Project Site, which drain to the south/southwest toward the Kensico Reservoir and away from the Project Site; and
- NYSDEC wetlands located southwest of the Project Site adjacent to the Kensico Reservoir (Weber's Cove).

A 100-year floodplain area is also located within 1,000 feet of the Project Site. The boundaries of the floodplain generally follow the perimeter of the Kensico Reservoir, which is at a lower elevation than the Project Site.

8.B.1.c. Stormwater Runoff Quantities Under Existing Conditions

The existing peak rates of runoff for the 1-, 2-, 5-, 10-, 25-, 50-, and 100-year recurrence interval storms were analyzed for the Project Site. Data from the Natural Resource Conservation Service (NRCS) and the Northeast Regional Climate Center (NRCC) was used to determine the amount of rainfall for each design storm (see **Table 8-1**).

The peak rates of runoff to each Design Point for each modeled storm event are shown in **Table 8-2**. The volume of runoff to each Design Point from each modeled storm event is shown in **Table 8-3**.

Table 8-1
24-Hour Rainfall Amounts

Design Storm Recurrence Interval	Inches of Rainfall
1 Year	2.80
2 Year	3.43
5 Year	4.31
10 Year	5.13
25 Year	6.46
50 Year	7.69
100 Year	9.17
Source: JMC; NRCS and NRCC data	

Table 8-2
Summary of Existing Peak Rates of Runoff

Storm Recurrence Interval	DP-1A (cfs)	DP-1B (cfs)	DL-2 (cfs)	DL-3 (cfs)
1 Year	1.36	6.26	10.94	1.00
2 Year	2.02	8.91	17.32	1.89
5 Year	3.25	13.26	28.25	3.56
10 Year	5.48	17.26	38.73	5.23
25 Year	11.98	24.21	57.53	8.34
50 Year	17.27	30.32	74.45	11.22
100 Year	20.56	37.96	96.44	14.96

Note: cfs = cubic feet per second
Source: JMC

Table 8-3
Summary of Existing Peak Volumes of Runoff

Storm Recurrence Interval	DP-1A (cf)	DP-1B (cf)	DL-2 (cf)	DL-3 (cf)
1 Year	73,861	25,487	51,473	5,806
2 Year	101,598	35,780	77,302	9,487
5 Year	155,270	52,851	122,148	16,210
10 Year	207,410	68,872	165,731	22,997
25 Year	303,066	97,302	245,356	35,790
50 Year	391,321	122,781	318,368	47,814
100 Year	484,993	155,261	412,928	63,661

Note: cf = cubic feet
Source: JMC

8.B.1.d. Pollutant Loading Analysis Under Existing Conditions

A stormwater pollutant loading analysis was performed for each drainage area under existing conditions. The pollutants analyzed were Total Suspended Solids (TSS) total phosphorus (TP), total nitrogen (TN), Biochemical Oxygen Demand (BOD), and Fecal Coliform (FC). Pollutant loading rates from Table 2.6 of the publication "Fundamentals of Urban Runoff Management," dated August 1994, were utilized to calculate the estimated loads in pounds per year. The Pollutant Loading Coefficient Method was utilized to calculate the estimated loads. The estimated annual load from each of the existing drainage areas is shown in **Table 8-4**.

Table 8-4
Stormwater Pollutant Summary (lbs/year) – Existing Conditions

	Pollutant				
Drainage Area	TSS	TP	TN	BOD	FC (no./yr.)
DP-1A	1,406	2.79	27.1	666	4.1 E+10
DP-1B	2,208	2.58	19.7	567	1.6 E+11
DL-2	4,730	3.92	56.2	802	5.0 E+11
DL-3	670	0.87	8.0	158	4.7 E+10

Source: JMC

8.B.2. EXISTING CONDITIONS OF THE DOB-20A DISTRICT (GEIS)

The remaining DOB-20A district parcels, including the adjacent Swiss Re parcel, have drainage characteristics similar to the Project Site. Due to existing topography, most runoff from these properties flows towards on-site stormwater management facilities, surrounding roadways (including King Street) or the Kensico Reservoir. Drainage from surrounding developed parcels within the DOB-20A district are not tributary to the Project Site. As described in Section 8.B.1.b above, there are a number of unregulated streams, swales, and storage ponds within 1,000 feet of the Project Site that are part of the surrounding DOB-20A stormwater management infrastructure. A site-specific drainage study for the adjacent Swiss Re parcel is not currently available. However, as noted above, and based on a review of available online mapping applications, there are wetland areas and a stream on the Swiss Re parcel which drain to the south/southwest toward the Kensico Reservoir and away from the Project Site.

8.C. POTENTIAL IMPACTS OF THE PROPOSED PROJECT (DEIS)

8.C.1. IMPERVIOUS AREA OF THE PROPOSED PROJECT

The Proposed Project would construct several new improvements, including a new multifamily residential building, new townhomes, and associated site infrastructure, including roads. To calculate the amount of new impervious land coverage that would result from the Proposed Project, it is important to briefly outline the Project Site's previous project and stormwater approvals history. As described in Chapter 2, "Project Description," the Project Site has received two separate but related SWPPP and site plan approvals from the Town since 2005, both of which remain in full effect. The first approval was granted for the Project Site's currently approved development plan (MBIA office expansion). Subsequent site plan and SWPPP approvals were granted by the Town for the expansion of the existing 43-space parking area located adjacent to the farmhouse in the southern portion of the Project Site. The Applicant's 2020 SWPPP for the Proposed Project is serving as an amendment to the SWPPP for the currently approved development plan, which was approved by the Town and NYCDEP on August 22, 2005 and amended on July 14, 2006. In addition to the Proposed Project, the 2020 SWPPP also accounts for the 43-space parking expansion in the southern portion of the Project Site, which has current site plan and SWPPP approvals.

As shown in **Table 8-5**, the currently approved site plans and SWPPPs allow for 10.51 acres of impervious surface on the Project Site. The Proposed Project, however, would result in only 9.96 acres of impervious surface on the Project Site. As such, the Proposed Project would not result in an increase in impervious surface when compared to the currently approved site plans.

Table 8-5
Gross Land Coverage Comparison

Project Site Condition	Total Gross Impervious Land Coverage (acres)
Currently Approved Development Plan (MBIA Expansion)	9.93*
Currently Approved Southern Surface Parking Lot Expansion	0.58*
Total Currently Approved Impervious Areas	**10.51**
Proposed Project with Southern Surface Parking Expansion	**9.96**

Notes:
Total Project Site area = 37.78 acres.
Total gross land coverage includes buildings (including parking structures), roads, parking lots, sidewalks, patios, and gravel driveways.
* Separate SWPPP and site plan approvals are currently in place with the Town of North Castle for the MBIA expansion and parking lot expansion.
Source: JMC Engineering

In a letter to the Applicant's engineer dated August 31, 2020, NYCDEP stated that the Proposed Project will be reviewed as an amendment to the currently approved development plan using the standards of the currently approved SWPPP (see **Appendix E-1)**. NYCDEP noted that all newly proposed impervious surfaces must be captured and treated and must receive runoff reduction. The 2020 SWPPP has been prepared to meet these requirements, as described below.

8.C.2. STORMWATER PERMITS REQUIRED

The 2020 SWPPP has been designed to ensure that the quantity and quality of stormwater runoff during and after development are not substantially altered from pre-development conditions. As a result of its implementation, and as discussed more thoroughly below, it is expected that there will be no significant adverse impact on downstream properties and watercourses, including the adjacent New York City watershed lands, the Kensico Reservoir, and its floodplain and related wetlands.

The following permits/approvals related to stormwater management would be required in connection with the Proposed Project:

- State Pollution Discharge Elimination System (SPDES) General Permit from NYSDEC;
- Water Withdrawal Permit from NYSDEC; and
- SWPPP approval from NYCDEP and the Town of North Castle.

8.C.3. RUNOFF RATES AND VOLUMES

As shown on **Figure 8-2**, two stormwater management areas have been designed to manage the Proposed Project's stormwater. Stormwater Management Area 1 (SMA 1) would consist of a pocket pond that would have a water surface elevation of 405.50 and provide approximately 23,500 cubic feet of wet storage. SMA 1 would be located in the southern portion of the Project Site, between the northernmost office building (proposed hotel) and the proposed multifamily building. The proposed storm pipes downstream of the pond have been sized to convey the 100-year flow. The required water quality volume for the area entering the pond, which is the runoff from the 1-year, 24-hour storm, is ~~20,249~~18,283 cubic feet. The proposed pond in SMA 1 has been designed to provide

approximately 1.16 times the required water quality volume. The 1-year, 24-hour storm would be detained for ~~26.10~~27.53 hours.

An additional stormwater management area has been designed to manage the stormwater from the southern portion of the proposed easterly driveway for the multifamily residential building. Stormwater runoff would be collected by a grated top hydrodynamic structure WQS-A-4 (FD-4HC by HydroInternational) where pretreatment of 100 percent of the water quality flow is provided. The pretreated runoff is conveyed to the proposed subsurface infiltration system (SMA 1B) consisting of ~~15~~9 MC-~~3500~~4500 StormTech chambers. The bottom of the stone will be at elevation ~~399.50~~395.75 and the bottom of the chambers will be at ~~400.25~~396.50. Based on deep hole test pits observed by JMC, this system meets the separation required between bedrock and groundwater. ~~Initially, the collected stormwater~~ The runoff ~~will enter the systems isolator row, which is a row of chambers that have a double layer of woven geotextile between the bottom of the chambers and the foundation stone, which provides a filter media that captures TSS and debris prior to the stormwater runoff being conveyed to the rest of the chambers. The 1-yr 24-hour storm event (total water quality~~reduction volume ~~)~~ will be retained within the chambers and infiltrated. Outlet control structure OCS-A-2 with a ~~two-foot~~three inch long weir at elevation ~~403.75~~399.25 would slowly release the detained runoff from the higher storm events into an outlet pipe that would connect to existing CI 40. A infiltration rate of >20 in/hr was observed during field testing, a conservative infiltration rate of ~~5~~10 in/hr was used in this design

Stormwater Management Area 2 (SMA 2) would consist of a micropool and forebay connected by a riprap pilot channel. SMA 2 would be located in the northern portion of the Project Site, southwest of the proposed townhomes. The proposed forebay would provide 13 percent of the required water quality volume, the micropool would provide 35 percent, and the remaining volume would be provided by extended detention. The required water quality volume for the contributing drainage area is 35,671 cubic feet. The water quality volume provided by the forebay, micropool, and extended detention is 46,675 cubic feet. The 1 year, 24-hour storm would be detained for 34.55 hours. The proposed micropool would have a water surface elevation of 406.50 and a 12 foot wide, 18-inch deep aquatic bench. SMA 2 would be planted with trees, shrubs, herbaceous plants, and wild flowers as described in the SWPPP. A 2-inch orifice at elevation 406.50 and two 2.25-foot vertical rectangular weirs at elevation 409.15 would control the outflow from the basin.

As demonstrated in the 2020 SWPPP, the stormwater design of the Proposed Project would result in a reduction the rate of stormwater exiting the Project Site for each modeled storm event when compared to the existing condition.

With the exception of DP-1B in the southern portion of the Project Site, there would also be reductions in the volume of stormwater exiting the Project Site for each modeled storm event when compared to the existing condition. However, when DP-1A and DP-1B are added together, there are reductions in the volume of stormwater for all modeled storm events, except for a small increase in the 2-year storm.

Table 8-6 and Table 8-7 summarize the percent change between existing and proposed conditions for runoff rates and volumes.

Table 8-6
Proposed Peak Runoff Rates

Design Point	Storm Recurrence Interval	Existing Peak Runoff Rate (cfs)	Proposed Peak Runoff Rate (cfs)	Percent Change (%)
DP-1A	1-year	1.36	0.91	-33
	2-year	2.02	1.42	-29
	5-year	3.25	2.60	-20
	10-year	5.48	3.65	-33
	25-year	11.98	8.44	-29
	50-year	17.27	14.65	-15
	100-year	20.56	19.37	-6
DP-1B	1-year	6.26	4.39	-30
	2-year	8.91	6.86	-23
	5-year	13.26	11.26	-15
	10-year	17.26	15.09	-13
	25-year	24.21	22.68	-6
	50-year	30.32	29.39	-3
	100-year	37.96	37.58	-1
DL-2	1-year	10.94	3.23	-70
	2-year	17.32	5.26	-70
	5-year	28.25	9.02	-68
	10-year	38.73	14.75	-62
	25-year	57.53	32.10	-44
	50-year	74.45	48.17	-35
	100-year	96.44	70.00	-27
DL-3	1-year	1.00	0.58	-42
	2-year	1.89	1.29	-32
	5-year	3.56	2.74	-23
	10-year	5.23	4.27	-18
	25-year	8.34	7.20	-14
	50-year	11.22	9.97	-11
	100-year	14.96	13.62	-9

Note: cfs = cubic feet per second
Source: JMC

Table 8-7
Proposed Runoff Volumes

Design Point	Storm Recurrence Interval	Existing Peak Runoff Volume (cf)	Proposed Peak Runoff Volume (cf)	Percent Change (%)
DP-1A	1-year	73,861	45,438	-38
	2-year	101,598	67,296	-34
	5-year	155,270	105,787	-32
	10-year	207,410	143,765	-31
	25-year	303,066	221,008	-27
	50-year	391,321	296,322	-24
	100-year	484,993	390,816	-19
DP-1B	1-year	25,487	35,567	+40
	2-year	35,780	50,286	+41
	5-year	52,851	74,674	+41
	10-year	68,872	97,537	+42
	25-year	97,302	138,087	+42
	50-year	122,781	174,451	+42
	100-year	155,261	220,890	+42
DL-2	1-year	51,473	50,130	-3
	2-year	77,302	74,198	-4
	5-year	122,148	116,117	-5
	10-year	165,731	156,661	-5
	25-year	245,356	230,471	-6
	50-year	318,368	297,983	-6
	100-year	412,928	385,291	-7
DL-3	1-year	5,806	4,217	-27
	2-year	9,487	7,378	-22
	5-year	16,210	13,380	-17
	10-year	22,997	19,607	-15
	25-year	35,790	31,613	-12
	50-year	47,814	43,100	-10
	100-year	63,661	58,430	-8

Note: cf = cubic feet
Source: JMC

8.C.4. POLLUTANT LOADING ANALYSIS WITH PROPOSED PROJECT

Using the same methodology outlined above for the existing conditions, a stormwater pollutant loading analysis was performed for each drainage area with the Proposed Project. The percent change in estimated annual pollutant load between existing and proposed conditions for each drainage area is shown in **Table 8-8**.

Table 8-8
Annual Stormwater Pollutant Loading – Existing to Proposed

Design Point	Pollutant	Existing Conditions	Proposed Conditions	Percent Change (%)
DP-1A	TSS	1,406 lbs/year	1,144 lbs/year	-18.6
	TP	2.79 lbs/year	2.39 lbs/year	-14.3
	TN	27.1 lbs/year	22.2 lbs/year	-18.1
	BOD	666 lbs/year	617 lbs/year	-7.4
	FC	4.1 E+10 no/year	3.4 E+10	-17.1
DP-1B	TSS	2,208 lbs/year	1,892 lbs/year	-14.3
	TP	2.58 lbs/year	2.50 lbs/year	-3.0
	TN	19.7 lbs/year	22.6 lbs/year	+14.7
	BOD	567 lbs/year	588 lbs/year	+3.7
	FC	1.6 E+11 no/year	1.7 E+11 no/year	+1.9
DL-2	TSS	4,730 lbs/year	2,501 lbs/year	-47.1
	TP	3.92 lbs/year	2.99 lbs/year	-23.7
	TN	56.2 lbs/year	50.3 lbs/year	-10.5
	BOD	802 lbs/year	662 lbs/year	-17.5
	FC	5.0 E+11 no/year	3.2 E+11 no/year	-36.0
DL-3	TSS	670 lbs/year	637 lbs/year	-4.9
	TP	0.87 lbs/year	0.57 lbs/year	-34.5
	TN	8.0 lbs/year	8.7 lbs/year	+8.8
	BOD	158 lbs/year	99 lbs/year	-37.3
	FC	4.7 E+10 no/year	4.7 E+10 no/year	0

Notes: lbs/year = pounds per year; no./year = number per year
Source: JMC Engineering

As shown above, for most pollutants in most of the PDAs, implementation of the 2020 SWPPP would reduce the pollutant loading in the Site's stormwater runoff. Increases in TN (~~16.2~~14.7 percent), BOD (~~6.78~~3.7 percent) and FC (~~3~~1.9 percent) are estimated to occur at DP-1B with the Proposed Project. Increases in TN (8.8 percent) are also estimated to occur at DL-3 with the Proposed Project. However, when DP-1A and DP-1B are added together, there are reductions in pollutant loading.

The primary causes of this increase in pollutant loading are lawn fertilizers and pet/animal wastes, which are common in residential developments and not considered significant when properly handled and treated through on-site stormwater best management practices. The stormwater management infrastructure proposed in the 2020 SWPPP has been designed to address this predicted increase in pollutant loading, and in the Applicant's opinion, receiving surface water bodies would not be adversely affected.

The introduction of impervious surfaces and landscaping to the Project Site has the potential to result in short- and long-term impacts related to the use of fertilizers, pesticides, herbicides, fungicides, and other chemicals. As discussed in Chapter 6, "Vegetation and Wildlife," the integrated pest management plan (IPM) currently in place for the Project Site's existing office uses would be expected to remain in the Future with the Proposed Project and would be modified during a future site plan approval based on a final site design. Fertilizer, pesticides, and other lawn care or landscaping products would be handled, stored, and applied in strict conformance with the manufacturer's guidelines.

With regard to groundwater, as described in the SWPPP, potential impacts would be addressed through the use of infiltration systems to treat the runoff volume and provide additional water quality and runoff volume reduction.

8.C.5. POTENTIAL CONSTRUCTION PERIOD STORMWATER IMPACTS

As described in the SWPPP and Chapter 17, "Construction," potential impacts associated with construction activities include sediment deposition and erosion and the potential for causing turbidity within receiving waterbodies, specifically the Kensico Reservoir which is part of the New York City watershed and regulated by NYCDEP. To avoid an adverse impact from soil erosion, the Applicant's engineer has designed mitigation measures that would conform to the requirements of NYSDEC State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges Associated with Construction Activity Permit No. GP-0-20-001, the "New York State Standards and Specifications for Erosion and Sediment Control," dated July 2016, and Chapter 267, "Stormwater Management," of the Town Code. The permit requires that projects disturbing more than 1 acre of land develop a SWPPP containing both temporary erosion control measures during construction and post-construction stormwater management practices to avoid flooding and water quality impacts in the long term.

The Applicant's engineer developed a Preliminary SWPPP (see **Appendix E-1**) and ESCP (see **Appendix E-2**) that depicts the measures that would be implemented to control erosion during construction and reduce the potential for sediment to leave the Site. These measures include stabilized construction accesses (SCAs); the limit of disturbance beyond which no soil disturbance is to occur; and the installation of silt fencing, temporary sediment basins, inlet protection, and other measures, which would be used throughout the construction period to minimize the potential for erosion and sedimentation impacts from construction of the Proposed Project. In addition, a continuing maintenance program will be implemented for the control of sediment transport and erosion control after construction and throughout the useful life of the project.

8.C.6. CONSIDERATION OF CUMULATIVE IMPACTS

As discussed in Chapter 3, "Land Use, Zoning, and Public Policy," the only planned development in the immediate area of the Project Site that has the potential to impact stormwater infrastructure proximate to the Project Site is the proposed Eagle Ridge project, which involves a zoning petition to allow the development of new townhomes and a hotel (with apartments above) on a 32.5 acre site at North Castle Drive and Route 22. The DEIS and SWPPP have been prepared for the Eagle Ridge project and both are currently undergoing review by the Town. Unlike the Project Site which is partially developed, the Eagle Ridge site is vacant and contains no existing stormwater infrastructure. Drainage from the Eagle Ridge site is not tributary to the Project Site, and implementation of the proposed SWPPP for Eagle Ridge would be expected to mitigate stormwater flows from the new impervious areas proposed for that project.

8.D. MITIGATION MEASURES FOR THE PROPOSED PROJECT (DEIS)

As summarized above, and presented in more detail in the 2020 SWPPP in **Appendix E-1**, the Proposed Project utilizes a variety of practices to enhance stormwater quality and reduce peak rates of runoff associated with the Proposed Project. With the implementation of the 2020 SWPPP

and proposed stormwater management facilities described above, runoff rates would be reduced in all the analyzed storms from the existing condition.

As discussed above, the IPM currently in place for the Project Site's existing office uses would be expected to remain in the Future with the Proposed Project. Through the SWPPP, any increases in pollutant concentrations resulting from the use of fertilizers, pesticides, herbicides, fungicides, and other chemicals are not considered significant and would be appropriately handled on-site. Furthermore, the Applicant would prohibit the use of any chemicals (fertilizers, pesticides, herbicides, fungicides, etc.) within the Project Site's identified wetland watercourse proper and within 100 feet of this wetland/watercourse. In addition, no chemicals would be applied within 100 feet of any existing or proposed stormwater management pond or basin which permanently or periodically retains/detains stormwater.

To the extent feasible and practicable, enhanced treatment and green infrastructure practices would be employed at the Project Site in conjunction with the SWPPP. For example, the Applicant is considering green roof areas for the proposed multifamily building's parking structure.

~~As~~The Applicant agrees to pay the customary Engineering Inspection Fee to cover the cost of the Town's Consulting Engineer's inspections. It should be noted that since the Proposed Project is within the New York City East of Hudson Watershed, NYCDEP approval of the SWPPP will be required, and as such, erosion and sediment control inspections will be required twice per week. This will ensure that potential erosion and sediment control issues are identified and addressed in a timely manner.

In the Applicant's opinion, implementation of the above measures would provide water quantity and quality enhancements that exceed the regulatory requirements, and therefore stormwater runoff from the Proposed Project is not anticipated to have a significant adverse impact to the Project Site or downstream areas.

8.E. POTENTIAL IMPACTS OF, AND MITIGATION FOR, THE PROPOSED ZONING (GEIS)

As described in Chapter 2, "Project Description," the theoretical maximum development scenario under the Proposed Zoning, when accounting for the maximum buildout potential of both the Project Site and the adjacent Swiss Re parcel, is a total of 750 residential units and an 80-room hotel.

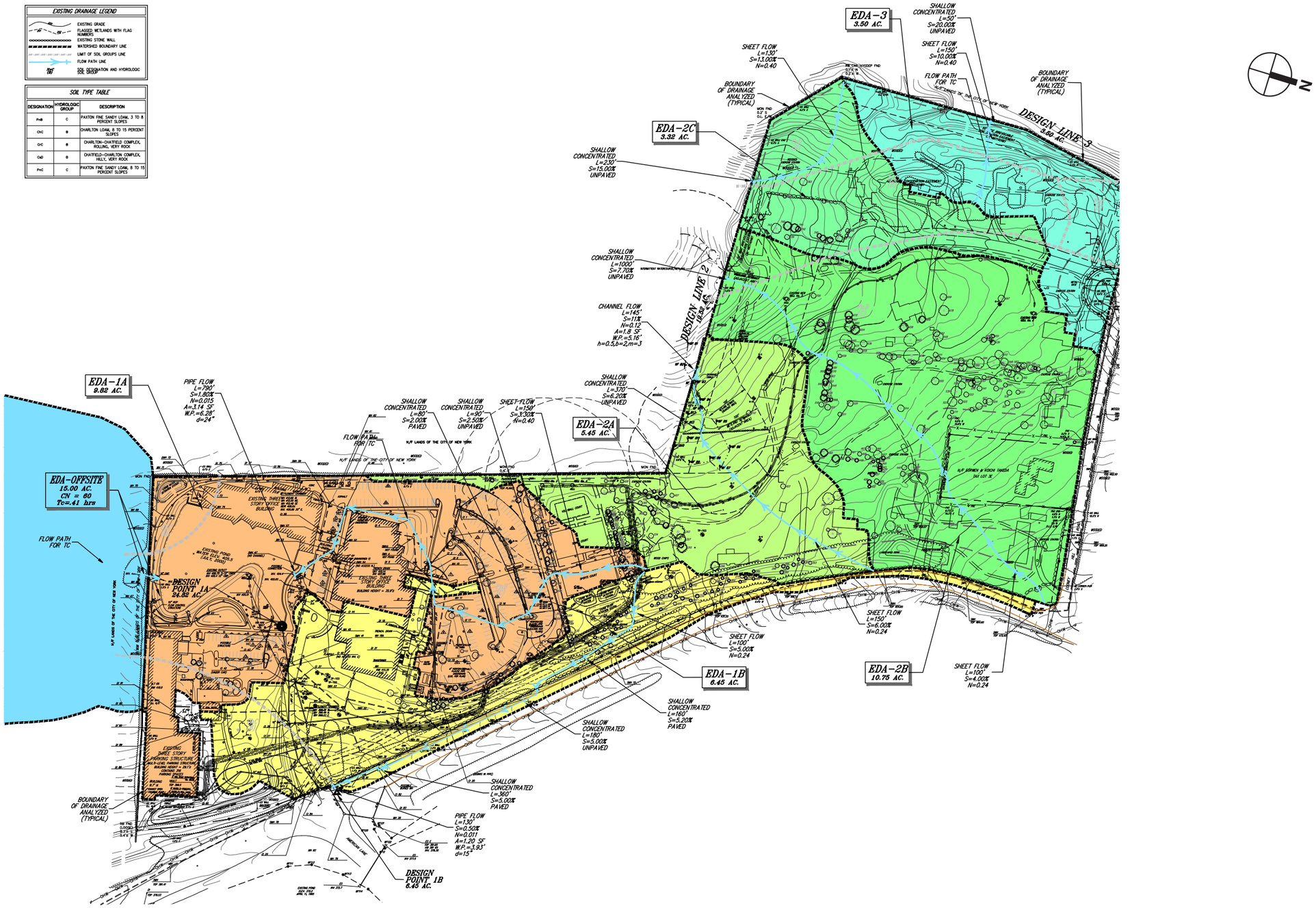
It is important to note that no specific proposal is being made at this time to effectuate the maximum hypothetical development of these two sites and any future plans would be subject to review by the Town, including a full environmental and stormwater review.

Detailed site plans and a SWPPP for the hypothetical program assumed in the GEIS are not available, and the phasing/duration of construction is also unknown at this time. However, due to the type of new construction practices anticipated to effectuate a mixed-use residential/hotel development, and the distance to the Kensico Reservoir, the potential exists for impacts similar to those identified for the Proposed Project related to stormwater management and erosion/sediment control. Increases to impervious surfaces are likely, and would be dependent on the siting and orientation of development. Measures to mitigate these potential impacts would be similar to those identified for the Proposed Project (i.e., a full SWPPP and ESCP), and would be based on the site plan(s) being proposed.

Any future plans on either parcel would be subject to site plan review as well as a full environmental/stormwater review by the Town. In addition, since concurrent construction activities at both parcels cannot be ruled out, cumulative impacts would need to be considered and appropriately coordinated among the developers, the Town, and other interested/involved agencies in the event of concurrent construction. Cumulative impacts on the surrounding area related to stormwater are of particular importance if such concurrent construction was to take place and would be evaluated at the time of site plan approvals based on detailed site plan applications. ✷

EXISTING DRAINAGE LEGEND	
	EXISTING GRADE
	FLAGGED WETLANDS WITH FLAG NUMBERS
	EXISTING STONE WALL
	WATERSHED BOUNDARY LINE
	LIMIT OF SOIL GROUPS LINE
	FLOW PATH LINE
787	SOIL DESIGNATION AND HYDROLOGIC GROUP

SOIL TYPE TABLE		
DESIGNATION	HYDROLOGIC GROUP	DESCRIPTION
PnB	C	PAXTON FINE SANDY LOAM, 3 TO 8 PERCENT SLOPES
ChC	B	CHARLTON LOAM, 8 TO 15 PERCENT SLOPES
CrC	B	CHARLTON–CHATFIELD COMPLEX, ROLLING, VERY ROCK
CsD	B	CHATFIELD–CHARLTON COMPLEX, HILLY, VERY ROCK
PnC	C	PAXTON FINE SANDY LOAM, 8 TO 15 PERCENT SLOPES



Source: JMC, 2020

AIRPORT CAMPUS

Project Site - Existing Drainage Area Map

Figure 8-1

PROPOSED DRAINAGE LEGEND

- EXISTING GRADE
- PROPOSED FINISHED GRADE
- FLAGGED WETLANDS WITH FLAG NUMBERS
- PROPOSED DITCH OR SWALE
- EXISTING STONE WALL
- WATERSHED BOUNDARY LINE
- LIMIT OF SOIL GROUPS LINE
- SOIL DESIGNATION AND HYDROLOGIC SOIL GROUP
- FLOW PATH LINE
- PROPOSED BUILDING LINE
- PROPOSED CONCRETE CURB
- PROPOSED MANHOLE (MH)
- EXISTING DRAIN INLET
- PROPOSED YARD INLET (YI)
- PROPOSED DRAIN INLET (DI)
- PROPOSED COMBINATION INLET (CI)
- PROPOSED END SECTION (ES)
- RIP RAP ENERGY DISSIPATOR

SOIL TYPE TABLE

DESIGNATION	HYDROLOGIC GROUP	DESCRIPTION
PnB	C	PAXTON FINE SANDY LOAM, 3 TO 8 PERCENT SLOPES
ChC	B	CHARLTON LOAM, 8 TO 15 PERCENT SLOPES
CrC	B	CHARLTON-CHATFIELD COMPLEX, ROLLING, VERY ROCK
CrD	B	CHATFIELD-CHARLTON COMPLEX, HILLY, VERY ROCK
PnC	C	PAXTON FINE SANDY LOAM, 8 TO 15 PERCENT SLOPES

Source: JMC, 2020

Project Site - Proposed Drainage Area Map

Figure 8-2

9.A. INTRODUCTION

This Chapter assesses the potential impacts of the Proposed Action related to water supply and sanitary wastewater, including summaries of the Well Yield Report prepared by WSP USA, Inc. (the WSP report) dated ~~January 30,~~July 2020 (**Appendix F-1**) and *{the forthcoming sanitary sewer capacity report}*.

The Proposed Project is anticipated to generate approximately 58,600 gallons per day (gpd) of potable water demand, approximately 32,500 gpd more than what would be generated by the full occupancy of the Project Site's existing office buildings (26,100 gpd), and approximately 12,300 less than what would be generated by the Project Site's currently approved development plan (70,900 gpd). Studies completed by WSP indicate that adequate water ~~supplyis~~supply is available to serve the Proposed Project. The preliminary utility plan for the Proposed Project is provided in **Figures 9-1a and 9-1b**. Water would be supplied by on-Site wells and sanitary sewage would connect to the existing 8-inch public sewer main on the Project Site, which drains to the southwest. The design of the water and sewer systems would be subject to the review and approval of the Town of North Castle Engineering Department and the Westchester County Department of Health~~,~~ (WCDH), and the New York City Department of Environmental Conservation (NYSDEC) for the proposed sanitary system improvements.

9.B. EXISTING CONDITIONS

9.B.1. WATER SUPPLY

9.B.1.a. Existing Water Withdrawal Infrastructure Serving the Project Site (DEIS and GEIS)

The Project Site is not located within any of the Town of North Castle's water districts. There are six wells on the Project Site, referred to as Wells 3, 4, 5, 6, 7, and 8 (see **Figure 9-2**). Water for the existing development on the Project Site is currently supplied by four of these wells (Wells 3, 4, 5, and 6). In 2018, Wells 3, 6, 7, and 8 underwent zone hyrdofracks in order to "clear and open the water-bearing fractures in the wells to improve the well yields" (see the Well Yield Summary prepared by WSP in **Appendix F-1**~~.~~)). Following the hydrofracks, individual 24-hour yield tests were performed on the four wells. While some water-level interference was measured between the wells during the yield tests, there was significant available drawdown in all of the wells at the end of the tests. According the Applicant's hydrogeological consultant, this available drawdown will likely offset the interference effects between the wells under simultaneous pumping conditions. Based on these yield tests, which included measurements of well drawdown at other on-Site wells, as well as historical pumping data, the Applicant's hydrogeological consultant

estimated the yields of the wells under simultaneous pumping conditions to be 71 gallons per minute (gpm) to 84 gpm with the best well out of service (see **Table 9-1**). This corresponds to 102,240 gallons per day (gpd) to 120,960 gpd of capacity available for the Proposed Project with the best well out of service.

Table 9-1
Estimated on-Site Well Yield

Well Name	Well Yield (gallons per minute)
Well 3	20–25
Well 4	7–9
Well 6	14 –15
Well 7	30–35
Well 8	40–50
Combined Yield	111–134
Combined Yield with Best Well Out of Service	**71–84**

Note: Existing Well 5 is not included in the estimates above as it is not proposed for use in the Future with the Proposed Project owing to its location near a proposed stormwater management area.
Source: WSP (see **Appendix F-1**)

9.B.1.b. Existing Water Demand (Full Occupancy of Office Buildings)

Full occupancy of both existing office buildings for office use would be expected to generate a combined water and wastewater demand of approximately 26,100 gpd (see **Table 9-2**).

Table 9-2
Water and Wastewater Demand – Current Conditions

Use	Units	Usage Rate (gpd / unit)	Overall Usage
Office	261,000 square feet	0.1	26,100
		Total	**26,100**

Source: Provided by JMC based on NYSDEC "Design Standards for Wastewater Treatment Works," 1998.

9.B.1.c. Existing Conditions of the DOB-20A District

Figure 9-3 shows the aquifers located near the Project Site. The Proposed Project will draw water from the underlying bedrock aquifer. Based on available information, the nearby Swiss Re property, Citigroup property and the residential home at 3 Cooney Hill Road also draw water from the bedrock aquifer. The Greenwich American property has two sand and gravel wells, which draw water from the sand and gravel aquifer on the Connecticut side of the property. Water withdrawal infrastructure and current system yields information is not currently available for the above-referenced wells. The information would need to be provided by those entities.

The closest off-Site well within the DOB-20A district is on the residential property at 3 Cooney Hill Road adjacent to the northeast corner of the Project Site. Other nearby DOB-20A district properties including Swiss Re and Citigroup also utilize private wells. As discussed below, these properties (in addition to others outside of the DOB-20A district) ~~are proposed to be~~have

been solicited for inclusion in an off-Site well monitoring program as part of the proposed 72-hour pumping test program that would ~~occur as part of site plan approval to~~ assess for potential pumping-related effects on ~~offsite~~off-Site wells located near the Project Site.

9.B.2. SANITARY SEWER

{forthcoming}

9.C. POTENTIAL IMPACTS OF THE PROPOSED PROJECT (DEIS)

9.C.1. POTENTIAL IMPACTS - WATER SUPPLY

9.C.1.a. Average Daily Water Demand for the Proposed Project

The Proposed Project would be expected to generate an average potable water demand of approximately 58,600 gpd (see **Table 9-3**). Water for on-Site irrigation would continue to be sourced from the existing on-Site pond. Water for fire suppression would be sourced from on-site water storage, as discussed below. The on-Site pond would also be available for fire suppression if needed.

Table 9-3
Water and Wastewater Demand – Proposed Project

Use	Units	Usage Rate (gpd / unit)	Overall Usage
Office	500 employees	12	6,000
Hotel	125 rooms	110	13,750
Restaurant (Hotel)	150 seats	28	4,200
Multifamily	249 bedrooms	110	27,390
Townhome	66 bedrooms	110	7,260
		Total	**58,600**

Sources: Provided by JMC based on "New York State Design Standards for Intermediate Sized Wastewater Treatment Systems," 2014. Usage rate is reduced by 20 percent for use of water-saving plumbing fixtures.

9.C.1.b. Proposed Water Supply System

The potable water system for the Proposed Project will be comprised of Wells 3, 4, 6, 7 and 8. As shown in **Figure 9-1a**, the wells would be connected as part of the new water supply system. No off-site construction or construction within any easements of adjacent property owners would be required. Regulatory requirements dictate that the on-Site wells must be able to provide at least twice the average daily water demand with the best well not in service. As stated above, with the best well out of service, the Project Site can likely provide 102,240 gpd to 120,960 gpd, which is sufficient to accommodate the Proposed Project's 58,600 gpd average water demand. Therefore, no significant adverse impacts to water supply would be expected as a result of the Proposed Project.

Construction and operation of the water supply system for the Proposed Project would require approvals from the Westchester County Department of Health and the New York State Department of Environmental Conservation.

The Applicant would seek these approvals during the site plan and building permit phases of the Proposed Project. The potential impacts of constructing the water system infrastructure are included in the analyses in Chapter 17, "Construction."

9.C.1.c. Provisions for Fire Protection

The Proposed Project's buildings would include sprinkler systems for fire protection. Based on information provided by the Applicant's engineer and hydrogeological consultant, a fire flow of 1,063 gpm for a two hour duration was estimated for the Proposed Project. In accordance with WCDH requirements, the required additional storage would be 125,020 gallons.

Adequate water capacity for fire protection would be provided based on the final site plan and final building design. These features may include water storage and/or booster pumps and would be subject to the review and approval of the Town as part of a final site plan approval. It is anticipated that water storage would be provided within the proposed multifamily building.

9.C.1.d. Groundwater Supply

A groundwater recharge assessment for the bedrock aquifer underlying the Project Site has been completed. Groundwater in a bedrock aquifer is continually being replenished by precipitation within the local watershed and infiltration from surface water. Some of the water infiltrating the soil zone (i.e. overburden) percolates downward to recharge the bedrock groundwater. The Project Site and surrounding area is underlain by glacial till over metamorphic gneiss bedrock. Published precipitation recharge values for bedrock in Westchester County average at 8.45-inches annually (Wolcott and Snow, 1995) or about 628 gpd/acre (gallons per day per acre). Additionally, surface water from the adjacent Kensico Reservoir likely contribute a significant amount of recharge to the underling bedrock aquifer. (However, only precipitation recharge has been included in the calculations below.)

The bedrock aquifer underlying the Project Site extends beyond the Site boundary and groundwater in the bedrock moves along bedrock contacts, faults, joints, and fractures. Therefore, groundwater recharge within the Project Site's watershed will contribute to the yield potential of wells that draw water from these features.

A watershed recharge area for the bedrock underlying the Project Site is shown on **Figure 9-4**. The watershed has been delineated using the USGS streamstats application based on the surface topography, providing a conservative estimate of the recharge area. Using the watershed area of 282.2 acres and the recharge value of 628 gpd/acre, the combined average recharge for the bedrock aquifer would be 177,220 gpd or about 123 gpm.

During periods of extreme drought, the precipitation recharge rate would decrease. In the driest year in 30, defined as an extreme drought with a 3.3-percent probability of recurrence, the precipitation would decrease to approximately 32.9 inches based on data from the nearby Westchester County AP station. This is about 67 percent of the average annual precipitation of 49.35 inches per year. If recharge declines at the same rate as precipitation,

the recharge during a period of extreme drought would be 67 percent of the average or approximately 118,740 gpd or 82.5 gpm.

The normal and drought condition recharge values calculated above only consider precipitation recharge to the watershed area. Surface water from the nearby Kensico Reservoir would also provide an additional source of continuous recharge to the underlying bedrock aquifer. Therefore, the recharge values calculated based on this desktop evaluation are, in the Applicant's opinion, very conservative.

A 72-hour pumping test will confirm whether adequate recharge is available to support the planned water withdrawal. A 72-hour pumping test plan has been designed based on the December 2019 NYSDEC "Recommended Pumping Test Procedures for Water Withdrawal Permit Applications", the New York State Department of Health (NYSDOH) Sanitary Code Part 5, subpart 5-1 Appendix 5-D and the DEIS Scoping Document. The plan was submitted to WCDH and the NYSDEC for review and comment. The NYSDEC reviewed and approved the plan with no comments provided. The WCDH provided the following comments:

- All properties within 2,000 feet of the proposed test wells should be solicited for inclusion in the off-site well monitoring program,
- Copper and lead need to be included in the Part 5 analyses for all wells,
- Part 5 samples need to be collected from all wells, including those that supply the existing onsite water system, and
- All wells located within 200 feet of surface water will require treatment during the one-year evaluation for potential groundwater under the direct influence of surface water (GWUDI).

These comments were acknowledged and incorporated into the Pumping Test Plan where appropriate.

The results of the 72-hour pumping test program will document the combined safe yield of the on-Site wells included in the Proposed Project. In addition, as part of the testing program an off-Site well monitoring program (discussed below) will be conducted to assess potential pumping-related drawdown effects on other nearby wells, if any, from the combined pumping of the on-Site wells. It is anticipated that the results of the 72-hour pumping test will be available to be included in the Final Environmental Impact Statement in order to confirm the analysis presented above.

~~*9.C.1.d.*~~*9.C.1.e. Consideration of Cumulative Impacts to Off-Site Wells and Aquifers*

Pumping-related drawdown effects in an aquifer typically diminish with increasing distance from the pumping center. Wells that are greater than 2,000 feet from the Project Site's wells and/or are completed in sand and gravel are unlikely to experience drawdown impacts from pumping wells on the Project Site. There are no approved or pending developments within 2,000 feet of the Project Site that would impact the Project Site's wells. In order to determine the potential for the Proposed Project to have a significant adverse impact on off-Site wells, the Applicant's hydrogeological consultant reviewed the following list of known off-Site wells (see **Appendix F-1**).

- Town Water District 4 – Two sand and gravel wells located approximately 9,500 feet northeast of the Project Site. These wells are used by the IBM property, as well as proposed for use by the Eagle Ridge project, described in Chapter 3, "Land Use, Zoning, and Public Policy."
- Greenwich American ~~– Several private bedrock wells and~~ Two high-yielding sand and gravel wells. The sand and gravel wells are approximately 2,000 feet from the closest proposed well at the Project Site.
- ~~Swiss Re~~Citigroup – Several bedrock wells ~~– the Swiss Re buildings are~~located between approximately ~~2~~500 feet to 1,000 feet ~~north of~~from the proposed supply wells on the Project Site.
- Swiss Re wells – Several bedrock wells located between approximately 800 feet to 2,000 feet from the proposed supply wells on the Project Site
- 3 Cooney Hill Road – located immediately north of the Project Site.

As ~~part of site plan approval~~described above, an off-Site well monitoring program will be ~~conducted as part of~~included in the 72-hour ~~pumping~~pump test planned for Wells 3, 4, 6, 7 and 8. The monitoring program, which is required by the ~~County Department of Health~~WCDH as part of their independent approval of the Proposed Project's water system and by the NYSDEC as part of their Water Withdrawal Permit application review process~~.~~, will assess potential pumping-related drawdown effects on these nearby bedrock wells, if any, from the combined pumping of the on-Site wells. Solicitation of neighboring property owners has been completed. The owners and/or representatives from the Swiss Re property, Citigroup property, IBM property, Greenwich American property and the private residence at 3 Cooney Hill Road were contacted with a request for inclusion in the proposed off-Site well monitoring program. To date, Swiss Re, Greenwich American, and Citigroup have provided authorization for inclusion in the off-Site well monitoring program. There are no known wells on any other properties within 2,000 feet of the Project Site. The results of this test will be used to confirm the absence of a significant adverse impacts to off-Site wells from the Proposed Project. If drawdown is measured in an off-Site well that is attributed to pumping in the Project Site wells, the Applicant's consultant will assess whether the drawdown could negatively affect the future use of the well and will provide recommendations for mitigation, if warranted.

9.C.2. POTENTIAL IMPACTS – SANITARY SEWER

{forthcoming}

9.D. MITIGATION MEASURES FOR THE PROPOSED PROJECT (DEIS)

9.D.1. WATER SUPPLY MITIGATION

As stated above, the existing on-Site wells are anticipated to provide adequate pumping capacity to serve the Proposed Project. As part of standard construction practices, water

saving fixtures would be installed throughout the Proposed Project, including in the renovations of the existing office buildings. During site plan approval, the Applicant would consider other water-saving measures, which may include harvesting rainwater for irrigation~~,~~ (including use of the existing pond), the use of less water-intensive plantings, and other systems as may be appropriate based on the final project design.

The Applicant understands that the Town and the County are participating in a study to determine the viability of extending the County's water district north along King Street, adjacent to the Project Site. If such an expansion is determined feasible and is constructed, the Applicant may make use of this potential public water supply to meet some or all of the needs of the Proposed Project.

9.D.2. SANITARY SEWER MITIGATION

{forthcoming}

9.E. POTENTIAL IMPACTS OF, AND MITIGATION FOR, THE PROPOSED ZONING (GEIS)

As described in Chapter 2, "Project Description," the theoretical maximum development scenario under the Proposed Zoning, when accounting for the maximum buildout potential of both the Project Site and the adjacent Swiss Re parcel, is a total of 750 residential units and an 80-room hotel.

It is important to note that no specific proposal is being made at this time to effectuate the maximum hypothetical development of these two sites and any future plans would be subject to review by the Town, including a full environmental review.

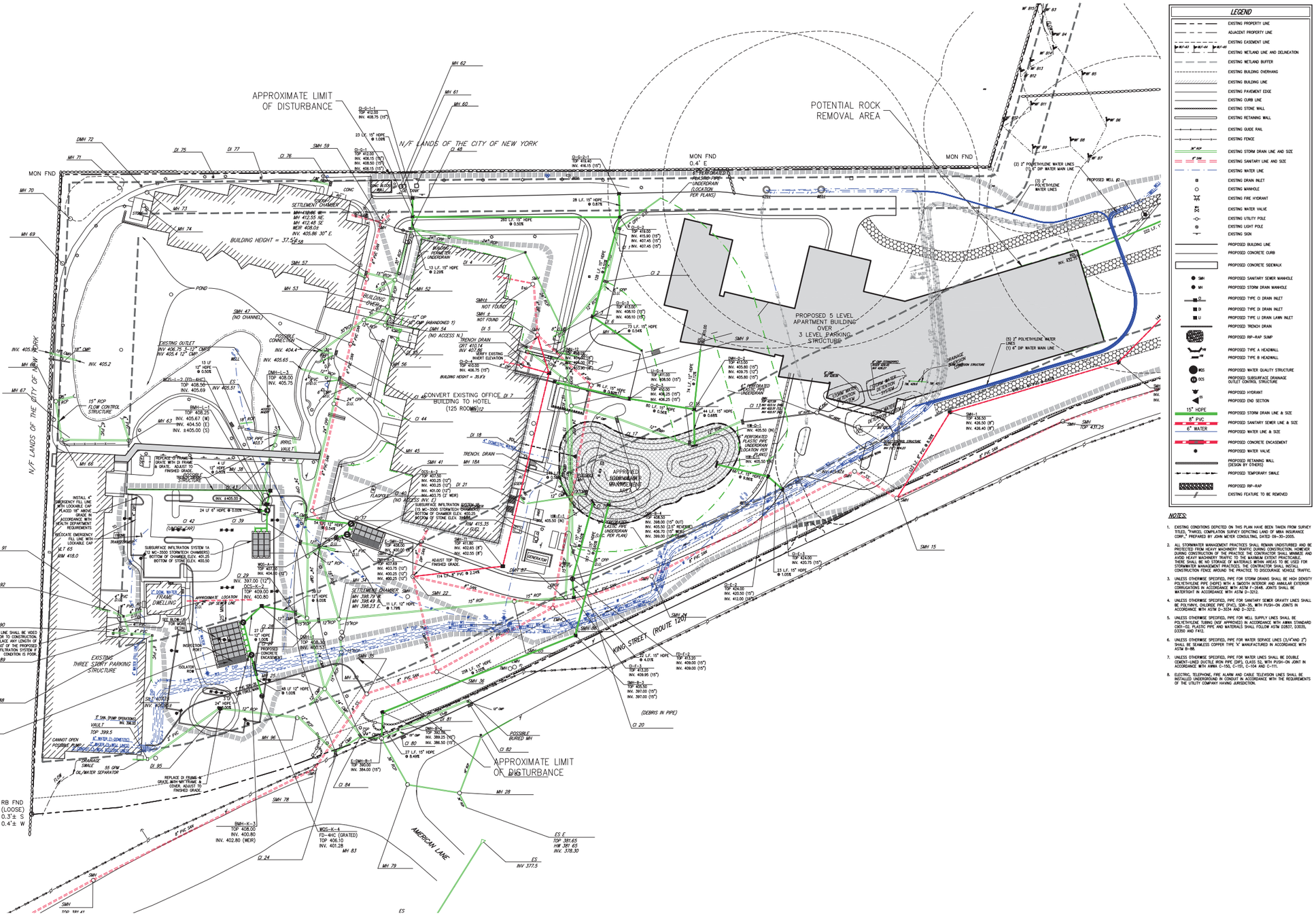
9.E.1. WATER SUPPLY (GEIS)

Based on a mix of one- and two-bedroom multifamily units similar to the Proposed Project, full build out of 750 residential units and an 80-room hotel would have an estimated water demand of 146,300 gpd. It is important to note that this demand would be spread over two sites (e.g., Project Site and Swiss Re site) and assumes complete discontinuation of the current office uses on both sites. The actual water demand for each site would be determined based on a site-specific environmental review of an eventual site plan. Each site plan would have to demonstrate sufficient water capacity to serve the proposed uses.

9.E.2. SANITARY SEWER (GEIS)

{forthcoming}

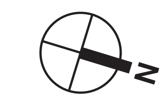
9.18.20



Source: JMC, 2020

Proposed Project - Preliminary Utilities Plan

Figure 9-1a



LEGEND

EXISTING PROPERTY LINE
ADJACENT PROPERTY LINE
EXISTING EASEMENT LINE
EXISTING WETLAND LINE AND DELINEATION
EXISTING WETLAND BUFFER
EXISTING BUILDING OVERHANG
EXISTING BUILDING LINE
EXISTING PAVEMENT EDGE
EXISTING CURB LINE
EXISTING STONE WALL
EXISTING RETAINING WALL
EXISTING GUIDE RAIL
EXISTING FENCE
EXISTING STORM DRAIN LINE AND SIZE (36" RCP)
EXISTING SANITARY LINE AND SIZE (8" SAN)
EXISTING WATER LINE
EXISTING DRAIN INLET
EXISTING MANHOLE
EXISTING FIRE HYDRANT
EXISTING WATER VALVE (WV)
EXISTING UTILITY POLE
EXISTING LIGHT POLE
EXISTING SIGN
PROPOSED BUILDING LINE
PROPOSED CONCRETE CURB
PROPOSED CONCRETE SIDEWALK
SMH — PROPOSED SANITARY SEWER MANHOLE
MH — PROPOSED STORM DRAIN MANHOLE
CI — PROPOSED TYPE CI DRAIN INLET
DI — PROPOSED TYPE DI DRAIN INLET
LI — PROPOSED TYPE LI DRAIN LAWN INLET
PROPOSED TRENCH DRAIN
PROPOSED RIP-RAP SUMP
HW — PROPOSED TYPE A HEADWALL
HW — PROPOSED TYPE B HEADWALL
WQS — PROPOSED WATER QUALITY STRUCTURE
OCS — PROPOSED SUBSURFACE DRAINAGE OUTLET CONTROL STRUCTURE
PROPOSED HYDRANT
ES — PROPOSED END SECTION
15" HDPE — PROPOSED STORM DRAIN LINE & SIZE
8" PVC — PROPOSED SANITARY SEWER LINE & SIZE
6" WATER — PROPOSED WATER LINE & SIZE
PROPOSED CONCRETE ENCASEMENT
PROPOSED WATER VALVE
PROPOSED RETAINING WALL (DESIGN BY OTHERS)
PROPOSED TEMPORARY SWALE
PROPOSED RIP-RAP
EXISTING FEATURE TO BE REMOVED

NOTES:

1. EXISTING CONDITIONS DEPICTED ON THIS PLAN HAVE BEEN TAKEN FROM SURVEY TITLED, "PARCEL COMPILATION SURVEY DEPICTING LAND OF MBIA INSURANCE CORP.," PREPARED BY JOHN MEYER CONSULTING, DATED 09-30-2005.
2. ALL STORMWATER MANAGEMENT PRACTICES SHALL REMAIN UNDISTURBED AND BE PROTECTED FROM HEAVY MACHINERY TRAFFIC DURING CONSTRUCTION. HOWEVER DURING CONSTRUCTION OF THE PRACTICE THE CONTRACTOR SHALL MINIMIZE AND AVOID HEAVY MACHINERY TRAFFIC TO THE MAXIMUM EXTENT PRACTICABLE. THERE SHALL BE NO STORAGE OF MATERIALS WITHIN AREAS TO BE USED FOR STORMWATER MANAGEMENT PRACTICES. THE CONTRACTOR SHALL INSTALL CONSTRUCTION FENCE AROUND THE PRACTICE TO DISCOURAGE VEHICLE TRAFFIC.
3. UNLESS OTHERWISE SPECIFIED, PIPE FOR STORM DRAINS SHALL BE HIGH DENSITY POLYETHYLENE PIPE (HDPE) WITH A SMOOTH INTERIOR AND ANNULAR EXTERIOR CORRUGATIONS IN ACCORDANCE WITH ASTM F-2648. JOINTS SHALL BE WATERTIGHT IN ACCORDANCE WITH ASTM D-3212.
4. UNLESS OTHERWISE SPECIFIED, PIPE FOR SANITARY SEWER GRAVITY LINES SHALL BE POLYVINYL CHLORIDE PIPE (PVC), SDR-35, WITH PUSH-ON JOINTS IN ACCORDANCE WITH ASTM D-3034 AND D-3212.
5. UNLESS OTHERWISE SPECIFIED, PIPE FOR WELL SUPPLY LINES SHALL BE POLYETHYLENE TUBING (NSF APPROVED) IN ACCORDANCE WITH AWWA STANDARD C901-02. PLASTIC PIPE AND MATERIALS SHALL FOLLOW ASTM D2837, D3035, D3350 AND F412.
6. UNLESS OTHERWISE SPECIFIED, PIPE FOR WATER SERVICE LINES (3/4"AND 2") SHALL BE SEAMLESS COPPER TYPE 'K' MANUFACTURED IN ACCORDANCE WITH ASTM B-88.
7. UNLESS OTHERWISE SPECIFIED, PIPE FOR WATER LINES SHALL BE DOUBLE CEMENT-LINED DUCTILE IRON PIPE (DIP), CLASS 52, WITH PUSH-ON JOINT IN ACCORDANCE WITH AWWA C-150, C-151, C-104 AND C-111.
8. ELECTRIC, TELEPHONE, FIRE ALARM AND CABLE TELEVISION LINES SHALL BE INSTALLED UNDERGROUND IN CONDUIT IN ACCORDANCE WITH THE REQUIREMENTS OF THE UTILITY COMPANY HAVING JURISDICTION.

EXISTING DRAINAGE STRUCTURE SCHEDULE

STRUCTURE DESIGNATION	TOP	INVERT	INVERT	INVERT	INVERT	INVERT
CI 1	419.65	417.0 NW	416.5 E	---	---	---
CI 2	419.38	415.5 W	415.8 E	415.6 E	---	---
CI 3	415.43	410.63 NW	407.58 24" E	410.35 6" E	407.7 6" E	407.65 8" SE
DI 4	411.02	408.4± E	407.8 E	407.0 NE	406.9 S	408.1 WATER
DI 5	410.12	408.0±	---	---	---	---
DI 6	412.80	411.8	---	---	---	---
DI 7	412.60	411.6±	---	---	---	---
MH 10	414.69	406.77	---	---	---	---
MH 11	415.88	408.0 NE	407.9 E	407.95 W	---	---
MH 12	415.67	406.43 W	404.5 E	407.8 SE	---	---
CI 13	422.49	419.62	---	---	---	---
CI 16	420.91	416.98 N	416.77 SW	---	---	---
CI 17	416.47	412.76 NE	412.67 SW	---	---	---
DI 18	412.88	406.3	---	---	---	---
MH 18A	412.72	405.35± E-W	405.8 SW	---	---	---
CI 19	411.82	408.3 N	409.2 WATER	408.94 S	---	---
CI 20	413.06	410.2± W	410.3± E	409.9 SILT	---	---
DI 21	412.65	410.33 S	409.95 SILT	409.45 N	---	---
CI 24	387.79	384.86 N	385.4 SW	---	---	---
MH 25	391.44	386.17 S	385.96 W	387.69 NW	385.61 E	---
MH 26	398.69	389.95 W-E	396.1 SW	---	---	---
CI 27	398.24	393.69 S	393.81 N	---	---	---
CI 28	398.18	394.51	---	---	---	---
MH 28	388.28	379.00 (IN)	379.00 (OUT)	---	---	---
CI 29	398.82	397.0± NE	397.2 SILT	---	---	---
MH 30	390.8	393.1	---	---	---	---
MH 34	399.69	394.1± S	394.1± W	394.4± N	394.2± E	---
CI 37	405.22	403.12 S	402.62 SW	402.80 E	403.7± 4" PVC	---
MH 38	404.73	399.30 NW	391.9 W	392.0 E	---	---
CI 39	405.53	403.66	---	---	---	---
CI 40	406.87	400.7 W	400.9 S	---	---	---
CI 42	408.41	---	---	---	---	---
CI 43	407.63	---	---	---	---	---
CI 44	408.70	406.5 12" S	406.4 NE	407.65± 4" S	---	---
MH 45	409.00	403.4± E	403.5± W	---	---	---
CI 46	408.86	405.1± 30" S	407.3± 4" S	---	---	---
CI 48	412.12	407.00 (IN)	405.86 (OUT)	---	---	---
MH 52	411.48	407.31 15" S	406.83 4" SE	405.7 30"	---	---
MH 53	410.21	406.18 NE	406.05 E	405.6 30"	---	---
DMH 54	410.48	407.65 S	407.45 W	---	---	---
DI 55	410.33	---	---	---	---	---
MH 56	409.79	405.2 NE	405.9± N	405.2 SE	---	---
CI 58	410.53	408.35	---	---	---	---
MH 60	413.28	---	---	---	---	---
MH 61	412.55	---	---	---	---	---
MH 62	413.05	410.2 NW	406.0 S	406.0 E	---	---
MH 63	410.49	---	---	---	---	---
MH 66	412.64	410.24	---	---	---	---
MH 67	411.80	---	---	---	---	---
MH 68	±409.25	409.05	---	---	---	---
MH 69	410.48	---	---	---	---	---
MH 70	412.44	---	---	---	---	---
MH 71	411.57	---	---	---	---	---
DMH 72	409.74	---	---	---	---	---
MH 73	410.13	---	---	---	---	---
MH 74	410.67	---	---	---	---	---
DI 75	409.47	---	---	---	---	---
CI 76	410.04	407.25	---	---	---	---
DI 77	409.71	---	---	---	---	---
MH 79	388.22	380.85 (IN)	380.85 (OUT)	---	---	---
CI 80	389.84	386.0	---	---	---	---
DI 81	389.31	385.84 E	385.43 N	385.31 S	---	---
CI 82	392.83	389.23	---	---	---	---
DI 83	392.24	388.30	---	---	---	---
MH 83	390.00	385.00 (IN)	382.00 (OUT)	---	---	---
CI 84	387.88	383.99	---	---	---	---
DMH 87	410.60	---	---	---	---	---
DI 88	412.85	408.23 S	408.29 E	---	---	---
DI 89	410.43	408.68 S	408.66 SW	408.64 N	---	---
DI 90	410.27	408.80	---	---	---	---
DI 91	410.57	408.87 S	409.03 N	409.80 E	---	---
DI 92	410.25	408.96 SW	408.80 N	---	---	---
DI 95	406.10	404.50 S	403.95 N	---	---	---
MH 96	398.29	394.7± S	394.8± N	---	---	---

EXISTING SANITARY SEWER STRUCTURES

STRUCTURE DESIGNATION	TOP	INVERT	INVERT	INVERT	INVERT	INVERT
SMH 9	416.61	405.28	---	---	---	---
SMH 14	415.63	409.87	---	---	---	---
SMH 15	419.91	415.74	---	---	---	---
SMH 22	405.78	400.15± N	399.86 E-W	---	---	---
SMH 23	409.88	404.35	---	---	---	---
SMH 35	393.47	384.75	---	---	---	---
SMH 36	396.80	392.4 W	391.9 N	391.8 S	---	---
SMH 41	407.18	400.74	---	---	---	---
SMH 47	409.24	403.05±	---	---	---	---
SMH 57	410.55	405.7± SW	404.64 E-W	---	---	---
SMH 59	411.76	---	---	---	---	---
SMH 78	388.00	380.5±	---	---	---	---
SMH 85	406.98	402.3 N	399.4 S	---	---	---
SMH 86	407.38	402.05	404.15 W	403.9 S	---	---

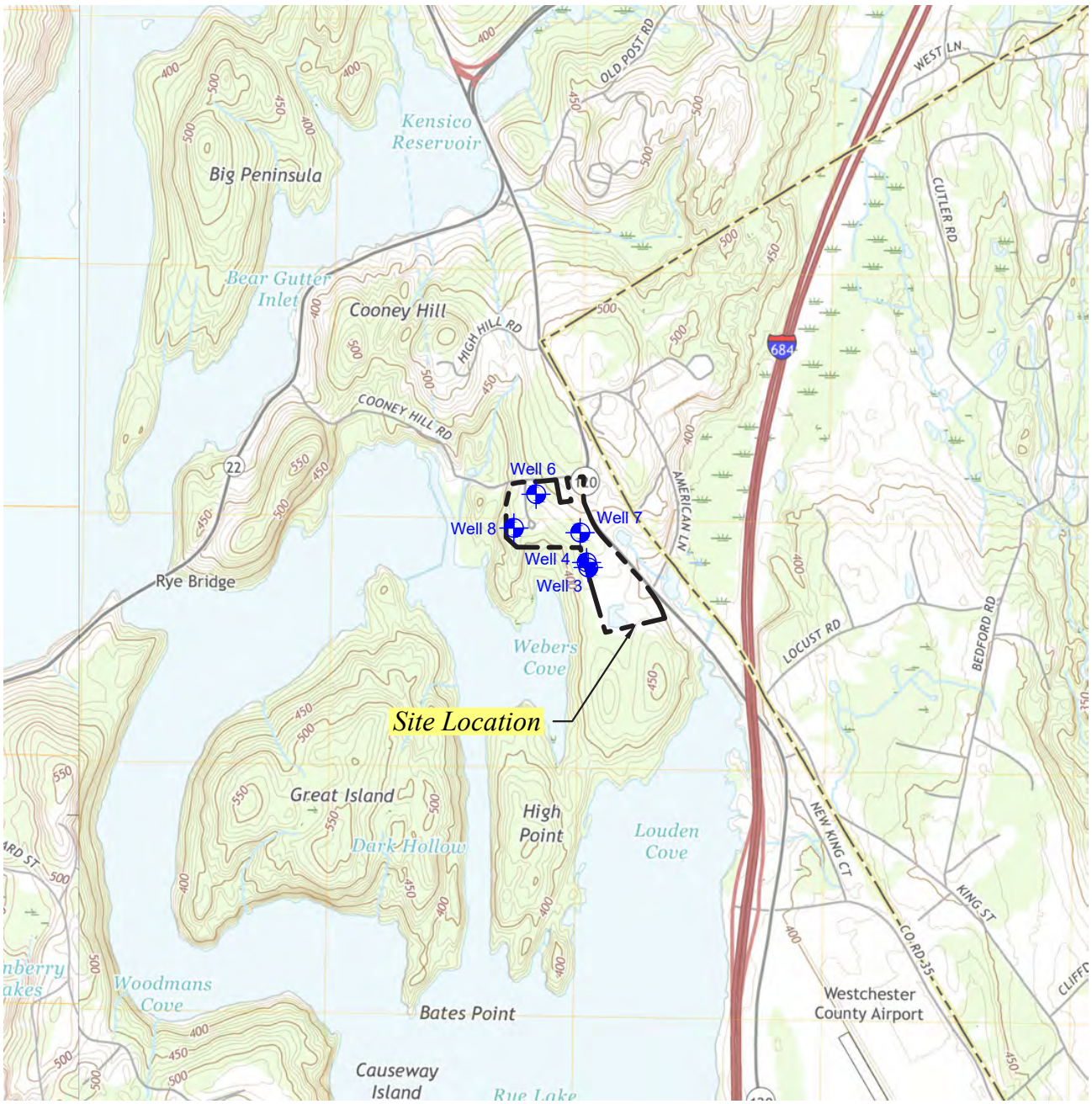
Source: JMC, 2020

AIRPORT CAMPUS

Proposed Project - Preliminary Utilities Plan

Figure 9-1b

9.18.20



SOURCE: USGS TOPOGRAPHIC QUADRANGLES WHITE PLAINS, NEW YORK (2016) AND GLENVILLE, CONNECTICUT-NEW YORK (2018).

LEGEND

PROPERTY BOUNDARY

ONSITE WELL LOCATION

QUADRANGLE LOCATION

0 2000

SCALE IN FEET

Source: WSP

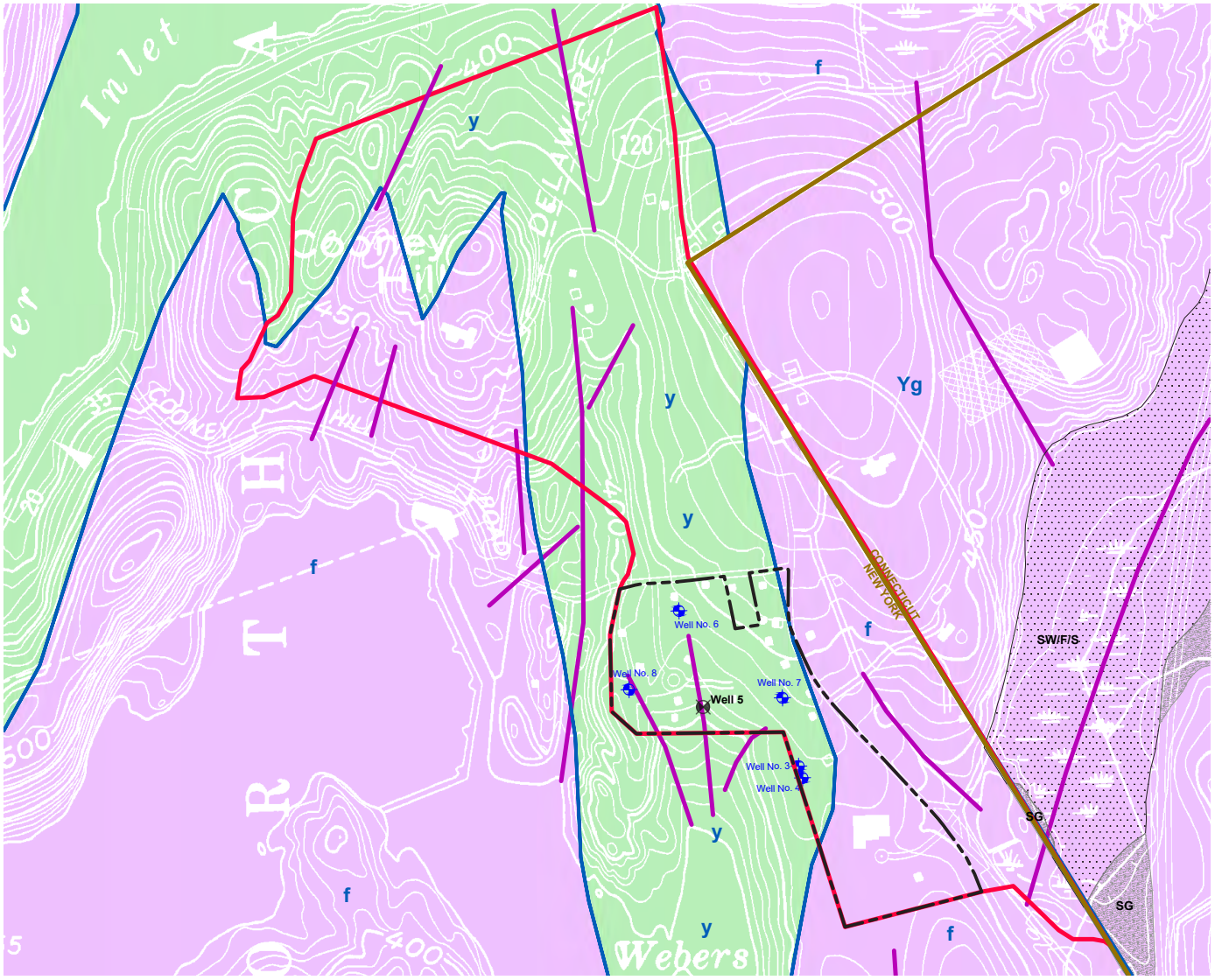
J:\DWG\MBIA Property North Castle\2019\F1 SLM Wells.dwg, Layout1, 5/27/2020 2:12:47 PM, DWG To PDF.pc3

Project Site Existing Water Supply Wells

AIRPORT CAMPUS

Figure 9-2

9.18.20



LEGEND

- PROPERTY BOUNDARY
- DOB-2A ZONING AREA
- ONSITE WELL LOCATION
- ONSITE MONITORING WELL LOCATION
- FRACTURE TRACE LINEATION
- BEDROCK CONTACT
- y — YONKERS GNEISS
- f — FORDHAM GNEISS
- Yg — GNEISS OF HIGHLANDS MASIFS (CONNECTICUT CLASSIFICATION)
- SG — STRATIFIED-DRIFT AQUIFER-SAND AND GRAVEL
- SW/F/S — STRATIFIED-DRIFT AQUIFER-SWAMP OVERLYING FINES OVERLYING SAND

SOURCES:
1. USGS TOPOGRAPHIC QUADRANGLES WHITE PLAINS, NEW YORK (PHOTOREVISED 1979) AND GLENVILLE, CONNECTICUT-NEW YORK, (PHOTOREVISED 1971).
2. "SURFICIAL GEOLOGY-LOWER HUDSON SHEET", NEW YORK STATE MUSEUM MAP AND CHART SERIES NO. 40, 1997.

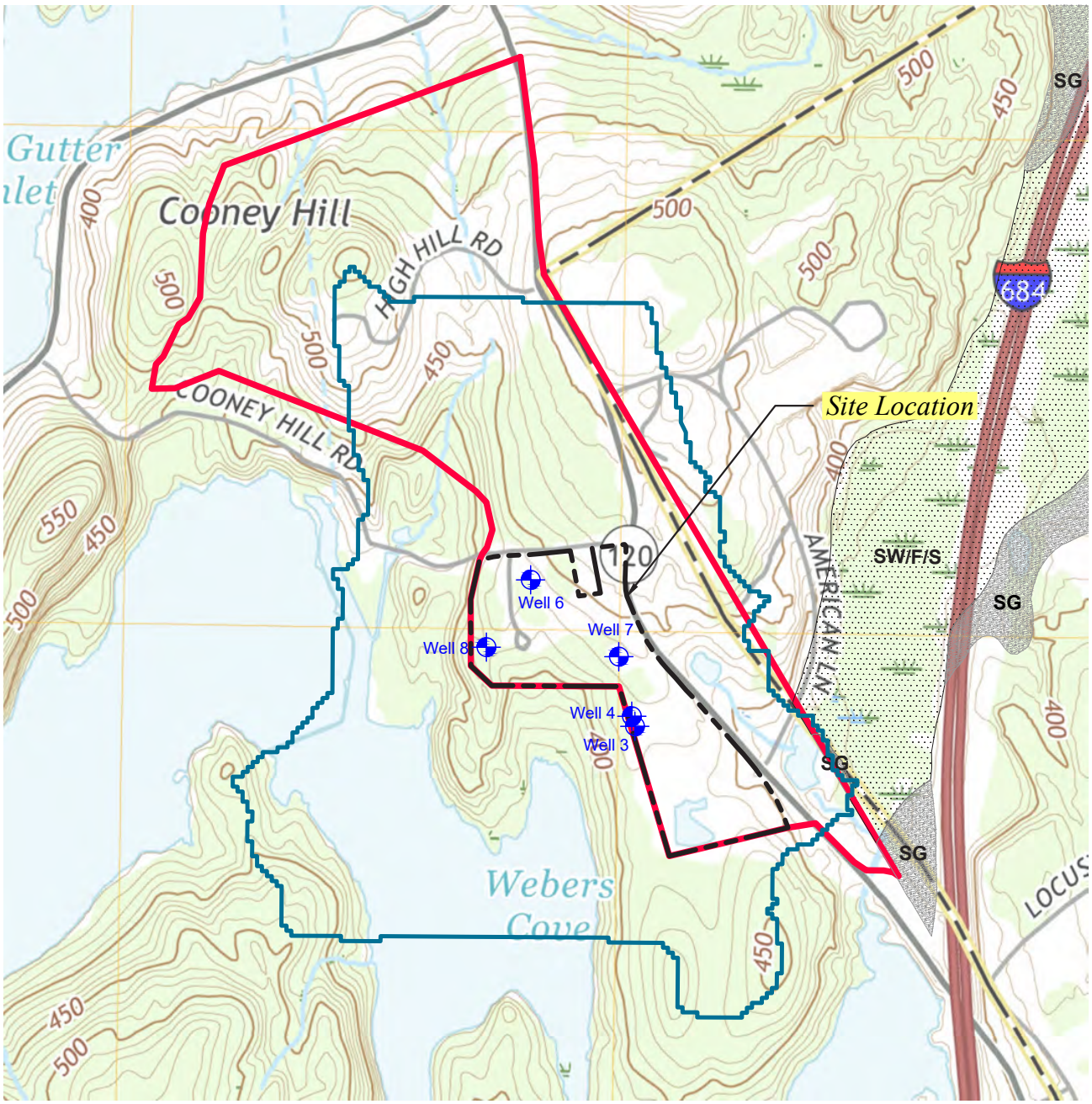
Source: WSP

AIRPORT CAMPUS

Area Aquifer Map

Figure 9-3

9.18.20



SOURCE: USGS TOPOGRAPHIC QUADRANGLES WHITE PLAINS, NEW YORK (2016) AND GLENVILLE, CONNECTICUT-NEW YORK (2018).

LEGEND

- PROPERTY BOUNDARY
- ONSITE WELL LOCATION
- ESTIMATED RECHARGE AREA FOR PROJECT SITE
- DOB-2A ZONING AREA
- **SG** STRATIFIED-DRIFT AQUIFER-SAND AND GRAVEL
- **SW/F/S** STRATIFIED-DRIFT AQUIFER-SWAMP OVERLYING FINES OVERLYING SAND

QUADRANGLE LOCATION

0 100(

SCALE IN FEET

Source: WSP

J:\DWG\MBIA Property North Castle\2020\F3_Watershed.dwg, Layout1, 5/27/2020 2:20:35 PM, DWG To PDF.pc3

Watershed Recharge Area Map

AIRPORT CAMPUS

Figure 9-4

10.A. INTRODUCTION

This Chapter summarizes the Traffic Impact Study (TIS) completed by Maser Consulting P.A. (see **Appendix G-1**). The TIS assesses the potential traffic and transportation impacts of the Proposed Action and its potential effects on the Study Area's vehicular safety and circulation conditions. As demonstrated in the TIS, and summarized below, the Proposed Project would result in fewer vehicular trips than would be the case if the existing office buildings on-Site were reoccupied. ~~As such~~Therefore, in the Applicant's opinion, the Proposed Project would not have a significant adverse impact on the Study Area intersections when compared to conditions with the re-occupancy of the existing office buildings including the full occupancy of the neighboring Swiss Re parcel's office building. Finally, while not necessary to mitigate a Project-related impact, the TIS recommends signal timing adjustments at four Study Area intersections, which, ~~while not necessary to mitigate a Project-related impact~~in the Applicant's opinion, would improve future traffic operation of area roadways in the Future with and without the Proposed Project.

10.B. EXISTING CONDITIONS

10.B.1. EXISTING SITE IMPROVEMENTS (DEIS)

The southern portion of the Project Site is currently improved with what was previously MBIA's corporate headquarters and contains a vacant, three-story, approximately 100,000-sf office building in the southwest corner; another vacant, three-story, approximately 161,000-sf office building immediately north of the 100,000-sf building; approximately 328 surface parking spaces (two surface lots); a three-story parking structure containing approximately 316 parking spaces; a circa 1820s farmhouse and accessory shed/barn (used for storage and maintenance purposes); a water feature/stormwater pond; and landscaping. The northern portion of the Project Site contains meadows, landscaping, and outdoor amenities for the uses described above, including paved tennis courts, a volleyball court, and walking paths.

10.B.2. EXISTING ROADWAY NETWORK (DEIS AND GEIS)

10.B.2.a. NYS Route 120 (King Street~~), which borders~~)

In the vicinity of the Project Site ~~to the east,~~, NYS Route 120 (King Street) is a State roadway that travels in a generally north/south direction throughout southern Westchester County. North of the Site, NYS Route 120 (King Street) intersects with NYS Route 22 with its northerly leg providing access to the NYS Route 22 corridor and downtown Armonk hamlet area (to the east) and at a "Y" type signalized intersection and its southerly leg providing access to the NYS Route 22 corridor to the west ~~also at a "Y" type, signalized intersection.~~ NYS Route 120 (King Street) continues in a southerly direction

providing access to Swiss Re, IBM Corporate Headquarters, Greenwich American Center, the Project Site and other roadways such as Cooney Hill Road, Gateway Lane, NYS Route 120A, New King Street, I-684~~,~~ (approximately 1.0 miles from the Site) and Airport Road/Westchester County Airport. There are no sidewalks ~~on~~provided and NYS Route 120 ~~(King Street) and there is~~has a posted speed limit of 55 ~~miles per hour (~~mph~~)~~ with an advisory speed limit of 35 miles per hour (mph) in the vicinity of Cooney Hill Road due to the existing horizontal and vertical curves. Pavement ~~conditions~~condition along NYS Route 120 (King Street) are fair to good.

10.B.2.b. NYS Route 22

NYS Route 22 is a State roadway that travels throughout Westchester County. North of the Project Site, NYS Route 120 (King Street) intersects with NYS Route 22 with its southerly leg providing access to the NYS Route 22 corridor to the west at a "Y" type, signalized intersection and its northerly leg providing access to the NYS Route 22 corridor and downtown Armonk hamlet area (to the east) also at a "Y" type, signalized intersection. NYS Route 22 consists of two travel lanes with shoulders in each direction. To the east, NYS Route 22 provides access to the downtown Armonk hamlet area (NYS Route 128) at a signalized intersection opposite North Castle Drive (approximately 2.8 miles from the Project Site) and provides access to the I-684 southbound and northbound on/off ramps at signalized intersections (approximately 3.0 miles from the Site). No sidewalks are provided along NYS Route 22 within the study area. NYS Route 22 has a speed limit of 55 mph, and pavement conditions are generally good.

10.B.2.c. NYS Route 128 (Main Street)

NYS Route 128 (Main Street) is a two-lane, generally north/south State roadway that originates at NYS Route 22 opposite North Castle Drive at a signalized intersection and provides access to the downtown Armonk hamlet area. NYS Route 128 (Main Street) continues in a northerly direction with shoulders on both sides, intersecting with Old Route 22 at an unsignalized intersection. Continuing north, a sidewalk is provided on the west side of Route 128 with a sidewalk provided on the east side approaching the Kent Place/Bedford Road unsignalized intersection. Continuing north, there are sidewalks and crosswalks along NYS Route 128 (Main Street) with 1 hour parking provided along both sides of the street approaching the Whippoorwill Road/Maple Avenue signalized intersection. NYS Route 128 (Main Street) has a posted speed limit of 30 mph, and pavement conditions are generally good.

10.B.2.d. Cooney Hill Road

Cooney Hill Road intersects NYS Route 120 (King Street) north of the Project Site, at a "T" type, unsignalized intersection and is a "Dead End" road. Cooney Hill Road is a two-lane, Town road with no shoulders or sidewalks. Cooney Hill Road is a low volume road that provides access to one single family home (3 Cooney Hill Road) and has a gated access to the NYCDEP Shaft 17 facility (New York City water supply lands). Access to the Proposed

Project's townhomes will be provided via a driveway connection to Cooney Hill Road. Cooney Hill Road has a posted speed limit of 30 mph, and pavement conditions are fair.

10.B.2.e. Gateway Lane

Gateway Lane is a Town road that intersects NYS Route 120 (King Street) south of the Project Site at a "T" type, signalized intersection. Gateway Lane acts as a connector road intersecting NYS Route 120A at a "T" type, unsignalized intersection. Pavement conditions along Gateway Lane are generally good.

10.B.2.f. New King Street

New King Street is a one way southbound Town road, which connects Airport Road and NYS Route 120 (King Street) south of the Project Site at a "T" type, signalized intersection. New King Street has shoulders, no sidewalks and a posted speed limit of 30 mph. New King Street provides access to various commercial uses and pavement conditions are generally good.

10.B.2.g. Airport Road (C.R. 135)

Airport Road (C.R. 135) is a County road that intersects NYS Route 120 (King Street) opposite the I-684 northbound and southbound on-off ramps, south of the Project Site at a signalized intersection. At NYS Route 120 (King Street), Airport Road continues as a one-way roadway eastbound until it intersects with New King Street and becomes a two-way roadway. Airport Road provides access to the Westchester County Airport and NYS Route 120A. Airport Road has shoulders, no sidewalk and has a posted speed limit of 35 mph. Pavement conditions along Airport Road are generally good.

10.B.3. PUBLIC TRANSPORTATION (DEIS AND GEIS)

The Westchester Bee-Line provides local bus service via the "Route 12" bus along the NYS Route 120 (King Street) corridor including the "Shuttle Loop H" bus. The Route 12 bus and Shuttle Loop H bus operates Monday–Friday between the White Plains Trans Center, Harrison, Purchase (including the Westchester County Airport) and Armonk. Bus stops are located at the intersection of NYS Route 120 (King Street) and American Lane, adjacent to the Project Site's existing access driveway. A copy of the Westchester Bee-Line Route 12 schedule and route map is contained in Appendix F of the TIS.

10.B.4. EXISTING TRAFFIC VOLUMES (DEIS AND GEIS)

In order to establish existing (i.e., Year 2019) traffic conditions in the vicinity of the Project Site, turning movement traffic counts were conducted on Tuesday, April 2, 2019 between the hours of 6:30 AM–9:30 AM to determine the weekday AM peak hour, 11:30 AM–1:30 PM to determine the weekday midday peak hour and 4:00 PM–6:30 PM to determine the weekday PM peak hour. The following 15 intersections were analyzed, in accordance with the DEIS Scoping Document (see **Appendix A-1**):

- NYS Route 22 (Armonk-Bedford Road) and NYS Route 120 (King Street)[1]
- NYS Route 22 (Mt Kisco Road)/Old Post Road and NYS Route 120 (King Street)[1]
- King Street and Old Post Road
- NYS Route 120 (King Street) and IBM/Swiss Re
- NYS Route 120 (King Street) and American Lane
- NYS Route 120 (King Street) and Cooney Hill Road
- NYS Route 120 (King Street) and American Lane/113 King Street Driveway
- NYS Route 120 (King Street/Purchase Street) and Gateway Lane
- NYS Route 120 (Purchase Street) and New King Street
- NYS Route 120 (Purchase Street) and Airport Road
- Airport Road and I-684 NB On/Off Ramps
- Airport Road and I-684 SB On/Off Ramps[2]
- NYS Route 22 and NYS Route 128/IBM Main Driveway
- NYS Route 22 and North Broadway and Sir John's Plaza
- NYS Route 22 and Central Westchester Parkway and Reservoir Road/Church Street

A copy of the traffic count data, including the NYSDOT historical traffic counts data, is contained in Appendix E of the TIS.

Based upon a review of turning movement traffic counts and a review of NYSDOT historical traffic count data, the peak hours were identified as follows:

- Weekday AM peak hour: 8:~~30~~00 AM–9:00 AM
- Weekday midday peak hour: 12:30 PM–1:30 PM
- Weekday PM peak hour: 5:00 PM–6:00 PM

The resulting Year 2019 existing traffic volumes are shown on TIS Figures 2, 2A, 3, 3A, 4, and 4A, for each of the peak hours, respectively.

As required, the TIS describes traffic conditions within the Study Area in the existing condition, the Future without the Proposed Project (the "No Build" condition), and the Future with the Proposed Project (the "Build" condition). The analysis year for the No Build and the Build conditions is 2024.

10.C. FUTURE WITHOUT THE PROPOSED PROJECT (DEIS AND GEIS)

As noted above, an analysis year of 2024 was utilized. In order to account for normal background traffic growth in the area, the Year 2019 existing traffic volumes were increased by a growth factor of one percent per year for a total compounded background growth of five percent based on

[1] These traffic counts were compared with the existing traffic volumes used in the Eagle Ridge Traffic Impact Study. Based on a comparison of these traffic counts, the Eagle Ridge traffic counts were utilized at these three locations.

[2] Since the I-684 SB on/off ramps only consists of two movements, the I-684 SB on-ramp and SB off-ramp were able to be balanced with the I-684 NB Ramp Counts.

NYSDOT historical data. Traffic generated for other potential developments in the area was also added to the 2019 volumes. These developments include Brynwood (88 units), Mariani Gardens (50 units), Madonna Senior Housing (16 units). Wampus Mills (6 single family lots), 162 Bedford Road – Former Armonk Lumber Yard (36 units), 470 Main Street (16 units), and Eagle Ridge (91 room hotel, 70 apartments, and 94 townhomes). In addition, and in accordance with the DEIS Scoping Document, traffic resulting from the full occupancy of the Swiss Re parcel's existing office building (which is approximately 50 percent occupied), and re-occupancy of the Project Site's existing office buildings (for office use) was also included in the No Build condition. A table and associated figures for the above-referenced developments' trip generation are included in Appendix I of the TIS, which is included as **Appendix G** of this DGEIS.

The hourly trip rates and anticipated Site generated traffic volumes for the re-occupancy of the two office buildings were developed based on information contained in the Institute of Transportation Engineers (ITE) "Trip Generation Handbook," 10th Edition, 2017. Re-occupancy of the two existing on-Site office buildings would generate a total of 303 trips (261 entering trips and 42 exiting trips) during the weekday AM peak hour, a total of 152 trips (76 entering trips and 76 exiting trips) during the weekday midday peak hour and ~~w~~a total of 300 trips (47 entering trips and 253 exiting trips) during the weekday PM peak hour.

The other development traffic volumes and resulting 2024 No Build traffic volumes are shown on TIS Figures 5, 5A through 23 and 23A for each of the peak hours.

10.D. POTENTIAL IMPACTS OF THE PROPOSED PROJECT (DEIS)

10.D.1. ANALYSIS METHODOLOGY AND PROCEDURES

10.D.1.a. Trip Generation

The Proposed Project involves the re-occupy the southernmost existing office building on the Project Site for office uses, the adaptive re-use of the northernmost existing office building as a hotel, and construction new residential uses to the north of these existing buildings, in the form of a five-story, approximately 149-unit multifamily building (with structured parking underneath) and approximately 22 townhomes (each with a driveway and single car garage). The proposed multifamily building would consist of five floors of residential space (with amenities) over two above-grade concrete parking garage floors, with another level of parking proposed below-grade. The three levels of parking would provide for approximately 331 parking spaces.

To estimate the amount of traffic to be generated by the Proposed Project, the hourly trip generation rates and anticipated Site generated traffic volumes were developed based on information contained in the ITE "Trip Generation Handbook," 10th Edition, 2017.

As noted in Section 10.C above, the No Build condition analysis in the TIS accounts for occupancy of the two existing office buildings (for office uses). To calculate the number of trips that would occur in the Future with the Proposed Project, the TIS:

- Added to the No Build Condition trips associated with the Proposed Project's hotel and residential uses (137 trips in the weekday AM peak

hour, 78 trips in the weekday midday peak hour, and 170 trips in the weekday PM peak hour);

- Retained the trips associated with the existing southern office building, which is proposed to remain an office use with the Proposed Project (116 trips in the weekday AM peak hour, 58 trips in the weekday midday peak hour, and 115 trips in the weekday PM peak hour); and
- Subtracted the trips associated with the existing northern office building's office use, as the Proposed Project proposes to re-use that building as a hotel use and includes the trips above (subtract 187 trips in the weekday AM peak hour, 94 trips in the weekday midday peak hour, and 185 trips in the weekday PM peak hour).

As shown in **Table 10-1**, the Proposed Project would result in fewer Site-generated traffic trips than would re-occupancy of both existing on-Site office buildings. This is due to the fact that the residential and hotel uses proposed generate fewer trips on a square-footage basis than the existing office uses.

Table 10-1
Site Generated Traffic Volume Comparison

Peak Hour	Future without the Proposed Project			Future with the Proposed Project		
	Entry Volume	Exit Volume	Total Volume	Entry Volume	Exit Volume	Total Volume
Weekday Peak AM	261	42	303	153	100	253
Weekday Peak Midday	76	76	152	68	68	136
Weekday Peak PM	47	253	300	117	168	285

Source: Maser Consulting, P.A.

As shown in **Table 10-1** above, the traffic generated by the Proposed Project's uses would not be "new" traffic to the roadway network. Rather, the Proposed Project would result in 50 fewer trips overall during the weekday AM peak hour (103 fewer trips entering trips and 58 additional exiting trips), a total of 16 fewer trips overall during the weekday midday peak hour, (8 fewer entering trips and 8 fewer exiting trips), and a total of 15 fewer trips overall during the weekday PM peak hour (70 additional entering trips and 85 exiting trips) than would be generated by the re-occupancy of both existing on-Site office buildings.

Arrival and departure distributions were developed to assign the Project Site generated traffic volumes to the Study Area intersections. The distributions were based on a review of existing traffic volumes and expected travel patterns. The new Project Site generated traffic volumes were assigned to the roadway network based on these arrival/departure distributions (see TIS Figures 24, 24A through 31, 31A).

The traffic associated with the remaining office building is shown on TIS Figures 15, 15A, 16, 16A, 17, 17A (as discussed in Section 10.D.1.a).

The "new" site generated traffic volumes were assigned to the roadway network based on arrival/departure distributions. The resulting "new" site generated traffic volumes are shown on TIS Figures 32, 32A, 33, 33A, 34, 34A

(hotel); Figures 35, 35A, 36, 36A, 37, 37A (multifamily residential); and Figures 38, 38A, 39, 39A, 40, 40A (townhomes) for each of the peak hours, respectively. The resulting 2024 Build traffic volumes are shown on TIS Figures 41, 41A, 42, 42A, 43, and 43A for each of the peak hours, respectively.

10.D.1.b. Signalized Intersection Capacity Analysis

In order to determine existing and future traffic operating conditions at the Study Area intersections, capacity analyses were performed. The capacity analyses for signalized intersections were performed in accordance with the procedures described in the in the 6th Edition Highway Capacity Manual published by the Transportation Research Board. The terminology used in identifying traffic flow conditions is Levels of Service (LOS). LOS "A" represents the best condition and LOS "F" represents the worst condition. LOS "C" is generally used as a design standard while LOS "D" is acceptable during peak periods. LOS "E" represents an operation near capacity. In order to identify an intersection's LOS, the average amount of vehicle delay is computed for each approach to the intersection as well as for the overall intersection.

10.D.1.c. Unsignalized Intersection Capacity Analysis

The unsignalized intersection capacity analysis method was also performed in accordance with the procedures described in the in the 6th Edition Highway Capacity Manual. The procedure is based on total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular critical movement is a function of the service rate or capacity of the approach and the degree of saturation. In order to identify the LOS, the average amount of vehicle delay is computed for each critical movement (major street left turns and minor street movements) to the intersection.

Additional information concerning signalized and unsignalized LOS can be found in Appendix C of the TIS.

10.D.2. RESULTS OF CAPACITY ANALYSIS

In order to evaluate current and future traffic operating conditions at each of the Study Area Intersections, a SYNCHRO analysis was conducted utilizing the procedures described above. Summarized below are descriptions of existing geometrics, traffic control, and the existing and future LOS.

Figures 10-1a through 10-1d incorporate Table 3 of the TIS, and summarizes the results of the capacity analysis, including LOS, delays, and volume-to-capacity (v/c) ratios for all intersections studied. Table 4 of the TIS summarizes the queues for the Year 2019 Existing, Year 2024 No Build and Year 2024 Build conditions. Copies of the full SYNCHRO analysis are contained in Appendix D of the TIS.[3] A copy of the NYSDOT Traffic Signal Timing Plans are contained in Appendix H of the TIS.

[3] The existing traffic signals evaluated in the TIS have detection, which permits the signal to operate under various phases and signal lengths depending on demand. For analysis purposes, all conditions use the same phasing/cycle lengths and maximum/minimums. As part of the permit process each signal may require minor signal timing changes.

10.D.2.a. NYS Route 22 and NYS Route 120 North (King Street)

NYS Route 22 and NYS Route 120 North (King Street) meet at a "Y" type, signalized intersection. The NYS Route 22 northbound approach consists of three lanes in the form of a separate left turn lane and two through lanes. The NYS Route 22 southbound approach consists of three lanes in the form of two through lanes and a channelized right turn lane. The NYS Route 120 North (King Street) eastbound approach consists of two lanes in the form of a separate left turn lane and a channelized right turn lane.

The storage for the existing Route 22 northbound left turns is exceeded during the weekday PM peak hour, therefore interfering with one of the northbound through lanes. It is recommended that a force-off detector be installed in the northbound left turn lane to reduce queuing into the mainline during the weekday PM peak hour.

- **Year 2019 Existing Traffic Volumes**: Capacity analysis conducted utilizing the 2019 existing traffic volumes indicates that this intersection is currently operating at an overall LOS "C" during the weekday AM peak hour, an overall LOS "B" during the weekday midday peak hour, and an overall LOS "D" during the weekday PM peak hour.
- **Year 2024 No Build Traffic Volumes**: Capacity analysis conducted utilizing the 2024 No Build traffic volumes indicates that this intersection is projected to operate at an overall LOS "C" during the weekday AM peak hour, an overall LOS "B" during the weekday midday peak hour, and an overall LOS "E" during the weekday PM peak hour.
- **Year 2024 Build Traffic Volumes**: Capacity analysis conducted utilizing the 2024 Build traffic volumes with the Proposed Project indicates that this intersection is projected to continue to operate at an overall LOS "C" during the weekday AM peak hour, an overall LOS "B" during the weekday midday peak hour, and an overall LOS "E" during the weekday PM peak hour.
- **With Traffic Signal Timing Changes**: As shown on Table 2 of the TIS, improved LOS can be achieved with minor traffic signal timing changes (weekday AM/PM peak hours) for both the No Build and Build Conditions.

10.D.2.b. NYS Route 22 and NYS Route 120 South (King Street)

NYS Route 22 and NYS Route 120 South (King Street) meet at a "Y" type, signalized intersection. The NYS Route 22 northbound approach consists of three lanes including two through lanes and a separate right turn lane. The NYS Route 22 southbound approach consists of four lanes including two left turn lanes and two through lanes. The NYS Route 120 South (King Street) westbound approach consists of one lane for left and right turning movements.

- **Year 2019 Existing Traffic Volumes:** Capacity analysis conducted utilizing the 2019 existing traffic volumes indicates that this intersection is currently operating at an overall LOS "B" during the weekday AM and

midday peak hours, and an overall LOS "C" during the weekday PM peak hour.

- **Year 2024 No Build Traffic Volumes:** Capacity analysis conducted utilizing the 2024 No Build traffic volumes indicates that this intersection is projected to operate at an overall LOS "C" during the weekday AM/PM peak hours, and an overall LOS "B" during the weekday midday peak hour.
- **Year 2024 Build Traffic Volumes:** Capacity analysis conducted utilizing the 2024 Build traffic volumes with the Proposed Project indicates that this intersection is projected to continue to operate at an overall LOS "C" during the weekday AM/PM peak hours, and an overall LOS "B" during the weekday midday peak hour.

10.D.2.c. NYS Route 120 (King Street) and Old Post Road

Old Post Road intersects NYS Route 120 (King Street) at an unsignalized intersection. The NYS Route 120 (King Street) northbound approach consists of one lane for left, through, and right turn movements. The Old Post Road westbound approach consist of one lane for through and right turn movements. Old Post Road provides access to Bright Horizons at TimberRidge and the IBM Learning Center.

- **Year 2019 Existing Traffic Volumes**: Capacity analysis conducted utilizing the 2019 existing traffic volumes indicates that this intersection is currently operating at LOS "A" during both the weekday AM and midday peak hours, and at LOS "C" during the weekday PM peak hour.
- **Year 2024 No Build Traffic Volumes**: Capacity analysis conducted utilizing the 2024 No Build traffic volumes indicates that this intersection is projected to operate at LOS "A" during both the weekday AM and midday peak hours and at LOS "C" during the weekday PM peak hour.
- **Year 2024 Build Traffic Volumes**: Capacity analysis conducted utilizing the 2024 Build traffic volumes with the Proposed Project indicates that this intersection is projected to continue to operate at LOS "A" during both the weekday AM and midday peak hours and at LOS "C" during the weekday PM peak hour.

10.D.2.d. NYS Route 120 (King Street) and Swiss Re Driveway/IBM Driveway

The Swiss Re Driveway intersects NYS Route 120 (King Street) opposite the IBM driveway at a full movement, signalized intersection. The NYS Route 120 (King Street) northbound approach consists of three lanes including a separate left turn lane, separate through lane, and separate right turn lane. The NYS Route 120 (King Street) southbound approach consists of three lanes including a separate left turn lane, separate through lane, and a channelized right turn lane. The Swiss Re driveway (eastbound approach) consists of two lanes in the form of a shared left/through lane and a separate right turn lane. The IBM driveway (westbound approach) consists of two lanes in the form of a shared left/through lane and a separate right turn lane.

- **Year 2019 Existing Traffic Volumes**: Capacity analysis conducted utilizing the 2019 existing traffic volumes indicates that this intersection is currently operating at an overall LOS "A" during the weekday AM peak hour, an overall LOS "A" during the weekday midday peak hour, and an overall LOS "C" during the weekday PM peak hour.
- **Year 2024 No Build Traffic Volumes**: Capacity analysis conducted utilizing the 2024 No Build traffic volumes indicates that this intersection is projected to operate at an overall LOS "B" during the weekday AM peak hour, an overall LOS "A" during the weekday midday peak hour, and an overall LOS "E" during the weekday PM peak hour.
- **Year 2024 Build Traffic Volumes**: Capacity analysis conducted utilizing the Year 2024 Build traffic volumes with the Proposed Project indicates that this intersection is projected to operate at an overall LOS "A" during the weekday AM peak hour, an overall LOS "A" during the weekday midday peak hour, and an overall LOS "E" during the weekday PM peak hour.
- **With Traffic Signal Timing Changes**: As shown on Table 2 of the TIS, improved LOS "D" can be achieved with minor traffic signal timing changes (weekday PM peak hour) for both the No Build and Build Conditions.

10.D.2.e. NYS Route 120 (King Street) and American Lane

The north leg of American Lane (Greenwich American Center) intersects NYS Route 120 (King Street) at a "T" type, unsignalized intersection. The NYS Route 120 (King Street) northbound approach consists of one lane for through and right turn movements and the NYS Route 120 (King Street) southbound approach consist of two lanes in the form of a separate left turn lane and a separate through lane. The American Lane westbound approach consist of two lanes including a separate left turn lane (under "stop" sign control) and a channelized right turn lane (under "yield" control).

- **Year 2019 Existing Traffic Volumes**: Capacity analysis conducted utilizing the 2019 existing traffic volumes indicates that all movements to the intersection are currently operating at LOS "C" or better during each of the peak hours.
- **Year 2024 No Build Traffic Volumes**: Capacity analysis conducted utilizing the 2024 No Build traffic volumes indicates that all movements to this intersection are projected to operate at LOS "D" or better during each of the peak hours.
- **Year 2024 Build Traffic Volumes**: Capacity analysis conducted utilizing the 2024 Build traffic volumes with the Proposed Project indicates that all movements to this intersection are projected to continue to operate at LOS "D" or better during each of the peak hours.

10.D.2.f. NYS Route 120 (King Street) and Cooney Hill Road

Cooney Hill Road intersects NYS Route 120 (King Street) at a "T" type, unsignalized intersection. The NYS Route 120 (King Street) northbound approach consists of one lane for left and through movements and the NYS

Route 120 (King Street) southbound approach consist of one lane for through and right turn movements. The Cooney Hill Road eastbound approach consists of one lane for left and right turn movements and is "stop" sign controlled.

- **Year 2019 Existing Traffic Volumes**: Capacity analysis conducted utilizing the 2019 existing traffic volumes indicates that the Cooney Hill Road eastbound approach (minor approach) is currently operating at LOS "C" during the weekday AM peak hour, LOS "B" during the weekday midday peak hour, and LOS "D" during the weekday PM peak hour.
- **Year 2024 No Build Traffic Volumes:** Capacity analysis conducted utilizing the 2024 No Build traffic volumes indicates that the Cooney Hill Road eastbound approach (minor approach) is projected to operate at LOS "D" during the weekday AM peak hour, LOS "B" during the weekday midday peak hour, and LOS "F" during the weekday PM peak hour.
- **Year 2024 Build Traffic Volumes**: Capacity analysis conducted utilizing the 2024 Build traffic volumes with the Proposed Project indicates that the Cooney Hill Road eastbound approach (minor approach) is projected to operate at an improved LOS "C" during the weekday AM peak hour, is projected to continue to operate at LOS "B" during the weekday midday peak hour, and is projected to operate at an improved LOS "D" during the weekday PM peak hour.

10.D.2.g. NYS Route 120 (King Street) and Project Site Driveway/American Lane (S)

The Project Site's driveway intersects NYS Route 120 (King Street) opposite the south leg of American Lane (Greenwich American Center) at a full movement, signalized intersection. The NYS Route 120 (King Street) northbound approach consists of three lanes including a separate left turn lane, separate through lane, and separate right turn lane. The NYS Route 120 (King Street) southbound approach consists of one lane for left, through and right turn movements. The Project Site's driveway (eastbound approach) consists of two lanes including a shared left/through lane and a separate right turn lane. The American Lane westbound approach consist of two lanes in the form of a separate left/through lane and a channelized right turn lane.

- **Year 2019 Existing Traffic Volumes**: Capacity analysis conducted utilizing the 2019 Existing traffic volumes indicates that this intersection is currently operating at an overall LOS "A" during the weekday AM peak hour, an overall LOS "A" during the weekday midday peak hour, and an overall LOS "B" during the weekday PM peak hour.
- **Year 2024 No Build Traffic Volumes**: Capacity analysis conducted utilizing the 2024 No Build traffic volumes indicates that this intersection is projected to operate at an overall LOS "B" during the weekday AM peak hour, an overall LOS "A" during the weekday midday peak hour, and an overall LOS "C" during the weekday PM peak hour.
- **Year 2024 Build Traffic Volumes**: Capacity analysis conducted utilizing the 2024 Build traffic volumes with the Proposed Project

indicates that this intersection is projected to operate at an overall LOS "B" during the weekday AM peak hour, an overall LOS "A" during the weekday midday peak hour, and an overall LOS "B" during the weekday PM peak hour.

10.D.2.h. NYS Route 120 North (King Street) and Gateway Lane

Gateway Lane intersects NYS Route 120 North (King Street) at a "T" type, signalized intersection. The NYS Route 120 (King Street) northbound approach consists of one lane for through/right turn movements and the NYS Route 120 (King Street) southbound approach consists of one lane for left/through movements. The Gateway Lane westbound approach consists of one lane for left/right turn movements.

- **Year 2019 Existing Traffic Volumes**: Capacity analysis conducted utilizing the 2019 existing traffic volumes indicates that this intersection is currently operating at an overall LOS "A" during the weekday AM peak hour, an overall LOS "A" during the weekday midday peak hour, and an overall LOS "B" during the weekday PM peak hour.
- **Year 2024 No Build Traffic Volumes**: Capacity analysis conducted utilizing the 2024 No Build traffic volumes indicates that this intersection is projected to operate at an overall LOS "B" during the weekday AM peak hour, an overall LOS "A" during the weekday midday peak hour, and an overall LOS "F" during the weekday PM peak hour.
- **Year 2024 Build Traffic Volumes**: Capacity analysis conducted utilizing the 2024 Build traffic volumes with the Proposed Project indicates that this intersection is projected to continue to operate at an overall LOS "B" during the weekday AM peak hour, an overall LOS "A" during the weekday midday peak hour, and an overall LOS "F" during the weekday PM peak hour.
- **With Traffic Signal Timing Changes**: As shown on Table 2 of the TIS, improved LOS "D" can be achieved with minor traffic signal timing changes (weekday PM peak hour) for both the No Build and Build Conditions.

To further improve the operation of this intersection, a separate southbound left turn lane would be beneficial under No Build and Build conditions. However, given the location of the reservoir, it is unlikely that this improvement could be made given the approvals required.

10.D.2.i. NYS Route 120 North (King Street) and New King Street

New King Street intersects NYS Route 120 North (King Street) at a "T" type, signalized intersection. The NYS Route 120 (King Street) northbound and southbound approaches consist of one lane for through movements. The New King Street westbound approach consists of two lanes in the form of a separate left turn lane and a separate right turn lane. New King Street is one-way for westbound traffic.

- **Year 2019 Existing Traffic Volumes**: Capacity analysis conducted utilizing the 2019 existing traffic volumes indicates that this intersection

is currently operating at an overall LOS "B" during the weekday AM peak hour, an overall LOS "B" during the weekday midday peak hour, and an overall LOS "C" during the weekday PM peak hour.

- **Year 2024 No Build Traffic Volumes**: Capacity analysis conducted utilizing the 2024 No Build traffic volumes indicates that this intersection is projected to continue to operate at an overall LOS "B" during the weekday AM peak hour, an overall LOS "B" during the weekday midday peak hour, and an overall LOS "C" during the weekday PM peak hour.
- **Year 2024 Build Traffic Volumes**: Capacity analysis conducted utilizing the 2024 Build traffic volumes with the Proposed Project indicates that this intersection is projected to continue to operate at an overall LOS "B" during the weekday AM peak hour, an overall LOS "B" during the weekday midday peak hour, and an overall LOS "C" during the weekday PM peak hour.

10.D.2.j. NYS Route 120 North (King Street) and Airport Road

Airport Road intersects NYS Route 120 North (King Street) at a signalized intersection. The NYS Route 120 (King Street) northbound approach consists of three lanes including a separate left turn lane, separate through lane and a shared through/right turn lane. The NYS Route 120 (King Street) southbound approach consists of three lanes including a separate left turn lane, separate through lane and a separate right turn lane. The Airport Road eastbound approach consists of two lanes in the form of a separate left turn lane and a shared left/through/right turn lane. Airport Road is one-way for eastbound traffic.

- **Year 2019 Existing Traffic Volumes**: Capacity analysis conducted utilizing the 2019 existing traffic volumes indicates that this intersection is currently operating at an overall LOS "C" during the weekday AM peak hour, an overall LOS "B" during the weekday midday peak hour, and an overall LOS "C" during the weekday PM peak hour.
- **Year 2024 No Build Traffic Volumes**: Capacity analysis conducted utilizing the 2024 No Build traffic volumes indicates that this intersection is projected to operate at an overall LOS "D" during the weekday AM peak hour, an overall LOS "B" during the weekday midday peak hour, and an overall LOS "C" during the weekday PM peak hour.
- **Year 2024 Build Traffic Volumes**: Capacity analysis conducted utilizing the 2024 Build traffic volumes with the Proposed Project indicates that the intersection is projected to operate at an overall LOS "D" during the weekday AM peak hour, an overall LOS "B" during the weekday midday peak hour, and an overall LOS "C" during the weekday PM peak hour.
- **With Traffic Signal Timing Changes**: As shown on TIS Table 2, improved LOS "C" can be achieved with minor traffic signal timing changes (weekday AM peak hour) for both the No Build and Build Conditions.

10.D.2.k. Airport Road and I-684 Northbound On/Off Ramp

The I-684 northbound on/off ramp intersects Airport Road at an unsignalized intersection. The Airport Road eastbound approach consists of one lane for left and through movements and the Airport Road westbound approach consist of one lane for through and right turn movements. The I-684 northbound off ramp approach consists of one lane for right turn movements and is "stop" sign controlled.

- **Year 2019 Existing Traffic Volumes**: Capacity analysis conducted utilizing the 2019 existing traffic volumes indicates that this intersection is currently operating at LOS "E" during the weekday AM peak hour, at LOS "B" during the weekday midday peak hour, and at LOS "C" during the weekday PM peak hour.
- **Year 2024 No Build Traffic Volumes**: Capacity analysis conducted utilizing the 2024 No Build traffic volumes indicates that this intersection is projected to operate at LOS "F" during the weekday AM peak hour, LOS "B" during the weekday midday peak hour, and LOS "C" during the weekday PM peak hour.
- **Year 2024 Build Traffic Volumes**: Capacity analysis conducted utilizing the 2024 Build traffic volumes with the Proposed Project indicates that this intersection is projected to continue to operate at LOS "F" during the weekday AM peak hour, LOS "B" during the weekday midday peak hour, and LOS "C" during the weekday PM peak hour.

It should be noted that for unsignalized intersections, it is not uncommon for the side road approach (minor approach) to operate with delays while the major road operates with better levels of service.

10.D.2.l. Airport Road and I-684 Southbound On/Off Ramp

The I-684 southbound on/off Ramp intersects Airport Road at an unsignalized intersection. The Airport Road westbound approach consists of one lane for left turn movements and the Airport Road westbound approach consists of one lane for through and right turn movements. The I-684 northbound off ramp approach consists of one lane for right turn movements and is "stop" sign controlled.

- **Year 2019 Existing Traffic Volumes**: Capacity analysis conducted utilizing the 2019 existing traffic volumes indicates that this intersection is currently operating at LOS "E" during the weekday AM peak hour, LOS "B" during the weekday midday peak hour, and LOS "C" during the weekday PM peak hour.
- **Year 2024 No Build Traffic Volumes**: Capacity analysis conducted utilizing the 2024 No Build traffic volumes indicates that this intersection is projected to operate at LOS "F" during the weekday AM peak hour, LOS "B" during the weekday midday peak hour, and LOS "C" during the weekday PM peak hour.
- **Year 2024 Build Traffic Volumes**: Capacity analysis conducted utilizing the 2024 Build traffic volumes with the Proposed Project

indicates that this intersection is projected to continue to operate at LOS "F" during the weekday AM peak hour, LOS "B" during the weekday midday peak hour, and LOS "C" during the weekday PM peak hour.

It should be noted that for unsignalized intersections, it is not uncommon for the side road approach (minor approach) to operate with delays while the major road operates at better levels of service.

10.D.2.m. NYS Route 22 and NYS Route 128/North Castle Drive (IBM)

NYS Route 128 intersects NYS Route 22 opposite North Castle Drive at a full movement, signalized intersection. The NYS Route 22 northbound approach consists of four lanes including a separate left turn lane, two through lanes and a channelized right turn lane. The NYS Route 22 southbound approach consists of four lanes including a separate left turn lane, two through lanes, and a separate right turn lane. The NYS Route 128 eastbound approach consists of two lanes including a shared left/through lane and a channelized right turn lane. The North Castle Drive (IBM) westbound approach consists of three lanes including a separate left turn lane, separate through lane and a channelized right turn lane.

- **Year 2019 Existing Traffic Volumes**: Capacity analysis conducted utilizing the 2019 existing traffic volumes indicates that this intersection is currently operating at an overall LOS "C" during the weekday AM peak hour, an overall LOS "B" during the weekday midday peak hour, and an overall LOS "C" during the weekday PM peak hour.
- **Year 2024 No Build Traffic Volumes**: Capacity analysis conducted utilizing the 2024 No Build traffic volumes indicates that this intersection is projected to operate at an overall LOS "C" during the weekday AM peak hour, an overall LOS "C" during the weekday midday peak hour, and an overall LOS "C" during the weekday PM peak hour.
- **Year 2024 Build Traffic Volumes:** Capacity analysis conducted utilizing the 2024 Build traffic volumes with the Proposed Project indicates that this intersection is projected to continue to operate at an overall LOS "C" during the weekday AM peak hour, an overall LOS "C" during the weekday midday peak hour, and an overall LOS "C" during the weekday PM peak hour.

10.D.2.n. NYS Route 22/North Broadway/Sir John's Plaza

NYS Route 22, North Broadway and Sir Johns Plaza intersects at a signalized intersection. The NYS Route 22 northbound approach consists of two lanes including a shared left/through lane and a separate through lane. The NYS Route 22 southbound approach consists of two lanes including a separate through lane and a shared through/right turn lane. The North Broadway southbound approach consist of one lane for through/right turn movements. The Sir John's Plaza eastbound approach consists of two lanes including separate left and right turn lanes. The New York City Department of Environmental Protection (NYCDEP) is currently improving the intersection of NYS Route 22 and North Broadway/Sir Johns Plaza to include an additional southbound through lane to North Broadway, improved striping,

roadway signs, and an upgraded traffic signal. These improvements are reflected in the Year 2024 No-Build and Year 2024 Build analysis.

- **Year 2019 Existing Traffic Volumes**: Capacity analysis conducted utilizing the 2019 existing traffic volumes indicates that this intersection is currently operating at an overall LOS "C" during the weekday AM peak hour, an overall LOS "A" during the weekday midday peak hour, and an overall LOS "C" during the weekday PM peak hour.
- **Year 2024 No Build Traffic Volumes**: Capacity analysis conducted utilizing the 2024 No Build traffic volumes indicates that this intersection is projected to operate at an overall LOS "C" during the weekday AM peak hour, an overall LOS "B" during the weekday midday peak hour, and an overall LOS "C" during the weekday PM peak hour.
- **Year 2024 Build Traffic Volumes:** Capacity analysis conducted utilizing the 2024 Build traffic volumes with the Proposed Project indicates that this intersection is projected to operate at an overall LOS "C" during the weekday AM peak hour, an overall LOS "B" during the weekday midday peak hour, and an overall LOS "C" during the weekday PM peak hour.

10.D.2.o. NYS Route 22/Central Westchester Expressway/Reservoir Road/Church Street

NYS Route 22, Central Westchester Expressway, Reservoir Road, and Church Street intersect at a signalized intersection. The NYS Route 22 northbound approach consists of two lanes including a separate left turn lane and a shared through/right turn lane. The NYS Route 22 southbound approach consists of three lanes including a separate left turn lane, separate through lane and a shared through/right turn lane. The Westchester Expressway northbound approach consist of three lanes including two through lanes and a separate right turn lane. The Reservoir Road westbound approach consists of two lanes in the form of a shared left/through lane and a separate right turn lane. The Church Street approach is one-way westbound.

- **Year 2019 Existing Traffic Volumes**: Capacity analysis conducted utilizing the 2019 existing traffic volumes indicates that this intersection is currently operating at an overall LOS "F" during the weekday AM peak hour, an overall LOS "D" during the weekday midday peak hour, and an overall LOS "F" during the weekday PM peak hour.
- **Year 2024 No Build Traffic Volumes**: Capacity analysis conducted utilizing the 2024 No Build traffic volumes indicates that this intersection is projected to operate at an overall LOS "F" during the weekday AM peak hour, an overall LOS "E" during the weekday midday peak hour, and an overall LOS "F" during the weekday PM peak hour.
- **Year 2024 Build Traffic Volumes**: Capacity analysis conducted utilizing the 2024 Build traffic volumes with the Proposed Project indicates that this intersection is projected to continue to operate at an overall LOS "F" during the weekday AM peak hour, an overall LOS "E"

during the weekday midday peak hour, and an overall LOS "F" during the weekday PM peak hour.

- **With Traffic Signal Timing Changes**: As shown on Table 2 of the TIS, improved LOS "E" can be achieved with minor traffic signal timing changes (weekday AM/PM peak hours) for both the No Build and Build conditions. It should be noted that this intersection is currently operating at an unusually high cycle length due to its configuration and phasing.

10.D.3. ACCIDENT PATTERNS

Accident information within the Study Area for a four-year period (January 1, 2015 to December 31, 2018) was obtained from the NYSDOT Records Access Office. As summarized in the TIS, there were zero reportable accidents in 2015, two reportable accidents in 2016, three reportable accidents in 2017, and two reportable accidents in 2018 at the intersection of NYS Route 120, American Lane, and the Project Site's driveway. There were a total of zero reportable accidents in 2015, one reportable accident in 2016, one reportable accident in 2017 and zero reportable accidents in 2018 at the intersection of NYS Route 120 (King Street) and Cooney Hill Road.

A review of the accident data indicates typical types of accidents which include rear-end accidents with apparent contributing factors such as failure to yield right of way, following too closely, and driver inattention. Appendix G of the TIS also contains a copy of the NYSDOT Accident Severity Summary and verbal description reports.

Based on a review of the accident data and the anticipated traffic generation for the Proposed Project, it is expected that the Proposed Project will not have a significant impact on the accident rates on the area roadways.

10.D.4. PARKING IN DOWNTOWN ARMONK

~~The Town has recognized the need for additional parking in Downtown Armonk with and without the Proposed Project. The Town is in the process of studying the existing and future parking needs and will include the potential demand from the Proposed Project.~~

The Town has completed a parking study of the downtown area, titled "Armonk Parking Study – Town of North Castle – Final Report – April 2020," which was prepared by Nelson\Nygaard Consulting Associates, Inc. This study included "four upcoming and potential developments within or near to central Armonk". These developments included Marini Gardens, 162 Bedford Road (Armonk Lumber Yard), 470 Main Street and Eagle Ridge, which is located approximately one-quarter mile south of downtown Armonk along North Castle Road. The study noted that "a senior housing development with 16 units, is also under construction, but far outside of the downtown Armonk area, and is unlikely to have any substantive impact on typical parking demand and patterns, and was therefore excluded from the analysis." It is the Applicant's opinion that this would also be true for both the Proposed Project and the Brynwood Site, which are 2.8 miles and 3.3 miles, respectively from the downtown Armonk area and would, therefore, also not be expected to not have a substantive impact on typical parking demand and patterns.

10.D.5. PUBLIC TRANSPORTATION

As discussed in the TIS, it is anticipated that the Proposed Project will not have a significant adverse impact on the existing ridership of the Bee-Line Bus service.

10.D.6. SENSITIVITY ANALYSIS

As outlined in the DEIS Scoping Document and based on conversations with the Town's Traffic Consultant, a Sensitivity Analysis (~~dated January 21~~revised September 4, 2020) was conducted by Maser Consulting P.A. to accompany the TIS, in order to consider the future use of autonomous vehicles with the Proposed Action during the ~~critical peak hour (see **Appendix G-2**). Based on a review of the traffic volumes along the NYS Route 120 (King Street) corridor, the weekday PM peak hour was utilized for the Sensitivity Analysis.~~Weekday Peak AM, Weekday Peak Midday and Weekday Peak PM Hours (see **Appendix G-2**). Under the 2024 No Build condition, the anticipated site generated traffic volumes assume the entry and exit volumes are equal for the re-occupancy of the two office buildings thereby essentially doubling the traffic volumes to account for surcharge ~~and~~of autonomous vehicles (see Table 1-S of **Appendix G2**). Under the 2024 Build condition, the ITE rates/anticipated site generated traffic volumes were doubled (see Table 2-S of **Appendix G2**). The resulting Sensitivity Analysis 2024 No Build, site generated, and 2024 Build traffic volumes are shown on TIS (**Appendix G-1**) Figures No. 44, 44A through ~~48, 48A~~45, 45A and the resulting LOS/queue summary tables are shown on Tables 3-S and 4-S of **Appendix G2**, respectively.

10.D.7. STOPPING SIGHT DISTANCE (SSD) ANALYSIS

Since Cooney Hill Road is a low volume road and access to the Project Site's townhomes will only be provided to Cooney Hill Road, a sight distance plan with profiles for the posted speed limit of 30 mph was prepared and is included as **Figure 10-2**. As depicted on this figure, with the modifications proposed as part of the project, including removal of select trees and relocation of portions of the existing stone wall, adequate sight distance would be achieved along Cooney Hill Road.

10.E. MITIGATION MEASURES FOR THE PROPOSED PROJECT (DEIS)

As summarized above and described in further detail in the TIS (see **Appendix G-1**), similar levels of service and delays will be experienced under future No Build and Build conditions. In the Applicant's opinion, the Proposed Project, when compared to the conditions in the Future without the Proposed Project, would not have a significant adverse impact on area roadways. Therefore, no additional mitigation measures are required. However, as discussed above, signal timing adjustments with certain signal modifications could be implemented at four Study Area intersections to improve future No Build and Build operating conditions, if required by NYSDOT.

10.F. POTENTIAL IMPACTS OF, AND MITIGATION FOR, THE PROPOSED ZONING (GEIS)

As described in Chapter 2, "Project Description," the theoretical maximum development scenario under the Proposed Zoning, when accounting for the maximum build-out potential of both the Project Site and the adjacent Swiss Re parcel, is a total of 750 residential units and an 80-room hotel (see **Table 10-2**).

It is important to note that no specific proposal is being made at this time to effectuate the maximum hypothetical development of these two sites and any future plans would be subject to review by the Town, including a full environmental review.

Table 10-2
Maximum Development Potential (Proposed Zoning) Project Site / Swiss Re Parcel

Property	Existing/Approved Floor Area	Conversion Ratio(s) Applied (Proposed Zoning)	Maximum Allowable Floor Area Assumed (Proposed Zoning)
Project Site (113 King Street)	261,000 sf office (existing) + 238,000 sf office (approved/unbuilt)	1:1 existing office to residential + 1:1.25 approved/unbuilt office to residential	558,500 sf residential (~500 units)
Swiss Re Parcel (175 King Street)	360,000 sf office (existing)	1:1 existing office to hotel/residential	110,000 sf hotel (~80 rooms); 250,000 sf residential (~250 units)
Sources: Town of North Castle, Airport Campus I-V LLC, Swiss Re Life and Health America			

10.F.1. TRIP GENERATION (GEIS)

An analysis was completed to estimate the number of weekday AM and PM peak hour trips for a hypothetical maximum buildout of 750 residential units and an 80-room hotel on the Project Site and Swiss Re parcel.

As shown in **Table 10-3**, the conversion to residential/hotel from office under the Proposed Zoning would generate fewer trips than the full occupancy of each site's existing office uses. Therefore, it could be assumed that the Proposed Zoning would not have an adverse impact on Study Area intersections when compared to the Future without the Proposed Zoning.

Table 10-3
GEIS Scenario – Trip Generation

Site / Peak Hour	Trip Generation by Land Use		
	Office (Full Occupancy of Existing Buildings)	GEIS Residential (750 units)	GEIS Hotel (80 rooms)
Project Site			
Weekday Peak AM Hour	303	230	N/A
Weekday Peak PM Hour	300	280	N/A
Swiss Re Parcel			
Weekday Peak AM Hour	418	115	38
Weekday Peak PM Hour	414	140	48
Source: Maser Consulting P.A.			

✷

TABLE NO. 3

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION		YEAR 2019 EXISTING									YEAR 2024 NO-BUILD									YEAR 2024 BUILD								
			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM		
			LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
1	NYS ROUTE 22 & NYS ROUTE 120 (NORTH)																											
	SIGNALIZED																											
	NYS ROUTE 22	NB L	D	48.1	0.60	C	27.4	0.40	F	146.1	1.21	D	51.1	0.64	C	30.9	0.46	F	270.4	1.51	D	51.0	0.65	C	30.8	0.46	F	250.4	1.46
		NB T	B	13.3	0.28	A	7.6	0.17	A	9.2	0.29	B	12.8	0.29	A	8.1	0.20	B	10.7	0.37	B	12.9	0.29	A	8.1	0.20	B	10.5	0.36
		NB APPROACH	**C**	**22.4**	**----**	**B**	**13.9**	**----**	**E**	**79.4**	**----**	**C**	**23.0**	**----**	**B**	**15.2**	**----**	**F**	**139.1**	**----**	**C**	**23.1**	**----**	**B**	**15.2**	**----**	**F**	**129.4**	**----**
	NYS ROUTE 22	SB T	D	39.0	0.70	C	25.3	0.39	D	41.4	0.71	D	45.9	0.84	C	27.5	0.46	D	44.3	0.76	D	44.6	0.82	C	27.4	0.46	D	44.5	0.77
		SB R	A	0.2	0.14	A	0.2	0.15	A	0.8	0.40	A	0.2	0.16	A	0.3	0.17	A	0.9	0.43	A	0.2	0.16	A	0.3	0.17	A	0.9	0.43
		SB APPROACH	**C**	**29.7**	**----**	**B**	**14.4**	**----**	**C**	**21.6**	**----**	**D**	**36.0**	**----**	**B**	**16.3**	**----**	**C**	**23.4**	**----**	**C**	**34.7**	**----**	**B**	**16.3**	**----**	**C**	**23.6**	**----**
	NYS ROUTE 120	SEB L	E	60.0	0.92	C	27.6	0.46	D	48.1	0.69	F	91.7	1.05	C	31.0	0.51	D	50.7	0.73	F	91.0	1.05	C	30.9	0.51	D	50.9	0.73
		SEB R	A	1.1	0.47	A	0.2	0.12	A	0.2	0.15	A	1.7	0.57	A	0.2	0.14	A	0.2	0.17	A	1.5	0.55	A	0.2	0.14	A	0.2	0.17
		SEB APPROACH	**C**	**26.1**	**----**	**B**	**13.6**	**----**	**C**	**25.8**	**----**	**D**	**37.1**	**----**	**B**	**15.0**	**----**	**C**	**27.5**	**----**	**D**	**37.5**	**----**	**B**	**15.0**	**----**	**C**	**27.3**	**----**
		OVERALL	**C**	**26.3**	**----**	**B**	**14.0**	**----**	**D**	**46.8**	**----**	**C**	**33.5**	**----**	**B**	**15.6**	**----**	**E**	**76.8**	**----**	**C**	**33.2**	**----**	**B**	**15.6**	**----**	**E**	**71.3**	**----**
	W/ SIGNAL TIMING CHANGES																											
	NYS ROUTE 22	NB L	--	----	----	--	----	----	--	----	----	D	51.5	0.65	--	----	----	F	188.0	1.32	D	51.6	0.65	--	----	----	F	170.8	1.28
		NB T	--	----	----	--	----	----	--	----	----	B	15.0	0.31	--	----	----	B	10.3	0.36	B	15.0	0.31	--	----	----	B	10.1	0.35
		NB APPROACH	--	----	----	--	----	----	--	----	----	**C**	**24.7**	**----**	--	----	----	**F**	**98.2**	**----**	**C**	**24.8**	**----**	--	----	----	**F**	**89.8**	**----**
	NYS ROUTE 22	SB T	--	----	----	--	----	----	--	----	----	E	58.9	0.94	--	----	----	D	54.0	0.85	D	54.5	0.90	--	----	----	D	54.6	0.86
		SB R	--	----	----	--	----	----	--	----	----	A	0.2	0.16	--	----	----	A	0.9	0.43	A	0.2	0.16	--	----	----	A	0.9	0.43
		SB APPROACH	--	----	----	--	----	----	--	----	----	**D**	**46.2**	**----**	--	----	----	**C**	**28.4**	**----**	**D**	**42.4**	**----**	--	----	----	**C**	**28.9**	**----**
	NYS ROUTE 120	SEB L	--	----	----	--	----	----	--	----	----	E	64.3	0.95	--	----	----	D	54.9	0.76	E	64.9	0.95	--	----	----	D	54.9	0.76
		SEB R	--	----	----	--	----	----	--	----	----	A	1.7	0.57	--	----	----	A	0.2	0.17	A	1.5	0.55	--	----	----	A	0.2	0.17
		SEB APPROACH	--	----	----	--	----	----	--	----	----	**C**	**26.4**	**----**	--	----	----	**C**	**29.8**	**----**	**C**	**27.0**	**----**	--	----	----	**C**	**29.5**	**----**
		OVERALL	--	----	----	--	----	----	--	----	----	**C**	**32.7**	**----**	--	----	----	**E**	**60.4**	**----**	**C**	**31.6**	**----**	--	----	----	**E**	**56.1**	**----**
2	NYS ROUTE 22 & NYS ROUTE 120 (SOUTH)																											
	SIGNALIZED																											
	NYS ROUTE 22	NB T	C	26.4	0.59	B	17.6	0.32	C	28.0	0.65	D	35.8	0.70	B	19.2	0.37	C	30.9	0.68	D	35.6	0.70	B	19.2	0.37	C	31.0	0.68
		NB R	A	9.1	0.21	A	2.5	0.05	A	1.9	0.03	B	16.7	0.31	A	2.4	0.07	A	1.8	0.04	B	16.2	0.30	A	2.4	0.07	A	1.8	0.04
		NB APPROACH	**C**	**22.1**	**----**	**B**	**15.2**	**----**	**C**	**26.7**	**----**	**C**	**30.5**	**----**	**B**	**16.4**	**----**	**C**	**29.3**	**----**	**C**	**30.3**	**----**	**B**	**16.4**	**----**	**C**	**29.3**	**----**
	NYS ROUTE 22	SB L	C	24.9	0.70	B	17.1	0.23	C	30.8	0.40	C	24.2	0.72	B	19.1	0.35	C	34.7	0.48	C	23.3	0.68	B	19.1	0.35	C	34.7	0.50
		SB T	A	5.1	0.29	A	4.5	0.11	B	10.6	0.37	A	4.3	0.28	A	5.2	0.14	B	12.0	0.40	A	4.4	0.28	A	5.2	0.14	B	11.9	0.40
		SB APPROACH	**B**	**15.6**	**----**	**A**	**9.7**	**----**	**B**	**15.8**	**----**	**B**	**16.2**	**----**	**B**	**11.8**	**----**	**B**	**18.3**	**----**	**B**	**15.4**	**----**	**B**	**11.7**	**----**	**B**	**18.4**	**----**
	NYS ROUTE 120	WB L-R	C	30.3	0.16	B	19.0	0.11	C	31.7	0.68	D	37.4	0.23	B	19.9	0.13	C	34.5	0.72	D	37.5	0.24	B	19.9	0.13	C	34.8	0.72
		WB APPROACH	**C**	**30.3**	**----**	**B**	**19.0**	**----**	**C**	**31.7**	**----**	**D**	**37.4**	**----**	**B**	**19.9**	**----**	**C**	**34.5**	**----**	**D**	**37.5**	**----**	**B**	**19.9**	**----**	**C**	**34.8**	**----**
		OVERALL	**B**	**17.9**	**----**	**B**	**12.3**	**----**	**C**	**22.2**	**----**	**C**	**20.7**	**----**	**B**	**13.8**	**----**	**C**	**24.8**	**----**	**C**	**20.2**	**----**	**B**	**13.8**	**----**	**C**	**24.8**	**----**
3	KING STREET & OLD POST ROAD																											
	UNSIGNALIZED																											
	OLD POST ROAD	WB T-R	A	9.4	0.040	A	9.3	0.018	C	15.6	0.167	A	9.7	0.044	A	9.7	0.021	C	22.0	0.250	A	9.8	0.044	A	9.7	0.021	C	20.4	0.231
4	NYS ROUTE 120 & SWISS RE DRIVEWAY / IBM DRIVEWAY																											
	SIGNALIZED																											
	SWISS RE DRIVEWAY	EB L-T	C	28.2	0.07	C	25.4	0.05	D	38.2	0.52	C	29.8	0.12	C	26.3	0.09	D	44.6	0.74	C	29.8	0.12	C	26.3	0.09	D	44.6	0.74
		EB R	A	1.2	0.06	A	0.3	0.04	A	6.1	0.19	A	4.8	0.11	A	4.5	0.09	A	4.0	0.26	A	4.8	0.11	A	4.5	0.09	A	4.0	0.26
		EB APPROACH	**B**	**14.7**	**----**	**B**	**12.9**	**----**	**C**	**24.8**	**----**	**B**	**16.7**	**----**	**B**	**15.4**	**----**	**C**	**27.7**	**----**	**B**	**16.7**	**----**	**B**	**15.4**	**----**	**C**	**27.7**	**----**
	IBM DRIVEWAY	WB L-T	C	27.5	0.02	C	25.3	0.03	C	29.3	0.16	C	28.5	0.02	C	26.2	0.03	C	25.7	0.11	C	28.5	0.02	C	26.2	0.03	C	25.7	0.11
		WB R	A	0.0	0.01	A	0.2	0.02	A	5.2	0.06	A	0.0	0.01	A	0.2	0.02	A	4.3	0.04	A	0.0	0.01	A	0.2	0.02	A	4.3	0.04
		WB APPROACH	**B**	**15.7**	**----**	**B**	**15.3**	**----**	**B**	**18.4**	**----**	**B**	**16.3**	**----**	**B**	**15.8**	**----**	**B**	**16.0**	**----**	**B**	**16.3**	**----**	**B**	**15.8**	**----**	**B**	**16.0**	**----**
	NYS ROUTE 120	NB L	A	2.3	0.15	A	1.8	0.01	A	4.9	0.03	A	5.3	0.42	A	1.9	0.02	A	8.1	0.08	A	4.1	0.37	A	1.9	0.02	A	8.1	0.08
		NB T	A	4.2	0.19	A	2.9	0.15	C	22.6	0.81	A	4.3	0.22	A	3.1	0.19	F	108.8	1.17	A	4.4	0.23	A	3.1	0.18	F	84.7	1.11
		NB R	A	0.0	0.02	A	0.0	0.00	A	0.0	0.00	A	0.0	0.02	A	0.0	0.00	A	0.0	0.00	A	0.0	0.02	A	0.0	0.00	A	0.0	0.00
		NB APPROACH	**A**	**3.5**	**----**	**A**	**2.8**	**----**	**C**	**22.2**	**----**	**A**	**4.4**	**----**	**A**	**3.0**	**----**	**F**	**105.6**	**----**	**A**	**4.0**	**----**	**A**	**3.0**	**----**	**F**	**82.1**	**----**
	NYS ROUTE 120	SB L	A	2.0	0.03	A	2.0	0.00	A	5.0	0.00	A	2.4	0.03	A	2.2	0.00	A	8.0	0.01	A	2.4	0.03	A	2.2	0.00	A	8.0	0.01
		SB T	A	8.6	0.54	A	2.9	0.13	B	10.8	0.22	B	15.8	0.75	A	4.1	0.18	B	16.7	0.34	B	13.9	0.70	A	4.1	0.18	B	16.9	0.36
		SB R	A	2.4	0.13	A	0.0	0.01	A	0.0	0.01	A	3.7	0.28	A	0.6	0.03	A	0.0	0.01	A	3.4	0.28	A	0.6	0.03	A	0.0	0.01
		SB APPROACH	**A**	**7.3**	**----**	**A**	**2.6**	**----**	**B**	**10.5**	**----**	**B**	**12.5**	**----**	**A**	**3.6**	**----**	**B**	**16.0**	**----**	**B**	**10.8**	**----**	**A**	**3.6**	**----**	**B**	**16.3**	**----**
		OVERALL	**A**	**6.4**	**----**	**A**	**3.3**	**----**	**C**	**20.4**	**----**	**B**	**10.3**	**----**	**A**	**4.2**	**----**	**E**	**73.8**	**----**	**A**	**9.0**	**----**	**A**	**4.2**	**----**	**E**	**58.1**	**----**
	W/ SIGNAL TIMING CHANGES																											
	SWISS RE DRIVEWAY	EB L-T	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	D	48.2	0.75	--	----	----	--	----	----	D	48.2	0.75
		EB R	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	A	4.3	0.27	--	----	----	--	----	----	A	4.3	0.27
		EB APPROACH	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**C**	**29.9**	**----**	--	----	----	--	----	----	**C**	**29.9**	**----**
	IBM DRIVEWAY	WB L-T	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	C	27.9	0.11	--	----	----	--	----	----	C	27.9	0.11
		WB R	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	A	4.7	0.05	--	----	----	--	----	----	A	4.7	0.05
		WB APPROACH	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**B**	**17.3**	**----**	--	----	----	--	----	----	**B**	**17.3**	**----**
	NYS ROUTE 120	NB L	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	A	8.1	0.08	--	----	----	--	----	----	A	8.1	0.08
		NB T	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	F	95.1	1.14	--	----	----	--	----	----	E	72.7	1.08
		NB R	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	A	0.0	0.00	--	----	----	--	----	----	A	0.0	0.00
		NB APPROACH	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**F**	**92.3**	**----**	--	----	----	--	----	----	**E**	**70.5**	**----**
	NYS ROUTE 120	SB L	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	A	9.0	0.01	--	----	----	--	----	----	A	9.0	0.01
		SB T	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	B	16.2	0.32	--	----	----	--	----	----	B	16.5	0.34
		SB R	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	A	0.0	0.01	--	----	----	--	----	----	A	0.0	0.01
		SB APPROACH	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**B**	**15.6**	**----**	--	----	----	--	----	----	**B**	**15.9**	**----**
		OVERALL	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**E**	**65.9**	**----**	--	----	----	--	----	----	**D**	**51.6**	**----**

TABLE NO. 3

LEVEL OF SERVICE SUMMARY TABLE

	LOCATION		YEAR 2019 EXISTING									YEAR 2024 NO-BUILD									YEAR 2024 BUILD								
			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM		
			LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
5	NYS ROUTE 120 & AMERICAN LANE (N)																											
	UNSIGNALIZED																											
	NYS ROUTE 120	SB L-T	A	8.5	0.141	A	7.7	0.025	A	10.0	0.012	A	9.0	0.163	A	7.9	0.029	B	11.1	0.015	A	9.0	0.165	A	7.9	0.029	B	10.7	0.014
	AMERICA LANE (N)	WB L	C	23.6	0.052	B	11.2	0.018	C	20.7	0.029	D	34.7	0.088	B	12.5	0.024	D	29.6	0.045	D	32.4	0.082	B	12.4	0.023	D	28.0	0.042
	AMERICA LANE (N)	WB R	B	10.5	0.016	A	9.5	0.061	C	20.6	0.390	B	11.4	0.020	A	9.9	0.071	D	31.5	0.540	B	11.5	0.021	A	9.9	0.070	D	27.6	0.499
6	NYS ROUTE 120 & COONEY HILL ROAD																											
	UNSIGNALIZED																											
	NYS ROUTE 120	NB L-T	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	8.9	0.001	A	7.8	0.001	A	8.5	0.007
	COONEY HILL ROAD	EB L-R	C	18.8	0.008	B	11.4	0.004	D	30.4	0.008	D	27.0	0.013	B	13.0	0.005	F	50.7	0.015	C	20.8	0.044	B	12.3	0.011	D	27.1	0.036
7	NYS ROUTE 120 & 113 KING STREET DRIVEWAY / AMERICAN LANE (S)																											
	SIGNALIZED																											
	NYS ROUTE 120	NWB L	A	4.5	0.00	A	0.0	0.00	A	0.0	0.00	A	6.9	0.34	A	4.5	0.05	A	4.6	0.05	A	5.6	0.21	A	4.5	0.04	A	5.2	0.16
		NWB T	A	6.4	0.32	A	5.2	0.16	B	13.0	0.73	A	7.2	0.41	A	5.3	0.18	B	15.6	0.79	A	7.2	0.41	A	5.4	0.19	B	15.9	0.80
		NWB R	A	1.1	0.15	A	1.7	0.02	A	1.6	0.02	A	1.1	0.16	A	1.7	0.02	A	1.7	0.02	A	1.1	0.16	A	1.7	0.02	A	1.7	0.02
		NWB APPROACH	**A**	**4.8**	**----**	**A**	**4.9**	**----**	**B**	**12.8**	**----**	**A**	**5.8**	**----**	**A**	**4.9**	**----**	**B**	**15.0**	**----**	**A**	**5.6**	**----**	**A**	**5.0**	**----**	**B**	**14.7**	**----**
	NYS ROUTE 120	SEB L-T-R	B	10.1	0.48	A	5.3	0.17	A	6.1	0.30	C	23.7	0.80	A	9.8	0.27	B	11.1	0.45	B	18.7	0.69	A	8.7	0.25	B	14.5	0.52
		SEB APPROACH	**B**	**10.1**	**----**	**A**	**5.3**	**----**	**A**	**6.1**	**----**	**C**	**23.7**	**----**	**A**	**9.8**	**----**	**B**	**11.1**	**----**	**B**	**18.7**	**----**	**A**	**8.7**	**----**	**B**	**14.5**	**----**
	113 KING STREET DRIVEWAY	NEB L-T	C	29.0	0.00	A	0.0	0.00	A	0.0	0.00	C	30.7	0.10	C	32.5	0.21	E	61.1	0.77	C	31.4	0.14	C	31.9	0.17	D	38.3	0.41
		NEB R	A	0.0	0.00	A	0.0	0.00	A	0.0	0.00	A	0.3	0.06	A	0.4	0.08	A	8.6	0.38	A	1.0	0.17	A	0.3	0.07	A	5.2	0.28
		NEB APPROACH	**B**	**14.5**	**----**	**A**	**0.0**	**----**	**A**	**0.0**	**----**	**B**	**15.5**	**----**	**B**	**19.8**	**----**	**C**	**34.9**	**----**	**B**	**11.2**	**----**	**B**	**19.1**	**----**	**B**	**19.1**	**----**
	AMERICAN LANE (S)	SWB L-T	C	31.2	0.12	C	30.4	0.08	D	42.6	0.57	C	31.4	0.13	C	30.6	0.09	E	62.3	0.77	C	31.5	0.13	C	30.6	0.09	D	47.9	0.65
		SWB APPROACH	**C**	**31.2**	**----**	**C**	**30.4**	**----**	**D**	**42.6**	**----**	**C**	**31.4**	**----**	**B**	**30.6**	**----**	**E**	**62.3**	**----**	**C**	**31.5**	**----**	**C**	**30.6**	**----**	**D**	**47.9**	**----**
		OVERALL	**A**	**8.1**	**----**	**A**	**6.1**	**----**	**B**	**13.9**	**----**	**B**	**15.0**	**----**	**A**	**9.6**	**----**	**C**	**20.5**	**----**	**B**	**12.3**	**----**	**A**	**8.9**	**----**	**B**	**17.6**	**----**
8	NYS ROUTE 120 & GATEWAY LANE																											
	SIGNALIZED																											
	NYS ROUTE 120	NB T-R	A	2.5	0.32	A	2.1	0.14	A	5.3	0.54	A	3.2	0.49	A	2.2	0.17	A	7.6	0.65	A	3.1	0.46	A	2.2	0.17	B	10.5	0.71
		NB APPROACH	**A**	**2.5**	**----**	**A**	**2.1**	**----**	**A**	**5.3**	**----**	**A**	**3.2**	**----**	**A**	**2.2**	**----**	**A**	**7.6**	**----**	**A**	**3.1**	**----**	**A**	**2.2**	**----**	**B**	**10.5**	**----**
	NYS ROUTE 120	SB L-T	A	9.5	0.61	A	3.7	0.19	C	25.3	0.80	B	19.3	0.81	A	4.1	0.24	F	246.4	1.48	C	20.1	0.83	A	4.1	0.24	F	349.8	1.71
		SB APPROACH	**A**	**9.5**	**----**	**A**	**3.7**	**----**	**C**	**25.3**	**----**	**B**	**19.3**	**----**	**A**	**4.1**	**----**	**F**	**246.4**	**----**	**C**	**20.1**	**----**	**A**	**4.1**	**----**	**F**	**349.8**	**----**
	GATEWAY LANE	WB L-R	B	18.4	0.67	C	24.1	0.49	C	25.0	0.80	B	17.9	0.71	C	23.0	0.53	C	28.1	0.81	B	18.0	0.71	C	23.1	0.52	C	29.5	0.81
		WB APPROACH	**B**	**18.4**	**----**	**C**	**24.1**	**----**	**C**	**25.0**	**----**	**B**	**17.9**	**----**	**C**	**23.0**	**----**	**C**	**28.1**	**----**	**B**	**18.0**	**----**	**C**	**23.1**	**----**	**C**	**29.5**	**----**
		OVERALL	**A**	**9.1**	**----**	**A**	**7.5**	**----**	**B**	**17.0**	**----**	**B**	**12.9**	**----**	**A**	**7.2**	**----**	**F**	**106.8**	**----**	**B**	**13.7**	**----**	**A**	**7.2**	**----**	**F**	**141.6**	**----**
	W/ SIGNAL TIMING CHANGES																		W/ OPTIMIZATION									W/ OPTIMIZATION	
	NYS ROUTE 120	NB T-R	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	A	8.7	0.55	--	----	----	--	----	----	A	10.0	0.59
		NB APPROACH	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**A**	**8.7**	**----**	--	----	----	--	----	----	**A**	**10.0**	**----**
	NYS ROUTE 120	SB L-T	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	E	67.1	1.06	--	----	----	--	----	----	E	79.1	1.09
		SB APPROACH	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**E**	**67.1**	**----**	--	----	----	--	----	----	**E**	**79.1**	**----**
	GATEWAY LANE	WB L-R	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	E	58.6	0.99	--	----	----	--	----	----	E	59.6	1.00
		WB APPROACH	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**E**	**58.6**	**----**	--	----	----	--	----	----	**E**	**59.6**	**----**
		OVERALL	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	**D**	**43.3**	**----**	--	----	----	--	----	----	**D**	**47.3**	**----**
9	NYS ROUTE 120 & NEW KING STREET																											
	SIGNALIZED																											
	NYS ROUTE 120	NB T	A	6.5	0.32	A	7.1	0.13	B	16.2	0.53	A	8.6	0.49	A	7.5	0.17	B	18.4	0.61	A	8.1	0.45	A	7.5	0.17	B	19.9	0.66
		NB APPROACH	**A**	**6.5**	**----**	**A**	**7.1**	**----**	**B**	**16.2**	**----**	**A**	**8.6**	**----**	**A**	**7.5**	**----**	**B**	**18.4**	**----**	**A**	**8.1**	**----**	**A**	**7.5**	**----**	**B**	**19.9**	**----**
	NYS ROUTE 120	SB T	A	3.2	0.36	A	6.5	0.20	A	9.1	0.40	A	3.5	0.41	A	6.5	0.24	A	9.1	0.62	A	3.9	0.44	A	6.5	0.24	A	8.9	0.59
		SB APPROACH	**A**	**3.2**	**----**	**A**	**6.5**	**----**	**A**	**9.1**	**----**	**A**	**3.5**	**----**	**A**	**6.5**	**----**	**A**	**9.1**	**----**	**A**	**3.9**	**----**	**A**	**6.5**	**----**	**A**	**8.9**	**----**
	NEW KING STREET	WB L	D	38.8	0.58	D	37.7	0.67	D	38.7	0.84	D	38.9	0.59	D	37.6	0.68	D	40.1	0.86	D	38.9	0.59	D	37.6	0.68	D	40.1	0.86
		WB R	B	11.5	0.09	A	7.9	0.12	A	4.6	0.16	B	11.3	0.09	A	7.7	0.12	A	4.5	0.16	B	11.3	0.09	A	7.7	0.12	A	4.5	0.16
		WB APPROACH	**D**	**35.2**	**----**	**C**	**33.0**	**----**	**C**	**33.2**	**----**	**D**	**35.2**	**----**	**C**	**32.9**	**----**	**C**	**34.3**	**----**	**D**	**35.2**	**----**	**C**	**32.9**	**----**	**C**	**34.3**	**----**
		OVERALL	**B**	**10.3**	**----**	**B**	**18.7**	**----**	**C**	**21.4**	**----**	**B**	**10.7**	**----**	**B**	**17.6**	**----**	**C**	**21.1**	**----**	**B**	**10.5**	**----**	**B**	**17.7**	**----**	**C**	**21.7**	**----**

TABLE NO. 3

LEVEL OF SERVICE SUMMARY TABLE

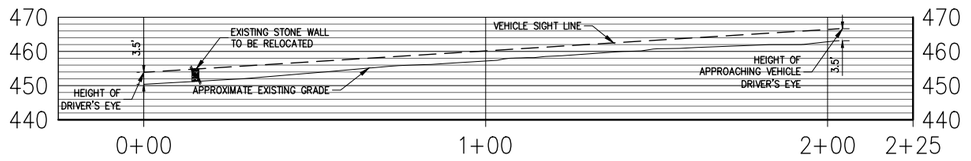
	LOCATION		YEAR 2019 EXISTING									YEAR 2024 NO-BUILD									YEAR 2024 BUILD								
			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM		
			LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
10	NYS ROUTE 120 & AIRPORT ROAD																											
	SIGNALIZED																											
	NYS ROUTE 120	NB L	B	16.5	0.19	B	12.5	0.15	C	20.9	0.55	B	16.6	0.20	B	13.5	0.16	C	28.8	0.67	B	16.6	0.20	B	13.5	0.16	C	28.8	0.67
		NB T T-R	B	15.0	0.13	B	11.3	0.07	C	20.3	0.11	B	17.3	0.19	B	12.4	0.08	C	23.6	0.13	B	16.9	0.18	B	12.4	0.08	C	24.0	0.14
		NB APPROACH	**B**	**15.6**	**----**	**B**	**11.9**	**----**	**C**	**20.7**	**----**	**B**	**17.1**	**----**	**B**	**12.9**	**----**	**C**	**26.9**	**----**	**B**	**16.8**	**----**	**B**	**12.9**	**----**	**C**	**27.1**	**----**
	NYS ROUTE 120	SB L	B	16.1	0.11	B	12.8	0.07	B	17.5	0.09	B	16.2	0.12	B	13.8	0.08	C	20.6	0.10	B	16.2	0.12	B	13.8	0.08	C	20.7	0.10
		SB T	C	29.2	0.29	C	23.7	0.17	D	38.7	0.58	C	29.8	0.33	C	25.5	0.21	D	50.2	0.75	C	30.1	0.33	C	25.4	0.20	D	49.7	0.74
		SB R	A	1.0	0.31	A	1.0	0.27	A	5.8	0.50	A	1.0	0.34	A	1.0	0.30	A	8.6	0.64	A	1.0	0.36	A	1.0	0.30	A	8.1	0.62
		SB APPROACH	**A**	**8.8**	**----**	**A**	**6.3**	**----**	**B**	**15.7**	**----**	**A**	**9.0**	**----**	**A**	**6.9**	**----**	**C**	**20.6**	**----**	**A**	**9.1**	**----**	**A**	**6.8**	**----**	**C**	**20.2**	**----**
	AIRPORT ROAD	EB L	B	19.5	0.35	B	17.0	0.16	C	23.3	0.51	C	23.0	0.53	B	17.2	0.20	C	22.9	0.54	C	22.2	0.50	B	17.2	0.20	C	23.8	0.58
		EB L-T-R	E	66.0	1.02	C	26.0	0.69	C	26.2	0.68	F	89.0	1.10	C	26.0	0.70	C	24.7	0.66	F	87.0	1.09	C	26.0	0.70	C	24.7	0.66
		EB APPROACH	**D**	**54.6**	**----**	**C**	**24.4**	**----**	**C**	**25.0**	**----**	**E**	**68.1**	**----**	**C**	**24.1**	**----**	**C**	**23.9**	**----**	**E**	**67.4**	**----**	**C**	**24.1**	**----**	**C**	**24.3**	**----**
		OVERALL	**C**	**34.6**	**----**	**B**	**14.9**	**----**	**C**	**20.2**	**----**	**D**	**42.8**	**----**	**B**	**15.1**	**----**	**C**	**23.0**	**----**	**D**	**41.6**	**----**	**B**	**15.1**	**----**	**C**	**23.1**	**----**
	W/ SIGNAL TIMING CHANGES																											
	NYS ROUTE 120	NB L	--	----	----	--	----	----	--	----	----	B	18.8	0.21	--	----	----	--	----	----	B	18.9	0.21	--	----	----	--	----	----
		NB T T-R	--	----	----	--	----	----	--	----	----	B	19.0	0.20	--	----	----	--	----	----	B	18.6	0.19	--	----	----	--	----	----
		NB APPROACH	--	----	----	--	----	----	--	----	----	**B**	**19.0**	**----**	--	----	----	--	----	----	**B**	**18.7**	**----**	--	----	----	--	----	----
	NYS ROUTE 120	SB L	--	----	----	--	----	----	--	----	----	B	18,3	0.13	--	----	----	--	----	----	B	18,3	0.13	--	----	----	--	----	----
		SB T	--	----	----	--	----	----	--	----	----	C	32.8	0.34	--	----	----	--	----	----	C	33.2	0.37	--	----	----	--	----	----
		SB R	--	----	----	--	----	----	--	----	----	A	1.0	0.34	--	----	----	--	----	----	A	1.0	0.36	--	----	----	--	----	----
		SB APPROACH	--	----	----	--	----	----	--	----	----	**A**	**9.9**	**----**	--	----	----	--	----	----	**B**	**10.0**	**----**	--	----	----	--	----	----
	AIRPORT ROAD	EB L	--	----	----	--	----	----	--	----	----	C	21.6	0.50	--	----	----	--	----	----	C	20.9	0.47	--	----	----	--	----	----
		EB L-T-R	--	----	----	--	----	----	--	----	----	E	67.7	1.03	--	----	----	--	----	----	E	65.9	1.03	--	----	----	--	----	----
		EB APPROACH	--	----	----	--	----	----	--	----	----	**D**	**53.1**	**----**	--	----	----	--	----	----	**D**	**52.3**	**----**	--	----	----	--	----	----
		OVERALL	--	----	----	--	----	----	--	----	----	**D**	**35.0**	**----**	--	----	----	--	----	----	**C**	**34.0**	**----**	--	----	----	--	----	----
11	AIRPORT ROAD & I-684 NB ON/OFF RAMP																											
	UNSIGNALIZED																											
	I-684 NB ON-RAMP	EB L-T	A	8.4	0.001	A	8.2	0.006	A	9.6	0.004	A	8.6	0.001	A	8.3	0.006	B	10.4	0.005	A	8.7	0.001	A	8.3	0.006	B	10.3	0.005
	I-684 NB OFF-RAMP	NB R	E	49.9	0.894	B	11.6	0.358	C	17.7	0.647	F	175.3	1.295	B	12.3	0.411	C	21.4	0.732	F	148.7	1.227	B	12.3	0.410	C	23.9	0.775
12	AIRPORT ROAD & I-684 SB ON/OFF RAMP																											
	UNSIGNALIZED																											
	I-684 NB ON-RAMP	WB L	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000	A	0.0	0.000
	I-684 NB OFF-RAMP	SB L	F	439.9	1.897	C	15.0	0.335	C	22.0	0.562	F	608.2	2.269	C	17.1	0.392	F	64.6	0.893	F	701.3	2.472	C	17.0	0.389	F	54.6	0.846

TABLE NO. 3

LEVEL OF SERVICE SUMMARY TABLE

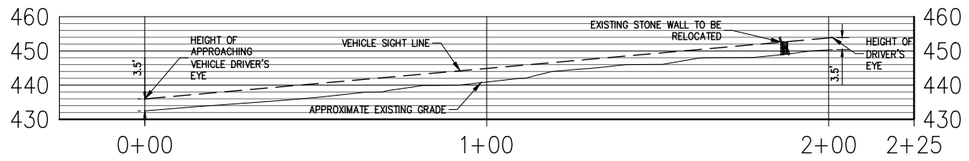
	LOCATION		YEAR 2019 EXISTING									YEAR 2024 NO-BUILD									YEAR 2024 BUILD								
			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM			WEEKDAY AM			WEEKDAY MIDDAY			WEEKDAY PM		
			LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C	LOS	DELAY	V/C
13	NYS ROUTE 22 NYS ROUTE 128 / NORTH CASTLE DRIVE (IBM)																											
	SIGNALIZED																											
	NYS ROUTE 22	NEB L	E	56.2	0.71	D	45.5	0.63	D	53.9	0.78	E	59.8	0.75	D	47.6	0.68	E	58.9	0.83	E	59.6	0.75	D	47.6	0.68	E	59.2	0.83
		NEB T	C	26.1	0.39	A	7.7	0.14	B	10.6	0.29	C	28.8	0.45	B	13.0	0.19	B	18.5	0.42	C	28.8	0.45	B	13.0	0.19	B	18.5	0.41
		NEB R	A	5.5	0.21	A	0.0	0.01	A	0.0	0.01	A	5.3	0.25	A	0.1	0.03	A	0.1	0.05	A	5.3	0.25	A	0.1	0.03	A	0.1	0.05
		NEB APPROACH	**C**	**29.4**	**----**	**C**	**20.6**	**----**	**C**	**23.3**	**----**	**C**	**31.4**	**----**	**C**	**23.9**	**----**	**C**	**29.3**	**----**	**C**	**31.5**	**----**	**C**	**23.9**	**----**	**C**	**29.6**	**----**
	NYS ROUTE 22	SWB L	D	51.5	0.83	D	42.0	0.13	D	52.0	0.07	D	52.6	0.84	D	46.5	0.38	E	58.8	0.44	D	52.6	0.84	D	46.3	0.38	E	59.0	0.44
		SWB T	C	20.3	0.45	B	16.2	0.21	C	28.0	0.52	C	22.9	0.54	B	18.3	0.25	C	32.3	0.59	C	22.7	0.53	B	18.2	0.25	C	32.7	0.59
		SWB R	A	3.9	0.21	A	4.9	0.12	A	5.9	0.17	A	4.7	0.22	A	5.3	0.13	A	6.2	0.19	A	4.4	0.22	A	5.3	0.13	A	6.2	0.20
		SWB APPROACH	**C**	**27.3**	**----**	**B**	**14.9**	**----**	**C**	**25.1**	**----**	**C**	**29.1**	**----**	**B**	**19.3**	**----**	**C**	**30.6**	**----**	**C**	**29.1**	**----**	**B**	**19.2**	**----**	**C**	**30.9**	**----**
	NYS ROUTE 128	SB L-T	D	43.7	0.53	D	35.6	0.44	D	38.1	0.48	D	45.4	0.56	D	36.1	0.46	D	38.6	0.49	D	45.4	0.56	D	36.1	0.46	D	38.4	0.49
		SB R	A	8.3	0.44	A	7.8	0.37	A	6.8	0.37	A	8.2	0.49	A	7.4	0.39	A	6.4	0.38	A	8.2	0.48	A	7.4	0.39	A	6.3	0.38
		SB APPROACH	**C**	**24.0**	**----**	**B**	**19.9**	**----**	**C**	**21.2**	**----**	**C**	**23.6**	**----**	**B**	**19.6**	**----**	**C**	**21.3**	**----**	**C**	**23.8**	**----**	**B**	**19.6**	**----**	**C**	**21.0**	**----**
	NORTH CASTLE DRIVE (IBM)	NB L	C	34.3	0.07	C	28.0	0.03	D	39.7	0.48	D	38.4	0.23	C	30.0	0.12	D	42.8	0.55	D	38.4	0.23	C	30.0	0.12	D	42.5	0.55
		NB T	C	32.7	0.01	C	28.0	0.04	C	30.2	0.06	C	32.9	0.03	C	28.4	0.05	C	30.5	0.07	C	32.9	0.03	C	28.3	0.05	C	30.4	0.07
		NB R	A	0.1	0.03	A	0.3	0.06	A	6.7	0.49	A	5.4	0.17	A	7.3	0.18	A	6.5	0.53	A	5.4	0.17	A	7.3	0.18	A	6.4	0.53
		NB APPROACH	**C**	**21.3**	**----**	**B**	**13.6**	**----**	**B**	**17.3**	**----**	**B**	**18.9**	**----**	**B**	**16.1**	**----**	**B**	**18.0**	**----**	**B**	**18.9**	**----**	**B**	**16.1**	**----**	**B**	**17.8**	**----**
		OVERALL	**C**	**27.5**	**----**	**B**	**18.2**	**----**	**C**	**22.5**	**----**	**C**	**28.7**	**----**	**C**	**20.8**	**----**	**C**	**26.6**	**----**	**C**	**28.8**	**----**	**C**	**20.8**	**----**	**C**	**26.7**	**----**
14	NYS ROUTE 22 & N. BROADWAY / SIR JOHN'S PLAZA																											
	SIGNALIZED																											
	SIR JOHN'S PLAZA	EB LL	E	62.5	0.03	C	30.3	0.02	E	65.7	0.09	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
		EB R	A	0.5	0.03	A	0.3	0.02	A	1.3	0.06	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
		EB APPROACH	**C**	**21.2**	**----**	**B**	**10.3**	**----**	**C**	**26.1**	**----**	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
	NYS ROUTE 22	SWB L L-R	E	74.5	0.81	C	31.1	0.39	E	66.5	0.63	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
		SWB APPROACH	**E**	**74.5**	**----**	**C**	**31.1**	**----**	**E**	**66.5**	**----**	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
	NYS ROUTE 22	NB L-T	A	5.8	0.37	A	7.3	0.35	C	30.0	0.93	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
		NB R	A	0.3	0.16	A	0.5	0.12	A	0.5	0.19	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
		NB APPROACH	**A**	**4.2**	**----**	**A**	**5.4**	**----**	**C**	**24.7**	**----**	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
	N. BROADWAY	SB L-T-R	B	16.4	0.83	A	7.0	0.32	A	8.8	0.41	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
		SB APPROACH	**B**	**16.4**	**----**	**A**	**7.0**	**----**	**A**	**8.8**	**----**	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
		OVERALL	**C**	**20.1**	**----**	**A**	**9.7**	**----**	**C**	**24.9**	**----**	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----	--	----	----
	W/ DEP IMPROVEMENTS																											
	SIR JOHN'S PLAZA	EB LL	--	----	----	--	----	----	--	----	----	E	62.5	0.03	C	30.7	0.02	E	67.1	0.10	E	62.5	0.03	C	30.7	0.02	E	67.0	0.10
		EB R	--	----	----	--	----	----	--	----	----	A	0.5	0.03	A	0.3	0.03	A	1.5	0.11	A	0.5	0.03	A	0.3	0.03	A	1.5	0.11
		EB APPROACH	--	----	----	--	----	----	--	----	----	**C**	**21.2**	**----**	**B**	**10.4**	**----**	**C**	**25.8**	**----**	**C**	**21.2**	**----**	**B**	**10.4**	**----**	**C**	**25.8**	**----**
	NYS ROUTE 22	SWB L L-R	--	----	----	--	----	----	--	----	----	E	64.5	0.75	C	31.4	0.43	E	66.7	0.67	E	64.6	0.75	C	31.4	0.43	E	66.7	0.66
		SWB APPROACH	--	----	----	--	----	----	--	----	----	**E**	**64.5**	**----**	**C**	**31.4**	**----**	**E**	**66.7**	**----**	**E**	**64.6**	**----**	**C**	**31.4**	**----**	**E**	**66.7**	**----**
	NYS ROUTE 22	NB L-T	--	----	----	--	----	----	--	----	----	A	7.4	0.41	A	7.8	0.37	D	42.8	0.99	A	7.5	0.41	A	7.8	0.37	D	42.4	0.99
		NB R	--	----	----	--	----	----	--	----	----	A	0.4	0.19	A	0.5	0.14	A	0.5	0.21	A	0.4	0.19	A	0.5	0.14	A	0.5	0.22
		NB APPROACH	--	----	----	--	----	----	--	----	----	**A**	**5.1**	**----**	**A**	**5.6**	**----**	**C**	**34.8**	**----**	**A**	**5.2**	**----**	**A**	**5.6**	**----**	**C**	**34.4**	**----**
	N. BROADWAY	SB L-T T-R	--	----	----	--	----	----	--	----	----	B	12.5	0.72	A	6.7	0.27	A	8.6	0.35	B	12.5	0.72	A	6.7	0.34	A	8.6	0.35
		SB APPROACH	--	----	----	--	----	----	--	----	----	**B**	**12.5**	**----**	**A**	**6.7**	**----**	**A**	**8.6**	**----**	**B**	**12.5**	**----**	**A**	**6.7**	**----**	**A**	**8.6**	**----**
		OVERALL	--	----	----	--	----	----	--	----	----	**B**	**17.1**	**----**	**B**	**10.0**	**----**	**C**	**32.0**	**----**	**C**	**17.2**	**----**	**A**	**10.0**	**----**	**C**	**31.6**	**----**
15	NYS ROUTE 22 & CENTRAL WESTCHESTER EXPRESSWAY & RESERVOIR ROAD / CHURCH STREET																											
	SIGNALIZED																											
	NYS ROUTE 22	EB L	F	89.1	0.81	E	64,4	0.70	F	93.8	0.87	F	90.1	0.83	E	66.7	0.72	F	96.0	0.89	F	90.1	0.83	E	66.7	0.72	F	96.0	0.89
		EB T-R	F	99.7	0.89	E	67.7	0.75	F	77.5	0.69	F	101.8	0.91	E	70.0	0.77	E	78.6	0.70	F	101.8	0.91	E	70.0	0.77	E	78.6	0.70
		EB APPROACH	**F**	**94.6**	**----**	**E**	**66.1**	**----**	**F**	**86.7**	**----**	**F**	**96.1**	**----**	**E**	**68.4**	**----**	**E**	**88.4**	**----**	**F**	**96.1**	**----**	**E**	**68.4**	**----**	**E**	**88.5**	**----**
	RESERVOIR ROAD	WB L-T	F	102.2	0.73	E	70.5	0.67	F	102.6	0.84	F	103.4	0.74	E	73.2	0.69	F	105.2	0.86	F	103.4	0.74	E	73.2	0.69	F	105.3	0.86
		WB R	A	0.8	0.12	A	6.1	0.19	A	9.1	0.27	A	0.9	0.12	A	6.7	0.20	A	10.0	0.29	A	0.9	0.12	A	6.7	0.20	A	10.0	0.29
		WB APPROACH	**F**	**82.2**	**----**	**D**	**51.6**	**----**	**E**	**71.0**	**----**	**F**	**83.1**	**----**	**D**	**53.6**	**----**	**E**	**72.8**	**----**	**F**	**83.1**	**----**	**D**	**53.6**	**----**	**E**	**72.8**	**----**
	CENTRAL WESTCHESTER	NB TT	D	53.9	0.46	E	63.9	0.68	F	202.3	1.33	E	56.8	0.53	E	66.0	0.71	F	250.7	1.44	E	56.7	0.52	E	66.0	0.71	F	252.2	1.44
	EXPRESSWAY	NB R	A	1.0	0.07	A	3.9	0.15	A	8.7	0.20	A	1.2	0.08	A	4.2	0.15	A	9.1	0.21	A	1.2	0.08	A	4.2	0.15	A	9.1	0.21
		NB APPROACH	**D**	**49.1**	**----**	**D**	**53.5**	**----**	**F**	**183.8**	**----**	**D**	**52.0**	**----**	**E**	**55.8**	**----**	**F**	**226.9**	**----**	**D**	**51.9**	**----**	**E**	**55.8**	**----**	**F**	**228.4**	**----**
	NYS ROUTE 22	SB L	D	40.1	0.12	D	43.7	0.21	D	51.7	0.46	D	41.3	0.14	D	45.0	0.23	D	53.5	0.48	D	41.3	0.14	D	45.0	0.23	D	53.4	0.48
		SB T T-R	F	102.8	1.09	D	51.5	0.69	D	52.2	0.61	F	134.2	1.17	D	54.2	0.74	E	55.5	0.67	F	135.3	1.17	D	54.1	0.73	E	55.4	1.00
		SB APPROACH	**F**	**101.4**	**----**	**D**	**50.9**	**----**	**D**	**52.1**	**----**	**F**	**132.1**	**----**	**D**	**53.5**	**----**	**E**	**55.3**	**----**	**F**	**133.2**	**----**	**D**	**53.5**	**----**	**E**	**55.2**	**----**
		OVERALL	**F**	**88.6**	**----**	**D**	**55.7**	**----**	**F**	**117.0**	**----**	**F**	**105.6**	**----**	**E**	**58.0**	**----**	**F**	**136.5**	**----**	**F**	**106.3**	**----**	**E**	**58.0**	**----**	**F**	**137.3**	**----**
	W/ SIGNAL TIMING CHANGES											W/ OPTIMIZATION						W/ OPTIMIZATION			W/ OPTIMIZATION						W/ OPTIMIZATION		
	NYS ROUTE 22	EB L	--	----	----	--	----	----	--	----	----	F	110.4	0.91	--	----	----	F	131.2	1.02	F	110.4	0.91	--	----	----	F	131.3	1.02
		EB T-R	--	----	----	--	----	----	--	----	----	F	130.3	1.01	--	----	----	F	97.3	0.80	F	130.3	1.01	--	----	----	F	97.4	0.80
		EB APPROACH	--	----	----	--	----	----	--	----	----	**F**	**120.7**	**----**	--	----	----	**F**	**116.4**	**----**	**F**	**120.7**	**----**	--	----	----	**F**	**116.5**	**----**
	RESERVOIR ROAD	WB L-T	--	----	----	--	----	----	--	----	----	F	170.9	1.04	--	----	----	F	146.4	1.02	F	170.9	1.04	--	----	----	F	146.6	1.02
		WB R	--	----	----	--	----	----	--	----	----	A	1.5	0.16	--	----	----	B	17.4	0.38	A	1.5	0.16	--	----	----	B	17.3	0.38
		WB APPROACH	--	----	----	--	----	----	--	----	----	**F**	**137.4**	**----**	--	----	----	**F**	**102.4**	**----**	**F**	**137.4**	**----**	--	----	----	**F**	**102.5**	**----**
	CENTRAL WESTCHESTER	NB TT	--	----	----	--	----	----	--	----	----	D	43.4	0.41	--	----	----	F	82.6	0.98	D	43.3	0.41	--	----	----	F	82.9	0.98
	EXPRESSWAY	NB R	--	----	----	--	----	----	--	----	----	A	1.0	0.07	--	----	----	A	6.5	0.17	A	1.0	0.07	--	----	----	A	6.5	0.17
		NB APPROACH	--	----	----	--	----	----	--	----	----	**D**	**39.8**	**----**	--	----	----	**E**	**75.1**	**----**	**D**	**39.6**	**----**	--	----	----	**E**	**75.4**	**----**
	NYS ROUTE 22	SB L	--	----	----	--	----	----	--	----	----	C	31.3	0.11	--	----	----	F	113.4	0.91	C	31.3	0.11	--	----	----	F	113.4	0.91
		SB T T-R	--	----	----	--	----	----	--	----	----	E	71.5	0.98	--	----	----	D	45.5	0.55	E	71.9	0.98	--	----	----	D	45.4	0.55
		SB APPROACH	--	----	----	--	----	----	--	----	----	**E**	**70.6**	**----**	--	----	----	**D**	**51.4**	**----**	**E**	**71.0**	**----**	--	----	----	**D**	**51.3**	**----**
		OVERALL	--	----	----	--	----	----	--	----	----	**E**	**78.4**	**----**	--	----	----	**E**	**79.0**	**----**	**E**	**78.6**	**----**	--	----	----	**E**	**79.2**	**----**

THE ABOVE REPRESENTS THE LEVELS OF SERVICE, VEHICLE DELAY IN SECONDS AND VOLUME-TO-CAPACITY (V/C) RATIO FOR THE ABOVE INTERSECTIONS.



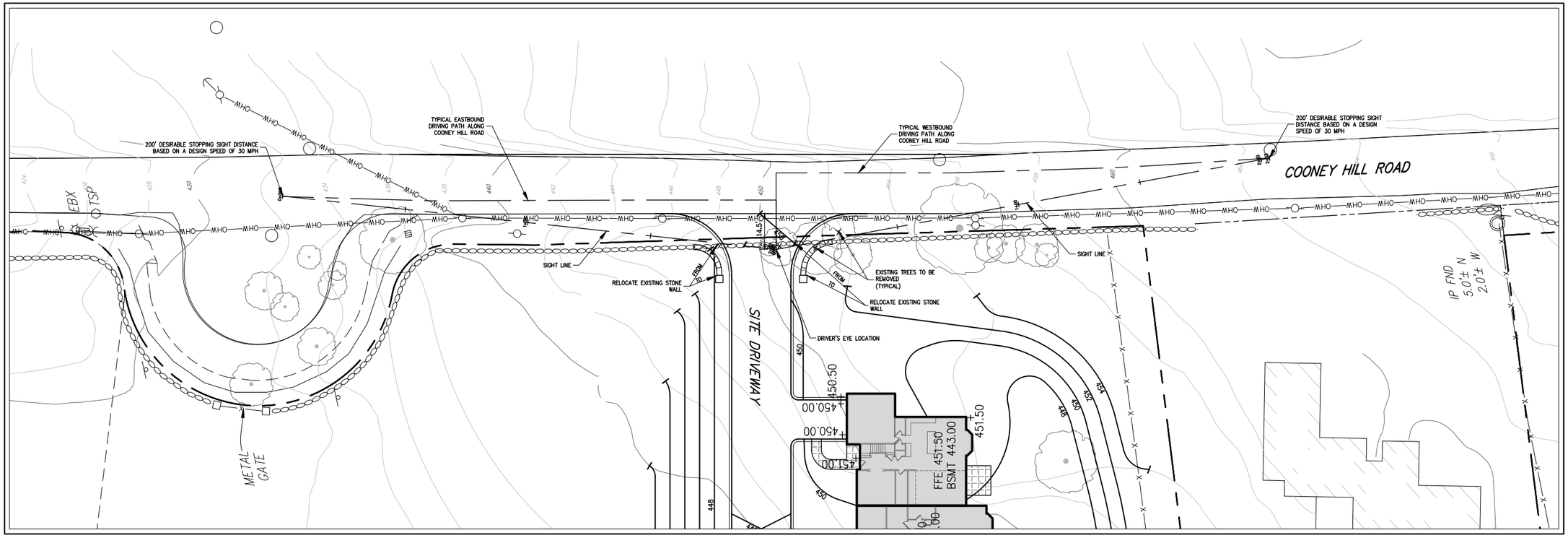
LEFT TURN FROM STOP (LOOKING RIGHT) PROFILE

SCALE: 1"=20' HORIZ. & 1"=20' VERT.
200' DESIRABLE STOPPING SIGHT DISTANCE BASED ON A SPEED OF 30 MPH



RIGHT TURN FROM STOP (LOOKING LEFT) PROFILE

SCALE: 1"=20' HORIZ. & 1"=20' VERT.
200' DESIRABLE STOPPING SIGHT DISTANCE BASED ON A SPEED OF 30 MPH



Source: JMC, 2020

Sight Distance Analysis - Cooney Hill Road
Figure 10-2

Chapter 11: Visual Resources and Community Character

11.A. INTRODUCTION

This Chapter analyzes the potential for the Proposed Action to impact the character of the community surrounding the Project Site and the potential for the Proposed Project to create a significant adverse visual impact. As demonstrated by the before and after photosimulations from representative Vantage Points surrounding the Project Site, the appearance of the Site will change with the implementation of the Proposed Project. The potential significance of the changes in visibility as a result of the Proposed Project is evaluated using the thresholds established by the New York State Department of Conservation (NYSDEC), specifically that "mere visibility of a project should not be a threshold for decision making. Instead, a project, by virtue of its visibility, must clearly interfere with or reduce the public's enjoyment or appreciation of the appearance of a significant place or structure."[1]

Based on the following analysis, it is the Applicant's opinion that the Proposed Action and Proposed Project would not result in significant adverse impacts to the visual resources. The introduction of residential uses within the DOB-20A is consistent with the Town's Comprehensive Plan and would allow vacant and underutilized parcels to return to productive use. The new buildings proposed on the Project Site would be set back from public Vantage Points (i.e., King Street) and would be set behind existing and new landscaping. As such, the visibility of these buildings would be limited and the resulting visual character of the Site would be similar to the current character of the DOB-20A district that features large, relatively modern buildings set within landscaped settings and screened by vegetation.

It is noted that the Lead Agency is not expressing an opinion on the Applicant's visibility analysis at this time nor is it presenting its opinion on whether or not the Proposed Action would have a significant adverse visual impact. Rather, the only determination made by the Lead Agency in this DEIS is that the analysis presented in this Chapter meets the requirements of the adopted Scoping Outline and provides sufficient information for the public to evaluate the potential impacts and mitigation associated with the Proposed Action. Subsequent to the DEIS, and based on the Lead Agency's evaluation of the Applicant's analysis, the Lead Agency will determine whether it believes the Proposed Action results in a significant adverse visual impact. Based on this evaluation, the Lead Agency will also decide whether further mitigation measures (such as the preservation of additional trees or the provision of additional new visual screening) or modifications to the concept plan (such as increased setbacks and reductions in building height) are required to address potential impacts to visual resources and community character.

[1] https://www.dec.ny.gov/docs/permits_ej_operations_pdf/visualpolicydep002.pdf

11.B. EXISTING CONDITIONS (DEIS)

This section describes the visibility and character of the Project Site from locations within, and along the perimeter of, the Project Site. **Figures 11-1a through 11-1e** include a photo reference map and photographs of existing conditions from eight locations across the Project Site. At present, the southern portion of the Project Site is currently improved with what was previously MBIA's corporate headquarters and contains a vacant, three-story, approximately 100,000-sf office building in the southwest corner; another vacant, three-story, approximately 161,000-sf office building immediately north of the 100,000-sf building; approximately 328 surface parking spaces (two surface lots); a three-story parking structure containing approximately 316 parking spaces; a circa 1820s farmhouse and accessory shed/barn (used for storage and maintenance purposes); a water feature/stormwater pond; and landscaping. The northern portion of the Project Site contains meadows, landscaping, and outdoor amenities for the uses described above, including paved tennis courts, a volleyball court, and walking paths.

11.B.1. EXISTING VIEWS OF PROJECT SITE FROM SURROUNDING AREA (DEIS)

The following sections describe the visibility and character of the Project Site based on photographs taken from the selected off-Site Vantage Points depicted on **Figure 11-2**.

11.B.1.a. Vantage Point 1 – King Street/American Lane Intersection Looking Northwest

Vantage Point 1 presents the view of the Project Site (and its main signalized entrance) from a point just south of the intersection of King Street and American Lane (see **Figure 11-3a**). With the exception of shorter shrubbery and coniferous trees framing the entrance drive to the Project Site, the view into the Project Site from this location is dominated by tall deciduous trees that have grown along the existing berm and stone wall along the Project Site's eastern boundary. The eastern façade of the Project Site's existing northern office building is partially visible from this Vantage Point during leaf-off conditions. It is important to note that the interior of the Project Site is not visible from locations to the south of this Vantage Point owing to the roadway geometry and the topography and vegetation of intervening properties. As such, the interior of the Project Site is only visible to motorists traveling northbound on King Street as they approach the main Site driveway.

From this Vantage Point, several utility poles can be seen on the west side of King Street, between the Project Site's perimeter stone wall and the roadbed of King Street. As shown in the photograph, the extent of utility poles along the Project Site's eastern boundary is limited. At a point approximately 250 feet north of the entrance driveway, utility lines cross over King Street and continue along the western boundary of the Greenwich American Center and Citigroup Conference Center properties for the remainder of the Project Site's frontage. Therefore, views into the Project Site from the remaining three Vantage Point include no intervening utility poles.

11.B.1.b. Vantage Point 2 – King Street (600 ft. north of Vantage Point 1) Looking Northwest

Vantage Point 2 presents the northwesterly view of the Project Site from King Street approximately 600 feet north of Vantage Point 1 (see **Figure 11-3a**). The existing view into the Project Site from this location is dominated by a

linear stand of tall trees (primarily deciduous) that have grown along and adjacent to the existing berm and stone wall at the Project Site's eastern boundary. From this Vantage Point, the existing on-Site structures are not visible and the berm, which consists of manicured lawn, fully screens from view the existing surface parking lot to the north of the Project Site's existing northern office building. Several tall light poles are located within this parking lot, and are either fully or partially screened from view by the berm and associated change in elevation from King Street. Leaf-off conditions at this Vantage Point provide a distant view towards a cluster of deciduous and coniferous trees that separate the currently developed portions of the Project Site from the undeveloped portion of the Site within Cooney Hill area. Vantage Point 2 represents the approximate location of the northernmost point at which motorists traveling north on King Street could view the interior of the Project Site. North of this location, King Street curves to the east, away from the Project Site, which precludes motorists from looking to the west, into the Project Site. Therefore, the interior of the Project Site, through intervening vegetation, is only visible to motorists traveling north on King Street from just south of the main Site driveway to the approximate location of Vantage Point 2.

11.B.1.c. Vantage Point 3 – King Street (800 ft. north of Vantage Point 2) Looking Southwest

Vantage Point 3 presents the southwesterly view of the Project Site from King Street approximately 800 feet north of Vantage Point 2 (see **Figure 11-3b**). The view into the Project Site from this location is dominated by a dense arrangement of short and tall deciduous and coniferous trees/shrubs along and adjacent to the existing berm and stone wall at the Project Site's eastern boundary. There is a gain in elevation at this location relative to Vantage Point 2 which, when combined with the dense screening provided by the existing planted buffer, obscures from view the Project Site's existing improvements. The view of the Project Site from Vantage Point 3 would be seen by motorists traveling south along King Street. South of this Vantage Point, the road curves to the east, restricting view of the Project Site for southbound motorists.

11.B.1.d. Vantage Point 4 – Project Site from King Street/Cooney Hill Road Intersection Looking Southwest

Vantage Point 4 presents the southwesterly view of the Project Site from the intersection of King Street and Cooney Hill Road (see **Figure 11-3b**). The view from this location is dominated by a dense arrangement of mainly coniferous trees along and adjacent to the existing stone wall at the Project Site's eastern and northern boundaries. As discussed in Chapter 6, "Vegetation and Wildlife," the northern portion of the Project Site is categorized as mixed upland forest/field, where, in the absence of development, dense grasses and forbs occupy the area of the former residential subdivision. The remaining single-family lot at 3 Cooney Hill Road is located approximately 200 feet beyond the right side of the photograph, and its perimeter is also heavily screened by trees and shrubs. The easterly curve of King Street at this location, coupled with the gain in

elevation from Vantage Points 2 and 3, offers no view of the Project Site's existing improvements during leaf-off conditions.

Vantage Point 4 is the approximately northern most location where the Project Site is visible from King Street. This view would only be seen by motorists traveling south along King Street.

11.B.2. EXISTING VISUAL RESOURCES AND COMMUNITY CHARACTER OF THE DOB-20A DISTRICT (GEIS)

The Town's Designated Office Business 20A (DOB-20A) zoning district is a low-density zoning district created to accommodate large corporate business park uses (e.g. Swiss Re, Citigroup, and MBIA) situated on large parcels offering secluded settings. Currently, with the exception of the single-family house near the northeast corner of the Project Site, the character of the district is primarily defined as a commuter area consisting of workers traveling to and from corporate campuses during weekdays. King Street also serves as a means for through-traffic among destinations including but not limited to North White Plains; White Plains; Westchester County Airport, I-684; Greenwich, Connecticut; and the hamlet of Armonk.

Based on the above characteristics, the primary Vantage Point for viewing DOB-20A properties is along King Street from a moving vehicle. The existing minimum front and rear yard setback requirements in the DOB-20A district (150 feet and 300 feet, respectively) are among the most restrictive of the Town's 32 zoning districts. In addition, the minimum lot size requirement is 20 acres and building coverage is limited to 10 percent of total lot area. These requirements have created a visual character where existing development on the DOB-20A office campus properties (office buildings, parking lots/structures, and the Swiss Re solar field) are barely visible from King Street due to large setbacks, varying topography, and screening elements including stone walls and earthen berms. Evergreen and deciduous trees and other plantings, particularly during leaf-on conditions, provide additional visual screening.

The Kensico Reservoir, which is adjacent to the DOB-20A district, is considered a visual resource in the Town of North Castle, and views to the reservoir are offered from certain locations along the King Street corridor. However, in the vicinity of the DOB-20A district parcels, including the Project Site and Swiss Re parcel, the reservoir is not visible from King Street due to existing topography.

11.C. POTENTIAL IMPACTS OF THE PROPOSED PROJECT (DEIS)

11.C.1. PROPOSED PROJECT VISIBILITY ANALYSIS (PHOTOSIMULATIONS)

This section describes the potential visibility of the Proposed Project from Vantage Points 1 through 4, and assesses potential significance of the changes in visibility in context with existing structures on the Project Site and in the area, using the thresholds established by the NYSDEC. Specifically, the NYSDEC guidance states that "mere visibility of a project should not be a threshold for decision making. Instead, a project, by virtue of its visibility, must clearly interfere with or reduce the public's enjoyment or appreciation of the appearance of a significant place or structure."

A conceptual rendering of the proposed multifamily building is shown on **Figures 11-4a through 11-4c**. As shown, the materials currently envisioned for the building include a mix of grey colored brick and fiber cement siding panels with wood-like finishes. It is important to note that the façade design and materials and colors have not been finalized at this time. Instead, the renderings present a conceptual image of potential façade treatment for the proposed multifamily building.

To evaluate the potential visual and aesthetic impacts of the Proposed Project, a three-dimensional computer model of the proposed multifamily building and townhomes was created to represent the massing and general architecture of the proposed new buildings. The model was then superimposed on photographs taken from each Vantage Point during leaf off conditions. For Vantage Points 2 and 3, the photo simulations present (conceptually) some elements of the multifamily building's architectural features and the Project Site's proposed perimeter landscaping program intended to enhance the existing planted buffer along King Street.

11.C.1.a. Vantage Point 1 – King Street/American Lane Intersection Looking Northwest

During leaf-off conditions, the eastern façade of the Project Site's existing northern office building is partially visible from Vantage Point 1, as is the top portion of the proposed multifamily building's façade. As shown in **Figure 11-5**, the top portion of the proposed multifamily building façade is moderately visible through the deciduous screening in the leaf-off condition. During leaf-on conditions, the building would not be visible. Although the proposed multifamily building would be approximately 30 feet taller than the existing northern office building, the change in grade between the Project Site and Vantage Point 1 as well as the relative distance from the Vantage Point to both structures, results in both buildings appearing complementary in terms of bulk and height. It is the Applicant's opinion that the proposed multifamily building would not aesthetically conflict with the existing northern office building; the conceptual architectural treatments, building materials, and colors envisioned for the multifamily building would complement the context of its surroundings.

Due to the lower elevation of Vantage Point 1 compared to the Cooney Hill area, none of the 22 proposed townhomes would be visible from this location.

As noted above, the interior of the Project Site is not visible from locations south of this Vantage Point along King Street. In addition, the Project Site is only visible to motorists driving north along King Street. The distance to the new buildings and the short duration of time during which a traveling motorist could view the new buildings during the leaf-off conditions limits the potential impact of this change in visibility.

Based on the above analysis, it is the Applicant's opinion that from this Vantage Point, the Proposed Project would not result in a significant adverse visual impact. As noted above, the Lead Agency has not determined the potential significance of the Proposed Action's visual impact at this time. Based on the Lead Agency's determination, additional mitigation measures or modifications to the concept plan may be required.

11.C.1.b. Vantage Point 2 – King Street (600 ft. north of Vantage Point 1) Looking Northwest

From this Vantage Point, due the seasonal nature of the deciduous vegetative buffer along the eastern boundary of the Project Site, the proposed multifamily building would be moderately visible during leaf-off conditions (see **Figure 11-6**). Specifically, a more prominent view of the eastern façade is provided from this location, including the undulating exterior of the building's eastern façade, as well as the uniform penetrations and perforations of windows and balconies. It is important to note that this view would only be visible to motorists driving north on King Street. For the several seconds a motorist would be driving north from Vantage Point 1 to Vantage Point 2, the proposed multifamily building would be moderately visible behind trees that would appear taller then the building due to their proximity to King Street. Once the motorist passes Vantage Point 2, the multifamily building would no longer be visible.

It is the Applicant's opinion that the proposed enhanced perimeter landscaped buffer would reduce the visibility of the multifamily building from this Vantage Point during leaf-on conditions. The dense deciduous perimeter envisioned masks the majority of the proposed multifamily building's façade, maintaining a more landscaped character to the area.

The 22 proposed townhomes would not be visible from Vantage Point 2 under leaf-off conditions.

Based on the above analysis, it is the Applicant's opinion that from this Vantage Point, the Proposed Project would not result in a significant adverse visual impact when compared to the existing aesthetics and character of its surroundings. The addition of a five-story multifamily building located behind significant vegetation and visible only for a few seconds while driving on King Street would not fundamentally change the character of the Project Site of the larger area. As noted above, the Lead Agency has not determined the potential significance of the Proposed Action's visual impact at this time. Based on the Lead Agency's determination, additional mitigation measures or modifications to the concept plan may be required.

11.C.1.c. Vantage Point 3 – King Street (800 ft. north of Vantage Point 2) Looking Southwest

Vantage Point 3 provides similar views of the proposed multifamily building to those offered from Vantage Point 2, the primary difference being the southerly downward grade of King Street faced by the observer, which offers more distant views to the south and west (see **Figure 11-7**). Like Vantage Point 2, the proposed multifamily building's eastern façade would be moderately visible from Vantage Point 3 during leaf-off conditions, with a more prominent view of the building's fenestration and architectural elements than what is offered from a distance. The view of the building would be similar in nature to the views offered by existing buildings in the DOB-20A district (i.e., buildings that are set back from the road and visible to motorists through intervening vegetation).

It is the Applicant's opinion that the proposed enhanced perimeter landscaped buffer would reduce the visibility of the multifamily building from this Vantage Point during leaf-on conditions. The dense deciduous perimeter envisioned masks the majority of the proposed multifamily building's façade, providing a more forested character to the area.

The 22 proposed townhomes would not be visible from Vantage Point 3 under leaf-off conditions.

Based on the above analysis, it is the Applicant's opinion that from this Vantage Point, the Proposed Project would not result in a significant adverse impact when compared to the existing aesthetics and character of its surroundings. The addition of a five-story multifamily building located behind significant vegetation and visible only for a few seconds while driving would not fundamentally change the character of the Project Site or the surrounding area. As noted above, the Lead Agency has not determined the potential significance of the Proposed Action's visual impact at this time. Based on the Lead Agency's determination, additional mitigation measures or modifications to the concept plan may be required.

11.C.1.d. Vantage Point 4 – King Street/Cooney Hill Road Intersection looking Southwest

As noted above, Vantage Point 4 is dominated by a dense arrangement of mainly coniferous trees that have grown along and adjacent to the existing stone wall at the Project Site's eastern and northern boundaries. The depth and density of vegetation creates a more unruly and forested character at this intersection. The single-family home at 3 Cooney Hill Road is located approximately 200 feet beyond the right side of the photograph, further setback from the property line, and is heavily screened and layered by trees and shrubs. As shown in **Figure 11-8**, the easterly curve of King Street at this location, coupled with the gain in elevation from Vantage Points 2 and 3, provide only a partial, distant view of the proposed multifamily building's northern façade during leaf-off conditions.

The 22 proposed townhomes would not be visible from Vantage Point 4 under leaf-off conditions.

Based on the analysis above, it is the Applicant's opinion that from this location, the proposed multifamily building would not overpower the observer and would be similar in nature to views of other buildings in the DOB-20A (e.g., larger, modern buildings set back from the road and set among a landscaped setting). Therefore, it is the Applicant's opinion that the Proposed Project as a whole would not result in a significant adverse impact when compared to the existing aesthetics and character of its surroundings. As noted above, the Lead Agency has not determined the potential significance of the Proposed Action's visual impact at this time. Based on the Lead Agency's determination, additional mitigation measures or modifications to the concept plan may be required.

11.C.1.e. View of Proposed Project from 3 Cooney Hill Road

It is the Applicant's opinion that the Proposed Project would not significantly impact the views into the Project Site currently offered from the existing residence at 3 Cooney Hill Road. As discussed above, the boundaries of this property are heavily screened with vegetation under the existing condition, offering minimal views into the Project Site currently. The Applicant's conceptual landscaping plan proposes additional coniferous/evergreen trees adjacent to this property to further screen the Proposed Project from view. Since the 3 Cooney Hill Road property is located at a higher elevation than the proposed multifamily building, any view provided of the multifamily building would be distant, limited to a portion of the northern façade during leaf-off conditions, and is not considered significant. In addition, the low-rise nature of the proposed townhomes, coupled with the coniferous/evergreen screening program proposed by the Applicant's landscaping plan, would further limit views of the Proposed Project from this property. Potential views of the two-story townhouses from the existing house at 3 Cooney Hill Road would be similar in scale and character to the previous residential subdivision that occupied this area.

11.C.2. POTENTIAL IMPACTS FROM PROPOSED LIGHTING PLAN

The Project Site currently has exterior lighting on its driveways, walkways, and parking areas. As discussed in Chapter 2, "Project Description," similar to the existing condition, the Proposed Project would incorporate Site lighting along proposed driveways, parking areas, and certain walking paths. The lighting design would be compliant with Section 355-45(M) of the Town Code, which requires that the source of light not be visible from adjoining streets or residential properties and would not provide objectionable glare. The exact lighting fixtures that would be used for the Proposed Project have not been finalized; however, the lighting plan provided in Figure 2-11 of Chapter 2, "Project Description," includes preliminary information on the quantity, wattage, and height of fixtures to be considered for each lighting zone on the Project Site.

In addition to the Project Site's existing lighting program supporting the existing office buildings and parking structure, the lighting plan for the Proposed Project consists of three additional lighting zones: The multifamily building zone, the currently approved but not yet constructed 94-space parking expansion area, and the townhomes zone. The average lighting level at the ground surface would be approximately 2.03 foot candles (fc) in the multifamily building zone, 1.35 fc in the parking expansion area, and approximately 1.44 fc in the townhomes zone.

New fixtures would utilize cut-off luminaires, be Dark-Sky compliant, and the distribution patterns would prevent light spillover onto adjacent properties to the maximum extent practicable. The final lighting design will adhere to the best current practice in specifying light sources, spectra, glare reduction, and cut-off fixtures in order to reduce the effect of lighting on-Site occupants and neighbors while meeting safety, security, and energy efficiency requirements.

11.D. MITIGATION MEASURES FOR THE PROPOSED PROJECT (DEIS)

While the Proposed Project would result in physical changes to the Project Site, in the Applicant's opinion, which is based on the results of the visibility analysis presented above, the Proposed Project would not result in an adverse impact to visual resources or community character. As noted above, the Lead Agency has not determined the potential significance of the Proposed Action's visual impact at this time. Based on the Lead Agency's determination, additional mitigation measures or modifications to the concept plan may be required.

In the Applicant's opinion, the Proposed Project, inclusive of the building designs (e.g., articulation, façade materials, height, roof line), location on-Site, and the grading and proposed landscaping program would improve the visual character of the Project Site by constructing buildings with increased visual interest within an already established campus setting. The Proposed Project would also return the Site to active use, which is consistent with the goals of the Town's Comprehensive Plan. As demonstrated by the visual simulation analyses presented above, the existing topography and perimeter landscaping features of the northern (Cooney Hill) portion of the Project Site preclude the proposed townhomes from being visible from the Vantage Points. The proposed multifamily building would be moderately visible through intervening vegetation. However, visibility would be restricted to the area between Vantage Points 4 and 3 when traveling south on King Street and between Vantage Points 1 and 2 when traveling north. In these locations, the multifamily building would only be visible through existing and new trees, which would nearly eliminate the building's visibility during leaf-on conditions. The visibility of the proposed multifamily building would, in the Applicant's opinion, be consistent with the character of existing development in the DOB-20A. Specifically, the new multifamily building would be a larger-format modern building located within a large, landscaped parcel, set back from King Street, and visually screened by existing and new landscape plantings. In addition, the impact of the change in visibility of the Site would be mitigated by the relatively small geographic extent from which it would be visible by motorists traveling along King Street.

Several measures have been incorporated into the Proposed Project's design and layout to avoid, minimize, and mitigate potential impacts to visual resources and community character, including the following:

- The new multifamily building and townhomes would be designed to appropriately relate to the character of the area surrounding the Project Site, and would be reflective of other residential development in the Town;
- The proposed multifamily building and townhomes have been sited to take advantage of the Project Site's topography. The proposed building placement also allows for the preservation of existing visual screenings and buffers along the perimeter of the Project Site, which include existing landscaped berms, stone walls, and evergreen trees to remain undisturbed and in certain locations, enhanced; and
- As illustrated through the photo simulation analysis above, the Proposed Zoning's front yard setback of 65 feet for multifamily buildings, when considered together with the existing berm and landscaping along King Street (to be preserved/enhanced), significantly reduces the potential impacts of the maximum building height proposed.

While the amount of building area on the Project Site would increase with the Proposed Project, a significant amount of open space and landscaped perimeter berms would remain undisturbed (and in certain locations, enhanced), which is consistent with the King Street frontages of neighboring properties in the DOB-20A district. In the Applicant's opinion, the proposed

enhancement of the existing perimeter screening along King Street and Cooney Hill Road is an important visual and community benefit of the Proposed Project.

In the Applicant's opinion, the character of the surrounding community would not be adversely affected by other potential impacts of the Proposed Project. Specifically, as noted in Chapter 10, "Traffic and Transportation," the Proposed Project's mix of uses would generate significantly lower levels of vehicle trips than the full occupancy of the existing office buildings on the Site, as well as the Project Site's currently approved but not constructed office expansion plan.

Therefore, in the Applicant's opinion, no significant adverse visual impacts are anticipated and no additional mitigation measures are required. As noted above, the Lead Agency has not determined the potential significance of the Proposed Action's visual impact at this time. Based on the Lead Agency's determination, additional mitigation measures or modifications to the concept plan may be required.

11.E. POTENTIAL IMPACTS OF, AND MITIGATION FOR, THE PROPOSED ZONING (GEIS)

As described in Chapter 2, "Project Description," the theoretical maximum development scenario under the Proposed Zoning, when accounting for the maximum buildout potential of both the Project Site and the adjacent Swiss Re parcel, is a total of 750 residential units and an 80-room hotel.

It is important to note that no specific proposal is being made at this time to effectuate the maximum hypothetical development of these two sites and any future plans would be subject to review by the Town, including a full environmental review incorporating a detailed visibility analysis.

As described in Chapter 3, "Land Use, Zoning, and Public Policy," redevelopment of the Swiss Re parcel in a manner similar to the Applicant's current proposal for the Project Site would not introduce land uses that are inconsistent with the existing land uses surrounding these sites. Similar to the Proposed Project, potential redevelopment of the Swiss Re parcel would serve to activate an area of the Town that, over the last 15 years, has seen limited interest from corporate office tenants and has been lacking a traditional neighborhood identity.

The Proposed Zoning would allow the Town Board, by special permit, to increase the maximum allowable building height in the DOB-20A district from 45 feet to 85 feet for multifamily buildings proposed under the office to residential conversion parameters. The modified height requirement could permit the construction of multifamily apartment buildings on the Project Site and the Swiss Re parcel that could be as much as 40 feet taller than currently allowed. While there are no detailed redevelopment plans available for the GEIS development assumptions, it is reasonable to assume that, similar to the Proposed Project, a new 85-foot-tall multifamily building on the Swiss Re parcel could be developed. The similarities of both sites being large parcels with substantial frontage along King Street as well as the opportunities provided by both Sites for large setbacks and visual screenings make these parcels suitable for larger multifamily buildings, in the Applicant's opinion. Specifically, new multifamily construction on both sites would likely include larger-format modern buildings located within large, landscaped parcels, set back from King Street, and visually screened by existing and new landscape plantings. In addition, the impact of the change in visibility of the sites would be mitigated by the relatively small geographic extent from which they could be visible by motorists traveling along King Street. To confirm this analysis, in the event that a proposal on the Project Site or the Swiss Re site were advanced that differs from the Proposed Project, the Town would require further study of the potential visual

impacts of that proposal as part of any future site plan approvals. Mitigation for any potential impacts to visual resources and community character would be expected to be consistent with those identified for the Proposed Project. ✷

2.27.20

Project Site

Photo View Direction and Reference Number

0 500 FEET

Photograph Reference Map

AIRPORT CAMPUS

Figure 11-1a

Project Site existing entrance signage at signalized intersection with King Street **1**

Looking east towards King Street from Project Site's existing entrance drive **2**

Project Site - Existing Conditions Photographs

AIRPORT CAMPUS

Figure 11-1b

Looking south from Project Site's entrance drive toward existing farmhouse and parking structure **3**

Existing stormwater pond and southern office building **4**

Project Site - Existing Conditions Photographs

Existing northern office building **5**

Looking south toward existing northern office building from surface parking lot **6**

Project Site - Existing Conditions Photographs

Looking north toward undeveloped Cooney Hill area of Project Site from surface parking lot **7**

Looking south into Project Site from Cooney Hill Road and former Weber Place **8**

Project Site - Existing Conditions Photographs

2.27.20

Project Site

0 500 FEET

1 Photo View Direction and Reference Number

Vantage Point Locations

AIRPORT CAMPUS

Figure 11-2

Vantage Point 1

Vantage Point 2

Existing Views from Vantage Points

Figure 11-3a

Vantage Point 3

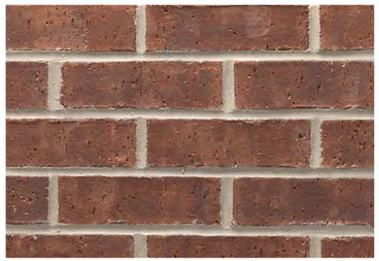
Vantage Point 4

Existing Views from Vantage Points

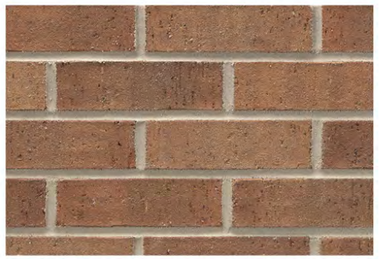
MATERIAL 1: BRICK

OPTIONS:

ACME BRICK - SLATE GRAY



ACME BRICK - BURGUNDY



ACME BRICK - ROSEBUD

Source: Perkins Eastman, 2019

Conceptual Facade Renderings - Multifamily Building

Figure 11-4a

MATERIAL 2:
FIBER CEMENT SIDING

OPTIONS:

ALLURA - FLAG STONE

NICHIHA - VINTAGE WOOD - ASH

JAMES HARDIE - COBBLE STONE

Source: Perkins Eastman, 2019

Conceptual Facade Renderings - Multifamily Building

Figure 11-4b

MATERIAL 3:
FIBER CEMENT SIDING

OPTIONS:

NICHIHA - VINTAGE WOOD - SPRUCE

ALLURA - CEDAR

JAMES HARDIE - HEATHERED MOSS

Source: Perkins Eastman, 2019

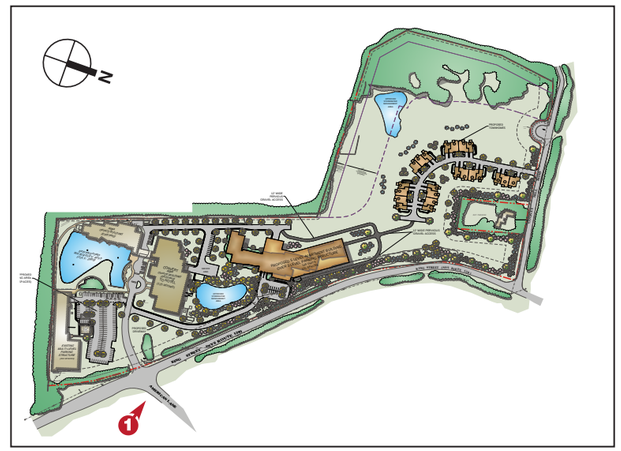
Conceptual Facade Renderings - Multifamily Building

Figure 11-4c

2.27.20

Existing Condition (Leaf-off)

Proposed Condition (Leaf-off)



Existing and Proposed Conditions — Vantage Point 1

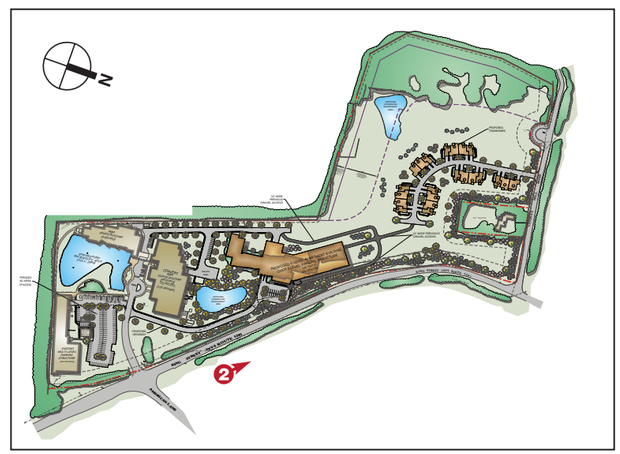
Figure 11-5

Existing Condition (Leaf-off)

Source: Perkins-Eastman

Proposed Condition (Leaf-off)

Proposed Condition (Leaf-on)



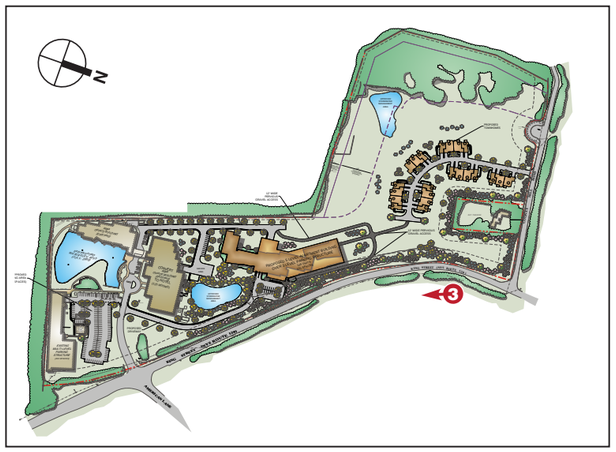
Existing and Proposed Conditions — Vantage Point 2
Figure 11-6

Existing Condition (Leaf-off)

Source: Perkins-Eastman

Proposed Condition (Leaf-off)

Proposed Condition (Leaf-on)

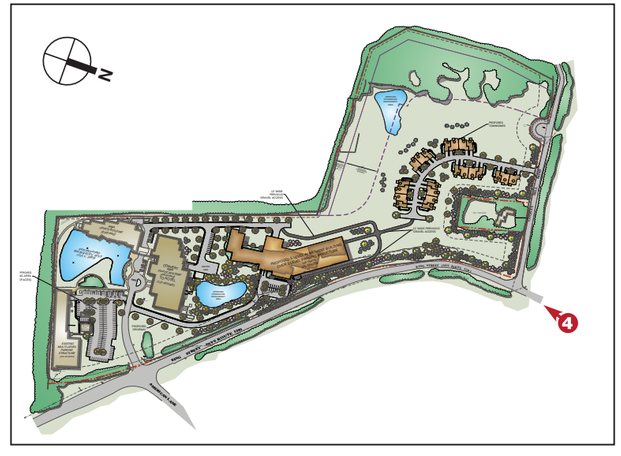


Existing and Proposed Conditions — Vantage Point 3
Figure 11-7

2.27.20

Existing Condition (Leaf-off)

Proposed Condition (Leaf-off)



Existing and Proposed Conditions — Vantage Point 4

Figure 11-8

12.A. INTRODUCTION

This Chapter addresses the potential impacts of the Proposed Action on community facilities and services, including public schools, police protection services, fire protection services, and emergency medical services (EMS).

As described below, it is the Applicant's opinion that the Proposed Project would not have a significant adverse impact on the provision of community services or on community facilities. The Proposed Project's residential component could generate up to 27 public school-age children (PSAC) and the Proposed Project would result in an increased need for emergency services (e.g., police, fire, and EMS); however, the increased cost associated with providing these services would be more than offset by increases in property tax revenue associated with the Proposed Project.

12.B. PUBLIC SCHOOLS

This section assesses the current and future utilization of the schools within the Byram Hills Central School District ("BHCSD" or "the District") and the Proposed Action's potential impact on the District. Based on the analysis below, it is the Applicant's opinion that the Proposed Project would not result in a significant adverse impact on the District.

12.B.1. EXISTING CONDITIONS (DEIS AND GEIS)

The BHCSD contains four schools: Coman Hill Elementary School, Wampus Elementary School, H.C. Crittenden Middle School, and Byram Hills High School (see **Figure 12-1**). Grades K–2 attend the Coman Hill Elementary School, grades 3–5 attend the Wampus Elementary School, grades 6–8 attend the H.C. Crittenden Middle School, and grades 9–12 attend the Byram Hills High School.

12.B.1.a. Existing and Projected Enrollment

As presented in **Table 12-1** below, the BHCSD had a total enrollment of 2,300 students (pre-K to 12th grade) in 2018–2019.[1] This is approximately 18 percent lower than BHCSD's most recent peak of 2,818 students in the 2007–2008 school year.[2] Based on correspondence from BHCSD Superintendent Dr. Jen Lamia regarding the Proposed Project (see **Appendix H-4**), the District's most recent enrollment peak "had the District at capacity."

[1] Cornell Program on Applied Demographics. Pad.human.cornell.edu/schools/enrollment.cfm.

[2] Since the 2007–2008 peak, enrollment in BHCSD has declined each year.

Table 12-1
Byram Hills Central School District Enrollment

Year	Enrollment (K–12)	Percent of Change in Enrollment from Previous Year
2004/05	2,795	--
2005/06	2,811	+0.6%
2006/07	2,808	-0.1%
2007/08	2,818	+0.4%
2008/09	2,815	-0.1%
2009/10	2,795	-0.7%
2010/11	2,714	-3.0%
2011/12	2,647	-2.5%
2012/13	2,643	-0.2%
2013/14	2,583	-2.3%
2014/15	2,538	-1.8%
2015/16	2,467	-2.9%
2016/17	2,372	-4.0%
2017/18	2,349	-1.0%
2018/19	2,300	-2.1%
Sources: Cornell Program on Applied Demographics – Total Enrollment		

Enrollment projection data provided by BHCSD Superintendent Dr. Jen Lamia for use in the Eagle Ridge DEIS, which also has applicability for the Proposed Project, is shown in **Table 12-2**. As shown, enrollment from the 2019–2020 to 2024–2025 school years is predicted to continue declining. The ~~projected~~ school district enrollment ~~in~~projected by BHCSD for the 2024–2025 school year (2,224) ~~is~~indicates a decline of approximately 76 students, or 3.3 percent ~~lower than~~, from the 2018-2019 enrollment ~~figure provided for the 2018–2019 school year~~ (2,300). As noted by Dr. Lamia in her correspondence regarding the Proposed Project (see **Appendix H-4**), "enrollment projections for the district indicate that there will **not be** any additional significant enrollment decline" (emphasis in the original). Dr. Lamia also notes that the District's enrollment projections "may be affected by the [COVID-19] pandemic" and that other proposed housing developments within the District may also increase the District's enrollment.

Table 12-2
Byram Hills Central School District Enrollment Projections 2019–2024

School Name	2019–2020	2020–2021	2021–2022	2022–2023	2024–2025
Coman Elementary School	475	485	485	468	462
Wampus Elementary School	535	501	496	510	520
HC Crittendon Middle School	557	580	557	536	503
Byram Hills High School	727	709	709	700	739
Total	2,294	2,275	2,247	2,214	2,224
Sources: BHCSD Superintendent Lamia; Eagle Ridge DEIS, 2019					

12.B.1.b. District Budget

The total BHCSD 2019–2020 budget is $94,534,535, which is an approximately 2.4 percent increase from the 2018–2019 budget.[3] For the 2019–2020 school year, the District expects to receive approximately $4,624,001 in state aid, which is approximately 5 percent of the 2019–2020 estimated revenue. Approximately 88 percent of the 2019–2020 estimated revenue is raised from the Tax Levy, and approximately 3 percent is raised from Payment in Lieu of Taxes (PILOT) payments (see **Table 12-3**).

Table 12-3
2019–2020 Byram Hills Central School District Budget Detail

	Source/Use	Budget	Percentage of Total
Expenses	Administrative	$10,965,433	11.6%
	Program (Instructional)	$66,426,693	70.3%
	Capital	$17,142,409	18.1%
	Total Expense	**$94,534,535**	**--**
Revenue	Tax Levy	$82,825,305	87.6%
	State Aid	$4,624,001	4.9%
	Reserve/Fund Balance	$3,041,584	3.2%
	Payment in Lieu of Taxes (PILOT)	$3,010,645	3.2%
	Miscellaneous	$1,033,000	1.1%
	Total Revenue	**$94,534,535**	**--**

Source: BHCSD 2019–2020 Budget Statement

The District groups their expenditures into three parts: administrative, program, and capital. For the 2019–2020 budget, the District has allocated $66,426,693, or 70.3 percent, for its program budget, which includes instructional, programmatic, transportation, athletics, health services costs, and employee benefits for non-administrative employees. Based on the 2018–2019 school year enrollment of 2,300 students, this equates to a per student programmatic cost of approximately $28,881, $26,282 (or 91 percent) of which would be funded by property tax and PILOT payments.

Voters in the BHCSD approved the establishment of a Capital Reserve Fund to be designated as the "Buildings and Facilities Improvement Reserve Fund." The fund would be used to pay all or a portion of the costs of renovation, construction, reconstruction and improvements to the District's facilities. While no building or facility expansions are currently planned, this fund would reduce or eliminate the need for the District to bond for future capital improvements.

12.B.2. POTENTIAL IMPACTS OF THE PROPOSED PROJECT (DEIS)

The Proposed Project's residential uses would consist of 149 multifamily apartments and 22 townhomes. Of the 149 multifamily units, approximately 39 units would be one-

[3] Byram Hills Central School District 2019–2020 Budget Statement: https://www.byramhills.org/uploaded/BOE/2019-20_Budget/Budget_Statement_2019-20.pdf

bedroom apartments and 110 units would be two-bedroom apartments. All 22 townhomes would contain three bedrooms.

For purposes of estimating the number of PSAC within the Proposed Project, it is assumed that all 22 townhomes would be fee-simple owner-occupied units and the multifamily units would be rental.

There are two primary methods used by planners to estimate the number of PSAC that may live within a particular project.

1. Use of a "multiplier" of the number of PSAC per housing unit based on US Census data and specific to housing unit type, size (e.g., bedroom count), and value; and
2. Use of case study data obtained from local school districts for the number of public school students per address for representative developments.

Both approaches have limitations related to quality and age of data, and must be seen as approximations of the number of actual PSAC that may live within a project. However, both methods are widely used by communities as an effective method for anticipating potential effects of new development on schools.

12.B.2.a. Estimated PSAC – Rutgers Multiplier Method

For more than a decade, the standard multiplier used to estimate project-generated PSAC was the Rutgers University's Center for Urban Policy Research (CUPR) 2006 "multipliers" based on 2000 Census data (the "Rutgers Study"). Specifically, CUPR queried the Public Use Microdata Sample (PUMS) from the 2000 Census to determine the population characteristics of various types of housing. The population characteristics queried included average household size, total number of PSAC, and number of PSAC by grade range. The housing characteristics queried included the state of residence, housing tenure (i.e., owner or renter), housing size (e.g., number of bedrooms), housing type (e.g., single- or multifamily), and housing price. Only housing built between 1990 and 2000 was queried. Based on these queries, CUPR published a series of state-specific tables that included various population characteristics, including the number of public school-aged children for various types and sizes of housing. These became known as the "Rutgers multipliers."

Today, these multipliers are widely viewed as overly conservative (i.e., they predict that many more public school children will reside in new developments than is actually observed) based on several reasons, including the fact that data from New York City skew the multipliers unnecessarily high. Nevertheless, these multipliers are still commonly used by communities throughout the region and, as such, the analysis in the DEIS has included an estimate of the number of PSAC that may live at the Proposed Project based on these multipliers.

As shown in Table 3-1 of the Rutgers Study (see **Appendix H-1**), the multipliers vary significantly based on the value of the unit. Housing values in the Rutgers Study are arrayed by terciles (i.e., thirds) and are based on housing prices in 2005.

To calculate the number of PSAC, AKRF applied the top tercile (>$1,000) multiplier for buildings with five or more rental units (multifamily), which is 0.07 for 1-bedroom units and 0.16 for two-bedroom units. Using these multipliers, it is estimated that there would be 20 or 21 PSAC living in the proposed 149-unit multifamily building. Similarly, to calculate the number of PSAC living in the townhomes, AKRF applied the top tercile (>$269,500) multiplier for single-family attached units, which is 0.28 for 3-bedroom units. Using this multiplier, it is estimated that there would be six or seven PSAC generated by the 22 proposed townhomes.

In summary, using the Rutgers multiplier method, it is reasonable to assume that there could be a total of approximately 27 PSAC living within the Proposed Project (see **Table 12-4**).

Table 12-4
Proposed Project – Estimated Public School Age Children: Rutgers Method

Type of Unit	Number of Units	Multiplier	Public School Age Children
MULTIFAMILY BUILDING			
1-BR 5+ Units – Rent*	39	0.07	2.7
2-BR 5+ Units – Rent**	110	0.16	17.6
TOTAL	149		20.3
TOWNHOMES			
3-BR Single-Family Attached***	22	0.28	6.2
TOTAL	**171**		**26.5**

Note: Bedroom (BR)
Sources:
***** Rutgers University Center for Urban Policy Research; New York Table 3-1 All Public School Children: School-Age Children in Public School (PSAC); 5+ Units – Rent, 1 BR; More than $1,000
****** Rutgers University Center for Urban Policy Research; New York Table 3-1 All Public School Children: School-Age Children in Public School (PSAC); 5+ Units – Rent, 2 BR; More than $1,100
******* Rutgers University Center for Urban Policy Research; New York Table 3-1 All Public School Children: School-Age Children in Public School (PSAC); Single-Family Attached, 3 BR; More than $269,500

12.B.2.b. Estimated PSAC – Case Study Multiplier Method

To augment the use of the Rutgers multipliers, AKRF requested data from school districts in which comparable multifamily developments are located. Developments with building sizes, unit sizes, and school districts comparable to the Proposed Project were chosen for this study. This data was then used to approximate the number of PSAC that could live within the Proposed Project.

The following high-end multifamily apartment buildings were analyzed: Avalon Bronxville (125 Parkway Road, Bronxville), Villa BVX (15 Kensington Road, Bronxville), The Avenue at Crestwood (300 Columbus Avenue, Tuckahoe), Marbury Corners (55 First Street, Pelham), Quarry Place (64 Midland Place, Tuckahoe), and Avalon Willow (746 Mamaroneck Avenue, Mamaroneck) (see **Table 12-5**).

Using the information on PSAC residing at these developments, it is reasonable to assume that there could be a total of approximately 14 PSAC living within the multifamily component of the Proposed Project. When

accounting for the six PSAC derived for the 22 townhomes based on the Rutgers multiplier method shown in **Table 12-4**, the case study multiplier method assumes an estimated total of 20 PSAC generated by the Proposed Project (see **Table 12-5**). As noted by BHCSD Superintendent Dr. Jen Lamia in her correspondence regarding the Proposed Project (see **Appendix H-4**), the ratio of PSAC per unit varies within the case study developments. This variance is likely attributable to a combination of unit mix (i.e., how many 1, 2-, 3-bedroom units), municipality, and location. As such, the DEIS assumes the mean ratio of PSAC per unit for the Proposed Project, which as noted in **Table 12-5**, is a higher ratio than was observed in all but one of the developments studied.

Table 12-5
Proposed Project – Estimated Public School Age Children: Case Study Method

Development	Unix Mix	School District	No. of Students Enrolled*	Total No. of Units	Ratio	Ratio Applied to Proposed Multifamily Building
125 Parkway Road (Avalon)	1-BR, 2-BR, and 3-BR units	Bronxville	31	110	0.282**	42
15 Kensington Road (Villa BVX)	1-BR, 2-BR, and 3-BR units	Bronxville	4	53	0.076	11
300 Columbus Avenue (The Avenue at Crestwood)	41 Studio, 6 1-BR units	Eastchester Union Free	2	47	0.043	6
55 First Street (Marbury Corners)	55 Condos and 6 Lofts	Pelham Union Free	4	61	0.066	10
64 Midland Place (Quarry Place)	1-BR, 2-BR, and 2-BR + Den	Tuckahoe Union Free	4	108	0.037	6
746 Mamaroneck Avenue (Avalon Willow)	1-BR, 2-BR, and 3-BR units	Mamaroneck Union Free	14	227	0.060	9
Total			**59**	**606**	**0.097**	**14.4**

Notes:
*Based on average enrollment of 2015–2016 through 2018–2019 school years, where available.
** Ratio inflated due to the number of three-bedroom rental units within the Avalon building. As supported by the Rutgers CUPR multipliers (see **Table 12-4**), three-bedroom units can be expected to have a greater number of school age children. The Proposed Project does not include any three-bedroom rental units.
Bedroom (BR)
Square Feet (SF)
Sources:
Bronxville School District; Eastchester Union Free School District; Pelham Union Free School District; Tuckahoe Union Free School District; and Mamaroneck Union Free School District; www.apartments.com,http://theavenueatcrestwood.com/,www.trulia.com,https://gdcllc.com/portfolio_item/marbury-corners/, https://quarryplaceattuckahoe.com/find-your-apartment/,http://www.trinityassociatesllc.com/our-projects/

12.B.2.c. Potential Fiscal Impacts to the School District

To consider the potential fiscal impacts to the School District, it is important to consider the magnitude of the potential number of school-age children that could live in the Proposed Project. As estimated above, 20–27 public school students could live in the Proposed Project and attend Byram Hills' schools. Spread out over all grades, that is 1.7 to 2.1 students per grade. This relatively low number of additional children is unlikely to require the addition of new

teachers or other staff. Put another way, between the 2016/17 and 2017/18 school year, the district experienced an enrollment decline of 23 students. Between 2017/18 and 2018/19, the District experienced an additional loss of 51 students. In this context, the Proposed Project can be seen as slowing the decline in enrollment within the school district, while at the same time adding to the District's tax base.

Applying the per pupil programmatic cost (net of state aid and other revenues) of $26,282 to the new students projected by the two methods utilized (20 from the case study multiplier method and 27 from the Rutgers multiplier method) results in a potential annual additional cost to the BHCD District ranging from $525,640 to $709,614. It is important to note, however, that the per pupil programmatic cost to the school district is likely much higher than the actual marginal cost of adding students to the district. Specifically, the largest portions of the District's programmatic budget are salaries and employee benefits (65 percent). As described above, it is unlikely that the Proposed Project would require the District to hire more teachers or other staff. Therefore, it is likely that the actual cost to the district of an additional student would be approximately 35 percent of the total programmatic cost, or $183,974 to $248,365 per year.

These figures can be compared to the estimated $291,870 increase in property tax revenues that the District would receive annually from the Proposed Project as documented in Chapter 13, "Fiscal and Market Impacts," when compared to the existing tax revenue generated by the Project Site.

12.B.2.d. Potential Impacts on Public School Transportation

The Project Site is located at a distance no greater than six miles from any of the four District schools. According to information received from the BHCSD Transportation Department, the portion of King Street/Route 120 adjacent to the Project Site is part of an established District bus route. However, this route currently provides limited service to the middle school and high school for a select population of students. Correspondence from the BHCSD Superintendent, Dr. Jen Lamia (see **Appendix H-4**), indicates that the Proposed Project "will require additional busses and drivers/monitors." The Applicant would coordinate with the District and the Town regarding appropriate bus pick-up and drop-off points to ensure safe passage for children to all District schools. The potential cost of this transportation service is included in the programmatic budget costs estimated above.

12.B.2.e. Conclusions

The Proposed Project includes housing types that, in the Applicant's opinion, are not necessarily conducive to, nor do they typically result in, large numbers of school-age children. The potential increase in enrollment of 20 to 27 students represents a minor increase (approximately 0.9 percent to 1.2 percent) in the student population (based on the 2018–2019 K–12 BHCSD enrollment of 2,300). As noted above, the number of PSAC that may live at the Proposed Project (up to 27) is less than the projected decrease in enrollment (76) that it expected to occur without the Proposed Project. Additionally, it is assumed that not all PSAC generated by the Proposed

Project would be attending any single public school~~,~~; rather, they would be distributed throughout various grades within the District's four schools. As a result, the distribution of public-school age children among the various grades (approximately 1.5 to 2.1 students per grade) would further ameliorate their impact on the District.

Declining enrollment within the District has created excess capacity such that the addition of 20–27 public-school age children could be accommodated by the District's existing infrastructure and would not likely require the hiring of additional teachers or staff. Therefore, the likely marginal cost to the District as a result of the Proposed Project is approximately $183,974 to $248,365 per year. This increase in costs would be offset by the approximately $291,870 in additional property taxes that could be generated for the District by the Proposed Project as compared to current property tax generation.

12.B.3 MITIGATION MEASURES FOR THE PROPOSED PROJECT (DEIS)

In the Applicant's opinion, and based on the foregoing analyses, the Proposed Project is not anticipated to have a significant adverse impact on public schools. The Applicant would coordinate with the District regarding logistics for safe bus pick-up and drop-off locations. The estimated $291,870 in additional property tax revenues that the District would receive annually from the Proposed Project would outweigh the per pupil instructional cost to the District (including transportation costs), and serve to adequately mitigate any potential impact to the District.

12.C. POLICE, FIRE, AND EMS PROTECTION

The Project Site is served by the Armonk/Banksville EMS, the Town of North Castle Police Department (NCPD), and the North Castle Fire District No. 2, otherwise known as the Armonk Fire Department (AFD). On behalf of the Applicant, and at the request of the Town, AKRF sent correspondence to each of the emergency service providers serving the Site. AKRF requested information about each department's current level of staffing, description of equipment and personnel, anticipated response time to the Project Site, and number and types of all services calls by each department to the Project Site from the year 2014 to present, as well as the total number of calls from the Town since 2014. In addition, AKRF requested the number and types of calls to Swiss Re America, Citigroup Armonk Conference Center, IBM World Headquarters, and Greenwich American Center, from 2014 to present, and any anticipated changes to service. The information found below for existing conditions and potential impacts are based upon responses AKRF has received from the service providers, which are included in **Appendices H-2 and H-3**.

12.C.1. EXISTING CONDITIONS (DEIS AND GEIS)

12.C.1.a. Police Services

The NCPD is a full-time municipal police department providing police services to the three hamlets in the Town of North Castle: Armonk, Banksville, and North White Plains. These services are carried out under the

direction of Police Chief Peter J. Simonsen. The NCPD consists of 34 officers and four volunteer civilian staff members.[4]

The NCPD is divided into the Patrol Division and the Detective Division. The Patrol Division is commanded by a Police Lieutenant and is staffed by sworn officers who provide police coverage on a 24-hour basis, divided into three eight-hour shifts. There are three patrol sectors, which generally correspond to each hamlet's geographic boundaries and encompass the 26 square miles of the Town. Within the Patrol Division, there are a number of units that carry out specialized services and community policing initiatives, including the Emergency Service Unit, the Bicycle Patrol Unit, the Child Safety Unit, the School Resource Officer Unit, the Commercial Vehicle Enforcement Unit and the Accident Investigation Unit. A Detective Sergeant commands the Detective Division, and this Division investigates reported crimes and deploys a number of initiatives for crime prevention purposes.

The NCPD headquarters is located in Armonk, within the Town Hall building. The hamlet of North White Plains has a police sub-station located in the community center/library which enables officers assigned to that patrol sector to interact with community members and prepare reports without leaving their patrol area.

12.C.1.b. Fire and EMS

As stated in the correspondence included in **Appendix H-2**, the AFD is a 100 percent volunteer department that consists of approximately 61 volunteers, including 20 members who are certified as New York State Emergency Medical Technicians (EMT). The AFD not only provides fire suppression, but also EMS to Armonk and Banksville. The AFD is also the primary responding agency for the Westchester County Airport and the Kensico Reservoir. The AFD's workweek hours are from 6 AM to 6 PM, with a contract EMT on duty during those hours at fire headquarters.

The Department's apparatus includes the following:

- Class A 1500 gpm pumper – (3)
- Class A pumper/Rescue combination – (1)
- Class A Pumper/Tanker with 3,000 tank – (1)
- Ambulances – (3)
- All-terrain Vehicle – (1)
- Boat – (1)
- Chief's Vehicles – (3)
- Utility Vehicle – (1)

The AFD firehouse is the only firehouse serving Armonk, located at 400 Bedford Road. It is approximately 3.9 miles from the Project Site.

[4] Information regarding the North Castle Police Department referenced from correspondence found within the Eagle Ridge DEIS (see **Appendix H-3**).

The AFD responds to approximately 1,100 medical and fire calls per year throughout Armonk, Banksville, and surrounding communities. Response times to the Project Site vary due to the large geographic area of North Castle Fire District #2, which covers approximately 17 square miles. Average response time from when the apparatus leaves the firehouse is less than 12 minutes.

From January 1, 2016 through the end of 2018, the AFD has responded to a total of eight calls to the Project Site (see **Table 12-6**). The Armonk Fire Department also responded to an aggregate of 27 calls to the Swiss Re site during the same three year timeframe.

Table 12-6
Fire/EMS Response to the Project Site (2016–2018)

Year	Calls to Swiss Re Site	Calls to Project Site
2016	13	1
2017	7	4
2018	7	3
Source: Armonk/Banksville EMS		

12.C.2. POTENTIAL IMPACTS OF THE PROPOSED PROJECT (DEIS)

12.C.2.a. Police Services

Based on a review of the correspondence received from the NCPD as part of the Eagle Ridge DEIS (see **Appendix H-3**), the Department currently operates at an efficient level with the Town's existing population. It is likely that the Proposed Project may result in the need for additional resources within the NCPD. As shown in **Table 12-7**, the 22 townhomes and 149 apartments would increase the population of the Town of North Castle by approximately 375 residents. If all of these residents were new to North Castle, the population of the Town would increase by approximately 3 percent based on the Town's estimated 2017 population of 12,388.[5]

Table 12-7
Proposed Project – Resident Population Projections

Residence Type	Number of Units	Multiplier	Projected Population
1-Bedroom Apartment	49	1.67	82
2-Bedroom Apartment	100	2.31	231
3-Bedroom Townhouse	22	2.83	62
Total	**171**	**--**	**375**
Sources: *Residential Demographic Multipliers, Estimates of the Occupants of New Housing*, Rutgers University, Center for Urban Policy Research, 2006			

It is likely that the Proposed Project, when considered together with other proposed developments in the Town, would require additional police personnel and associated equipment. Based on a review of the Town's adopted 2020 budget, the starting salary of a NCPD officer is assumed to be

[5] U.S. Census Bureau Quick Facts – Town of North Castle

approximately $74,724 and benefits for sworn officers, including health and retirement, are equal to 91.8 percent of the salary.[6] Therefore, the "fully loaded" cost of an entry-level officer, including benefits, is assumed to be approximately $143,303. In addition, the 2020 Town Budget allocates approximately $9,963 per officer for supplies and training, bringing the total cost for an additional police officer to approximately $153,266 per year. As described in Chapter 13, "Fiscal and Market Impacts," the Proposed Project is expected to result in an increase of approximately $228,615 per year in property and hotel occupancy taxes to the Town, which would be more than sufficient to cover the portion of the increase in NCPD costs attributable to the Proposed Project. Therefore, the Proposed Project is not anticipated to have a significant adverse impact with respect to the provision of police services.

12.C.2.b. Fire and EMS

In their November 20, 2019 correspondence, the AFD stated that they respond to approximately 1,100 medical and fire calls annually throughout Armonk, Banksville, and surrounding communities. Also provided was a detailed estimate of the number of annual fire and EMS calls that would be expected from each component of the Proposed Project, based on current and similar developments and their call volume over the last two years (see **Table 12-8**).

Table 12-8
Proposed Project – Estimated Annual Fire and EMS Calls

Project Component	Estimated Fire Calls	Estimated EMS Calls	Total Calls
Hotel	6	9	15
Hotel Restaurant/Bar	9	5	14
Southern Office Building	5	10	15
Multifamily Building (including fitness center/pool)	32	14	46
Townhomes	6	3	9
Total	**58**	**41**	**99**
Total Net New*	**38**	**17**	**55**
Existing Annual Calls**	**--**	**--**	**1,100**
Net New – Percent of Total	**--**	**--**	**5%**

Notes:
* Estimated calls for Proposed Project's multifamily and townhouse uses are categorized as net new calls
****** AFD responds to approximately 1,100 medical and fire alarms annually, but a specific breakdown of fire vs. EMS was not provided.
Source: Armonk Fire Department, 2019

The AFD estimates that the Proposed Project could add an additional 99 calls, representing a 9 percent increase over the existing condition. However, it should be noted that the AFD's estimates include calls to the existing southern office building and the proposed re-use of the existing northern office building as a hotel. Although currently vacant, both existing office buildings have been fully occupied for office use in recent years and were also proposed for continued office use through the currently approved MBIA expansion

[6] https://www.northcastleny.com/sites/northcastleny/files/uploads/2020_adopted_budget_-_final.pdf.

plan for the Project Site, which was reviewed by the AFD in 2003. Therefore, approximately 55 of the 99 calls can be categorized as net new calls, since they would be attributable to the new residential uses proposed on the Project Site. The 55 net new calls represent an increase of 5 percent over the existing condition.

Similar to the discussion of police services above, re-occupying the southern office building as an office, and repurposing the northern office building as a hotel would generate fire and EMS demand. However, it is assumed that the AFD is positioned to adequately serve these existing buildings, as well as the additional office space contemplated by the approved MBIA expansion plan which was subject to AFD review prior to receiving approvals from the Town in 2003.

Considering the scale of the project and the amount of livable space not within reach of ground ladders, specifically residential units, the AFD believes it will be crucial for the department to have a ladder truck to help ensure the safety of all new residents at the Project Site. In their November 20, 2019 letter, the AFD emphasized that they do not possess a ladder truck, and must rely on mutual aid from the North White Plains, Chappaqua, Purchase, and Bedford Hills Fire Departments.

The AFD has stated that the Proposed Project, together with other proposed developments, is creating an increased need for fire and EMS services. The AFD expressed concern that the increase in demand may end up creating additional tax burdens to the residents while at the same time the AFD is being constrained to the 2 percent New York State tax cap. In addition, the AFD contends that the Proposed Project will increase emergency call volumes, but will not provide opportunities for new volunteers to move into the community or increase membership.

12.C.3. MITIGATION MEASURES FOR THE PROPOSED PROJECT (DEIS)

12.C.3.a. Police Services

In order to service the Proposed Project and any cumulative increase in demand from several proposed projects within the Town, additional police officers may be needed. The Applicant estimates the cost of one additional police officer to be approximately $153,266, with the Applicant's proportionate share of that cost some fraction of that amount. As discussed above, the Proposed Project is estimated to generate an additional approximately $228,615 per year in tax revenue for the Town, which is in excess of the cost of the Applicant's share of providing a single police officer.

12.C.3.b. Fire and EMS

According to the AFD, the Proposed Project could result in an additional 99 calls annually, representing a 9 percent increase over the existing condition. However, as noted above, net new calls to the Project Site correspond to an additional 55 calls annually, representing a 5 percent increase over the existing condition. The increase in fire and EMS calls, and expenditures, would be offset by an increase in revenue. As discussed in Chapter 13, "Fiscal

and Market Impacts," the Proposed Project would result in the generation of approximately $30,825 in property taxes for the Fire and Ambulance Districts, an increase of $8,217 from the amount currently generated by the Project Site. This revenue could be utilized to offset the potential impacts of the Proposed Project.

The AFD has opined that they will need a ladder truck to serve the Proposed Project's new construction. The Applicant understands that this need is the result of several proposed projects within the Town. As such, the Applicant is willing to contribute its fair share towards a potential district-wide solution to this potential issue, which may include the purchase of a new ladder truck.

The Proposed Project would increase the taxable value of the Project Site and the Town. Under New York State Law, a jurisdiction's tax levy is permitted to increase in proportion to the increase in assessed value that is due to property improvements. This increase does not count against a jurisdiction's "2%" tax cap. As such, the increase in property taxes attributable to the improvements to the Project Site would not adversely affect the fire district's ability to increase the tax levy within New York State's property tax cap.

The AFD has opined that new residential developments, including those similar to the Proposed Project, have brought an increase in call volume, but not a similar increase in volunteer membership. The Applicant understands this to be a problem faced more broadly by the fire district and the Town and is not a specific impact of the Proposed Project. Nevertheless, the Applicant is committed to contributing its fair share to the fire district, inclusive of district-wide initiatives that may be undertaken in the future with respect to staffing.

All components of the Proposed Project will contain fire suppression sprinklers and will adhere to all local and state fire prevention codes. Standpipes will be installed in the stair towers, per code requirements. Knox boxes will be provided at the building lobby entrances in agreed upon locations with the AFD. Building elevators will be sized to accommodate a 24" x 84" stretcher.

Water supply, including demand for fire flow, is anticipated to be adequate. See Chapter 9, "Utilities," for additional discussion of water flow to the Project Site. The Applicant will coordinate the location of hydrants with the AFD.

The multifamily building's parking garage will include a gated access. Emergency service providers will be provided with access to the garage in a manner determined in coordination with the providers during site plan review. The gates will also be designed to break away and be driven through in an emergency situation. In the case of a power outage, the gate will default to the open position.

Emergency driveway access is provided around the proposed multifamily building, and direct rooftop access will be provided from the upper floor of the building. The emergency access driveway proposed between the northern and southern portions of the Project Site will be improved to meet the

standards and requirements of the AFD. The townhomes will be constructed to comply with all local and state fire prevention codes. All townhomes will have direct street access.

12.D. POTENTIAL IMPACTS OF, AND MITIGATION FOR, THE PROPOSED ZONING (GEIS)

As described in Chapter 2, "Project Description," the theoretical maximum development scenario under the Proposed Zoning, when accounting for the maximum build-out potential of both the Project Site and the adjacent Swiss Re parcel, is a total of 750 residential units and an 80-room hotel.

It is important to note that no specific proposal is being made at this time to effectuate the maximum hypothetical development of either of these two sites and any future plans would be subject to review by the Town, including a full environmental review.

12.D.1. PUBLIC SCHOOLS (GEIS)

In keeping with the analytical approach applied for the Proposed Project's estimated PSAC, analyses were conducted to estimate the number of PSAC that could live within a hypothetical maximum building out of 750-units. Both the Rutgers multiplier method and case study multiplier method were utilized, and the results are summarized below.

12.D.1.a. Estimated PSAC (GEIS) – Rutgers Multiplier Method

To calculate the number of PSAC under the GEIS scenario using the Rutgers multiplier method, it was assumed that all 750 residential units would be rental apartments. Of the total 750 units, it was assumed that 188 would be one-bedroom units, 375 would be two-bedroom units, and 187 would be three-bedroom units. Similar to the Proposed Project, the top tercile (>$1,000) multiplier was applied for buildings with five or more rental units (multifamily), which is 0.07 for 1-bedroom units, 0.16 for two-bedroom units, and 0.63 for three-bedroom units. Using the Rutgers multiplier method, it is reasonable to assume that there could be a total of approximately 190 PSAC living within a hypothetical maximum build-out of 750 rental units (see **Table 12-9**).

Table 12-9
GEIS Scenario – Estimated Public School Age Children: Rutgers Method

Type of Unit	Number of Units	Multiplier	Public School Age Children
1-BR 5+ Units – Rent*	188	0.07	13
2-BR 5+ Units – Rent**	375	0.16	60
3-BR 5+ Units – Rent***	187	0.63	117
Total	750		190

Note: Bedroom (BR)
Sources:
***** Rutgers University Center for Urban Policy Research; New York Table 3-1 All Public School Children: School-Age Children in Public School (PSAC); 5+ Units – Rent, 1 BR; More than $1,000
****** Rutgers University Center for Urban Policy Research; New York Table 3-1 All Public School Children: School-Age Children in Public School (PSAC); 5+ Units – Rent, 2 BR; More than $1,100
******* Rutgers University Center for Urban Policy Research; New York Table 3-1 All Public School Children: School-Age Children in Public School (PSAC); 5+ Units – Rent, 3 BR; More than $1,250

12.D.1.b. Estimated PSAC (GEIS) – Case Study Multiplier Method

To calculate the number of PSAC under the GEIS scenario using the case study multiplier method, it was assumed that all 750 residential units would be rental apartments. Using the same group of comparable residential developments that were studied for the Proposed Project's case study multiplier estimate of PSAC, it is reasonable to assume that there could be a total of approximately 73 PSAC living within a hypothetical maximum build out of 750 rental units (see **Table 12-10**).

Table 12-10
GEIS Scenario – Anticipated Number of Public School Age Children: Case Study Method

Development	Unix Mix	School District	No. of Students Enrolled*	Total No. of Units	Ratio	Ratio Applied to GEIS Unit Count
125 Parkway Road (Avalon)	1-BR, 2-BR, and 3-BR units	Bronxville	31	110	0.282**	211
15 Kensington Road (Villa BVX)	1-BR, 2-BR, and 3-BR units	Bronxville	4	53	0.076	57
300 Columbus Avenue (The Avenue at Crestwood)	41 Studio, 6 1-BR units	Eastchester Union Free	2	47	0.043	32
55 First Street (Marbury Corners)	55 Condos and 6 Lofts	Pelham Union Free	4	61	0.066	49
64 Midland Place (Quarry Place)	1-BR, 2-BR, and 2-BR + Den	Tuckahoe Union Free	4	108	0.037	27
746 Mamaroneck Avenue (Avalon Willow)	1-BR, 2-BR, and 3-BR units	Mamaroneck Union Free	14	227	0.060	45
		Total	**59**	**606**	**0.097**	**73**

Notes:
*Based on average enrollment of 2015–2016 through 2018–2019 school years, where available.
** Ratio inflated due to the number of three-bedroom rental units within the Avalon building. As supported by the Rutgers CUPR multipliers (see **Table 12-4**), three-bedroom units can be expected to have a greater number of school age children.
Bedroom (BR)
Square Feet (SF)
Sources: Bronxville School District; Eastchester Union Free School District; Pelham Union Free School District; Tuckahoe Union Free School District; and Mamaroneck Union Free School District.
www.apartments.com,http://theavenueatcrestwood.com/,www.trulia.com,https://gdcllc.com/portfolio_item/marbury-corners/,https://quarryplaceattuckahoe.com/find-your-apartment/,http://www.trinityassociatesllc.com/our-projects/

12.D.1.c. Conclusion

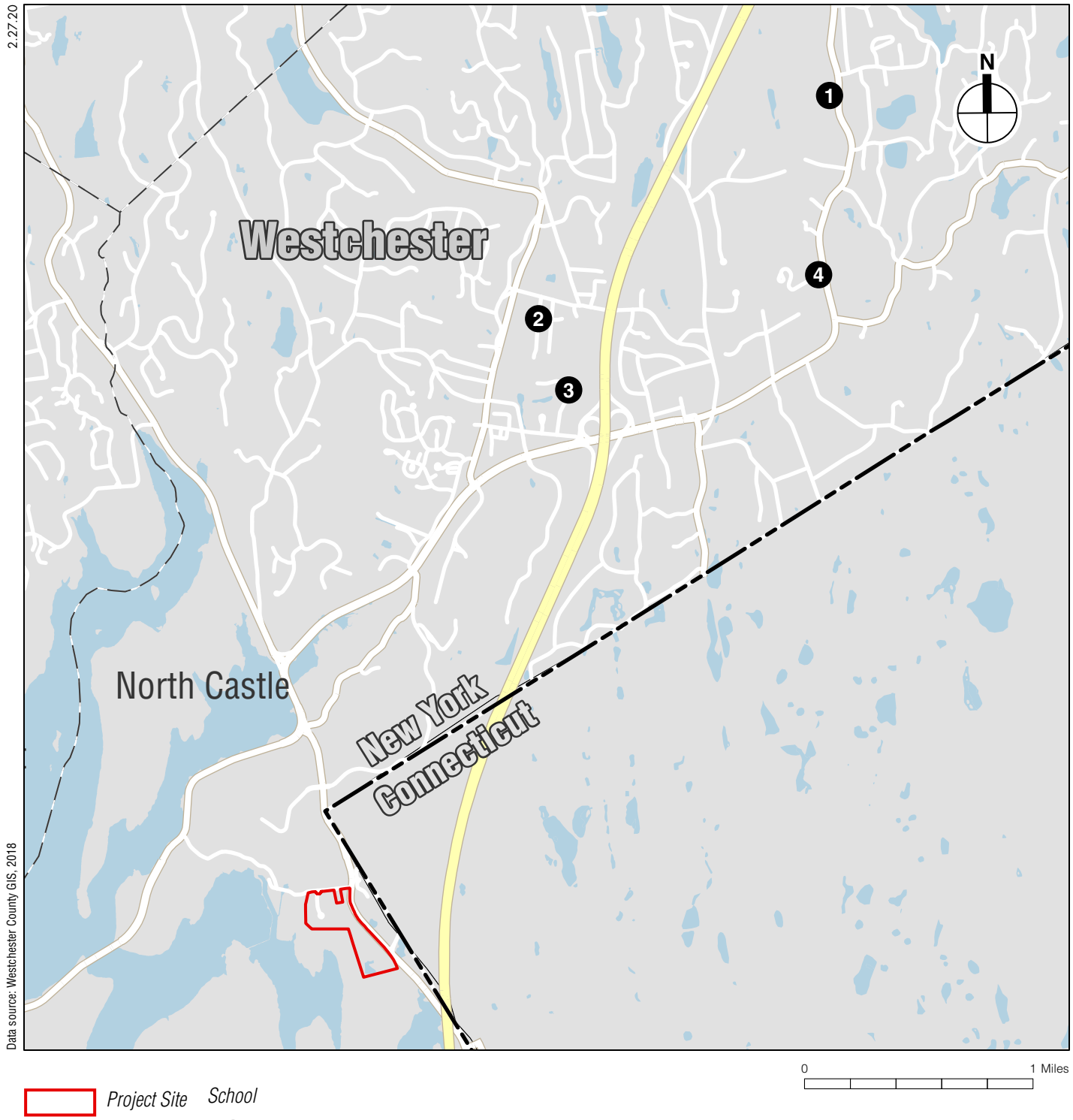
Applying the per pupil instructional cost of $28,880 to the new students projected by the two methods utilized (73 from the case study multiplier method and 190 from the Rutgers multiplier method) results in an additional annual cost to the BHCD District ranging from $2,108,240 to $5,487,200. The potential increase in enrollment of up to 190 students under the GEIS scenario represents an increase in student population of approximately 8.2 percent (based on the 2018–2019 K–12 BHCSD enrollment of 2,300). This would bring the BHCSD enrollment back to a level experienced in 2015, which would still be more than 300 fewer students than the 2007/2008 peak district enrollment.

As part of any future Town review of a the potential redevelopment of the Project Site and adjacent Swiss Re parcel that differs from the Proposed Project, these quantitative estimates would be refined to fit the development program. Future enrollment projections and capacity would also be studied, and the costs to the District would be compared to the estimated property tax revenues that the District would receive annually from the project. Feasible and practicable measures would be developed to mitigate potential impacts, and those measures would be appropriately weighed against any future project's benefits.

12.D.2. POLICE, FIRE, AND EMS PROTECTION (GEIS)

In the absence of detailed site plans for the scenarios assumed in the GEIS, including the types and sizes of residential units proposed, a total residential population and hotel population cannot be estimated at this time. However, it can be assumed that potential demand for police, fire, and EMS protection would be greater than that of the Proposed Project. In addition, the projected tax revenues for the Town would be greater as a result of the development projected under the GEIS scenario when compared to the Proposed Project.

As part of any required environmental review process for the GEIS scenario, coordination with the AFD and NCPD would be required to determine the project-specific potential impacts to police, fire, and EMS protection. Feasible and practicable measures would be developed to mitigate potential impacts, and those measures would be appropriately weighed against any future project's benefits. ✷



Project Site

School

1 Byram Hills High School

2 Coman Hill Elementary School

3 H.C. Crittenden Middle School

4 Wampus Elementary School

Public Schools Serving Project Site

13.A. INTRODUCTION

This Chapter analyzes the potential impacts of the Proposed Action on fiscal and market conditions. As such, these analyses address the potential for the Proposed Action to have one or more significant adverse environmental impacts that were identified in the Lead Agency's Positive Declaration and adopted DEIS Scoping Document (see **Appendix A-1**).

The Proposed Action would permit a wider range of uses on the Project Site than is currently permitted. Specifically, residential uses—including multifamily and townhomes—would be permitted, as would hotel uses. As discussed in more detail below, it is the Applicant's opinion that there is a strong market demand for residential uses in the region. The analysis also indicates that, in the Applicant's opinion, there is a demand for another hotel use in the Town of North Castle. As such, permitting these uses in the DOB-20A zoning district is likely to increase the economic viability of the Project Site.

The Proposed Project would generate approximately $137.28 million in total construction expenditures into the local economy, resulting in an estimated 821 person-years of employment,[1] $79.75 million in labor income, and $170.65 million in total economic output. The annual operation of the Proposed Project would generate approximately $1.97 million in taxes, including approximately $1.67 million in property tax revenue annually to various taxing jurisdictions, an increase of more than $400,000 in property taxes annually over the current taxes. The Proposed Project would generate an increase of approximately $228,000 in tax revenues to the Town of North Castle (including real estate and hotel occupancy taxes for a total of approximately $422,890 including the town's Special Districts) and $291,870 in tax revenues to the Byram Hills School District (for a total of approximately $1,094,861). As discussed below, it is the Applicant's opinion that the Proposed Project would have a beneficial fiscal impact on the Town and the region.

13.B. EXISTING CONDITIONS

13.B.1. MARKET OVERVIEW (DEIS AND GEIS)

In order to evaluate the economic viability of the elements included in the Proposed Action, AKRF completed a market assessment of townhouse, multifamily, and hotel markets.

13.B.1.a. Townhomes

There are several townhouse communities located in the Town of North Castle, including approximately 100 total units in Cider Mill, Whippoorwill Ridge, and Whippoorwill Hills, within the Armonk Hamlet, a short drive from Downtown Armonk. These townhomes are located in gated communities that include more than one type of housing (e.g., single-family

[1] A "person-Year" is a metric used to characterize construction-based employment, and is the equivalent of one person working full time for one year.

detached, garden apartment, etc.). The townhomes were built in the early 2000s, and consist of three-story, three- and four-bedroom townhouse units, often with a basement and garage, and range in size from 2,500 to 3,850 square feet. The townhomes range in market value from approximately $800,000 to $1.3 million, indicating high market demand for this product within the Town (see **Appendix I-1**, Table I-1-1).

The overall demand for newly constructed townhomes within the suburbs is influenced by many factors, including the growth of the millennial population and associated lifestyle trends. In 2014, Commercial Real Estate Service (CBRE) reported that nationwide, of younger millennials aged 20 to 24 years old, 721,000 moved out of cities to the suburbs, while 554,000 left the suburbs to pursue city life. Among the oldest millennials and the tail end of the Gen X population, 1.2 million people aged 30 to 44 moved from cities to suburbs, while 540,000 did the reverse. As such, millennials have become one of the drivers in the suburban residential market, showing interest in properties that offer more space in newly constructed homes or developments.[2] In general, millennials prefer open concept floor plans, special-use rooms, work-from-home spaces, green spaces, and outdoor areas—features that are often lacking in Manhattan or the outer boroughs, as well as from older housing stock in the suburbs.[3] In areas like Westchester and Fairfield, townhomes often offer larger floorplans, communal spaces, greenery, and convenient commutes—modern amenities that could be seen as desirable to millennials ready to move from city centers and downsizers ready to move from larger homes.

The existing Armonk townhouse communities offer quiet and natural settings, larger unit sizes, and luxury community spaces. In addition, they offer access to parks, restaurants, gyms, and shops, access to I-684, and a 10-minute commute to the North White Plains Metro-North train station. As an example, the Whippoorwill Hills townhouse community borders a nature preserve with walking and hiking trails, is less than a mile from Interstate 684, and is a 10–15 minute drive to the North White Plains Train Station.

The strong market demand for townhomes is consistent with regional trends that show millennials are seeking a diversity of housing type, with access to on- and off-site amenities. Part of the surge in suburban sales in Westchester, Putnam, and other metro suburban markets is due to renters and homebuyers seeking to escape New York City's high housing costs or lack of affordable housing.[4] Realtors point out that townhomes appeal to both first-time homebuyers and downsizers, two of the largest populations fueling the current housing industry.[5] This is primarily due to the burdens associated with owning a home, such as the time and cost associated with property maintenance, and the high costs of

[2] Jordan, Jon. Real Estate In-Depth. "Debunking the Myth that Millennials Hate the Suburbs." August 2016.

[3] Goodwin, Debra. Westfair Communications. "Millennial Desires and the Impact on Real Estate." July 16, 2019

[4] Jordan, Jon. Real Estate In-Depth. "Debunking the Myth that Millennials Hate the Suburbs." August 2016.

[5] Cesarano, Joe. Westchester Magazine. "Limited Inventory Fuels a Hot Westchester Real Estate Market." April 2018.

property taxes for single-family homes.[6] Townhomes provide options to rent as well as own, with a homeowner's association acting as management in some locations. In addition, people moving from urban centers are often seeking larger living areas, green space, and an assortment of amenities. Suburban townhouse communities offer these on-site amenities such as larger living areas, communal spaces, as well as off-site amenities such as proximity to parks, hamlet centers and downtowns, and mass transit.

The existing high market values of townhomes in Armonk and the surrounding area, coupled with the growing demand for suburban housing, indicates that, in the Applicant's opinion, there is a strong market for the Proposed Project's townhomes.

13.B.1.b. Multifamily

The demand for multifamily buildings in general, and in Westchester County specifically, remains strong. In Westchester County, average asking rent has steadily increased by around 4 percent annually for the past three years.[7] In 2017, CBRE reported that out of a total $453 billion investment in U.S commercial real estate, $153 billion—the largest single market share—was dedicated towards multifamily.[8] Within Westchester, over the last two quarters of 2018, approximately 700 new residential units were built in the area south of I-287, and yet occupancy and pricing strengthened.[9] According to the 2019 Cushman & Wakefield Q1 multifamily report, Westchester County's asking rent growth was 3.9 percent as of Q1 2019 and has averaged 4.1 percent over the past three years.[10] Additionally, CBRE noted that in the first quarter of 2019, the County's vacancy rate was approximately 3 percent, even with high asking rents per unit, indicating a strong market for multifamily.[11] Multifamily buildings offer a diversity of choices and a variety of floorplan formats that can be suitable to a wide range of people. As noted by many in the industry, many households favor this housing format due to the flexibility and affordability it offers its tenants.[12]

Similarly, multifamily investments in Westchester can be an attractive option due to their resilience in varying economic environments, diversity of unit sizes, range of price points, amenities, and commute times that rival those

[6] Forni, Aleesia. Westchester Magazine. "Why Own When You Can Rent?" April 2019.

[7] Cushman & Wakefield. "Market Insight: Multifamily Report Q1 2019."

[8] Rice, Jeanette. Urban Land Institute: "State of the Multifamily Market – Macroview." 19 April 2018.

[9] Houlihan Lawrence Commercial Group. "Commercial Market Report: First Quarter 2019." Westchester County.

[10] Cushman & Wakefield. "Market Insight: Multifamily Report Q1 2019."

[11] Houlihan Lawrence Commercial Group. "Commercial Market Report: First Quarter 2019." Westchester County.

[12] Houlihan Lawrence Commercial Group. "Commercial Market Report: First Quarter 2019." Westchester County.

offered in developments located in popular boroughs of New York City.[13] Market research also suggests that rising City rental prices are pushing people into the suburbs, at the same time as rising home prices, higher mortgage rates and limited availability of moderately priced homes may be turning people away from buying homes.[14] As a result, multifamily buildings in the suburbs have become a favorable alternative, addressing this gap in the market.

As was the case with townhouse demand, the increase in demand for multifamily has been partially attributed to the millennial influence on lifestyle trends and social culture. CBRE research shows that millennial lifestyle trends such as delayed marriage, delayed childbearing, and preference for renting (vs. owning) for financial flexibility and mobility are likely to sustain multifamily demand in 2019.[15] Davin Mellott, director at CBRE, suggests that millennials are influencing the evolution of commercial real estate, giving rise to hybrid environments, where suburban areas with urban characteristics are thriving.[16] Studies suggest that the millennial population prefers to live in walkable cities and towns where they can walk or Uber to mass transit, restaurants, entertainment, retail and other services. According to the Westchester Business Journal, millennials tend to prioritize socialization outside of the home, primarily in community and amenity areas of buildings that offer diversity and cultural experiences. Thus, amenity packages have become an important aspect of marketing new housing, as amenity spaces are viewed as extensions of the square footage that tenants are renting outside of their living space, especially for multifamily products outside of downtown centers. Many multifamily developments cater to this need, in that they offer an assortment of benefits on-site and are a favorable alternative to the expenses of city life, burdens of home ownership, and seclusion of single-family suburban life.[17]

In recent years, there has also been a rise in demand for multifamily rental products by downsizers, who consist of Gen-Xers and baby boomers looking to move out of their homes to simplify their lifestyles. This trend is supported by real estate data that shows senior citizen renters are the fastest growing renter segment in the U.S. and that the number of renters over age 55 has increased by 28 percent.[18] In addition, some baby boomers, primarily affluent empty nesters or retirees, prefer to sell their homes after their children have left, and pay rental costs to downsize their lifestyles and stay in their community. Amenity-rich, newly constructed multifamily apartment buildings are attractive offerings for this demographic due to their move-in ready and open concept apartment plans. These developments often offer

[13] Houlihan Lawrence Commercial Group. "Commercial Market Report: First Quarter 2019." Westchester County.

[14] Levy, Spencer. CBRE Research. "U.S Real Estate Market Outlook 2019."

[15] Levy, Spencer. CBRE Research. "U.S Real Estate Market Outlook 2019."

[16] Ibid

[17] Why Own When you can Rent – Westchester Magazine. April 2019.

[18] Northeast Private Client Group. "Desire for Walkability Fuels Strong Multifamily Demand."

access to amenities such as pools, gathering spaces, and cafes that provide a sense of community and culture without the burdens of home ownership.

Modern lifestyle trends have influenced the suburban commercial market, creating a demand in multifamily units that are in proximity to mass transit, jobs, and lifestyle amenities. RXR Realty's former Executive Vice President, Seth Pinsky, states that, "there's an interest in living in walkable, diverse areas with real character," allowing people the opportunity to seek diverse neighborhoods with the "amenities and convenience of urban life, but also the subdued atmosphere of Westchester."[19] Multifamily investors have found opportunity to maintain strong occupancy rates and create optimal conditions to raise asking rents by investing in assets that are near mass transit and urban centers.[20] Though transformations to instill more walkable communities in suburban downtown centers of Westchester's most populous cities, such as Yonkers, Mount Vernon, New Rochelle, and White Plains are ongoing, other suburban locations prime for multifamily development have reversed previous policies and are now welcoming multifamily development as well. This shift is in response to the market demand as well as an attempt to curb the loss of population and employees.[21] Multifamily developments like The Lofts on Saw Mill River, Danforth Apartments, Apex at 290, Elm, and The View on Nob Hill are examples of attractive multifamily communities that, while not directly in a hamlet center or downtown, are within driving distance to main streets and hamlet/village centers, mass transit, and highways (see **Table 13-1**).

13.B.1.c. Hotel

Currently, North Castle has one place of accommodation open to the public: La Quinta Inn & Suites, an upper midscale class, 140-room hotel located in the Westchester Business Park (see **Table 13-2**).[22] Three other hotels were identified within an approximately 10-minute drive of the Project Site: Doral Arrowwood, Hyatt House White Plains, and Renaissance Westchester Hotel.

Smith Travel Research (STR, recently acquired by CoStar), the leading independent provider of hotel operating statistics data in the U.S., sought to determine the optimum occupancy for each type of hotel, with respect to profitability.[23] Using more than 5,000 hotels that submitted HOST data for 2015, and dividing hotels into segments based on full-service versus limited service, class and average daily rate (ADR), STR determined the maximum gross operating profit (GOP) when compared to occupancy percentage. Hotels classified as full service and upscale—such as Hyatt House White Plains ($100–120 ADR)—reached a maximum GOP of 47.9 percent when

[19] Zawacki, Kevin. Westchester Magazine. "Westchester 2.0: An Urban Oasis." September 2016.

[20] Northeast Private Client Group. "Desire for Walkability Fuels Strong Multifamily Demand."

[21] Jordan, John. Real Estate in Depth: "Multifamily Boom Takes hold in NYC Suburbs." March 2017.

[22] The IBM Learning Center in Armonk is not open to the public unless the interested party has rented out conference rooms. Therefore, this facility was not included in the hotel demand analysis.

[23] Joseph Rael, "Research: Maximizing hotel profitability potential" *Hotel News Now*. December 06, 2016, http://www.hotelnewsnow.com/Articles/88558/Research-Maximizing-hotel-profitability-potential. (accessed December 5, 2019).

hotel occupancy reached 75.1 percent. Hotels classified as full service and upper-upscale—such as Doral Arrowwood and Renaissance Westchester Hotel ($140–160 ADR)—reached a maximum GOP of 39.7 percent when hotel occupancy was 84.6 percent. Hotels classified as limited-service, upper-midscale—like the La Quinta Inn & Suites ($80–100 ADR)—reached a maximum GOP of 40.5 percent when hotel occupancy was at 71.4 percent.

The year-to-date average of hotel occupancy for the four studied hotels was 62.8 percent, approximately 12.3 percentage points lower than the optimal rate for full service, upscale hotels; 22.0 percentage points lower than the optimal rate for hotels classified as full service, and upper-upscale (the majority of the hotels studied); and 8.6 percentage points lower than the optimal rate for upper-midscale, limited service hotels. It is likely that the overall occupancy rate for the four studied hotels is affected by the underperformance of Doral Arrowwood. The 369-key hotel changed management in March 2019, and ceased operation in mid-January 2020.[24] Therefore, it is likely that if Doral Arrowwood was excluded from the sample, the average occupancy rate would be higher.

Compared to hotels within an approximately 15-minute drive of the Project Site, the four hotels closest to North Castle had lower occupancy rates. The 11 hotels within this larger area, inclusive of the four hotels closest to the Project Site, had a year-to-date occupancy rate as of September 2019 of 71 percent, 8.2 percentage points higher than the four hotels closest to North Castle.[25] The mix of hotel service and class, access to public transit, and proximity to downtown White Plains may have contributed to higher occupancy rates throughout the region.[26]

The southern part of Westchester is experiencing a boom in hotel development due to its proximity to New York City and the Hudson Valley.[27] Since 2009, four new hotels have opened in Yonkers, one hotel is proposed in New Rochelle, and another in Tuckahoe. The last hotel to open in the northern part of Westchester, within the geographic area of the studied hotels, was Cambria Suites in White Plains, in 2014, which is over 30 minutes away from the southern part of Westchester. Over the last five years, the 130-room hotel has maintained a nearly 86 percent occupancy rate, indicating relatively high demand for an upscale, full service hotel.[28]

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[24] Bill Hetzel, "Doral Arrowwood resort saved from the brink as judge appoints a receiver" *Westfaire Communications.* March 23, 2019, https://westfaironline.com/112019/doral-arrowwood-resort-saved-from-the-brink-as-judge-appoints-receiver/

[25] Hotels studied include upper-midscale, upper-upscale, upscale, luxury, and economy classes.

[26] Bill Fallon, "The Driving Force Behind Westchester's Robust Hotel Industry," *Westchester Magazine*, 2019, http://www.westchestermagazine.com/914-INC/Q4-2019/Westchester-Hotel-Industry/. (accessed December 6, 2019).

[27] Akiko Matsuda, "Lots of new hotels going up in Westchester. Here's where, why" *Lohud.* October 3. 2016, https://www.lohud.com/story/money/business/2016/10/03/westchester-hotel-construction/90692286/. (accessed December 5, 2019).

[28] Bill Fallon, "The Driving Force Behind Westchester's Robust Hotel Industry," *Westchester Magazine*, 2019, http://www.westchestermagazine.com/914-INC/Q4-2019/Westchester-Hotel-Industry/. (accessed December 6, 2019).

Table 13-1
Comparable Multifamily Properties

	Developmental Name	Location	Year Built	Unit Mix	No. of Units	Average Size of Units	Stories	Property Rents	Market Values	Distance from Town Center	Distance from Train Center	Sources
1	The Lofts on Saw Mill River	425 Saw Mill River Rd, Hastings-On-Hudson, NY 10706	2016	1–3 beds with 1.5–2.5 baths	67	952–1,738 sq ft	3	1 Bed $3,495–$3,645 2 Beds $3,995–$5,445	$9,137,100	Approximately 1-2 miles from CVS Plaza, Ardsley Shopping Plaza, and Ardsley Mall	Hastings-on-Hudson Station – 2.3 mi Dobbs Ferry Station – 3.2 mi Scarsdale Station – 2.6 mi	Trulia.com, ApartmentFinder.com, 2019 Tax Roll
2	Danforth Apartments	100 Danforth Ave, Dobbs Ferry, NY 10522	2017	1–2 beds with 1–2 baths	203	802–1,328 sq ft	4	1 Bed $2,603+ 2 Beds $3,752+	$42,894,100	Approximately 2-3.5 miles from town center	Dobbs Ferry Station – 2 mi Ardsley-on-Hudson Stations – 2 mi	ApartmentFinder.com, 2019 Tax Roll
3	Apex at 290	290 E Main St, Elmsford, NY 10523	2016	1–2 beds with 1–2 baths	81	838–1,316 sq ft	4	1 Bed $2,499+ 2 Beds $3,220+	$20,094,700	Approximately 0.8-2.5 mi from Elmsford Center/Plaza, Rosemont Plaza, Premier Plaza, White Plains Mall/Shopping Center, and Greenville Center	White Plains Station – 2.8 mi North White Plains Station – 2.9 mi	ApartmentFinder.com, 2019 Tax Roll
4	Elm	35 Valley Ave, Elmsford, NY 10523	2018	studio, 1–2 bed apartments	94	543–1,418 sq ft	4	1 Bed $2,366+ 2 Beds $3,200+	$14,009,600	Approximately 2.7 mi from Starbucks, 2.6 mi from Trader Joes, and 3.8 mi from Whole Foods Right off Saw Mill River Parkway and close to Main Street	White Plains Station – 3.5 mi Irvington Station – 4 mi Tarrytown Station – 4mi	Realtor.com, RentElm.com, Rentcafe.com, 2019 Tax Roll
5	The View on Nob Hill	32 Nob Hill Dr., Elmsford, NY 10523	1993	1–3 beds with 1–2 baths	417	652–1,304 sq ft	2	1 Bed $1,875 2 Beds $2,186+	$906,700	Approximately 1-4 mi from Greenberg Shopping Center, 1.8 mi from Rosemont Plaza, 2.5 mi from Parkway Plaza, 3.2 mi from Ardsley Shopping Plaza, and 3.5 mi from Scarsdale Center/Mall	Tarrytown Station – 3.7 mi North White Plains Station – 4 mi	Apartments.com, Trulia.com, 2019 Tax Roll

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Table 13-2
Hotels within 10-Minute Drive Time of Project Site

Name of Establishment	City and State	Zip Code	Class	Open Date
La Quinta Inns & Suites Armonk Westchester County Airport	Armonk, NY	10504	Upper Midscale	Jan 1973
Doral Arrowwood	Rye Brook, NY	10573	Upper Upscale	Jun 1983
Hyatt House White Plains	White Plains, NY	10604	Upscale	Jan 2000
Renaissance Westchester Hotel	West Harrison, NY	10604	Upper Upscale	Apr 1981

Source: STR, Trend Report: Westchester Hotels, January 2013—September 2019, Created October 25, 2019

North Castle's 2018 Comprehensive Plan calls for an additional 300 rooms to enter the hotel market, based on analysis of hotel rooms per Management Professional Employee employed.[29] This metric was used by the Town of North Castle because almost all hotel demand in Westchester can be attributed to business travelers. The 2018 Comprehensive Plan posits that if 300 rooms were to be added within North Castle, the ratio of rooms per worker would increase to that of White Plains (using 2014 employment data). A recent EIS completed in August 2019 and currently undergoing review by the Town—Eagle Ridge—proposes a boutique 91-key hotel, described as "highly amenitized." The addition of another 125-key hotel, as proposed by the Applicant, would not exceed the proposed room range determined by the 2018 Comprehensive Plan, thus satisfying demand within North Castle's hotel sector, especially given the Project Site's proximity to Westchester County Airport.

13.B.2. PROJECT SITE TAX REVENUES (DEIS)

The Project Site has an existing assessed value of $1,146,000.[30] The 2019 property tax rate for the Town of North Castle is 169.52 per $1,000 assessed value; the 2019 property tax rate for the Byram Hills Central School District is 700.69 per $1,000 assessed value; and the 2019 property tax rate for Westchester County is 140.39 per $1,000 assessed value.

According to 2019 property tax bills, the property taxes paid on the three tax parcels that comprise the Project Site totaled $1,230,656, including $802,991 in taxes to the Byram Hills Central School District. Using the assessed value and the mill rates listed above, AKRF estimates that, of the total taxes generated by the site in 2019, approximately $194,275 was generated for the Town of North Castle, and $160,885 was generated for Westchester County. In addition, the Project Site generated approximately $72,505 in special district taxes, including $22,607 for the Fire and Ambulance Districts.

The office buildings on the Project Site are currently vacant and have been for approximately the past five years.[31] During this time, the assessed value of the Project Site

[29] The Comprehensive Plan Steering Committee, *The Town of North Castle Comprehensive Plan*, 2018, North Castle: Town of North Castle, 2018. https://politics.ucsc.edu/undergraduate/chicago%20style%20guide.pdf

[30] The existing assessed value is inclusive of the assessed values the all three tax parcels included in the Project Site, as defined in Chapter 1, "Project Description."

[31] Cary, Bill. Lohud. "Former MBIA Headquarters has been Sold." May 2015.

has not decreased. In the absence of re-occupancy of the existing buildings or redevelopment, it is likely that the assessed value of the Project Site and, consequently, the taxes paid on the Project Site, would decrease in the future as a result of the continued vacancy.

As the Project Site is currently vacant, it does not generate sales tax revenue for New York State or other entities.

13.B.3. CONDITIONS IN THE DOB-20A (GEIS)

The tax parcel occupied by Swiss Re Life and Health America at 175 King Street has an assessed value of $1,787,920. The assessed value of the parcel has decreased by approximately 39 percent since 2016 when it had an assessed value of $2,908,200 (see **Table 13-3**). According to 2019 tax bills, the taxes paid on the property were $2,170,098, including $1,413,994 to the Byram Hills Central School District. The tax parcel generated approximately $342,101 to the Town of North Castle, $283,302 to Westchester County, and approximately $130,702 to special districts.[32]

Table 13-3
Assessed Value of the Swiss Re Parcel

	2016	2017	2018	2019
Assessed Value	$2,908,200	$2,908,200	$2,018,000	$1,787,920
Source: Town of North Castle Tax Final Tax Roll 2016, 2017, 2018, 2019				

13.C. POTENTIAL IMPACTS OF THE PROPOSED PROJECT (DEIS)

AKRF, Inc. estimated construction period and annual operational economic benefits to the local economy resulting from the Proposed Project. The Proposed Project includes approximately 225,465 gross square feet (gsf) of multifamily residential development (149 units) in five floors positioned above three floors of structured parking (approximately 134,470 gsf); approximately 67,760 gsf of attached townhouse development (22 units); approximately 100,000 gsf of office space (within an existing vacant building); and a 125-key, limited-service hotel (161,000 gsf to be converted from an existing vacant office building).

13.C.1. METHODOLOGY

To estimate the construction period and annual operational economic and fiscal benefits of the Proposed Project, AKRF conducted an economic impact analysis using IMPLAN (IMpact Analysis for PLANing), an economic input-output modeling system. IMPLAN was developed by the U.S. government and subsequently privatized by professors at the University of Minnesota. IMPLAN uses the most recent economic data from sources such as the U.S. Bureau of Economic Analysis, the U.S. Bureau of Labor Statistics, and the U.S. Census Bureau to predict effects on the local economy from changes in direct non-payroll expenditures and employment (e.g., during annual operation). The model contains zip code level and Westchester County data for 536 economic sectors, showing how each sector affects every other sector as a result of a change in the quantity of its product or service.

[32] Tax allocation to Town of North Castle, Westchester County, and Special Districts is estimated based on 2019 mill rates.

Using IMPLAN terminology, the following reporting categorizes total economic impacts into three components:

1. Direct effects represent the initial benefits to the economy of a specific new investment; e.g., including on-site employment (during construction and operations) and associated labor income.

2. Indirect effects represent the benefits generated by industries purchasing from other industries as a result of the direct investment. For example, indirect employment resulting from the Proposed Project's operational expenditures would include jobs in industries that provide goods and services to the proposed residences and businesses.

3. Induced effects represent the impacts caused by increased household income in a region. Direct and indirect effects generate more worker income by increasing employment and/or salaries in certain industries. Households spend some of this additional income on local goods and services, such as food and drink, recreation, and medical services.

13.C.2. INPUTS AND ASSUMPTIONS

13.C.2.a. Construction

The Proposed Project would generate approximately $137.28 million in total construction costs into the local economy, including hard and soft costs, excluding costs for land acquisition, financing, and escalation (see **Table 13-4**). Hard costs include construction materials and labor. Soft costs include fees for architecture and engineering, legal, and environmental consulting services.

AKRF assigned the construction expenditures to IMPLAN sectors that most closely matched the description of the type of construction. The construction dollars by sector provided the inputs into the model, from which the direct, indirect, and induced benefits to the Town of North Castle (Zip Code 10504) and the surrounding region (Westchester County) during the construction period were derived.

13.C.2.b. Annual Operations

The Proposed Project is estimated to result in approximately 473 full- and part-time jobs annually during operations (see **Table 13-5**), or approximately 5 percent of the Town's total employment.[33] These jobs would be distributed across several industry sectors including the following: professional, scientific, and technical services (approximately 400 employees); administrative, support, waste management, remediation, and other services (approximately 10 employees); and accommodation and food services (approximately 63 employees).

[33] The Town of North Castle (10504) employs approximately 9,893 full- and part-time employees based on 2017 IMPLAN data.

Table 13-4
Construction Period Modeling Assumptions

IMPLAN Sector	Description	Cost
57	Construction of new commercial structures[1]	$25,549,300
58	Construction of other new nonresidential (non-building)[2]	$6,415,425
59	Construction of new single-family residential structures[3]	$9,147,600
60	Construction of new multifamily structure	$42,838,350
62	Maintenance and repair nonresidential construction[4]	$35,420,000
447	Legal Services (50% in Westchester Less 10504)	$5,968,534
449	Architecture and Engineering (50% in Westchester Less 10504)	$5,968,534
455	Environmental Consulting (100% in Westchester Less 10504)	$5,968,534
	Total Hard and Soft Construction Costs	**$137,276,277**

Notes: Hard and soft costs were modeled in a zip-code based Town of North Castle model in IMPLAN, except where otherwise noted.
[1] Parking garage
[2] Site improvements
[3] Townhomes
[4] Renovation and conversion of existing office building for hotel
Sources: AKRF, December 3, 2019; Costs provided by the Applicant

Table 13-5
Annual Operational Period Modeling Assumptions

IMPLAN Sector	Description	Employees
468	Services to buildings (e.g., residential cleaning services/maintenance workers)	6
469	Landscape and horticultural services	1
512	Personal services (includes garage attendants)	3
440, 449, 438, 448	Real estate, Architectural, Accounting, Insurance	400
499	Hotels	63
	Total Annual Operational Jobs	**473**

Note: Estimated employment was derived based on the size of the proposed use and industry employment ratios from comparable projects in Westchester County.
Source: AKRF, December 3, 2019

13.C.3. CONSTRUCTION PERIOD FISCAL IMPACTS

Key project-generated construction benefits to the local economy are summarized herein and presented in **Table 13-6**.

- Total direct construction employment in the Town of North Castle is estimated at 565 person-years. Jobs would include onsite construction managers and workers as well as direct employment in support industries, such as architecture and engineering and legal services.
- Indirect and induced economic activity that occurs off-site as a result of the Proposed Project's construction is estimated at 179 person-years, for a total construction employment of 568 person-years in the Town of North Castle and 821 person-years in Westchester County.
- Direct labor income (on- and off-site) is equal to about $65.75 million. Including indirect and induced activity that occurs off-site, total labor income from the Proposed Project during construction is estimated at $56.72 million in the Town of North Castle and $79.75 million in Westchester County.

- The direct output to the local economy (i.e., the value of production) is $137.28 million. Including indirect and induced activity, the Proposed Project's total annual output to the local economy is estimated at $125.92 million in the Town of North Castle and $170.65 million in Westchester County overall.
- AKRF estimated sales tax on construction materials from the Proposed Project at $6.71 million annually, including $2 million for the Town of North Castle, $1.91 million for Westchester County, $0.3 million for Metropolitan Transportation Authority (MTA), and $3.21 million for New York State.

Table 13-6
Estimated Construction Benefits

	In Town of North Castle	In Westchester County Total
Employment (Person-Years)[1]		
Direct	565	642
Indirect	2	150
Induced	1	29
Total	**568**	**821**
Labor Income[2] (millions of 2019 dollars)		
Direct	$56.45	$65.75
Indirect	$0.25	$12.03
Induced	$0.02	$1.97
Total	**$56.72**	**$79.75**
Output[3] (millions of 2019 dollars)		
Direct	$125.34	$137.28
Indirect	$0.53	$28.08
Induced	$0.05	$5.29
Total	**$125.92**	**$170.65**
Taxes[4] (millions of 2019 dollars)		
Town	$2.23	
County	$1.91	
State	$5.42	
Total	**$9.56**	

Notes:
[1] IMPLAN reports employment in full- and part-time jobs. AKRF converted employment to person-years using IMPLAN's conversion rates for converting IMPLAN's employment to full-time equivalents. One person-year is the equivalent of one person working full-time for a year.
[2] Labor income includes employee compensation and proprietor income.
[3] Output is the total value of industry production and is inclusive of all taxes. For manufacturing industries output includes sales plus/minus change in inventory; for service sector industries, output is total sales; for retail and wholesale trade industries, output is gross margin.
[4] Includes all non-property related direct, indirect, and induced taxes paid to the Town of North Castle and Westchester County (including special districts) and New York State (e.g., payroll, sales, corporate, personal, and other taxes).
Sources: The 2017 IMPLAN model and AKRF, December 3, 2019

13.C.4. OPERATIONAL PERIOD FISCAL IMPACTS

The Proposed Project's estimated economic benefits during annual operations are presented in **Table 13-7**. This analysis has identified the following principal points regarding the Proposed Project's economic benefits to the local economy during the annual operational period:

- Total direct (on-site) annual employment is estimated at 473 full- and part-time jobs. Jobs would include residential building maintenance workers, landscapers, office employees, parking garage attendants, and hotel employees.
- Including the indirect and induced economic activity that occurs off-site, total annual employment from the Proposed Project is estimated at 477 full- and part-time jobs in the Town of North Castle and 627 employees in Westchester County.
- Direct annual labor income (on-site) is equal to about $39.19 million. Including indirect and induced activity that occurs off-site, total employee compensation from the Proposed Project is estimated at $39.46 million in the Town of North Castle and $50.81 million in Westchester County.
- The direct annual output to the local economy, measured as sales or revenues, is $89.12 million. Including indirect and induced activity, the Proposed Project's total annual output to the local economy is estimated at $89.85 million in the Town of North Castle and $118.98 million in Westchester County.
- Revenue from the proposed hotel is estimated at approximately $5 million annually. Westchester County and the Town of North Castle each impose a 3 percent hotel occupancy tax (estimated at approximately $158,000 to each annually).

Table 13-7
Estimated Annual Operations Benefits

	In Town of North Castle	In Westchester County Total
Employment (Full- and Part-Time Jobs)		
Direct[1]	473	473
Indirect	3	148
Induced	1	6
Total	**477**	**627**
Labor Income[1] (millions of 2019 dollars)		
Direct	$39.19	$39.19
Indirect	$0.26	$11.24
Induced	$0.01	$0.38
Total	**$39.46**	**$50.81**
Output[2] (millions of 2019 dollars)		
Direct	$89.12	$89.12
Indirect	$0.69	$28.85
Induced	$0.04	$1.01
Total	**$89.85**	**$118.98**
Taxes[3] (millions of 2019 dollars)		
Town	$0.23	
County	$0.43	
State	$1.83	
Total	**$2.49**	

Notes:
[1] Labor income includes employee compensation and proprietor income.
[2] Output is the total value of industry production and is inclusive of all taxes. For manufacturing industries, output includes sales plus/minus change in inventory; for service sector industries, output is total sales; for retail and wholesale trade industries, output is gross margin.
[3] Includes all non-property related direct, indirect, and induced taxes paid to the Town of North Castle and Westchester County (including special districts) and New York State (e.g., payroll, sales, hotel, corporate, personal, and other taxes).
Sources: The 2017 IMPLAN model and AKRF, December 3, 2019.

13.C.4.a. Property Taxes

The estimated taxable assessed property value of the Proposed Project would be $1.56 million, as shown in **Table 13-8**. This is a 36 percent increase from the Project Site's current assessed value. The future assessed value was determined using an income-based approach for the office, multifamily, and hotel portions of the Proposed Project. The income-based approach estimates annual net operating income based on average rents, room rates, other sources of revenue, industry-standard operational expenses, and the amount expected to be earned (capitalization rate).

Table 13-8
Taxable Assessed Property Value

Use	Taxable Assessed Value
Office	$182,134
Multifamily	$536,548
Town Homes	$489,391
Hotel	$354,472
Total	**$1,562,545**

Notes: Equalization rate of 2.3 percent.
Assessed value is for the purpose of environmental review and is not binding. Actual assessed property value would be determined by the Town of North Castle Assessor.
Source: AKRF, Inc., December 2019.

The assessed value of the townhomes was determined by comparing the property to similar properties in the Town of North Castle (see **Appendix I-1, Table I-1-1**). As required, it was assumed that 10 percent of townhomes would be affordable for households at 80 percent area median income (AMI). Multifamily rent was assumed to be approximately $2,500 for a one-bedroom and $3,200 for a two-bedroom. Multifamily rents were determined based on the average listing price for apartments in comparable multifamily buildings in Westchester. As required, 10 percent of apartments were assumed to be affordable for households at 60 percent AMI. For the office building, total rent paid (including any common area maintenance or other fees) was assumed to be approximately $30 per sf. Office rent was determined based on listings for other office buildings in Armonk and the current listed rents for the existing office property. For the hotel, the average room rate was assumed to be approximately $154. All assumptions for the hotel were based on data from STR on local hotel performance (see **Appendix I-2 and I-3**).

As shown in **Table 13-9**, the Proposed Project would generate approximately $1.67 million in property tax revenue annually to various taxing jurisdictions. The Proposed Project would generate approximately $264,890 for the Town of North Castle, $1.09 million for the Byram Hills School District, and $219,362 for Westchester County. The Fire and Ambulance Districts would receive $30,825 of property tax revenue, a portion of the "Special Districts" revenue listed in **Table 13-9**. Net new tax revenue, above existing conditions, from the Project Site would total $439,730, including $70,615 to the Town of North Castle, $291,870 to the Byram Hills Central School District, $58,477 to

Westchester County, and $8,217 to the Fire and Ambulance Districts. As noted above, in the Future with or without the Proposed Project, the Project Site is not anticipated to continue generating the existing amount of property taxes as it is likely that the assessed value of the Project Site would decline in a manner similar to what occurred on the Swiss Re site.

Table 13-9
Estimated Property Tax Revenue

Taxing Jurisdiction	Existing Tax Payments	Estimated Tax Payment with Proposed Project[1]	Net New Tax Revenue
Town of North Castle	$194,275	$264,890	$70,615
Byram Hills Central School District	$802,991	$1,094,861	$291,870
Town of North Castle Special Districts	$72,505	$91,273	$18,768
Westchester County	$160,885	$219,362	$58,477
Total	**$1,230,656**	**$1,670,386**	**$439,730[3]**

Notes:
[1] Estimated tax payments are for the purpose of environmental review and are not binding. Actual tax levy would be determined by the Town of North Castle Assessor.
[2] Total Special District taxes include Fire District #2, Ambulance District #2, Blind Brook Sewer District, and Sewer District #3. The increase in taxes to Sewer District #3 from the Proposed Project cannot be calculated as this payment varies by parcel. For the purposes of a conservative analysis, the estimate of Special Districts taxes for the Proposed Project assumes that the taxes paid to Sewer District #3 would be equal to the existing taxes, though it is likely that taxes would increase.
[3] Total shown does not reflect hotel occupancy taxes estimated at $158,000 annually (refer to Section 13.C.4)
Source: Westchester County Property Tax Rates

13.D. MITIGATION MEASURES FOR THE PROPOSED PROJECT (DEIS)

The Proposed Zoning would permit a wider range of uses on the Project Site, increasing the economic viability of development on the Project Site that could maintain or increase property tax payments to the Town. The Proposed Project would transform an underutilized property that is currently improved for a singular, outdated use into a mixed-use development that would strengthen the economic viability and vitality of each separate use proposed. As the Proposed Project would increase the tax revenue received by the Town by more than $300,000 per year (inclusive of real estate and hotel tax) and would increase the tax revenue to the school district by $670,248 per year, no further mitigation is proposed.

13.E. POTENTIAL IMPACTS OF, AND MITIGATION FOR, THE PROPOSED ZONING (GEIS)

As described in Chapter 2, "Project Description," the theoretical maximum development scenario under the Proposed Zoning, when accounting for the maximum buildout potential of both the Project Site and the adjacent Swiss Re parcel, is a total of 750 residential units and an 80-room hotel. It is important to note that no specific proposal is being made at this time to effectuate the maximum hypothetical development of these two sites and any future plans would be subject to review by the Town, including a full environmental review.

As stated above, The Proposed Zoning would permit a wider range of uses within the DOB-20A zoning district, increasing the economic viability of development within the district. New development has the potential to maintain or increase property tax payments to the Town from the current condition and the condition that could occur if the Project Site continues to remain vacant

and the Swiss Re parcel continues to experience declining assessed value. The extent of future property and/or hotel tax benefits to the Town and other taxing jurisdictions would be dependent on the specific program and site plan(s) proposed. ✷

Chapter 14: Historic, Archaeological, and Cultural Resources

14.A. INTRODUCTION

This Chapter considers the potential of the Proposed Action to affect cultural resources, which include both architectural and archaeological resources, on the Project Site and in the surrounding study area.

As described below, as there are no properties that are listed on or determined eligible for listing on the State or National Register of Historic Places (S/NR) on the Project Site or in the surrounding study area, in the Applicant's opinion, the Proposed Project would have no significant adverse impacts on historic architectural resources. With regard to archaeological resources, the Phase 1A Archaeological Documentary Study prepared for the Project Site recommended Phase 1B archaeological testing in the northern portion of the Project Site. With the completion of the Phase 1B Archaeological Investigation and any subsequent archaeological investigations that may become necessary (e.g., a Phase 2 Survey/Evaluation or a Phase 3 Mitigation/Data Recovery) and continued consultation and coordination with the New York State Office of Parks, Recreation, and Historic Preservation during all phases of archaeological work, it is the Applicant's opinion that the Proposed Project will not result in ~~impacts~~an adverse impact on archaeological resources.

14.B. EXISTING CONDITIONS

14.B.1. HISTORIC ARCHITECTURAL RESOURCES (DEIS)

14.B.1.a. Project Site

As per the New York State Office of Parks, Recreation and Historic Preservation Office (OPRHP)'s Cultural Resource Information System (CRIS), there are no properties listed on or formally determined eligible for listing on the State/National Register of Historic Places (S/NR) on the Project Site.[1] The Project Site is the former location of the Municipal Bond Insurance Association's (MBIA) corporate headquarters and is occupied by two currently vacant three-story office buildings, an early- to mid-20th century farmhouse and recent accessory shed/garage (used for storage and maintenance purposes), surface parking lots and tennis courts, and a three-story parking structure. The office buildings, parking garage, and smaller garage were constructed between the early 1980s through the early part of the 21st century and do not possess historical or architectural significance.

The farmhouse was constructed in the early- to mid-20th century and is located just north of the large three-story parking structure that is located at the south end of the Project Site. The farmhouse is a wood frame structure

[1] https://cris.parks.ny.gov

with a gable roof and clad in wood clapboards. A wood porch fronts along its primary east (King Street) elevation; there are carvings on the wood posts. The house is set on a raised rubble stone foundation, with a cedar shake roof. The interior retains original features such as wide wood plank floors and original wood staircase. The house has also been altered, including a modern kitchen and removal of original features such as fireplace and mantel in the living room. Information regarding the history of the farmhouse, which is associated with the Griffin (or Griffen) family, and photographs of the building are located in **Appendix J-1**, which contains information provided to OPRHP so that OPRHP could make a determination regarding the significance of the farmhouse.[2]

The farmhouse originally had a barn or shed located directly west of it. The barn or shed was demolished sometime between 1976 and 1990 and a new and larger garage with four vehicular doors was built in roughly the same location as the barn or shed by 2000. This garage has a concrete foundation with stone facing, and is clad in wood clapboards with a cedar shake roof and centrally located cupola.

The setting of the farmhouse has been substantially altered through its incorporation into the MBIA corporate headquarters, including removal of the original barn or shed, construction of a surface parking lot west of the garage, and construction of the large three-story parking structure directly south of it.

In a letter dated August 7, 2019, the New York State Historic Preservation Office (SHPO) determined that the farmhouse "is not eligible for listing on the National Register of Historic Places due to significant loss of integrity, most notably the setting, design, feeling and association. The house was formerly part of a complex that included outbuildings and fields that would've conveyed the historic agricultural context of the property. In its present state the remaining farmhouse is simply a fragment of a larger resource and does not on its own possess the significance required to be considered eligible for the National Register" (see **Appendix J-2**).

A mortared stone retaining wall is located south of the house, in proximity to the parking garage. There are also rubble stone walls along the west side of King Street, bordering the east end of the Project Site; along the south side of Cooney Hill Road bordering the north end of the Project Site; along the west side of the Project Site; along the south side of the Project Site; and with additional rubble stone walls located in the vicinity of the existing tennis courts and also potentially remaining in the locations of residential properties, which have been demolished, which were located at the north end of the Project Site.

[2] AKRF spoke with Sharon Tomback at the North Castle Historical Society to discuss the farmhouse and whether there were any other properties of significance in the area; no additional properties of significance were identified (personal communication, July 8, 2019).

14.B.1.b. Study Area and DOB-20A Zoning District

There are no properties listed on, or determined eligible for listing on, the S/NR within ½-mile of the Project Site or within the remainder of the DOB-20A zoning district.[3] Properties in the study area include a residence on the south side of Cooney Hill Road built between 1953 and 1960 as part of a larger subdivision of houses that are no longer extant. The Swiss Re Life and Health America complex to the north of Cooney Hill Road was built between 1990 and 2000, and appears to have retained two earlier structures related to earlier development on the property, but these are fragments of the original development. DEP's Shaft Site 17 building, which was completed between 1937 and 1942 as part of the construction of the Delaware Aqueduct, is within ½-mile of the Project Site but was determined by OPRHP as not eligible for listing on the State/National Registers in 2003.[4] Across King Street, the Citigroup Armonk Conference Center was built sometime between 1990 and 2001.

14.B.2. ARCHAEOLOGICAL RESOURCES (DEIS)

Pursuant to Section 14.09 of the New York State Historic Preservation Act, consultation was initiated with OPRHP. In a comment letter dated September 26, 2018 (see **Appendix J-2**), OPRHP determined that a Phase 1 Archaeological Survey should be completed for those portions of the Project Site that would experience ground disturbance as a result of the Proposed Action unless prior disturbance could be documented within the Project Site. A Phase 1A Archaeological Documentary Study ("Phase 1A Study") of the Project Site was prepared by AKRF in August 2019 pursuant to OPRHP's request.[5] While a Phase 1 Archaeological Survey typically includes a combination of documentary research (i.e., "Phase 1A") and field testing (i.e., "Phase 1B"), this report summarizes the results of extensive documentary research designed to identify areas of potential archaeological sensitivity where Phase 1B Archaeological Testing will be necessary to confirm the presence or absence of archaeological resources and the need for additional phases of analysis as necessary. The conclusions of the Phase 1A Study are summarized below. In a comment letter dated August 28, 2019, OPRHP concurred with the conclusions and recommendations of the Phase 1A Study (see **Appendix J-2**).

14.B.2.a. Precontact Archaeological Sensitivity

In general, Native American habitation sites in the northeastern United States are correlated with level topography (typically less than 12 to 15 percent slopes), access to natural resources such as fresh water and lithic source material, and well-drained soils. The potential presence of Native American

[3] https://cris.parks.ny.gov

[4] *Phase 1A Archaeological Investigation of the Delaware Aqueduct Shaft 17 Project Area, Town of North Castle, Westchester County, New York*, prepared by Malcolm Pirnie, Inc. March 2004, page 41, and January 24, 2003 letter from OPRHP contained in Appendix A of that report.

[5] AKRF, Inc. (2019): "Proposed Redevelopment of 113 King Street; Tax Map Parcels 118.02-1-1, 113.04-1-13, and 113.04-1-14; Town of North Castle, Westchester County, New York: Phase 1A Archaeological Documentary Study." Revised August 2019. Prepared for: Airport Campus I-V LLC; Pound Ridge, NY (**Appendix J-1**).

activity near a project site can also be predicted by the presence of previously identified resources in the vicinity. However, precontact archaeological sites tend to be relatively shallow, often within five feet of the original ground surface. As documented in the Phase 1A Study, multiple Native American sites used for short- and long-term occupation were previously reported in the vicinity of Rye Pond, which was historically located a short distance to the south of the Project Site. It is therefore highly likely that some Native American activity occurred on the more level portions of the Project Site (i.e., those areas with slopes less than 12 percent). In the vicinity of the former MBIA campus, the original ground surface appears to have been extensively disturbed as a result of the construction of the existing office buildings, the large decorative pond, infrastructure, and other features such as tennis courts. That portion of the site was determined to have no sensitivity for precontact archaeological resources. However, portions of the ground surface in the northern portion of the site have been disturbed as a result of the construction and demolition of homes. The extent to which these level areas were disturbed could not be documented. Therefore the northern portion of the Project Site (see **Figure 14-1**) was determined to have low to moderate sensitivity for precontact archaeological resources.

14.B.2.b. Historic Period Sensitivity

The earliest map-documented structure on the Project Site was located at its southern end and may be the same farmhouse that is currently located on the former MBIA campus. Several outbuildings (e.g., sheds or barns) are known to have been situated in the vicinity of the house in the late 19th and early 20th centuries. Other farm-related structures were located along the western side of King Street in the northern portion of the Project Site. Prior to the construction of residential homes on the property in the late-20th century, the northern portion of the Project Site was occupied almost entirely by farmland and orchards. The areas of highest historic period archaeological sensitivity, in the vicinity of the former MBIA campus, are also the most disturbed. The area surrounding the historic farmhouse on the property is determined to have low to moderate sensitivity for 18th or 19th century shaft features (e.g., privies, cisterns, or wells) that would have been used by the residents of the home before the advent of indoor plumbing and septic systems. Such features were often filled with domestic refuse following the period of their active use. The area immediately surrounding the Project Site is not expected to be impacted as a result of the Proposed Project. The remainder of the site is determined to have low sensitivity for historic period archaeological resources.

14.C. POTENTIAL IMPACTS OF THE PROPOSED PROJECT (DEIS)

14.C.1. HISTORIC ARCHITECTURAL RESOURCES

As there are no properties that are listed on or determined eligible for listing on the S/NR on the Project Site or in the study area, the Proposed Project would have no adverse impacts on historic architectural resources.

The stone walls at the perimeter of the Project Site, including along King Street, Cooney Hill Road, and on the south and west sides of the Project Site would not be affected by the Proposed Project. It is anticipated that portions of the stone walls at the locations of the existing tennis courts, and if existing on the former residential properties at the north end of the Project Site, would need to be removed. The stone from these walls would be salvaged and reused elsewhere on the Project Site to repair the perimeter stone walls or would be utilized elsewhere in the landscaping plan.

14.C.2. ARCHAEOLOGICAL RESOURCES

The Phase 1A Study recommended Phase 1B archaeological testing in the northern portion of the Project Site as indicated on **Figure 14-1**. Phase 1B archaeological testing includes conducting test pits within areas of potential disturbance to determine the presence or absence of significant archaeological resources. This analysis is only required to be conducted in areas within which a specific construction program could disturb potential resources; it is not conduced to proactively identify potential resources. The testing would be designed to confirm the presence or absence of precontact archaeological resources within the Project Site. Testing was not recommended in areas that have been graded or paved or in areas with slopes greater than 12 percent.

It was recommended that the Phase 1B testing be implemented in the northern portion of the Project Site once the Applicant is prepared to seek site plan approval from the Town and the project design and limits of disturbance are finalized. This would allow testing locations to be determined based on the location of project impacts as compared to areas of known disturbance. No testing was proposed in the vicinity of the historical farmhouse. However, if project plans change that would result in more substantial disturbance (e.g., greater than 1.5 to 2 feet below the existing ground surface) to the areas in immediate proximity of the farmhouse, archaeological testing might be needed in consultation with OPRHP. In a comment letter dated August 28, 2019, OPRHP concurred with the conclusions and recommendations of the Phase 1A Study (see **Appendix J-2**).

With the completion of the Phase 1B Archaeological Investigation and any subsequent archaeological investigations that may become necessary (e.g., a Phase 2 Survey/ Evaluation or a Phase 3 Data Recovery) and continued consultation and coordination with OPRHP during all phases of archaeological work, it is the Applicant's opinion that the Proposed Project would not result in ~~impacts on~~an adverse impact to archaeological resources.

14.D. MITIGATION MEASURES FOR THE PROPOSED PROJECT (DEIS)

14.D.1. HISTORIC ARCHITECTURAL RESOURCES

As the proposed project would have no adverse impact on historic architectural resources, no mitigation measures would be required.

14.D.2. ARCHAEOLOGICAL RESOURCES

As described previously, the Phase 1A Study recommended Phase 1B archaeological testing in the northern portion of the Project Site as indicated on **Figure 14-1**. Phase 1B archaeological testing includes conducting test pits within areas of potential disturbance to determine the presence or absence of significant archaeological resources. This analysis

is only required to be conducted in areas within which a specific construction program could disturb potential resources. With the completion of the Phase 1B Archaeological Investigation and any subsequent archaeological investigations that may become necessary (e.g., a Phase 2 Survey/Evaluation or a Phase 3 Mitigation/Data Recovery) and continued consultation and coordination with OPRHP during all phases of archaeological work, it is the Applicant's opinion that the Proposed Project will not result in impacts on archaeological resources.

14.E. POTENTIAL IMPACTS OF, AND MITIGATION FOR, THE PROPOSED ZONING (GEIS)

As described in Chapter 2, "Project Description," the theoretical maximum development scenario under the Proposed Zoning, when accounting for the maximum buildout potential of both the Project Site and the adjacent Swiss Re parcel, is a total of 750 residential units and an 80-room hotel.

It is important to note that no specific proposal is being made to effectuate this maximum, hypothetical, development. If, in the future, a specific plan was developed for either of these two parcels that differs from what is outlined above, the Town would be required to conduct a separate environmental analysis of that project in connection with the discretionary actions to be sought (e.g., site plan and special permit approvals).

As noted above, there are no historic architectural properties listed on or determined eligible for listing on the S/NR within ½-mile of the Project Site or within the remainder of the DOB-20A zoning district. The Swiss Re complex was built between 1990 and 2000, and appears to have retained two earlier structures related to earlier development on the property, but these are fragments of the original development.

In terms of archaeological resources, any future development plans for the Swiss Re parcel pursuant to the Proposed Zoning, as well as any future development plans for the Project Site pursuant to the Proposed Zoning in excess of the current PDCP, would be subject to consultation with OPRHP as required under SEQRA.

With regard to the Project Site, it is likely that the limits of disturbance and extent of new building footprints necessary to provide up to 500 units of housing would be beyond what has been established for the Proposed Project, and it is likely that OPRHP would require an update to the Proposed Project's Phase 1A Study. Similar to the Proposed Project, recommendations for a Phase 1B investigation would likely apply under this scenario, particularly with regard to the archaeological sensitivity of the northern portion of the Project Site as well as the area around the historic farmhouse—areas which may be subject to more disturbance than what has been identified for the Proposed Project. Completion of the Phase 1B Archaeological Investigation and any subsequent archaeological investigations that may become necessary (e.g., a Phase 2 Survey/ Evaluation or a Phase 3 Mitigation/Data Recovery) would depend on the nature of the redevelopment program.

According to CRIS and the New York State Department of Environmental Conservation's Environmental Resources Mapper, the Swiss Re parcel is located within an area of potential archaeological sensitivity. Redevelopment of the Swiss Re parcel pursuant to the Proposed Zoning would therefore be subject to consultation with OPRHP, and a Phase 1A Study would be required as a first step in OPRHP's review. Subsequent OPRHP review of additional studies, identification

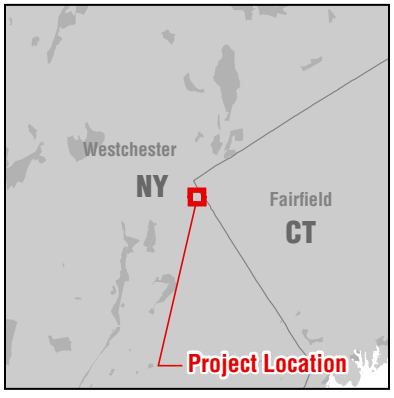
of potential impacts, and any mitigation measures deemed necessary would depend on the findings of the Phase 1A Study. ✷

2.27.20

0 500 FEET

Project Site

Area of Precontact Sensitivity



Area of Archeological Sensitivity

AIRPORT CAMPUS

Figure 14-1

15.A. INTRODUCTION

This Chapter analyzes the potential for the Proposed Action to impact ambient air quality from stationary sources (e.g., fossil fuel-fired equipment) and from mobile sources (i.e., traffic generated by the Proposed Project). As the new buildings included in the Proposed Project have not yet been fully designed, the fuel source for the heating, ventilation, and air conditioning (HVAC) systems has not yet been determined. Therefore, for purposes of analyzing the worst-case impacts to air quality, this analysis conservatively assumes that the proposed residential uses (multifamily building and townhomes) would utilize distillate fuel oil-fired HVAC systems.

In addition to air quality impacts generated by stationary sources, the Proposed Project would result in Project-generated traffic that would affect traffic conditions within the area of the Site (see Chapter 10, "Traffic and Transportation"). The potential for mobile source air quality impacts from the Proposed Project was analyzed using the screening procedures found in the New York State Department of Transportation's (NYSDOT) *The Environmental Manual* (*TEM*).

State Environmental Quality Review Act (SEQRA) regulations state that the significance of a predicted consequence of a project (i.e., whether it is material, substantial, large, or important) should be assessed in connection with its setting (e.g., urban or rural), probability of occurrence, duration, irreversibility, geographic scope, magnitude, and number of people affected. In terms of the magnitude of air quality impacts, any action predicted to increase the concentration of a criteria air pollutant to a level that would exceed the concentrations defined by the National Ambient Air Quality Standards (NAAQS) would be deemed to have a potential significant adverse impact.

As discussed below, the maximum pollutant concentrations and concentration increments from mobile sources with the Proposed Project are projected to be lower than the corresponding ambient air quality standards. Based on a stationary source screening analysis, there would be no potential for significant adverse air quality impacts from emission of nitrogen dioxide, sulfur dioxide, and particulate matter in connection with the Proposed Project's HVAC systems. Therefore, the Proposed Project would not have significant adverse air quality impacts.

15.B. EXISTING CONDITIONS (DEIS AND GEIS)

Air quality is affected by air pollutants produced by both motor vehicles and stationary sources. Emissions from motor vehicles are referred to as mobile source emissions, while emissions from fixed facilities are referred to as stationary source emissions. Emissions from Project-generated traffic are also referred to as indirect effects, while stationary sources on-Site are considered to be direct effects. Ambient concentrations of carbon monoxide (CO) are predominantly influenced by mobile source emissions. Particulate matter (PM), volatile organic compounds (VOCs), and nitrogen oxides (nitric oxide [NO] and nitrogen dioxide [NO_2], collectively referred to as NO_x) are emitted from both mobile and stationary sources. Fine PM is also formed when emissions of NO_x, sulfur oxides (SO_x), ammonia, organic compounds, and other gases react or condense in the

atmosphere. Emissions of sulfur dioxide (SO_2) are associated mainly with stationary sources, and some sources utilizing non-road diesel such as large international marine engines. On-road diesel vehicles currently contribute very little to SO_2 emissions since the sulfur content of on-road diesel fuel, which is federally regulated, is extremely low. Ozone is formed in the atmosphere by complex photochemical processes that include NO_x and VOCs. Ambient concentrations of CO, PM, NO_2, SO_2, ozone, and lead are regulated by the U.S. Environmental Protection Agency (EPA) under the Clean Air Act (CAA), and are referred to as "criteria pollutants," emissions of VOCs, NO_x, and other precursors to criteria pollutants are also regulated by EPA.

As required by the CAA, primary and secondary NAAQS have been established for six major air pollutants: CO, NO_2, ozone, respirable PM (both $PM_{2.5}$ and PM_{10}), SO_2, and lead. The primary standards represent levels that are requisite to protect the public health, allowing an adequate margin of safety. The secondary standards are intended to protect the nation's welfare, and account for air pollutant effects on soil, water, visibility, materials, vegetation, and other aspects of the environment. The primary standards are generally either the same as the secondary standards or more restrictive.

The most recent concentrations of all criteria pollutants at the New York State Department of Environmental Conservation (NYSDEC) air quality monitoring stations nearest to the Project Site are presented in **Table 15-1**. As shown, the recently monitored levels for all pollutants other than ozone did not exceed the NAAQS. For most pollutants, the concentrations presented in **Table 15-1** are based on recent measurements obtained in 2018, the most recent year for which data are available.

Table 15-1
Representative Monitored Ambient Air Quality Data

Pollutant	Location	Units	Averaging Period	Concentration	NAAQS
CO	Botanical Garden (Pfizer Lab), Bronx	ppm	8-hour	1.7	9
			1-hour	2.3	35
SO_2	Botanical Garden (Pfizer Lab), Bronx	µg/m^3	3-hour	23	1,300
			1-hour	16.3(1)	196
PM_{10}	IS 52, Bronx	µg/m^3	24-hour	39	150
$PM_{2.5}$	White Plains, Westchester	µg/m^3	Annual	6.0(2)	12
			24-hour	15.7(2)	35
NO_2	Botanical Garden (Pfizer Lab), Bronx	µg/m^3	Annual	32.4	100
			1-hour	103.9(3)	188
Lead	IS 52, Bronx	µg/m^3	3-month	0.0033(4)	0.15
Ozone	White Plains, Westchester	ppm	8-hour	0.075+(5)	0.070

Notes:
+ Indicated values exceeding the NAAQS.
(1) The 1-hour value is based on a 3-year average (2016–2018) of the 99th percentile of daily maximum 1-hour average concentrations. EPA replaced the 24-hour and the annual standards with the 1-hour standard.
(2) Annual value is based on a 3-year average (2016–2018) of annual concentrations. The 24-hour value is based on the 3-year average of the 98th percentile of 24-hour average concentrations.
(3) The 1-hour value is based on a 3-year average (2016–2018) of the 98th percentile of daily maximum 1-hour average concentrations.
(4) Based on the highest quarterly average concentration measured in 2018.
(5) Based on the 3-year average (2016–2018) of the fourth highest daily maximum 8-hour average concentrations.
Sources:
1. New York State Air Quality Report Ambient Air Monitoring System, NYSDEC
2. EPA AirData

15.C. POTENTIAL IMPACTS OF THE PROPOSED PROJECT (DEIS)

15.C.1. STATIONARY SOURCES

The Proposed Project involves the new construction of multiple residential buildings on the Site: a five-story approximately 149-unit multifamily building and approximately 22 three-story townhomes with a site-wide total of approximately 293,225 gsf of residential floor area.[1] As the new buildings included in the Proposed Project have not yet been fully designed, the fuel source for the HVAC systems has not yet been determined. Therefore, to ensure a conservative analysis the newly constructed buildings of the Proposed Project were assumed to utilize distillate fuel oil-fired HVAC systems to provide space heating, air conditioning, and domestic hot water. The potential for adverse air quality impacts from the combustion sources of these new buildings was assessed.

There would be no nearby sensitive receptors at building heights similar to or greater than the proposed multifamily building—sensitive receptors considered are those that contain sensitive uses (i.e., residential) in buildings of similar or greater height than the proposed buildings. However, one sensitive residential receptor at ground level is located approximately 110 feet to the north and east of the townhomes (3 Cooney Hill Road). Based on experience with similarly sized sources in much denser urban areas (i.e., where background concentrations are higher), and using screening procedures outlined in the 2014 *City Environmental Quality Review (CEQR) Technical Manual*,[2] sources of the size proposed would not cause any exceedance of NO_2 standards at elevated sensitive receptor locations nearest to the Project Site. Additionally, it was conservatively assumed that all emissions would exhaust from a single stack from the top of the multifamily building—conservatively combining emissions from all residential uses. Given the low background concentrations, the level of emissions from the multifamily building, and the distance to nearby sensitive receptors, no significant adverse air quality impacts would be expected from the multifamily building on lower elevations.

In order to assess maximum ground-level impacts, potential 1-hour and annual average NO_2 as well as 24-hour and annual average $PM_{2.5}$ impacts were evaluated using EPA's AERSCREEN model (version 16216 EPA, 2016). The AERSCREEN model predicts worst-case 1-hour average concentrations downwind from a point, area, or volume source. AERSCREEN generates application-specific worst-case meteorology using representative minimum and maximum ambient air temperatures, and site-specific surface characteristics such as albedo, Bowen ratio, and surface roughness length. The model incorporates the Plume Rise Model Enhancements (PRIME) downwash algorithm, which is designed to predict impacts in the "cavity region" (i.e., the area around a structure which under certain conditions may affect an exhaust plume, causing a portion of the plume to become entrained in a recirculation region). Furthermore, AERSCREEN utilizes the Building Profile Input Program (BPIPPRM) model enhancement to assess downwash influences by direction. For this analysis, it was conservatively assumed that emissions

[1] Impacts from the existing office buildings on-Site, which are proposed to be re-used as office and hotel uses, were excluded from this analysis as their emissions would not be new sources; rather, they would be a continuation of existing sources.

[2] New York City Mayor's Office of Environmental Coordination, *CEQR Technical Manual*, Chapter 17, section 322.1, March 2014.

from the 22 townhomes would exhaust from a single stack from the top of the unit closest to the sensitive receptor at 3 Cooney Hill Road—conservatively combining emissions from all proposed townhomes.

Maximum projected concentrations that were generated from the AERSCREEN model for the multifamily building's combined HVAC system are presented in **Table 15-2**. Maximum projected concentrations that were generated from the AERSCREEN model for the combined HVAC system emission point for the townhomes (assumed emitted from a single unit) are presented in **Table 15-3**. The maximum projected NO_2, SO_2, and $PM_{2.5}$ concentrations with the addition of the Proposed Project at any ground-level receptor would not result in an exceedance of the NAAQS. Therefore, the Proposed Project would not result in potential significant adverse air quality impacts from stationary sources, such as the proposed HVAC systems.

Table 15-2
Maximum Modeled Pollutant Concentrations from Multifamily Building

Pollutant	Averaging Period	Maximum Modeled Impact	Background Concentration[(1)]	Total Concentration	NAAQS
NO_2	1-hour	76	103.9	180.3	188
	Annual	23.3	32.4	55.62	100
$PM_{2.5}$	24-hour	5.1	15.7	20.8	35
	Annual	0.2	7.1	7.3	12
SO_2	1-hour	1.2	16.3	17.5	196
Note: [(1)] See Table 13-1					

Table 15-3
Maximum Modeled Pollutant Concentrations from Townhomes

Pollutant	Averaging Period	Maximum Modeled Impact	Background Concentration[(1)]	Total Concentration	NAAQS
NO_2	1-hour	75.6	103.9	179.5	188
	Annual	23.0	32.4	55.4	100
$PM_{2.5}$	24-hour	5.0	15.7	20.7	35
	Annual	0.2	7.1	7.3	12
SO_2	1-hour	1.2	16.3	17.5	196
Note: [(1)] See Table 13-1					

15.C.2. MOBILE SOURCES

An assessment of the potential air quality effects of CO emissions that would result from vehicles coming to and departing from the Project Site was performed following the procedures outlined in the NYSDOT TEM. As discussed in Chapter 10, "Traffic and Transportation," the study area includes fifteen locations. The screening procedure described below relied on the results of the traffic impact study summarized in Chapter 10, "Traffic and Transportation," and included as **Appendix G-1**. As described below, the results of the screening analysis shows that one of the 15 study area locations would require a detailed microscale air quality analysis.

15.C.2.1. CO Screening Criteria

Screening criteria described in the *TEM* were employed to determine whether the Proposed Project requires a detailed air quality analysis at the intersections

in the study area. Before undertaking a detailed microscale modeling analysis of CO concentrations at the study area intersections, the *TEM's* screening criteria first determine whether the Proposed Project would increase traffic volumes or implement any other changes (e.g. changes in speed, roadway width, sidewalk locations, or traffic signals) to the extent whereby significant increases in air pollutant concentrations could be expected. The following multistep procedure outlined in the *TEM* was used to determine if there is the potential for CO impacts from the Proposed Project:

- **Level of Service (LOS) Screening:** If the Build condition LOS is A, B, or C, no air quality analysis is required. For intersections operating at LOS D or worse, proceed to Capture Criteria.
- **Capture Criteria:** If the Build condition LOS is at D, E, or F, then the following Capture Criteria should be applied at each intersection or corridor to determine if an air quality analysis may be warranted:
  - 10 percent or more reduction in the distance between source and receptor (e.g., street or highway widening); or
  - 10 percent or more increase in traffic volume on affected roadways for the Build year; or
  - 10 percent or more increase in vehicle emissions for the Build year; or
  - any increase in the number of queued lanes for the Build year (this applies to intersections); it is not expected that intersections in the Build condition controlled by stop signs would require an air quality analysis; or
  - 20 percent reduction in speed when Build average speeds are below 30 miles per hour (mph).

If a project does not meet any of the above criteria, a microscale analysis is not required. If a project is located within ½-mile of any intersections evaluated in the CO State Implementation Plan (SIP) Attainment Demonstration, (as identified in the NYSDOT TEM's Chapter 1.1, Table 2 by county), more stringent screening criteria are applied at Project-affected intersections. Should any one of the above criteria be met in addition to the LOS screening, then a Volume Threshold Screening analysis is performed, using traffic volume and emission factor data to compare with specific volume thresholds established in the TEM.

Both the Capture Criteria and Volume Threshold Screening were developed by NYSDOT to be conservative air quality estimates based on worst-case assumptions. The TEM states that if the Project-related traffic volumes are below the volume threshold criteria, then a microscale air quality analysis is unnecessary even if the other Capture Criteria are met for a location with LOS D or worse, since a violation of the NAAQS would be extremely unlikely.

15.C.2.2. LOS Screening Analysis

Results of the traffic capacity analysis performed for the 2024 Build Year condition, for the AM, midday (MD), and PM peak periods, were reviewed at each of the study area intersections to determine the potential need for a

microscale air quality analysis. The LOS screening criteria were first applied to identify those intersections with approach LOS D or worse. Based on the review of the intersections analyzed, ten intersections were projected to operate at a LOS D or worse on approaches for any of the peak traffic periods. The intersections are as follows:

- NYS Route 22 and NYS Route 120 N
- NYS Route 120 and American Lane
- NYS Route 120 and Cooney Hill Road
- NYS Route 120 and 113 King Street Driveway/American Lane
- NYS Route 120 and New King Street
- NYS Route 120 and Airport Road
- Airport Road and I-684 NB On/Off Ramp
- Airport Road and I-684 SB On/Off Ramp
- NYS Route 22 and N Broadway/Sir John's Plaza
- NYS Route 22 and Central Westchester Expressway and Reservoir Road/Church Street

15.C.2.3. Capture Criteria Screening Analysis

Further screening on the intersections identified in the LOS Screening Analysis were conducted using the Capture Criteria. This screening analysis indicated that one intersection met the Capture Criteria of a 10 percent or more increase in traffic volume on affected roadways for the Build year: NYS Route 120 and Cooney Hill Road.

15.C.2.4. Volume Threshold Screening

Since one of the capture criteria listed above was triggered, a volume threshold screening analysis was conducted to further determine the need for a microscale air quality analysis. The volume thresholds (provided in the *EPM*) establish traffic volumes below which a violation of the NAAQs for CO is extremely unlikely. This approach uses project area specific emissions data to determine corresponding vehicle thresholds. For intersections where approach volumes are equal to or less than the applicable thresholds, microscale air quality analysis is not required. Based on the volume threshold screening, the project-related traffic volume at the studied intersection would be below the volume threshold criteria. Therefore, detailed mobile source analysis for the Proposed Project was not warranted and Project-generated traffic would not result in a significant air quality impact.

15.D. MITIGATION MEASURES FOR THE PROPOSED PROJECT (DEIS)

As demonstrated in the analyses above, it is the Applicant's opinion that the Proposed Project would not result in potential significant adverse air quality impacts from stationary sources or mobile sources. Therefore, the Proposed Project would not have significant adverse air quality impacts.

15.E. POTENTIAL IMPACTS OF, AND MITIGATION FOR, THE PROPOSED ZONING (GEIS)

As described in Chapter 2, "Project Description," the hypothetical maximum buildout of the Project Site would involve a complete conversion from office to residential space, totaling 558,500 sf (500 units). Additionally, the hypothetical maximum buildout of the adjacent Swiss Re parcel would involve converting the existing 360,000 sf of office space into 110,000 sf of hotel space (80 rooms) and 250,000 sf of residential space (250 units). In total, the hypothetical maximum buildout of the Project Site and adjacent Swiss Re parcel would result in 750 new residential units, 80 new hotel rooms, and a reduction of 859,000 sf of office space.

It is important to note that no specific proposal is being made to effectuate this maximum, hypothetical, development. If, in the future, a specific plan was developed for either of these two parcels that differs from what is outlined above, the Town would be required to conduct a separate environmental analysis of that project in connection with the discretionary actions to be sought (e.g. site plan and special permit approvals).

15.E.1. STATIONARY SOURCES (GEIS)

In the absence of detailed site plans for the scenarios assumed in the GEIS, including the layout of buildings and the locations and heights of HVAC system exhaust points, stationary screening procedures similar to those completed for the Proposed Project are not possible at this time. However, given the density and land use pattern in this area of the Town, similar to the Proposed Project, the new buildings that could be developed on either site are likely to be located at a considerable distance from nearby sensitive receptors of equal or greater height. Any new development under these scenarios would likely comply with height and setback requirements that ensure adequate spacing between both on-site and off-site sensitive receptors. If future redevelopment plans for either site pursuant to the Proposed Zoning come before the Town with requests for waivers to bulk and setback requirements, an analysis of potential air quality impacts would need be undertaken to ensure that development did not have the potential for significant adverse air quality impacts.

15.E.2. MOBILE SOURCES (GEIS)

Table 10-3 in Chapter 10, "Traffic and Transportation," summarizes the trips generated at the Project Site and adjacent Swiss Re parcel, for both the existing office space, as well as the residential units and hotel rooms proposed in the hypothetical maximum buildout. The table can be summarized as follows: the maximum build out would result in a total reduction of 338 trips during weekday peak AM hours and a total reduction of 246 trips during weekday peak PM hours. Therefore, the Proposed Zoning would not result in potential significant adverse air quality impacts from mobile sources. ✷

16.A. INTRODUCTION

This Chapter considers the potential for the Proposed Action to result in significant adverse noise impacts by summarizing the results of a noise analysis. The noise analysis establishes existing noise levels through ambient noise measurements in the study area and considers whether a Proposed Action would generate a significant mobile or stationary source noise, or be located in an area with high ambient noise levels. The analysis concludes by examining the action for its potential effects on sensitive noise receptors, and the effects on the interior noise levels of residential and commercial uses.

The analysis included in this Chapter finds that noise associated with the Proposed Project would be in compliance with the Town of North Castle's code restrictions on noise. Additionally, the Proposed Project would not result in significant adverse noise impacts at the residential receptor immediately adjacent to the Project Site (3 Cooney Hill Road) according to the NYSDEC noise guidance document. Finally, the analysis concludes that future noise levels at the buildings included in the Proposed Project would be considered acceptable for residential use according to the NYSDEC guidance document.

16.B. NOISE FUNDAMENTALS

Sound is a fluctuation in air pressure. Sound pressure levels are measured in units called "decibels" ("dB"). The particular character of the sound that we hear (a whistle compared with a French horn, for example) is determined by the speed, or "frequency," at which the air pressure fluctuates, or "oscillates." Frequency defines the oscillation of sound pressure in terms of cycles per second. One cycle per second is known as 1 Hertz ("Hz"). People can hear over a relatively limited range of sound frequencies, generally between 20 Hz and 20,000 Hz, and the human ear does not perceive all frequencies equally well. High frequencies (e.g., a whistle) are more easily discernible and therefore more intrusive than many of the lower frequencies (e.g., the lower notes on the French horn).

16.B.1. "A"-WEIGHTED SOUND LEVEL (DBA)

In order to establish a uniform noise measurement that simulates people's perception of loudness and annoyance, the decibel measurement is weighted to account for those frequencies most audible to the human ear. This is known as the A-weighted sound level, or "dBA," and it is the descriptor of noise levels most often used for community noise. As shown in **Table 16-1**, the threshold of human hearing is defined as 0 dBA; very quiet conditions (as in a library, for example) are approximately 40 dBA; levels between 50 dBA and 70 dBA define the range of noise levels generated by normal daily activity; levels above 70 dBA would be considered noisy, and then loud, intrusive, and deafening as the scale approaches 130 dBA.

Table 16-1
Common Noise Levels

Sound Source	dBA
Military jet, air raid siren	130
Amplified rock music	110
Jet takeoff at 500 meters	100
Freight train at 30 meters	95
Train horn at 30 meters	90
Heavy truck at 15 meters	80–90
Busy city street, loud shout	80
Busy traffic intersection	70–80
Highway traffic at 15 meters, train	70
Predominantly industrial area	60
Light car traffic at 15 meters, city or commercial areas, or residential areas close to industry	50–60
Background noise in an office	50
Suburban areas with medium-density transportation	40–50
Public library	40
Soft whisper at 5 meters	30
Threshold of hearing	0

Note: A 10 dBA increase in level appears to double the loudness, and a 10 dBA decrease halves the apparent loudness.
Sources: Cowan, James P. *Handbook of Environmental Acoustics,* Van Nostrand Reinhold, New York, 1994. Egan, M. David, Architectural Acoustics. McGraw-Hill Book Company, 1988.

In considering these values, it is important to note that the dBA scale is logarithmic, meaning that each increase of 10 dBA describes a doubling of perceived loudness. Thus, the background noise in an office, at 50 dBA, is perceived as twice as loud as a library at 40 dBA. For most people to perceive an increase in noise, it must be at least 3 dBA. At 5 dBA, the change will be readily noticeable.

16.B.2. NOISE DESCRIPTORS USED IN IMPACT ASSESSMENT

Because the sound pressure level unit of dBA describes a noise level at just one moment and very few noises are constant, other ways of describing noise over extended periods have been developed. One way of describing fluctuating sound is to describe the fluctuating noise heard over a specific time period as if it had been a steady, unchanging sound. For this condition, a descriptor called the "equivalent sound level," L_{eq}, can be computed. The L_{eq} represents the constant sound level that, in a given time period (e.g., 1 hour, denoted by $L_{eq(1)}$, or 24 hours, denoted as $L_{eq(24)}$), conveys the same sound energy as the actual time-varying sound. Statistical sound level descriptors such as L_1, L_{10}, L_{50}, L_{90}, and L_x, are used to indicate noise levels that are exceeded 1, 10, 50, 90 and x percent of the time, respectively. Discrete event peak levels are given as L_1 levels. L_{eq} is used in the prediction of future noise levels, by adding the contributions from new sources of noise (i.e., increases in traffic volumes) to the existing levels and in relating annoyance to increases in noise levels.

The relationship between L_{eq} and levels of exceedance is worth noting. Because L_{eq} is defined in energy rather than straight numerical terms, it is not simply related to the levels of exceedance. If the noise fluctuates very little, L_{eq} will approximate L_{50} or the median level. If the noise fluctuates broadly, the L_{eq} will be approximately equal to the L_{10} value. If extreme fluctuations are present, the L_{eq} will exceed L_{90} or the background level by 10

or more decibels. Thus the relationship between L_{eq} and the levels of exceedance will depend on the character of the noise. In community noise measurements, it has been observed that the L_{eq} is generally between L_{10} and L_{50}. The relationship between L_{eq} and exceedance levels has been used in this analysis to characterize the noise sources and to determine the nature and extent of their impact at all receptor locations.

For the purposes of this DEIS analysis, the maximum one-hour equivalent sound level ($L_{eq(1)}$) has been selected as the noise descriptor to be used in the noise impact evaluation. $L_{eq(1)}$ is the noise descriptor used by most governmental agencies, including the New York State Department of Environmental Conservation (NYSDEC) for noise impact evaluation, and is used to provide an indication of highest expected sound levels.

16.B.3. NOISE STANDARDS AND IMPACT CRITERIA

16.B.3.a. Town of North Castle Noise Control Law

The Town of North Castle Noise Control Law, Chapter 210 of the Municipal Code of North Castle, prevents "any loud, unnecessary or unusual noise or any noise which annoys, disturbs, injures or endangers the comfort, repose, health, peace or safety of others within the Town of North Castle, New York."

16.B.3.b. New York State Department of Environmental Conservation

NYSDEC has published a policy and guidance document, *Assessing and Mitigating Noise Impacts* (DEP-00-1, February 2, 2001), which presents noise impact assessment methods, identifies thresholds for significant impacts, and discusses potential avoidance and mitigative measures to reduce or eliminate noise impacts.[1]

NYSDEC's guidance document sets forth thresholds that can be used in determining whether a noise increase due to a project may constitute a significant adverse impact, noting that these thresholds should be viewed as guidelines subject to adjustment as appropriate for the specific circumstances. According to DEP-00-1:

- Increases in noise ranging from 0 to 3 dBA should have no appreciable effect on receptors;
- Increases of 3 to 6 dBA may have the potential for adverse impacts only in cases where the most sensitive of receptors (e.g., hospital or school) are present;
- Increases of more than 6 dBA may require a closer analysis of impact potential depending on existing noise levels and the character of surrounding land use and receptors; and
- Increases of 10 dBA or greater deserve consideration of avoidance and mitigation measures in most cases.

The guidance document also sets forth noise thresholds that can be used in identifying whether a noise level due to a project should be considered a significant adverse impact. According to the guidance, the addition of any noise source in a non-industrial setting should not raise the ambient noise

[1] http://www.dec.ny.gov/docs/permits_ej_operations_pdf/noise2000.pdf.

level above a maximum of 65 dBA, and ambient noise levels in industrial or commercial areas may exceed 65 dBA with a high end of approximately 79 dBA. As set forth in the guidance, projects that exceed these levels should explore the feasibility of implementing mitigation.

16.B.4. PROJECT IMPACT CRITERIA

For purposes of this impact assessment, consistent with NYSDEC guidance, operations that would result in an increase of more than 6 dBA in ambient $L_{eq(1)}$ noise levels at receptor sites and produce ambient noise levels of more than 65 dBA at residences or 79 dBA at an industrial or commercial area will be considered to be a significant adverse noise impact resulting from the Proposed Action. These criteria are consistent with the NYSDEC guidance document. It is assumed that the Proposed Project's mechanical equipment will be designed to avoid significant increases in noise levels at nearby noise-sensitive uses (e.g., residences).

16.C. EXISTING CONDITIONS (DEIS AND GEIS)

16.C.1. SELECTION OF NOISE RECEPTOR LOCATIONS

In consultation with the Town, a total of three receptor locations were selected for evaluation of existing and future noise levels. These locations are detailed below in **Table 16-2** and are shown in **Figure 16-1**. The receptor locations were selected to allow for analysis of potential impacts near the Project Site, as well as at areas of potential Project impact.

Table 16-2
Noise Measurement Locations

Noise Receptor	Location
1	113 King Street – Proposed Project Site
2	King Street / Route 120 Between Cooney Hill Road and American Lane (to the south)
3	Cooney Hill Road west of King Street / Route 120

Each of the three receptors represent the noise levels experience in one portion of the project site. Additionally, receptor 3 represents the existing residence at 3 Cooney Hill Road, west of King Street, at which traffic associated with the Proposed Project would have the potential to result in noise level increases.

16.C.2. NOISE MONITORING

At each receptor location, existing noise levels were determined by field measurements. Noise monitoring was performed on August 20, 2019. At each receptor location, 20-minute measurements were conducted. All measurements were performed during the weekday AM peak period (7:30 to 9:30 AM), weekday midday (MD) peak period (11:30 AM to 1:30 PM) and the weekday PM peak period (4:00 to 6:00 PM). At locations where traffic noise is a primary contributing or dominant source of noise, 20-minute noise measurements are a statistical representation of the hourly equivalent noise level, allowing sufficient time for L_{eq} values, as well as other statistical noise descriptors, to stabilize and not fluctuate based on individual noise events (e.g., vehicle pass-bys). A 20-minute measurement will include several cycles of any nearby traffic lights and the traffic cycles

associated with those light cycles, as well as any other natural short-term traffic cycles that would manifest themselves within a single hour. Since the 20 minutes of traffic accounted for by the 20-minute noise measurement would be comparable to a full hour of traffic at the same location, and traffic is the dominant source of noise at the location, the 20-minute noise measurement provides a representation of the one-hour noise level, generally within 1–3 dBA.

Measurements were performed using a Brüel & Kjær Type 2270 Sound Level Meter (SLM), Brüel & Kjær Type 4189 1/2-inch microphone, and Brüel & Kjær Type 4231 Sound Level Calibrators. The Brüel & Kjær SLM is a Type 1 instrument according to ANSI Standard S1.4-1983 (R2006). The SLM has a laboratory calibration date within the past year at the time of use. At all locations, the microphone was mounted at a height of approximately five feet above the ground surface on a tripod and approximately six feet or more away from any large sound-reflecting surface to avoid major interference with sound propagation. The SLM was calibrated before and after readings with a Brüel & Kjær Type 4231 Sound Level Calibrator using the appropriate adaptor. The data were digitally recorded by the SLMs and displayed at the end of the measurement period in units of dBA. Measured quantities included the L_{eq}, L_1, L_{10}, L_{50}, and L_{90}. Windscreens were used during all sound measurements except for calibration. All measurement procedures were based on the guidelines outlined in ANSI Standard S1.13-2005.

16.C.3. EXISTING NOISE LEVELS AT NOISE RECEPTOR LOCATIONS

16.C.3.a. Project Site and Surrounding Roadways

The results of the measurements of existing noise levels are summarized in **Table 16-3**. Traffic on nearby roadways was the dominant noise source for all receptor locations, with contribution from occasional aircraft flyovers. Noise levels within the Project Site are low, with traffic on the nearby King Street/Route 120 being the dominant noise source. Noise levels along adjacent roadways in the study area are low, reflecting the level of vehicular activity present on Cooney Hill Road and American Lane. As shown below in **Table 16-3**, the measured existing L_{eq} values at Site 2 exceed the NYSDEC's threshold of 65 dBA for a non-industrial setting. At all other sites, the measured existing L_{eq} values are below this threshold.

Table 16-3
Existing Noise Levels (in dBA)

Receptor	Measurement Location	Time	L_{eq}	L_1	L_{10}	L_{50}	L_{90}
1	113 King Street - Proposed Project Site	AM	60.6	72.5	60.1	57.5	55.7
		MD	57.7	70.7	57.0	51.6	47.8
		PM	56.8	68.6	57.3	53.7	49.5
2	King Street / Route 120 Between Cooney Hill Road and American Lane (to the south)	AM	72.5	80.0	76.3	69.8	57.3
		MD	69.3	78.9	74.1	61.2	46.7
		PM	71.7	78.4	75.7	69.0	54.5
3	Cooney Hill Road west of King Street / Route 120	AM	56.7	62.8	58.2	55.9	53.7
		MD	54.1	64.2	57.3	50.6	45.9
		PM	56.8	68.6	57.3	53.7	49.5

Note: Field measurements were performed by AKRF, Inc. on August 20, 2019 (see **Appendices K-1 and K-2**)

16.C.3.b. DOB-20A District

In addition to the Project Site, the DOB-20A zoning district includes the 127-acre Swiss Re parcel to the north, the 27-acre Citigroup parcel to the east, a 1-acre residential parcel along Cooney Hill Road, and a 1-acre vacant parcel to the east of King Street, across from the main Site driveway. As is the case for the Project Site, the dominant source of noise at the adjacent DOB-20A parcels is traffic from nearby King Street/Route 120 with occasional aircraft flyovers. Given the proximity of the DOB-20A parcels to the Project Site, the similar nature of the uses within the other DOB-20A parcels, and the homogeneity of the adjacent roadway network and surrounding land uses, the existing noise levels measured at Receptors 1 and 2 are representative of the maximum noise levels anticipated at the other DOB-20-A parcels.

16.C.4. AIRPORT SOURCES

The DNL (Day-Night Average Sound Level) metric has been established by the Federal Aviation Administration (FAA) for evaluating aircraft noise. The DNL represents the total accumulation of sound energy throughout the day, with a 10 dB penalty for aircraft noise generated between 10 PM and 7 AM. **Figure 16-2** shows the published noise contours for the nearby Westchester County Airport. As can be seen, the Project Site is within the 60 DNL Contour, which is below the 65 DNL threshold for significant aircraft noise exposure.

Westchester County, the owner and operator of the Westchester County Airport ("HPN"), has established noise monitoring locations in the area surrounding the airport and publishes data collected from those monitors, as well as other relevant airport operating statistics and the number of noise complaints monthly. A review of this data, available from 2015, indicates that the total number of airport operations, operations by aircraft category, and operations during overnight hours (i.e., midnight to 6:30 AM), have remained relatively consistent from 2015 through 2019.[2] From 2015 to the middle of 2017, the County received between 50 and 200 noise complaints per month. In November 2017, the County received 1,807 noise complaints; in July 2018, the County received approximately 4,400 noise complaints; and in November 2019, the last month for which data are available, the County received 12,012 noise complaints. Of the 12,012 noise complaints, the County report notes that those complaints were made by a total of 89 households, with 50 households making more than 10 complaints and one household making 1,807 complaints. The majority of complaints were received from Purchase, NY (7,673 complaints by 40 households) followed by Armonk, NY (1,808 complaints by 2 households).

16.D. POTENTIAL IMPACTS OF THE PROPOSED PROJECT (DEIS)

16.D.1. MOBILE SOURCES

The noise measurements indicate that traffic along King Street is the dominant source of noise within the study area. Because future traffic volumes along King Street are not

[2] https://airport.westchestergov.com/environmental-management-system/monitor-reports, accessed May 13, 2020.

expected to quadruple with the Proposed Project, future noise levels would not increase by 6 dBA. Therefore, according to NYSDEC noise impact criteria, the Proposed Project would not result in a significant adverse impact. Additionally, increases in noise levels resulting from the Proposed ~~Project~~Project's land uses would not be expected to cause an exceedance of 65 dBA at the nearby residential receptor, 3 Cooney Hill Road.

Further, because the dominant noise source at each of these noise receptor sites is vehicular traffic along King Street, and expected changes in traffic volume on King Street that result from the Proposed Action would be small compared to existing volume, such that those changes would not appreciably affect the level of noise along the street, the measured existing noise levels at these sites were conservatively used to represent levels in the Future with the Proposed Action.

16.D.2. NOISE EXPOSURE AT PROPOSED USES

Noise levels on the currently developed portion of the Project Site (proposed for office and hotel use) are represented by noise receptor site 1, which is located adjacent to the existing site entrance and northern office building (proposed for reuse as a hotel). At receptor site 1, the existing and future noise levels from all sources are expected to be less than 79 dBA, which is considered acceptable for non-residential use according to NYSDEC noise evaluation criteria.

Noise levels at areas of the Project Site proposed for residential use are best represented by noise receptor sites 2 and 3. At these sites, maximum measured and predicted noise levels from all sources would be between 65 and 70 dBA, which are up to 5 dBA greater than the NYSDEC noise evaluation criteria of 65 dBA for residential areas. ~~However~~However, the proposed multifamily building and townhomes would include setbacks from King Street of at least 65 feet and 200 feet, respectively. The setback areas include a landscaped buffer with earthen berms, large trees to remain, and other native plantings. Furthermore, the proposed residential buildings would utilize standard industry practices for multifamily and attached townhouse uses, resulting in at least 20 dBA of building façade attenuation such than interior noise levels in the residences would be less than 45 dBA, which is considered an acceptable level for residential use. Consequently, the predicted noise exposure at the proposed uses would not constitute a significant adverse impact.

16.D.3. STATIONARY SOURCES

It is assumed that the building mechanical systems (i.e., HVAC systems) would be appropriately screened and designed to meet all applicable noise regulations and avoid producing levels that would result in any significant increase in ambient noise levels at nearby noise-sensitive uses (e.g., residences). Consequently, the building mechanical systems that would be included as part of the Proposed Project would not result in a significant adverse noise impact.

16.D.4. AIRPORT SOURCES

~~The DNL (Day-Night Average Sound Level) metric has been established by the Federal Aviation Administration (FAA) for evaluating aircraft noise. The DNL represents the total accumulation of sound energy throughout the day, with a 10 dB penalty for aircraft noise generated between 10 PM and 7 AM. **Figure 16-2** shows the published noise contours for~~

~~the nearby Westchester County Airport.~~ As ~~can be seen~~described above, the Project Site is within the 60 DNL Contour, which is below the 65 DNL threshold for significant aircraft noise exposure.

Although the contribution of aircraft overflights to the noise levels varies day-to-day due to flight conditions, review of the measured existing noise levels, from which aircraft noise was not excluded, and the published airport noise contours indicate noise levels at the Proposed Project site that would be appropriate for residential use. Additionally, standard construction methods are expected to provide at least 20 dBA of window/wall attenuation to further reduce interior noise levels at noise-sensitive receptors. In the Applicant's opinion, the reintroduction of residential uses to the Project Site, while at a higher density than the previous 17-lot subdivision, would not represent a unique condition when compared to historic and existing land uses surrounding the airport. The proposed residential uses on the Project Site would be located approximately one mile from the airport's runways, which is farther from the airport than other existing residential development in adjacent municipalities, including the Golf Club of Purchase development (Purchase, New York), the Bellfaire subdivision (Rye Brook, New York), and scattered neighborhoods within Greenwich Connecticut to the east of I-684.

16.E. POTENTIAL IMPACTS OF, AND MITIGATION FOR, THE PROPOSED ZONING (GEIS)

As described in Chapter 2, "Project Description," the theoretical worst-case development scenario under the Proposed Zoning, when accounting for the maximum buildout potential of both the Project Site and the adjacent Swiss Re parcel, is a total of 750 residential units and an 80-room hotel.

It is important to note that no specific proposal is being made at this time to effectuate the maximum hypothetical development of either of these two sites and any future plans would be subject to review by the Town, including a full environmental review.

16.E.1. STATIONARY SOURCES

Similar to the Proposed Project, it is assumed that mechanical systems associated with the GEIS scenario (i.e., HVAC systems) would be subject to review by the Town as part of any future site plan application, and appropriately screened and designed to meet all applicable noise regulations and avoid producing levels that would result in any significant increase in ambient noise levels at nearby noise-sensitive uses (e.g., residences).

16.E.2. MOBILE SOURCES

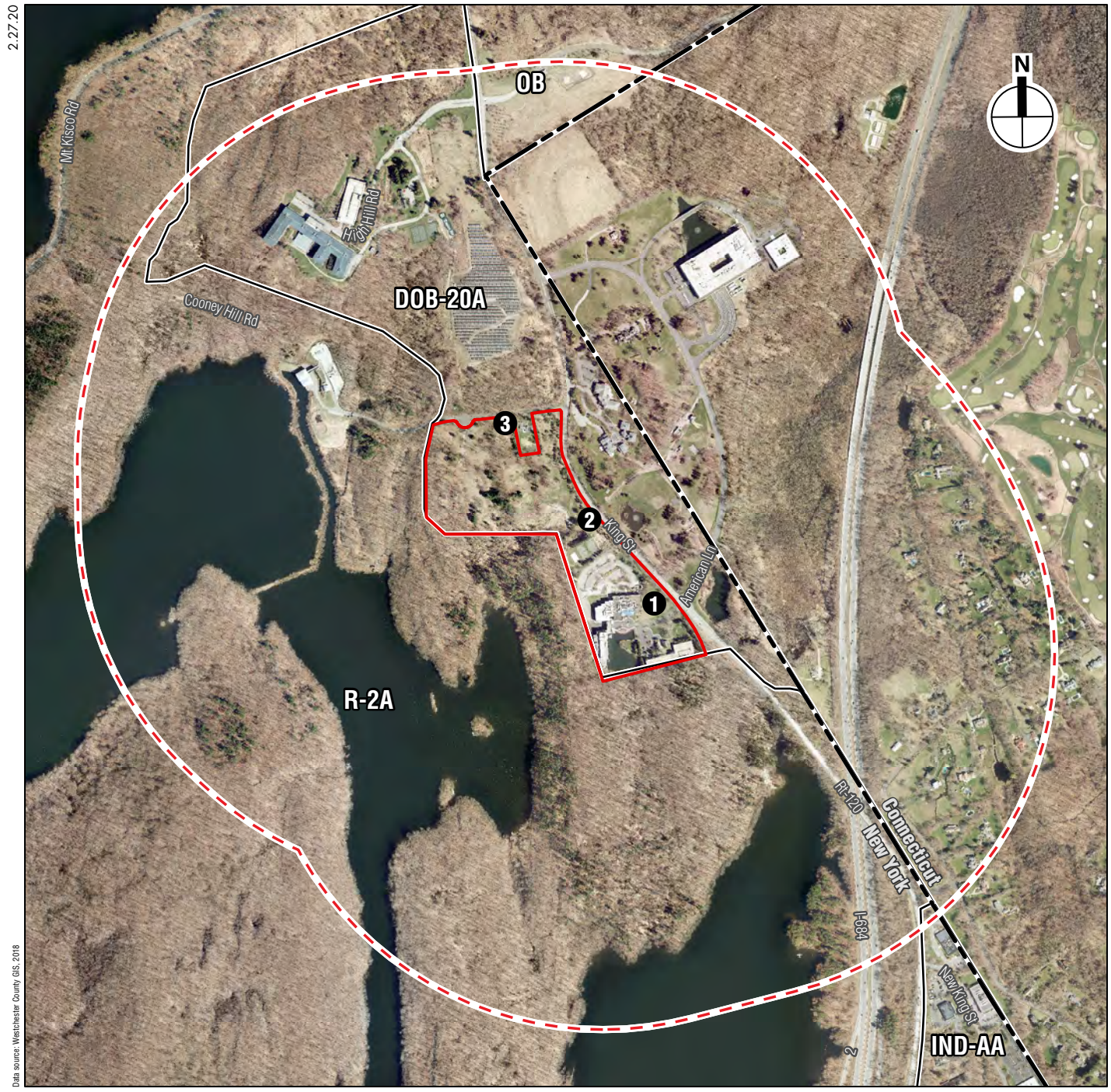
In the absence of detailed site plans for the scenarios assumed in the GEIS, including the layout and orientation of buildings and site access points, noise monitoring and predicted noise levels at building facades is not possible at this time. However, similar to the Proposed Project, it is assumed that any proposed residential/hotel buildings would utilize standard industry practices, resulting in at least 20 dBA of building façade attenuation such than interior noise levels would be less than 45 dBA.

As discussed in Chapter 10, "Traffic and Transportation," the conversion to residential/hotel from office under the Proposed Zoning would generate fewer trips than

the full occupancy of each site's existing office uses (the assumed No Build scenario). Table 10-4 in Chapter 10, "Traffic and Transportation," summarizes the trips generated at the Project Site and adjacent Swiss Re parcel, for both the existing office space, as well as the residential units and hotel rooms proposed in the hypothetical maximum buildout. The table can be summarized as follows: the maximum build out would result in a total reduction of 338 trips during weekday peak AM hours and a total reduction of 246 trips during weekday peak PM hours. Therefore, it is unlikely that the GEIS scenario assumed under the Proposed Zoning would result in potential significant adverse noise impacts from mobile sources.

16.E.3. AIRPORT SOURCES

The Swiss Re parcel, which is further away from the Westchester County Airport than the Project Site, is also partially within the 60 DNL Contour for the airport, which is below the 65 DNL threshold for significant aircraft noise exposure (see **Figure 16-2**). Although the contribution of aircraft overflights to the area's ambient noise levels varies day-to-day due to flight conditions, review of the published airport noise contours indicate noise levels at the Swiss Re parcel that would be appropriate for residential use. Additionally, as noted above, standard construction methods are expected to provide at least 20 dBA of window/wall attenuation to further reduce interior noise levels at noise-sensitive receptors. It is likely that the Town would request a noise monitoring program in connection with any future site plan application for the GEIS scenario, which would account for aircraft overflights to the extent practicable. ✷



Project Site

Study Area (Half-mile radius)

State Line

R-2A *Zoning District*

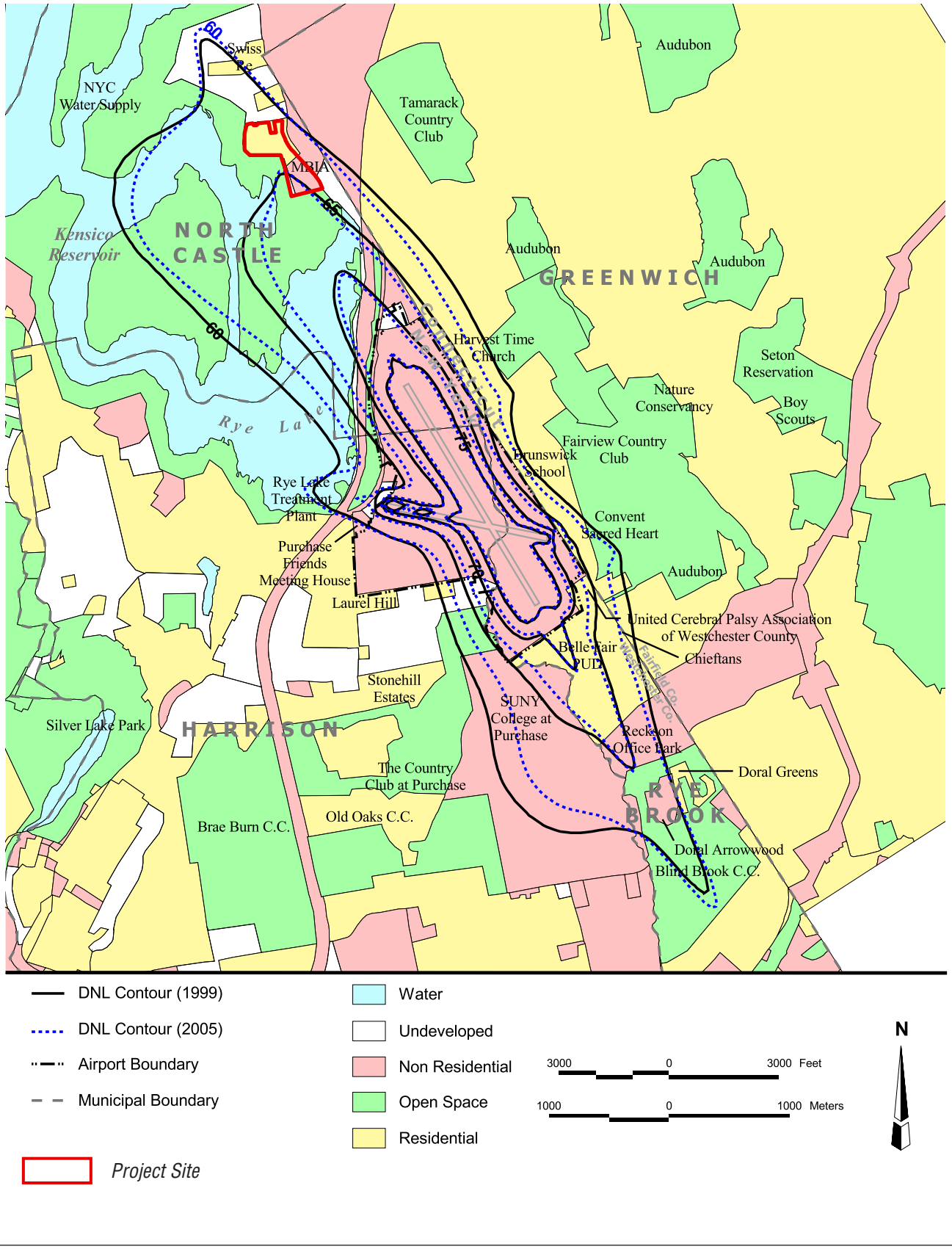
1 *Noise Receptor*

Noise Receptor Locations

AIRPORT CAMPUS

Figure 16-1

1.30.20



Source: August 2002 Westchester County Airport Aircraft Noise Study prepared by TAMS Consultants, Inc. and Harris Miller Miller & Hanson, Inc

Westchester County Airport
DNL Contours

AIRPORT CAMPUS

Figure 16-2

17.A. INTRODUCTION

This Chapter describes the anticipated construction phases of the Proposed Project and analyzes the potential for temporary adverse environmental impacts as a result of that construction. Adverse impacts from the construction of the Proposed Project would be avoided and minimized through the implementation of a detailed Construction Management Plan (CMP) prepared during Site Plan approval. The CMP would be prepared in close coordination with Town staff and consultants, and would be approved as part of the final Site Plan approval and be made a condition thereof. The Town would therefore be able to enforce the provisions of the CMP throughout the construction process. The CMP would provide for implementation of the Stormwater Pollution Prevention Plan (SWPPP) and Erosion and Sediment Control Plan (ESCP), as well as the measures to avoid impacts related to traffic, air quality, noise, blasting (if necessary), and hazardous materials, as described below. An outline of a CMP for the Proposed Project is provided as **Appendix L**. It is important to note that the CMP will be specific to the site plan(s) approved. The CMP outline is included in order to document the topics that would be addressed as well as the mitigation measures likely to be included in future construction.

17.B. CONSTRUCTION PHASES, DURATION, AND STAGING (DEIS)

The construction program for the Proposed Project is anticipated to occur in four phases, as shown in **Figure 17-1** and described below. The duration and timing of the construction phases are estimates, and overlaps would occur among the various construction phases. The sequencing is also subject to change and is dependent on market demand. Regardless, the method for performing each activity would meet industry standards for construction and comply with the Town of North Castle's regulations. These phases may occur consecutively or completely or partially concurrently. Similarly, they may occur in a different order.

17.B.1. PHASING SUMMARY

17.B.1.a. Hotel Phase

The Hotel Phase of construction envisioned for the PDCP involves the conversion of the existing northern office building to a 125-room hotel and related infrastructure improvements. This phase is estimated to take 8 to 12 months.

Since the majority of work associated with this phase consists of interior and exterior building renovations, any necessary site work would be very limited and would likely consist of restoration work following the façade upgrades. It is anticipated that existing utility services would be adequate to serve the building. The interior renovation would run the entire 8 to 12 month period,

with the building façade upgrades occurring during the final 4 to 6 months of the interior renovation timeframe.

It is anticipated that approximately 50 to 75 construction workers would be on-Site for the Hotel Phase of construction.

17.B.1.b. Townhouse Phase

The Townhouse Phase would involve the construction of the 22 townhomes on the northern portion of the property, along with the access driveway from Cooney Hill Road and installation of related infrastructure and utilities. This phase would include the construction of a temporary stormwater sediment basin on the southwest side of the proposed townhomes for erosion and sediment control purposes. The temporary basin would be converted to a permanent stormwater pond at the end of this phase for stormwater management. This phase is estimated to last between 18 and 24 months.

It is anticipated that the construction process for this phase would begin with clearing, grading and driveway construction lasting up to 3 months, followed by foundation construction over the next 4 to 6 months, and construction of the residential units lasting 12 to 15 months.

It is anticipated that approximately 35 to 55 construction workers would be on-Site for the Townhouse Phase of construction.

17.B.1.c. Multifamily Phase

This phase involves the construction of the 149-unit multifamily building with associated parking structure. This phase would include the construction of access drives on the east and west sides of this building. This phase would also include construction of a temporary stormwater sediment basin on the east side of the proposed building for erosion and sediment control purposes. The temporary basin would be converted to a permanent stormwater pond upon completion of the building for stormwater management. This phase is estimated to last between 18 and 24 months.

It is anticipated that the construction process for this phase would begin with clearing, grading and access drive construction lasting up to 3 months, followed by foundation and parking structure construction over the next 6 to 7 months, and construction of the residential building lasting 10 to 14 months.

It is anticipated that approximately 60 to 75 construction workers would be on-Site for the Multifamily Phase of construction.

17.B.1.d. Parking Lot Expansion Phase (Currently Approved)

This phase involves implementation of the currently approved, but not yet constructed, expansion of the existing 43-space parking area located adjacent to the farmhouse in the southern portion of the Project Site. The site plan and SWPPP approvals currently in place with the Town allow for a parking expansion of 94 spaces in this area (for a total of 137 spaces), with associated curbing, utility, and stormwater management improvements. This phase is estimated to last between 3 to 4 months.

It is anticipated that the construction process for this phase would begin with demolition, clearing, grading and installation of the stormwater management system which would last approximately 2 months, followed by the installation of curbing, pavement and lighting which would last up to 2 months.

It is anticipated that approximately 10 to 15 construction workers would be on-Site for the Parking Lot Expansion Phase of construction.

17.B.2. CONSTRUCTION WORKERS

Construction of the Proposed Project would generate vehicular trips from workers traveling to and from the Project Site, as well as the movement of goods and equipment. The estimated average number of construction workers on-site at any one time would vary depending on the phase of construction. Over the life of the project, it is estimated that a total of approximately ~~200~~155 to 220 workers would be utilized, although it is highly unlikely all phases would occur simultaneously.

Work on weekdays would generally begin at 7:30 AM and conclude at 5:30 PM with the major construction activity ending at 4:30 PM allowing the last hour of the work day for site clean-up activities. There is the potential that work may occur on Saturdays, and any such work would be performed in accordance with Chapter 210 of the Town Code. While the number of workers at the site at any one time would vary based on the phase of construction, it is anticipated the maximum number of workers at any one time would be approximately ~~35~~75.

17.B.3. CONSTRUCTION STAGING AND PARKING

While placement of individual equipment will not be determined until a detailed schedule has been completed (likely at the point of Site Plan approval), it is currently anticipated that all staging and parking areas for construction activities/workers would be fully accommodated through utilizing a combination of the Project Site's existing paved parking lot areas ~~and~~, the parking structure, and other site areas within the Proposed Project's limit of disturbance. Furthermore, depending on the timing of the parking lot expansion phase described above, additional surface parking for construction vehicles and equipment may be available.

17.C. POTENTIAL CONSTRUCTION PERIOD IMPACTS (DEIS)

17.C.1. CONSTRUCTION PERIOD TRAFFIC

Construction of the Proposed Project would create daily construction-related traffic to and from the Project Site, including construction workers and the delivery of materials and equipment. The numbers and types of vehicles would vary depending on the phase of construction, as described above. All construction equipment, materials, deliveries, and worker parking would be accommodated on-Site and would generally occur during off-peak hours.

As discussed in Section 17.B.2 above, while the number of workers at the Project Site at any one time would vary based on the phase of construction, it is anticipated that the maximum number of workers at any one time would be approximately ~~35~~75.

Construction truck movements would be spread throughout the day and would generally occur between the hours of 7:30 AM and 4:30 PM, depending on the period of construction. Heavy construction equipment is typically brought to the Site at the beginning of the project and kept on-Site for the duration of the project, thereby minimizing trips.

~~Based on the above,~~It is anticipated that a maximum of approximately 10 delivery trucks would enter and exit the site per day. Regarding earthwork operations, as indicated in Chapter 4, "Geology and Soils," it is anticipated that some 13,324 cubic yards of soil will need to be exported from the site. This would require approximately 666 20-yard trucks. Assuming 20 trucks a day, this would result in about 30 days of trucking, or 6.7 weeks based on a 5-day work week.

Based on the anticipated construction phasing and duration schedule outlined above, Site-generated traffic during construction of the site would be less than both the No-Build Condition (with the re-occupancy of the two office buildings) and the Build Condition with the Proposed Project during the weekday peak AM, weekday peak midday, and weekday peak PM hour analyses summarized in Chapter 10, "Traffic and Transportation~~,~~." Therefore, the traffic analysis included for the operation of the Proposed Project would more than account for the temporary construction period traffic volume.

17.C.2. CONSTRUCTION PERIOD EROSION AND SEDIMENT CONTROL

Potential impacts associated with construction activities include sediment deposition and erosion, and the potential for causing turbidity within receiving waterbodies, specifically the Kensico Reservoir, which is part of the New York City watershed and regulated by NYCDEP. To avoid an adverse impact from soil erosion, the Applicant's engineer has designed erosion and sediment control measures that would conform to the requirements of NYSDEC State Pollution Discharge Elimination System (SPDES) General Permit for Stormwater Discharges Associated with Construction Activity Permit No. GP-0-20-001, the "New York State Standards and Specifications for Erosion and Sediment Control," dated July 2016, and Chapter 267, "Stormwater Management," of the Town Code~~. The~~, and the applicable requirements of NYCDEP. The SPDES permit requires that projects disturbing more than 1 acre of land develop a Stormwater Pollution Prevention Plan (SWPPP), containing both temporary erosion control measures during construction and post-construction stormwater management practices to avoid flooding and water quality impacts in the long term.

To avoid and mitigate the potential for adverse erosion and sediment impacts, the Applicant's engineer developed an ESCP (see **Appendix E-2**) that depicts the measures that will be implemented to control erosion during construction and reduce the potential for sediment to leave the Site. These measures, described in Section 17.D.2 below, include stabilized construction accesses (SCAs), the limit of disturbance beyond which no soil disturbance is to occur, the installation of silt fencing, temporary sediment basins, inlet protection and other measures, which would be used throughout the construction period to minimize the potential for erosion and sedimentation impacts from construction of the Proposed Project.

17.C.3. CONSTRUCTION PERIOD AIR QUALITY

Air quality impacts associated with construction activities are typically the result of fugitive dust or emissions from vehicles or equipment~~.~~ primarily during excavation and foundation construction tasks when pollutant emission levels would be greatest. The approach and procedures for constructing the proposed buildings would be typical of the methods utilized in other building construction projects throughout the region and therefore would not be considered out of the ordinary in terms of intensity. The air pollutant emission levels associated with construction of the Proposed Project are typical of ground-up building construction in the region that would require excavation and foundation construction (where large equipment such as excavators and loaders would be employed).

Fugitive dust can result from earth moving, including grading and excavation, and from driving construction vehicles over dry, unpaved surfaces. While a large proportion of fugitive dust would be of relatively large particle size and would be expected to settle within a short distance of being generated and thus not affect off-Site receptors, measures to minimize and avoid this potential impact to the maximum extent practicable would be incorporated into the Proposed Project and would be included in the Construction Management Plan (CMP) which would be reviewed and approved by the Town during Site Plan approvals. These measures are described in Section 17.D.3 below.

Vehicle emissions from construction vehicles and equipment have the potential to result in elevated levels of nitrogen oxides (NOx), particulate matter (PM), and CO. The greatest potential for impact is typically associated with heavy duty equipment that is used for short durations. In the Applicant's opinion, the period of greatest potential for emissions would likely occur during the excavation and foundation tasks of the Townhouse, Multifamily, and Parking Lot Expansion phases. During these three phases, the greatest number of construction equipment would be operating simultaneously in short durations and would include the greatest potential for fugitive dust emissions due to earth moving, including grading and excavation activities. The Hotel Phase would not include excavation or foundation tasks. In the Applicant's opinion, emissions from other less intensive construction activities (i.e. superstructure, interior and exterior fit-out, and building renovations) would have less potential for adverse impacts. Measures to minimize and avoid (to the maximum extent practicable) impacts from construction vehicle and equipment emissions would be incorporated into the CMP, which would be reviewed and approved by the Town during Site Plan approvals. These measures are described in Section 17.D.3 below.

17.C.4. CONSTRUCTION PERIOD NOISE

Construction of the Proposed Project would generate noise and vibration from construction equipment, construction vehicles, and delivery vehicles traveling to and from the Project Site. Noise levels caused by construction activities would vary widely, depending on the phase of construction and the specific task being undertaken.

Local, state, and federal requirements mandate that certain classifications of construction equipment and motor vehicles be used to minimize adverse impacts. Thus, construction equipment would meet specific noise emission standards. Usually, noise levels associated with construction and equipment are identified for a reference distance of 50 feet, as shown in **Table 17-1**.

Table 17-1
Typical Noise Emission Levels For Construction Equipment

Equipment Item	Noise Level at 50 Feet (dBA)
Air Compressor	80
Backhoe	80
Compactor	82
Concrete Mixer	85
Concrete Vibrator	76
Crane (derrick)	88
Crane (mobile)	83
Dozer	85
Generator	81
Grader	85
Impact Wrench	85
Jack Hammer (Paving Breaker)	88
Mounted Impact Hammer (for rock breaking/crushing)	90
Paver	85
Pile-Driver (Impact)	101
Pump	77
Rock Drill	85
Roller	85
Shovel	82
Truck	84

Sources: Transit Noise and Vibration Impact Assessment, FTA, September, 2018; Roadway Construction Noise Model User Guide, FHWA, January, 2006.

Significant noise levels typically occur nearest the construction activities, and may reach as high as 90 A-weighted decibels (dBA) under worst-case conditions. The level of noise at local receptors would depend on the construction activities involved, the noise emission of the involved equipment, the location of the equipment, and the hours of operation. Noise levels would decrease with distance from the construction site. Increased noise levels due to construction activity would be highest during the early construction phases such as grading, excavation, and foundation work. These phases would be relatively short in duration and noise generated would be intermittent based on the equipment in use and the work being done. While the exact numbers of construction equipment that would be utilized has not been finalized, it is known that certain equipment including excavators, bulldozers, backhoes, graders, cranes, and dump trucks would be required. Construction operations, for some limited time periods, would result in increased noise levels that may be intrusive and annoying and may significantly increase ambient noise levels in the immediate vicinity of the Project Site.

Based on the Project Site's locational characteristics and surrounding land uses, there are no sensitive receptors in the immediate vicinity, with the exception of the single family house near the northeast corner of the Project Site (3 Cooney Hill Road).

General site work, including excavation and grading, would occur during only a short period of time. Site work related to the Townhouse Phase, which would be proximate to the Project Site's only sensitive off-Site receptor—the single-family house located at 3 Cooney Hill Road—would be limited to 6 to 9 months. Site work for the multifamily building phase would be expected to last approximately 8 to 10 months, but would occur

at considerable distance (over 900 feet) down gradient from 3 Cooney Hill Road, and would therefore be expected to result in a small increase in noise levels at this receptor.

Construction activities would comply with the hour limitations set forth in Chapter 210 of the Town Code, to minimize noise intrusion from construction activities during weekends and nights when most families are at home. In addition, construction equipment utilized would incorporate sound attenuation practices to further reduce the potential impact to sensitive receptors. Based on the temporary and intermittent nature of construction noise incident at surrounding noise receptors, together with the fact that the construction activities with the most potential to create a significant noise impact would occur proximate to the only identified sensitive receptor for a short period of time, it is the Applicant's belief that the potential noise generated by construction of the Proposed Project would not create a significant adverse noise impact to off-Site receptors. In addition, several measures are proposed to mitigate construction noise levels, particularly during the townhouse construction phase, which would take place within close proximity to the sensitive receptor described above (3 Cooney Hill Road). These measures are described under Section 17.D.4 below.

17.C.5. CONSTRUCTION PERIOD BLASTING

Based on preliminary geotechnical investigations, construction of the Proposed Project may require limited blasting activities for development of the northeast corner of the proposed multifamily building's parking structure, which may extend approximately ten feet into a rocky area of the site. There is no other potential rock removal or rock crushing anticipated as part of construction. Final determination of whether blasting needs to occur and, if so, to what extent would be made by the Applicant's contractor in coordination with the Applicant's geotechnical engineer. While a single blast would create an instantaneous noise level that is greater than other excavation methods, such as rock hammering, it would only last a moment. As such, if required, blasting would reduce the duration of excavation activities and the duration of attendant increases in noise levels.

Blasting during the construction of the Proposed Project would be done in accordance with the Town of North Castle's Blasting Protocol (Town Code Chapter 122, "Blasting and Explosives"). The site-specific blasting protocol, which would be finalized during Site Plan Review based on the final site design and updated geotechnical investigations, would ensure that all blasting activities would be protective of public health and safety to the maximum extent practicable. The specific measures to be taken in the event blasting is required are discussed further below under Section 17.D.5.

17.C.6. CONSTRUCTION PERIOD HAZARDOUS MATERIALS

A Phase I Environmental Site Assessment (ESA) of the Project Site was completed in 2013 by EFI Global, Inc. (the "2013 Phase I ESA," see **Appendix B-5**). The 2013 Phase I ESA revealed no evidence of Recognized Environmental Conditions ("REC") in connection with the Project Site, except for the following:

- The 2013 Phase I ESA notes the absence of available closure reports and/or regulatory closure status for the heating oil tanks associated with the four former residences in the northern/currently undeveloped portion of the Project Site: 129 King Street, 137 King Street, 1 Cooney Hill Road and 7 Cooney Hill Road. As such, these potentially four remaining tanks were considered RECs in the 2013 Phase I ESA.

- The 2013 Phase I ESA notes that the currently developed portion of the Project Site contains three registered underground storage tanks (USTs) that are identified as a 6,000-gallon diesel tank, a 15,000-gallon No. 2 fuel oil tank, and a 10,000-gallon No. 2 fuel oil tank. The 6,000-gallon diesel UST was installed in 1990 and is a double-walled tank equipped with interstitial monitoring. The 15,000-gallon fuel oil UST was installed in 1996 and is a double-walled tank equipped with interstitial monitoring. The 10,000-gallon fuel oil UST was installed in 1998 and is a double-walled tank equipped with interstitial monitoring. The three USTs are tested for integrity/"tightness" annually. Given the underground storage of petroleum products, the three active USTs are considered RECs; however, given the registered regulatory status and annual integrity testing, no further action was deemed warranted in the 2013 Phase I ESA.

Development on the Project Site would involve renovation of the two existing office buildings as well as excavation for the proposed residential construction. The potential for hazardous materials exposure for each of the project's components is summarized below.

17.C.6.a. Existing Office Building Renovation/Reuse

The existing office buildings on the Project Site, along with associated parking structures, were constructed between the early 1980s and the early part of the 21st century. Due to the age of the buildings, the presence of lead-based paint (LBP) and asbestos containing materials (ACM) cannot be ruled out. As discussed further in Section 17.D.6 below, in the Applicant's opinion, standard measures, including building surveys and adherence to applicable Occupational Safety and Health Administration (OSHA) regulations prior to and during the renovations, would address these potential conditions. This includes completion of surveys that are required as part of the building permit approval process with the Town.

17.C.6.b. Multifamily and Townhouse Construction

As described in Chapter 14, "Historic and Cultural Resources," and as noted in the 2013 Phase I ESA of the Project Site (**Appendix B-5**), prior to the construction of a residential subdivision in the central/northern area of the Project Site in the late-20th century, since removed but for one lot (as discussed further below), this area of the Project Site was occupied almost entirely by farmland, including orchards~~,~~ and a Christmas tree farm, as well as scattered outbuildings (e.g., sheds and barns).

The area of the Project Site where the new townhomes and a portion of the northern wing of the multifamily building are proposed currently contains meadows, landscaping, and outdoor amenities for the Project Site's existing office buildings, including paved tennis courts, a volleyball court, and walking paths. The southerly portion of the proposed multifamily building would be developed on what is currently a large surface parking lot.

As discussed elsewhere in the D/GEIS, prior to the issuance of permits and approvals for the currently approved MBIA expansion plan, MBIA acquired 16 of the 17 single-family residential lots in the Cooney Hill area. Subsequent to receiving site plan approval, and as part of implementing the first phase of that approval, all of the homes, foundations, associated septic systems, fuel

oil tanks,[1] and paved surfaces (including driveways and Weber Place) were demolished/removed and replaced with a system of mulched walking/exercise trails, tennis courts and a sand volleyball court. In accordance with the Town of North Castle's demolition permit requirements, it is assumed that the demolition process for these homes also included documentation of LBP and ACM in all of the homes and handling/disposal of these materials in accordance with applicable regulations.[2]

Construction of the proposed townhomes and the multifamily building (which proposes underground parking) would involve demolition of paved surfaces (tennis courts and parking), excavation, and grading. As discussed above, the 2013 Phase I ESA identified a REC in connection with missing information on fuel oil tank removal/regulatory closure. In the absence of available subsurface (Phase II) testing, the environmental characteristics of the Project Site's subsurface soil and groundwater are currently unknown. Therefore, during subsurface disturbance associated with construction of the new residential uses, the potential exists for exposure to hazardous materials as a result of unexpected discoveries. The Proposed Project, however, would incorporate standard and appropriate controls, as described in Section 17.D.6 below, to avoid the potential for adverse impacts to construction workers and community members.

17.D. MITIGATION MEASURES FOR THE PROPOSED PROJECT (DEIS)

Adverse impacts from the construction of the Proposed Project would be avoided and minimized through the implementation of a detailed Construction Management Plan (CMP) prepared during Site Plan approval. The CMP would be prepared in close coordination with Town staff and consultants, and would be approved as part of the final Site Plan approval and be made a condition thereof. The Town would therefore be able to enforce the provisions of the CMP throughout the construction process. The CMP would provide for implementation of the Stormwater Pollution Prevention Plan (SWPPP) and Erosion and Sediment Control Plan (ESCP), as well as the measures to avoid impacts related to traffic, air quality, noise, blasting (if necessary), and hazardous materials, as described below.

17.D.1. CONSTRUCTION PERIOD TRAFFIC MITIGATION

As discussed above, temporary construction period traffic associated with the Proposed Project would not result in any significant adverse impacts to area roadways. However, the following measures would be implemented during construction of the Proposed Project to ensure that construction vehicles, equipment, and materials are safely interfacing with King Street and Cooney Hill Road:

- There would be no construction equipment, truck, material or worker parking, queuing, or staging permitted on King Street or Cooney Hill Road at any time. This requirement, as well as a detailed plan that delineates areas of construction worker

[1] Oil Tank Removal Closure Reports: 129, 131, 133, 135 King Street; 1,5,7 Cooney Hill Road; 1,5,6,8,9 Weber Place, Armonk NY, prepared by Nesbro Corporation, January 2004 (Appendix B-3)

[2] https://www.northcastleny.com/sites/northcastleny/files/file/file/demochecklist.pdf

parking, truck queuing and unloading, and material and equipment staging, would be included in the CMP to be prepared during Site Plan approval.

- As part of the proposed stabilized construction access (described below), truck mats or anti-tracking pads would be installed to reduce the amount of site material tracking onto area roadways.

17.D.2. EROSION AND SEDIMENT CONTROL MITIGATION

To mitigate the potential for soils exposed during construction to erode and for sediment to travel downstream and adversely affect the Kensico Reservoir and the on-Site and off-Site stormwater systems, a preliminary Erosion and Sediment Control Plan (ESCP) has been developed for the Proposed Project by the Applicant's engineer. The ESCP is detailed in **Appendix E-2** and summarized below. The final ESCP would be developed in accordance with the "New York State Standards and Specifications for Erosion and Sediment Control," dated July 2016 and would be subject to the review and approval of the Town of North Castle, the New York State Department of Environmental Conservation (NYSDEC), and the New York City Department of Environmental Protection (NYCDEP).

At a minimum, the ESCP would include the following elements:

- **Stabilized Construction Access-** A stabilized construction access, which is a minimum of 50 feet in length and 20 feet in width, would be installed using 8 inches of crushed rock at the specific locations where construction vehicles would enter onto vegetated areas of the Project Site.
- **Silt Fence**—Silt fence would be installed on the down-gradient edge of disturbed areas parallel to existing or proposed contours or along the property line as perimeter control. Silt fence would be used where stakes can be properly driven into the ground as per the Silt Fence detail in the NYSDEC Standards and Specifications for Erosion and Sediment Control in locations shown on the full sized drawings (**Appendix E-2**). Silt fence controls sediment runoff where the soil has been disturbed by slowing the flow of water and encouraging the deposition of sediment before the water passes through the straw bale or silt fence. Built-up sediment would be removed from silt fences when it reaches one-third the height of the bale/fence and would be properly disposed.
- **Storm Drain Inlet Protection**—Inlet protection would be installed at all inlets where the surrounding area has been disturbed. The inlet protection would be constructed in accordance with NYSDEC Standards and Specifications for Erosion and Sediment Control. Typically, they would be constructed to pass stormwater through, but prevent silt and sediment from entering the drainage system.
- **Stockpile Detail**—Stockpiled soil would be protected, stabilized, and sited in accordance with NYSDEC requirements in locations shown on the ESCP (**Appendix E-2**). Soil stockpiles and exposed soil would be stabilized by seed, mulch, or other appropriate measures when activities temporarily cease during construction for 7 days or more in accordance with NYSDEC requirements.
- **Dust Control**—During the demolition and construction process, debris and disturbed earth would be wet down with water, if necessary, to control dust. After demolition

and construction activities, disturbed areas would be covered and/or vegetated to provide for dust control on the Site.

- **Temporary Seeding and Stabilization**—In areas where demolition and construction activities, clearing, and grubbing have ceased, temporary seeding or permanent landscaping would be performed to control sediment laden runoff and provide stabilization to control erosion during storm events. This temporary seeding/stabilization or permanent landscaping would be in place no later than 14 days after demolition and construction activity has ceased.
- **Sump Pit**—Depending on the results of the geotechnical investigations, a temporary pit may be necessary to trap and filter water for pumping to a suitable discharge area. The purpose of the pit would be to remove excessive water from excavations. Sump pits would be constructed when water collects during the excavation phase of construction.
- **Dewatering**—Depending on the results of the geotechnical investigations, there may be areas of construction where the groundwater table would be intercepted and dewatering activities would take place. Site-specific practices and appropriate filtering devices would be employed by the contractor so as to avoid discharging turbid water to the surface waters of the State of New York.
- **Temporary Sediment Basin**—The purpose of a sediment basin is to intercept sediment-laden runoff and filter the sediment laden stormwater runoff leaving the disturbed area in order to protect drainage ways, properties, and rights-of-way below the sediment basin. The basin would be installed down-gradient of construction operations that expose critical areas to soil erosion. The basin would be maintained until the disturbed area is protected against erosion by permanent stabilization.
- **Materials Handling**—The contractor would store construction and waste materials as far as practical from environmentally sensitive areas (e.g., wetlands). Where possible, materials would be stored in a covered area to minimize runoff. The contractor would incorporate storage practices to minimize exposure of the materials to stormwater, and spill prevention and response where necessary. Prior to commencing construction activities, the contractor would obtain all necessary permits or verify that all permits have been obtained.

In accordance with the ESCP, the installation of erosion and sediment control measures for the Hotel, Townhome, Multifamily, and Parking Lot Expansion phases would include stabilized construction access, silt fence, storm drain inlet protection, soil stockpile, dust control, and temporary seeding and stabilization. In addition, the Townhome and Multifamily phases would include the construction of temporary stormwater sediment basins for erosion and sediment control purposes. The temporary basins would be converted to permanent stormwater ponds at the end of these phases for ongoing stormwater management.

A continuing maintenance program would be implemented for the control of sediment transport and erosion control after construction and throughout the useful life of the construction project. In the Applicant's opinion, with the implementation and continuing maintenance of the ESCP that would be approved by the Town, NYSDEC, and NYCDEP, construction of the Proposed Project would not be expected to result in a significant adverse impact from sedimentation or erosion.

17.D.3. CONSTRUCTION PERIOD AIR QUALITY MITIGATION

To minimize fugitive dust emissions to the maximum extent practicable, the following measures would be implemented during construction of the Proposed Project:

- Minimizing the area of soil that is disturbed at any one time;
- Minimizing the amount of time during which soils are exposed;
- Installing truck mats or anti-tracking pads at egress points to clean the trucks' tires prior to leaving the Project Site;
- Watering of exposed areas during dry periods;
- Using drainage diversion methods (e.g., silt fences) to minimize soil erosion during Site grading;
- Covering stored materials with a tarp to reduce windborne dust;
- Limiting on-Site construction vehicle speed to 5 miles per hour (mph); and
- Using truck covers/tarp rollers that cover fully loaded trucks and keep debris and dust from being expelled from the truck along its haul route.

To minimize emissions from construction vehicles and equipment to the maximum extent practicable, the following measures would be implemented at the Project Site:

- Ultra-low sulfur diesel would be utilized for construction equipment and vehicles;
- All equipment would be properly maintained; and
- Idling of construction or delivery vehicles or other equipment would not be allowed when the equipment is not in active use.

It is the Applicant's opinion that implementation of the measures listed above would avoid and minimize potential adverse impacts to air quality during construction of the Proposed Project to the maximum extent practicable.

17.D.4. CONSTRUCTION PERIOD NOISE MITIGATION

The following noise control measures would be implemented during construction of the Proposed Project and would reduce potential noise impacts to the single off-Site sensitive noise receptor. These measures include a variety of source and path controls. Implementation of all the noise reduction measures would result in approximately 5 to 10 dBA noise level reduction at the construction noise receptor.

With respect to source controls (i.e., reducing noise levels at the source or during the most sensitive time periods), the following measures would be implemented during construction of the Proposed Project:

- Construction activities would be conducted in compliance with the Town of North Castle's existing noise regulations (Chapter 210 of the Town Code), including local day and hour construction limitations. As required, construction activities on the Project Site would be limited to the hours of 7:30 AM–7:00 PM during the week and from 9:00 AM–5:00 PM on weekends and legal holidays.
- As early in the construction period as logistics would allow (likely by the start of the superstructure phases of construction pending service provisions from the local utility provider), diesel- or gas-powered equipment would be replaced with electrical-

powered equipment such as welders, water pumps, bench saws, and table saws (i.e., early electrification) to the extent feasible and practicable;

- Where feasible and practicable, the construction site would be configured to minimize back-up alarm noise. In addition, trucks would not be allowed to idle more than 3 minutes at the construction site; and
- Contractors and subcontractors would be required to properly maintain their equipment and mufflers.

With respect to path controls (e.g., placement of equipment, implementation of barriers or enclosures between equipment and sensitive receptors), the following measures would be implemented to the extent feasible and practicable during construction of the Proposed Project:

- Where logistics allow, noisy equipment, such as cranes, concrete pumps, concrete trucks, and delivery trucks, would be located away from, and shielded from, the identified sensitive receptor (3 Cooney Hill Road);
- During the townhouse construction phase, noise barriers constructed from plywood or other materials surrounding the construction site would be utilized to provide shielding for the single-family residence at 3 Cooney Hill Road.

The exact manner in which these controls would be implemented (e.g. location of equipment, etc.) would be determined during Site Plan approval. Implementation of these measures would be made a condition of any future Site Plan approval.

17.D.5. CONSTRUCTION PERIOD BLASTING MITIGATION

As discussed above, construction of the Proposed Project may require limited blasting activities for development of the northeast corner of the proposed multifamily building's parking structure, which may extend approximately ten feet into a rocky area of the site. There is no other potential rock removal or rock crushing anticipated as part of construction. Final determination of whether blasting needs to occur and, if so, to what extent, would be made by the Applicant's contractor in coordination with the Applicant's geotechnical engineer.

Any blasting during the construction of the Proposed Project would be performed in accordance with the Town of North Castle's regulations and protocols on blasting and explosives (Town Code Chapter 122, "Blasting and Explosives") including but not limited to the following:

- No blasting would take place without applying for proper permits to be issued by the Town of North Castle Building Inspector;
- An application for a blasting permit would include the name of the licensed blaster and satisfactory evidence of compliance with the Town's licensing and insurance requirements;
- An application for a blasting permit would include a specific Blasting Plan prepared for the proposed work in accordance with Section 122-6(A)(8) of the Town Code;
- Not more than 30 days nor less than 72 hours prior to the intended blasting activities, all residents within 500 feet of the proposed blast location would be served with a notice of intent to blast, indicating the date and time that blasting would take place;

- All buildings and residences within 500 feet of the proposed blast location would be provided a pre-blast survey that would create a photographic record of structural conditions;
- Blasting activities would be monitored by an independent testing agency at the applicant/blasting contractor's expense, and would only be conducted between 8:00 a.m. and 5:00 p.m. Monday through Saturday. Permission would be sought from the Building Inspector to perform blasting on Sundays or federal holidays, in the case of emergency or necessity; and
- Reports of each blast would be sent to the Building Inspector to ensure compliance with all requirements, including maximum particle velocity.

Furthermore, as documented in Chapter 6, "Vegetation and Wildlife," to the extent practicable, blasting or the use of explosives for site grading and development (if necessary) would be limited to the period between October 1 and December 1 to avoid impacts to nest building and other sensitive bald eagle activities.

With the implementation of these measures, the potential impacts of any on-Site blasting activities would be avoided and minimized to the maximum extent practicable. No significant adverse impacts as a result of potential blasting activities would be expected.

17.D.6. CONSTRUCTION PERIOD HAZARDOUS MATERIALS MITIGATION

The potential for adverse impacts from hazardous materials would be avoided by making the following measures a condition of any future Site Plan approval:

- ~~A~~The previously completed Phase I ~~Environmental Site Assessment (~~ESA~~)~~ of the Project Site identifying areas of environmental concern would be made available for review by the Town as part of future Site Plan approvals.
- Areas of environmental concern will be addressed by Phase II soil testing to determine suitability for on-site reuse and/or off-site disposal requirements.
- Prior to obtaining permits from the Town, ACM surveys would be conducted throughout the existing office buildings proposed for renovation. All ACM would be handled by a licensed asbestos abatement contractor in accordance with applicable regulatory requirements.
- Renovation activities within the existing office buildings with the potential to disturb LBP would be performed in accordance with the applicable Occupational Safety and Health Administration regulation (OSHA 29 CFR 1926.62—Lead Exposure in Construction).
- Soil or fill excavated in connection with construction of the multifamily building and townhomes would be managed in accordance with applicable regulations. Soil/fill intended for on-site reuse will be tested in accordance with procedures consistent with State requirements to confirm whether the soil meets the established State criteria for the intended site use. Transportation of soil leaving for off-Site disposal would be in accordance with requirements covering licensing of haulers and trucks, placarding, truck routes, manifesting, etc.
- If storage tanks or contaminated soil are encountered during redevelopment, such tanks should be registered with NYSDEC and/or the Westchester County Department

of Health (WCDOH), if required, and closed and removed along with any contaminated soil in accordance with applicable regulations.

- If dewatering is required, treatment and discharge of dewatering fluids would be conducted in accordance with all applicable regulations and guidance, including obtaining appropriate permits.
- Appropriate erosion and sediment controls would be implemented in accordance with NYSDEC Stormwater Pollution Prevention Plan (SWPPP) requirements.
- A Construction Management Plan (CMP) would be prepared to identify the specific procedures for soil and stockpile management, soil reuse, offsite disposal, and would include contingency measures to address unforeseen conditions (i.e., unknown tanks, petroleum contamination) that potentially could be encountered during redevelopment.

With implementation of these measures, the potential impacts of construction period hazardous materials exposure would be avoided and minimized to the maximum extent practicable. No significant adverse impacts would be expected.

17.E. POTENTIAL IMPACTS OF, AND MITIGATION FOR, THE PROPOSED ZONING (GEIS)

As described in Chapter 2, "Project Description," the theoretical maximum development scenario under the Proposed Zoning, when accounting for the maximum buildout potential of both the Project Site and the adjacent Swiss Re parcel, is a total of 750 residential units and an 80-room hotel.

It is important to note that no specific proposal is being made at this time to effectuate the maximum hypothetical development of these two sites and any future plans would be subject to review by the Town, including a full environmental review.

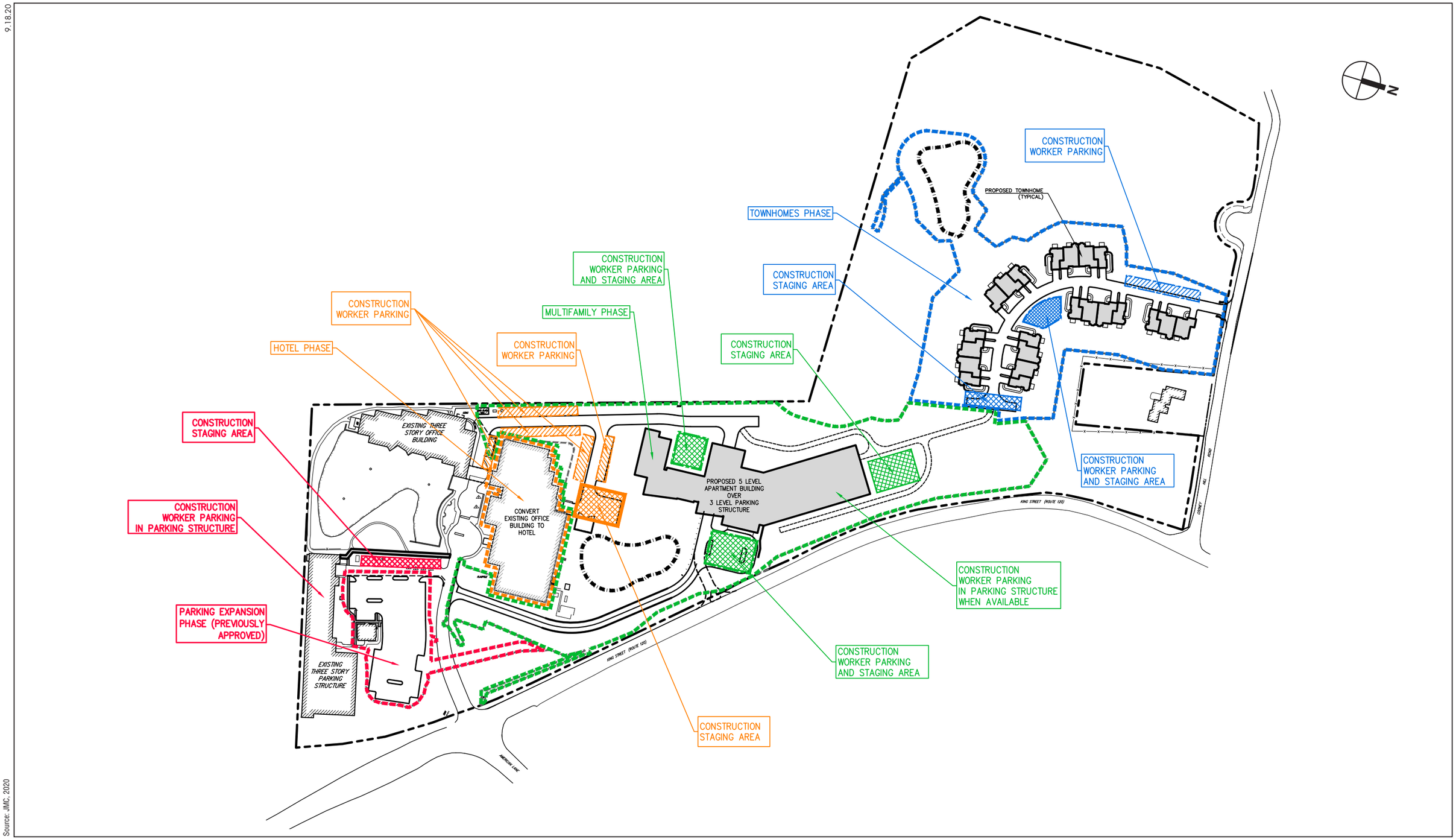
Detailed site plans for the scenario assumed in the GEIS are not available, and the phasing/duration of construction, including the extent of concurrent/overlapping activities and the number of workers, is also unknown at this time. However, based on the land use history and geographic characteristics of the two parcels, the type of new construction practices anticipated to effectuate a mixed-use residential/hotel development, and the distance to off-site sensitive receptors (single family residence at 3 Cooney Hill Road and the Kensico Reservoir~~),~~). While off-site sensitive receptors are located at a greater distance from the two parcels than the Proposed Project Site, it is the Applicant's opinion that the potential exists for impacts similar to those identified for the Proposed Project related to erosion and sediment control, air quality, noise, blasting, and hazardous materials. Measures to mitigate these potential impacts would be similar to those identified for the Proposed Project, and would be based on the site plan(s) being proposed.

With regard to construction period traffic under this maximum hypothetical development scenario, it is assumed that due to the size of both parcels, all construction equipment, materials, deliveries, and worker parking would be accommodated on-site. In the absence of detailed site plans (including phasing), the number of construction period workers on site at any one time is not quantifiable. However, as discussed in Chapter 10, "Traffic and Transportation," the anticipated traffic volumes estimated for the future condition absent the Proposed Zoning and Proposed Project (i.e. the "No Build" condition) accounted for full occupancy of existing office uses at the Project Site and Swiss Re parcel (approximately 700 trips in both the weekday peak AM and weekday peak PM hours). For the temporary construction period associated with this maximum

development scenario, the number of construction worker trips during these same peak hours would be significantly less than 700 trips.

Any future plans on either parcel would be subject to site plan review as well as a full environmental review by the Town. ~~In addition, since~~While it is the Applicant's opinion that construction activities at either parcel would result in impacts similar to those identified for the Proposed Project, concurrent construction activities at both parcels cannot be ruled out; therefore, cumulative impacts would need to be considered and appropriately coordinated among the developers, the Town, and other interested/involved agencies in the event of concurrent construction. Cumulative impacts on the surrounding area related to erosion and sediment control, noise, air quality, and traffic are of particular importance if such concurrent construction was to take place and would be evaluated at the time of site plan approvals based on detailed site plan applications. ✷

9.18.20



Source: JMC, 2020

AIRPORT CAMPUS

Proposed Project - Conceptual Construction Phasing

Figure 17-1

Chapter 18: Alternatives

18.A. INTRODUCTION

The State Environmental Quality Review Act (SEQRA) requires a description and evaluation of a range of reasonable alternatives to the Proposed Action that are feasible, considering the objectives and capabilities of the Applicant. This Chapter describes and analyzes the potential environmental impacts of the alternatives to the Proposed Project that were identified in the adopted Draft Environmental Impact Statement (DEIS) Scoping Document (see **Appendix A-1**) and evaluates the relevant potential environmental impacts of those alternatives. These alternatives include the following:

- Alternative 1: No Action – Currently Approved Development Plan
- Alternative 2: No Action – Existing Site Conditions
- Alternative 3: Reduced Height Multifamily Building
  - Option 1: 45 feet
  - Option 2: 4 stories
- Alternative 4: Static Density
- Alternative 5: Multifamily Building in Cooney Hill Area
- Alternative 6: Senior Housing
- Alternative 7: Increased Townhouse Density
- Alternative 8: Combined Alternative

Pursuant to SEQRA, the description and evaluation of the alternatives should be at a level of detail sufficient to permit a comparative assessment of the alternatives discussed and a comparison with the Proposed Project. Detailed, quantitative analyses of each environmental impact category for each alternative are not presented; rather, the level of analysis provided varies to allow for a sufficient characterization of the relevant relative difference in environmental impacts from the Proposed Project and the Proposed Zoning. Therefore, if the impacts of a specific alternative for a given environmental impact category are expected to be the same as the Proposed Project, a brief description of the assessment is provided. For environmental categories where the potential impact of the alternative is anticipated to be materially different from that of the Proposed Project, a more detailed analysis is provided. **Table 18-1** (included at the end of this Chapter) provides a summary of the potential environmental impacts of each alternative and the Proposed Project.

18.B. ALTERNATIVE 1: NO ACTION – CURRENTLY APPROVED PLAN

18.B.1. DESCRIPTION OF ALTERNATIVE

On October 8, 2003, the Town Board adopted a SEQRA Findings Statement and approved the necessary zoning amendments, including an amended PDCP, to permit an office

expansion on the Project Site. Subsequently, the Town Board granted special permit approval and the Planning Board granted amended site plan approval to permit the Site's previous owner, MBIA, to develop an additional 238,000 sf of office and related amenity space, including a 20,000-sf meeting house. These approvals, which are still in effect, allow for an increase of office space on the Project Site from approximately 261,000 sf of office and related amenity space that exists today to approximately 499,000 sf of office and related amenity space, including the proposed meeting house. This approval also provided for the construction of a parking structure containing approximately 1,000 parking spaces.

Subsequent site plan and Stormwater Pollution Prevention Plan (SWPPP) approvals, which are also still in effect, were granted by the Town for the expansion of the existing 43-space parking area located adjacent to the farmhouse in the southern portion of the Project Site. The approvals allow for a parking expansion of 94 spaces (for a total of 137 spaces), with associated curbing, utility, and stormwater management improvements.

A site plan delineating the currently approved development plan is shown in **Figure 18-1**. While the approvals for the expansions have been granted extensions by the Town and remain in full force and effect today, no new buildings have been constructed pursuant to those approvals. However, several site improvements were made pursuant to those approvals. Specifically, the 16 single-family homes within the Cooney Hill area were demolished and their associated infrastructure (e.g., oil tanks, septic systems) were removed. Similarly, Weber Place was de-mapped by the Town and demolished. Several walking paths were introduced in the northern portion of the Site. The improvement most visible from off-Site was the creation of the landscaped berm along King Street. This berm, planted with woody vegetation, significantly screens the interior of the Project Site from motorists traveling along King Street.

18.B.2. POTENTIAL IMPACTS – NO ACTION (CURRENTLY APPROVED PLAN)

The potential environmental impacts of the currently approved development plan were presented in the previously completed and approved Draft Environmental Impact Statement (2002), Final Environmental Impact Statement (2003), and Statement of Findings (2004). The environmental review also considered the demolition of the former Weber Place and 16 single family homes in the Cooney Hill area.

The Statement of Findings for the currently approved development plan is attached as **Appendix A-4**, and **Table 18-1** provides a comprehensive summary of the anticipated impacts of this plan for purposes of comparison with the Proposed Project and the other alternatives discussed in this chapter. The section below presents a summary of the impacts of the currently approved plan to relevant environmental categories.

As with the Proposed Project, the currently approved development plan would not have any direct impact to the on-site delineated wetlands. Portions of a driveway, parking structure, a stormwater basin, and a 4-foot wide mulched walking trail would impact approximately 1.0 acres of the 100-foot Town regulated wetland buffer, which was proposed to be enhanced as part of the project.

The Statement of Findings notes that the office expansion plan would decrease the amount of impervious surfaces from the prior building condition (e.g., that condition with the prior subdivision and Weber Place) by 11,700 sf to approximately 9.93 acres of impervious

surface within the Project Site. The subsequently approved parking lot expansion permitted an additional 0.58 acres of impervious surface on the Site. Together, the currently approved development plan for the Project Site permits 10.51 acres of impervious surfaces on the Project Site, which is 0.55 acres more than would be developed with the Proposed Project. Similar to the Proposed Project, two SWPPPs were developed for the currently approved development plan in order to reduce rate and volume of runoff for all modeled storms. As discussed above, both SWPPPs have been approved and remain in full effect today.

Potable water demand for the currently approved project is estimated to be 70,900 gpd, an increase of 12,300 gpd over the Proposed Project's estimated demand of 58,600 gpd. With the currently approved project, water would be provided by private wells on the Project Site. The Statement of Findings notes that up to three or more additional wells may be required to meet the envisioned supplemental demand for domestic supply and building cooling systems.

The Statement of Findings notes that the currently approved development plan would generate a total of 441 AM peak hour vehicular trips and 401 PM peak hour vehicular trips. Of the total trips, there would be 222 AM peak hour and 165 PM peak hour trips at the northern (Cooney Hill Road) entrance of the project and 219 AM peak hour and 236 PM peak hour trips would use the main site driveway.

In the Applicant's opinion, and for the reasons discussed below, the potential visual impacts of the currently approved development plan would be of similar significance to those discussed for the Proposed Project, though the visibility of the structures proposed would be different. As with the Proposed Project, views of this alternative are limited to motorists traveling on King Street, primarily at the signalized intersection for the Project Site's main entrance. For southbound motorists on King Street a portion of the ~~five~~six-level parking structure would be visible just south of the intersection with Cooney Hill Road. ~~The~~ The six-level parking structure would be located in the same area of the Site as the currently proposed multifamily building ~~included in the Proposed Project~~, but would be approximately ~~78~~25-30 feet ~~tall~~shorter in height. Therefore, the potential visibility of this alternative, and ~~is proposed~~ the potential significance of its impacts, would likely be similar to ~~be located in the same area of the Site as the previously approved parking structure.~~the Reduced Height Multifamily Option 1, discussed below. Measures proposed by MBIA to avoid and minimize potential visual impacts from the parking structure and new office building include plantings for sufficient visual screening around the remaining single-family home at 3 Cooney Hill Road, and vegetated berms between the parking structure and King Street. As noted above, the berms have been constructed and vegetated with trees and additional landscaping has been provided around the single-family home at 3 Cooney Hill Road. As noted in Chapter 11, "Visual Resources and Community Character," the Lead Agency has not determined the potential significance of the Proposed Action's visual impact at this time nor has it determined the significance of the potential visual impacts of the alternatives studied in this Chapter.

18.C. ALTERNATIVE 2: NO ACTION – EXISTING SITE CONDITIONS

18.C.1. DESCRIPTION OF ALTERNATIVE

Under the No Action – Existing Site Conditions alternative, the Proposed Zoning would not be adopted and the existing DOB-20A zoning district regulations would remain in place for the entirety of the district. The Project Site would continue to accommodate approximately 261,000 square feet (sf) of office space (within two three-story buildings), a circa 1820s farmhouse and accessory shed/barn (assumed to continue as a storage/maintenance use), surface parking lots (approximately 328 spaces in two lots), a three-story parking structure (approximately 316 spaces), a water feature/stormwater pond, landscaping, and outdoor amenities (including paved tennis courts, a volleyball court, and walking paths). This alternative assumes that absent the Proposed Action, both office buildings would be fully occupied with office tenants and no new structures or site improvements would be constructed (see **Figure 18-2**).

18.C.2. POTENTIAL IMPACTS – NO ACTION – EXISTING SITE CONDITIONS

In the Applicant's opinion, implementing this alternative (i.e., leaving the site as is and re-tenanting the existing office buildings) is not economically viable nor would it be consistent with the Applicant's goals and objectives. As discussed in Chapter 2, "Project Description," changing market conditions have put significant pressure on large office campus parcels. Since its acquisition of the property in 2015, the Applicant has been marketing the property to potential tenants, to date without success. As shown in Chapter 13, "Fiscal and Market Impacts," the assessed value of the Project Site has declined over the past several years, leading to the reduction of property tax payments to the various taxing jurisdictions. While full occupancy of the office buildings would be anticipated to increase the assessed value of the Project Site, such an increase, if even possible, would likely not be stable or sustainable over the long term.

As discussed in Chapter 3, "Land Use, Zoning, and Public Policy," as part of the Town's efforts to update the Comprehensive Plan (the update was adopted on April 25, 2018), the Town considered, among numerous other matters, current market conditions with respect to office campuses such as the Project Site. The Project Site is specifically referenced in several places in the updated Comprehensive Plan with respect to both its locational importance and the need to expand its development potential to accommodate a mix of infill development including, but not limited to, residential, office and hotel uses. Therefore, this alternative, maintaining the existing condition, would not be consistent with the Town's Comprehensive Plan.

This alternative would not alter the existing condition of the Site's wetlands, geology, soils, or topography. There would be no new ground disturbance, no new construction activities and no increase to impervious surfaces over the existing condition. The stormwater management infrastructure currently in place at the Project Site would remain unchanged.

Since the buildings have been vacant for several years, renovations may be necessary. Necessary construction-related traffic would access the Project Site from the existing signalized driveway intersection with King Street. Existing parking and loading areas would be expected to adequately support staging for these activities, and such renovation

activities would likely be confined to the interior of the structures, with little to no noise impacts.

No changes to the existing vegetation and wildlife composition of the Project Site would occur under this alternative, and the Applicant's Integrated Pest Management (IPM) plan would remain as part of the Project Site's existing landscaping and maintenance program.

According to the Applicant's engineer, full occupation of both office buildings for office use would be expected to generate a water and wastewater demand of approximately 26,100 gallons per day (gpd). This is approximately 32,500 gpd less than the daily demand anticipated for the Proposed Project (58,600 gpd). As discussed in Chapter 9, "Utilities," the increase in daily water/sewer demand necessary to serve the Proposed Project, when compared to the existing condition, would not have an adverse impact on the water or wastewater systems serving the Project Site.

Since no residential use would be introduced on the Project Site under this alternative, there would no increase in public school students, and returning the Project Site to fully occupied office use is expected to have little to no effect on existing police, fire, and EMS services.

With regard to traffic and transportation, full occupancy of the existing office buildings would generate approximately 300 peak hour vehicle trips. This is 15-50 more peak hour trips than would be generated by the Proposed Project (see **Table 18-2**).

Table 18-2
Trip Generation Comparison – No Action Alternative (Existing Conditions)

	Proposed Project			No Action Alternative (Existing Site Conditions)		
Peak Hour	Entry Volume	Exit Volume	Total Volume	Entry Volume	Exit Volume	Total Volume
Weekday Peak AM	153	100	253	261	42	303
Weekday Peak Midday*	68	68	136	76	76	152
Weekday Peak PM	117	168	285	47	253	300

Notes:
* 50 percent of average of weekday peak AM hour and weekday peak PM hour with a 50/50 entry/exit split.
Sources:
Maser Consulting P.A.; Institute of Transportation Engineers (ITE) Trip Generation Handbook – 10th Edition, 2017, Land Uses 710 (office), 310 (hotel), 220 (multifamily housing)

As described in Section 11.B.1, "Existing Views of the Project Site from Surrounding Area," the interior of the Project Site, including the existing buildings and parking areas, is limited. The Project Site is only visible to motorists traveling along King Street. Based on the topography of the Site and the existing vegetated berm along King Street, one of the existing office buildings is partially visible during "leaf-off" conditions from a point just south of the main driveway. From other locations along King Street, the existing office buildings, located in the southern portion of the Project Site, are not visible.

18.D. ALTERNATIVE 3: REDUCED HEIGHT MULTIFAMILY BUILDING

18.D.1. DESCRIPTION OF ALTERNATIVE

This alternative would have the same general program as the Proposed Project, but has been developed to primarily evaluate the change in the potential visibility of the proposed multifamily building (and to a lesser extent, the townhomes) from King Street. To evaluate this change, the Applicant has developed two plans that reduce the maximum elevation (above average grade) of the proposed multifamily building, which would be located closest to King Street:

- **Reduced Height Multifamily Option 1**: reduction in height from what is currently proposed (approximately 78 feet above average grade) to the maximum allowable building height of the existing DOB-20A zoning district as defined in Section 355-30.J(3)(c), which is 45 feet; and
- **Reduced Height Multifamily Option 2**: reduction in height to approximately 67 feet above average grade, which would fall between the maximum allowable height in the existing DOB-20A district (45 feet) and the currently proposed height of 78 feet.

The Applicant has developed conceptual site plans for both options considered under this alternative, as illustrated in **Figures 18-3a and 18-3b**. Both of the options outlined above would result in a multifamily building with less overall height, less gross floor area, fewer residential units and fewer parking spaces when compared to the currently proposed multifamily building. The total number of residential units on the Project Site would decrease under both options when compared to the Proposed Project, but the total number of townhomes would increase. The total gross land coverage (impervious surfaces) would increase under both options when compared to the Proposed Project, primarily due to a larger number of townhomes and related access roads/driveways. A comparison of the conceptual programming of these two reduced height options and the Proposed Project is included in **Table 18-3**.

Table 18-3
Development Comparison
Proposed Project vs. Reduced Height Multifamily Alternative

Development Details	Proposed Project (PDCP)	Reduced Height MF Alternative – Option 1	Reduced Height MF Alternative – Option 2
Office (gsf)	100,000	No change	No change
Hotel (gsf)	161,000 (125 rooms)	No change	No change
MF Building Height (feet above average grade)	78 feet	45 feet	67 feet
Total MF Units	149 units	83 units	135 units
MF Bedroom Count	249 bedrooms	148 bedrooms	228 bedrooms
Total MF Parking Spaces	331 spaces	183 spaces	299 spaces
Total Townhomes	22 units	56 units	29 units
Townhomes Bedroom Count	66 bedrooms	168 bedrooms	87 bedrooms
Total Dwelling Units	171 units	139 units	164 units
Total Bedroom Count	315 bedrooms	316 bedrooms	315 bedrooms

Note: Total Project Site area = 1,645,697 gsf (37.78 acres)
Sources: Perkins-Eastman, JMC, Airport Campus I-V LLC

18.D.2. POTENTIAL IMPACTS – REDUCED HEIGHT MULTIFAMILY OPTION 1

Under Option 1 of this alternative, the proposed multifamily building would rise to a maximum height of approximately 45 feet above average grade, with approximately three fewer floors (approximately 66 fewer units) than the Proposed Project's multifamily building. In order to maintain a similar overall residential density to the Proposed Project, as required by the DEIS scope, this option would have considerably more townhomes when compared to the Proposed Project. While this alternative would result in the same mix of uses as the Proposed Project (office, hotel, residential), the overall number of dwelling units would decrease by approximately 32 units. This overall decrease in residential density is attributable to the site constraints associated with a shorter multifamily building. More land area is required to construct units in a clustered townhouse configuration (with associated roads and other infrastructure), and, based on the Applicant's desired unit mix and configuration, the Project Site would not be able to achieve the same residential density with a shorter multifamily building.

As a result of this alternative having the same general program as the Proposed Project, potential impacts with regard to land use, zoning, and public policy; utility demand; proximity to wetlands; historic resources; operational air quality; and fiscal/market conditions would be expected to be similar to, if not less than, those discussed for the Proposed Project.

Based on calculations provided by the Applicant's engineer, the increase in the number of townhomes under Option 1 of this alternative could result in a slight increase to water and wastewater demand (approximately 110 additional gallons per day) compared to the Proposed Project.

The number of public school-age children (PSAC) was estimated for Option 1 of this alternative using the two methodologies described in Chapter 12, "Community Facilities." When applying the Rutgers multiplier method, it is reasonable to assume that there could be a total of approximately 27 PSAC living on the Project Site under Option 1 of this alternative (see **Table 18-4**). Using the case study multiplier method and information on PSAC residing at comparable multifamily rental developments, it is reasonable to assume that there could be approximately 24 PSAC with this alternative; eight PSAC within the multifamily building and 16 within the townhomes. In summary, the estimated number of public school-aged children introduced to the local school district by Option 1 of this alternative (up to 27 children) would be the same as what was estimated for the Proposed Project. Therefore, similar to the Proposed Project, no significant adverse impacts to the district would be expected to occur with this alternative.

Table 18-4
Reduced Height Multifamily Alternative Option 1 – Estimated Public School-Age Children: Rutgers Method

Type of Unit	Number of Units	Multiplier	Public School-Age Children
MULTIFAMILY BUILDING			
1-BR 5+ Units – Rent*	18	0.07	1.3
2-BR 5+ Units – Rent**	65	0.16	10.4
TOTAL	83		11.7
TOWNHOMES			
3-BR Single-Family Attached***	56	0.28	15.7
TOTAL	**139**		**27.4**

Note: Bedroom (BR)
Sources:
***** Rutgers University Center for Urban Policy Research; New York Table 3-1 All Public School Children: School-Age Children in Public School (PSAC); 5+ Units – Rent, 1 BR; More than $1,000
****** Rutgers University Center for Urban Policy Research; New York Table 3-1 All Public School Children: School-Age Children in Public School (PSAC); 5+ Units – Rent, 2 BR; More than $1,100
******* Rutgers University Center for Urban Policy Research; New York Table 3-1 All Public School Children: School-Age Children in Public School (PSAC); Single-Family Attached, 3 BR; More than $269,500

As with the Proposed Project, the portion of the extra costs associated with providing police, fire, and EMS services to Option 1 of this alternative would be expected to be offset by increases in property tax revenue to the Town.

In terms of potential construction impacts, a shorter multifamily building could potentially translate to a shorter overall construction duration during the multifamily phase. Although temporary, increases in potential construction traffic, air quality, and noise impacts would be likely for the duration of the townhouse phase, with more townhomes proposed in proximity to a sensitive receptor identified at 3 Cooney Hill Road.

As shown on the conceptual site plan for this alternative, the increased townhouse coverage in the northern portion of the Project Site under this alternative would encroach upon the revocable Conservation Easement area, an area that the Proposed Project's structures avoid. However, encroachment into this area as a result of this alternative may not result in significant impacts to vegetation and wildlife, as this area contains similar habitat to other portions of the Project Site and such development would be paired with appropriate stormwater management in compliance with NYCDEP and NYSDEC requirements.

The placement of additional townhomes in the northern portion of the Project Site would also result in a conflict with the minimum front yard (i.e. from King Street) setback distance of 200 feet proposed for townhomes in the Proposed Zoning. These proposed dimensional standards would therefore require modification under this alternative. However, as discussed in more detail below, locating the townhomes in this area of the Site, set back the same distance as the multifamily building, would not result in a significant adverse visual impact.

The total amount of impervious land coverage with this option, accounting for buildings (including parking structures), roads, parking lots, sidewalks, patios and emergency access driveways, would be approximately 12.76 acres. This is 2.8 acres more impervious coverage than the Proposed Project. To accommodate this increase in impervious land coverage, additional disturbance and grading would be required, but the potential impacts

identified for geology/soils and topography/slopes are expected to be similar to those identified for the Proposed Project. However, the increase in site disturbance and overall land coverage under Option 1 of this alternative would result in an increase in stormwater runoff both during construction and operation when compared to the Proposed Project (as well as the currently approved development plan). Therefore, additional stormwater management infrastructure (basins, detention, etc.) would likely be needed. This potential increase in stormwater would occur as a result of the following factors of the conceptual alternative site plan:

- Removal of approximately 66 residential units from the multifamily building's upper floors and an increase in the number of townhomes in the northern portion of the Project Site (approximately 34 additional townhomes) to partially offset this loss in units;
- Increase in driveway length in the northern portion of the Project Site to accommodate the additional 34 townhomes;
- Increased footprint size of the multifamily parking structure to achieve the required number of parking spaces with one less parking level; and
- A larger area of disturbance due to the increased footprint of the townhouse development area.

This alternative, Reduced Height Option 1, would generate slightly fewer peak hour vehicle trips than the Proposed Project owing to the slightly reduced number of residential units (see **Table 18-5**).

Table 18-5
Trip Generation Comparison – Reduced Height Multifamily (Option 1)

	Proposed Project			Reduced Height Multifamily Alternative (Option 1)		
Peak Hour	Entry Volume	Exit Volume	Total Volume	Entry Volume	Exit Volume	Total Volume
Weekday Peak AM	153	100	253	150	89	239
Weekday Peak Midday*	68	68	136	64	64	128
Weekday Peak PM	117	168	285	106	162	268

Notes:
* 50 percent of average of weekday peak AM hour and weekday peak PM hour with a 50/50 entry/exit split.
Sources:
Maser Consulting P.A.; Institute of Transportation Engineers (ITE) Trip Generation Handbook – 10th Edition, 2017, Land Uses 710 (office), 310 (hotel), 220 (multifamily housing)

Although the overall trip generation would be less than the Proposed Project, mobile source noise levels along Cooney Hill Road could be slightly higher than what has been discussed for the Proposed Project, due to Cooney Hill Road being the primary access route for approximately 34 more townhomes than the Proposed Project.

The visibility of this Option was assessed from the four Vantage Points defined in Chapter 11, "Visual Resources and Community Character" (see **Figures 18-6 through 18-9**). The hypothetical 45-foot tall multifamily building would still be visible during leaf-off conditions from Vantage Point 1, but to a slightly lesser extent when compared to the Proposed Project. Aside from the loss of three floors with this alternative (approximately 33-feet in height as measured from average grade), leaf-off views of the multifamily

building from Vantage Points 2, 3, and 4 would be similar to those for the Proposed Project. As shown in **Figures 18-7 through 18-9**, the reduction in height would not significantly reduce the building's presence when viewed from Vantage Points 2, 3, and 4. Both buildings would be visible in leaf-off conditions through the existing vegetation on top of the berm and would only be visible to motorists driving on NYS Route 120 for a few moments. Therefore, in the Applicant's opinion, while the *visibility* of this alternative would be different from the Proposed Project, the difference in proposed building height of this alternative would not result in significantly less visual *impact* than the Proposed Project.

As noted in Chapter 11, "Visual Resources and Community Character," the Lead Agency has not determined the potential significance of the Proposed Action's visual impact at this time nor has it determined the significance of the potential visual impacts of the alternatives studied in this Chapter.

In the Applicant's opinion, the most noticeable difference in visibility under this alternative would result from the introduction of townhomes closer to King Street. Due to the increased number of townhomes in the northern portion of the Site, resulting in clusters of townhomes closer to King Street than under the Proposed Project, structural elements of approximately four townhomes would be visible from Vantage Point 2 during leaf-off conditions at the far northern portion of this view. As discussed in Chapter 11, "Visual Resources and Community Character," the Proposed Project's 22 townhomes would not be visible from any of the four vantage points during leaf off-conditions. The townhomes would only be visible to motorists traveling north on King Street from approximately the area of Vantage Point 2 to the approximate area of Vantage Point 3. The two-story townhomes would be set back at a distance greater than 65-feet from King Street and would be heavily screened by existing vegetation, which in the leaf-on condition would nearly eliminate views of these buildings. In the Applicant's opinion, the limited visibility to motorists traveling within a small area of King Street of these two-story townhomes screened by intervening vegetation would not be a significant adverse visual impact.

18.D.3. POTENTIAL IMPACTS – REDUCED HEIGHT MULTIFAMILY OPTION 2

Under Option 2 of this alternative, the proposed multifamily building would rise to a maximum height of approximately 67 feet above average grade, with approximately one less floor (approximately 14 fewer units) than the Proposed Project's multifamily building. To maintain the same residential density as the Proposed Project, as required by the approved scoping document, this Option increases the number of townhomes when compared to the Proposed Project. Similar to Option 1, this alternative would result in an overall decrease in residential units when compared to the Proposed Project. However, this decrease would be considerably less than Option 1 (i.e., a decrease of six units compared to 32 units).

Potential impacts of Option 2 with regard to land use, zoning, and public policy; utility demand; proximity to wetlands; vegetation and wildlife; historic resources; operational air quality; and fiscal/market conditions would be expected to be similar to those identified for the Proposed Project and Option 1 of this alternative. Similar to Option 1, although temporary, Option 2 increases in potential construction traffic, air quality, and noise impacts would be likely for the duration of the townhouse phase, with more townhomes proposed in proximity to a sensitive receptor identified at 3 Cooney Hill Road.

The number of PSAC was estimated for Option 2 of this alternative using the two methodologies described in Chapter 12, "Community Facilities." When applying the Rutgers multiplier method, it is reasonable to assume that there could be a total of approximately 26 PSAC living on the Project Site under Option 2 of this alternative (see **Table 18-6**). Using the case study multiplier method and information on PSAC residing at comparable multifamily rental developments, it is reasonable to assume that there could be a total of approximately 21 PSAC (13 PSAC within the multifamily building and eight PSAC within the townhomes). In summary, the estimated number of public school-aged children introduced to the local school district by Option 2 of this alternative (up to 26 children) would be slightly less than what was estimated for the Proposed Project (up to 27 children). Therefore, similar to the Proposed Project and Option 1, no significant adverse impacts to the district would be expected to occur with this alternative.

Table 18-6
Reduced Height Multifamily Alternative Option 2 – Estimated Public School-Age Children: Rutgers Method

Type of Unit	Number of Units	Multiplier	Public School-Age Children
MULTIFAMILY BUILDING			
1-BR 5+ Units – Rent*	42	0.07	2.9
2-BR 5+ Units – Rent**	93	0.16	14.9
TOTAL	135		17.8
TOWNHOMES			
3-BR Single-Family Attached***	29	0.28	8.1
TOTAL	**164**		**25.9**

Note: Bedroom (BR)
Sources:
***** Rutgers University Center for Urban Policy Research; New York Table 3-1 All Public School Children: School-Age Children in Public School (PSAC); 5+ Units – Rent, 1 BR; More than $1,000
****** Rutgers University Center for Urban Policy Research; New York Table 3-1 All Public School Children: School-Age Children in Public School (PSAC); 5+ Units – Rent, 2 BR; More than $1,100
******* Rutgers University Center for Urban Policy Research; New York Table 3-1 All Public School Children: School-Age Children in Public School (PSAC); Single-Family Attached, 3 BR; More than $269,500

As with the Proposed Project and Option 1, the portion of the extra costs associated with providing police, fire, and EMS services to Option 2 of this alternative would be expected to be offset by increases in property tax revenue to the Town.

Similar to Option 1, the additional townhomes located in the northern portion of the Project Site under Option 2 would be closer to King Street than the currently proposed 200-foot setback contemplated by the Proposed Zoning. Therefore, with this option, the proposed dimensional standards would require modification. However, as was the case with Option 1, the proximity of these townhomes to King Street would not, in the Applicant's opinion, result and a significant adverse visual impact.

Under Option 2 of this alternative, the total amount of impervious land coverage would be 10.~~45~~42 acres, which is 0.~~49~~46 acres more than the Proposed Project and 2.~~31~~34 acres less than Option 1. Similar to Option 1, additional disturbance and grading would be required, but the potential impacts identified for geology/soils and topography/slopes are expected to be similar to those identified for the Proposed Project. However, the increase in site disturbance and overall land coverage under Option 2 of this alternative would result in an increase in stormwater runoff both during construction and operation when

compared to the Proposed Project (as well as the currently approved development plan). Therefore, additional stormwater management infrastructure (basins, detention, etc.) would likely be needed. This increase in stormwater would occur as a result of the following factors of the conceptual alternative site plan:

- Removal of approximately one floor from the multifamily building (approximately 14 multifamily building units) and an increase in the number of townhomes in the northern portion of the Project Site (approximately seven additional townhomes) to partially offset this loss in units;
- Increase in driveway length in the northern portion of the Project Site to accommodate the seven additional townhomes; and
- A larger area of disturbance due to the increased footprint of the townhouse development area.

Similar to Option 1, Option 2 would result in slightly fewer overall peak hour trips than the Proposed Project (see **Table 18-7**). The potential for impacts related to mobile sources of noise would be similar, if not slightly less than, what has been estimated for the Proposed Project.

Table 18-7
Trip Generation Comparison – Reduced Height Multifamily (Option 2)

Peak Hour	Proposed Project			Reduced Height Multifamily Alternative (Option 2)		
	Entry Volume	Exit Volume	Total Volume	Entry Volume	Exit Volume	Total Volume
Weekday Peak AM	153	100	253	153	97	250
Weekday Peak Midday*	68	68	136	68	68	136
Weekday Peak PM	117	168	285	114	167	281

Note:
* 50 percent of average of weekday peak AM hour and weekday peak PM hour with a 50/50 entry/exit split.
Sources:
Maser Consulting P.A.; Institute of Transportation Engineers (ITE) Trip Generation Handbook – 10th Edition, 2017, Land Uses 710 (office), 310 (hotel), 220 (multifamily housing)

The visibility of Option 2 was analyzed from the same four Vantage Points as the Proposed Project (see **Figures 18-6 through 18-9**). As shown in the leaf-off visibility analysis, the visibility of the approximately 67-foot tall multifamily building (approximately 11 feet shorter than the Proposed Project) would be quite similar to the visibility offered under the Proposed Project. The reduction of one floor (approximately 11 feet) would not significantly reduce the multifamily building's presence when viewed from the vantage points. Similar to what has been discussed for Option 1 above, the introduction of more townhomes closer to King Street under Option 2 would, in the Applicant's opinion, represent the most noticeable difference in visibility when compared to the Proposed Project. This difference, however, would not result in a significant adverse visual impact for the reasons set forth in the discussion of Option 1. As noted in Chapter 11, "Visual Resources and Community Character," the Lead Agency has not determined the potential significance of the Proposed Action's visual impact at this time nor has it determined the significance of the potential visual impacts of the alternatives studied in this Chapter.

18.E. ALTERNATIVE 4: STATIC DENSITY ALTERNATIVE

18.E.1. DESCRIPTION OF ALTERNATIVE

The Proposed Zoning would allow each square foot of approved but unbuilt office and related amenity space to be converted into one and one-quarter (1.25) square feet of residential space. The Static Density alternative would result in the Proposed Zoning being amended to allow each square foot of approved but unbuilt office and related amenity space to be converted into one (1.00) square foot of hotel/residential space. As such, this alternative would reduce the proposed residential program on the Project Site from the currently proposed 293,225 gsf to 238,000 gsf, the latter number being equal to the amount of office and related amenity space included in the currently approved but unbuilt development plan.

As shown in **Table 18-8**, under this alternative it is assumed that the two existing office buildings would be re-used in a similar manner to the Proposed Project (100,000 gsf office and 161,000 gsf hotel). The primary difference between this alternative and the Proposed Project would be a reduction in the residential development program by approximately 20 percent. The total number of dwelling units on the Project Site under this alternative would decrease from 171 to approximately 138. For purposes of this analysis, the 33-unit reduction is assumed to come entirely from a reduction in multifamily units and, therefore, this program could be accommodated in a similar layout to the Proposed Project. As such, a conceptual site plan was not developed for this alternative as the potential for environmental impacts to differ from the Proposed Project would result from the change in program and not layout. In addition, the several alternative layouts studied in this Chapter identify the differences in impacts associated with various potential building layouts.

Table 18-8
Development Comparison
Proposed Project vs. Static Density Alternative

Development Details	Proposed Project (PDCP)	Static Density Alternative
Office (gsf)	100,000	No change
Hotel (gsf)	161,000 (125 rooms)	No change
Residential Gross Floor Area (gsf)	293,225	238,000
MF Building Height (feet above average grade)	78	Between 45 and 85
Total MF units	149	116
Total Townhomes	22	22
Total Dwelling Units	171	138
Sources: Perkins-Eastman, JMC, Airport Campus I-V LLC		

18.E.2. POTENTIAL IMPACTS – STATIC DENSITY ALTERNATIVE

Under the Static Density alternative, the proposed multifamily building would likely have a slightly smaller footprint, fewer floors, and a lower overall building height than the Proposed Project's multifamily building. While no site plan has been developed for this alternative, in order to accommodate 116 units and parking in a multifamily building that would be smaller in overall footprint when compared to the Proposed Project, it is assumed that the multifamily building's maximum height above average grade would be at a height between the maximum allowed under the existing DOB-20A zoning (45 feet) and the Proposed Project's multifamily building height of 78 feet. This assumption is

predicated on the analysis completed for Option 1 of the reduced height multifamily alternative, which involved 83 proposed units within a 45-foot tall multifamily building. With 116 multifamily units proposed under this alternative within a smaller footprint, it is likely that the multifamily building would rise higher than 45 feet, but not more than the 85 feet permitted under the Proposed Zoning. Therefore, the visibility of this alternative would likely be similar to Option 2 of the Reduced Height Alternative.

Potential impacts of this alternative to land use, zoning, and public policy would be expected to be similar to those discussed for the Proposed Project owing to the similarities in the overall development program.

To estimate the anticipated number of PSAC that may live within this alternative, it was assumed that the multifamily building in this alternative would have the same ratio of one- to two-bedroom units (approximately 31 percent one-bedroom units and approximately 69 percent two-bedroom units). When applying the Rutgers multiplier method, it is reasonable to assume that there could be a total of approximately 22 PSAC living on the Project Site under the Static Density alternative (see **Table 18-9**). Using the case study multiplier method and information on PSAC residing at comparable multifamily rental developments, it is reasonable to assume that there could be a total of approximately 19 PSAC (13 PSAC within the multifamily building and six PSAC within the townhomes). In summary, the estimated number of public school-aged children introduced to the local school district by the Static Density alternative (up to 21 children) would be less than what was calculated for the Proposed Project (up to 27 children). Therefore, similar to the Proposed Project, no significant adverse impacts to the district would be expected to occur with this alternative.

Table 18-9
Static Density Alternative
Estimated Public School-Age Children: Rutgers Method

Type of Unit	Number of Units	Multiplier	Public School-Age Children
MULTIFAMILY BUILDING			
1-BR 5+ Units – Rent*	36	0.07	2.5
2-BR 5+ Units – Rent**	80	0.16	12.8
TOTAL	116		15.3
TOWNHOMES			
3-BR Single-Family Attached***	22	0.28	6.2
TOTAL	**138**		**21.5**

Note: Bedroom (BR)
Sources:
***** Rutgers University Center for Urban Policy Research; New York Table 3-1 All Public School Children: School-Age Children in Public School (PSAC); 5+ Units – Rent, 1 BR; More than $1,000
****** Rutgers University Center for Urban Policy Research; New York Table 3-1 All Public School Children: School-Age Children in Public School (PSAC); 5+ Units – Rent, 2 BR; More than $1,100
******* Rutgers University Center for Urban Policy Research; New York Table 3-1 All Public School Children: School-Age Children in Public School (PSAC); Single-Family Attached, 3 BR; More than $269,500

As with the Proposed Project, the portion of the extra costs associated with providing police, fire, and EMS services to this alternative would be expected to be offset by increases in property tax revenue to the Town.

Based on calculations provided by the Applicant's engineer, this alternative could result in an average daily water demand of 53,320 gpd, which is 5,280 gpd less than the Proposed Project.

Potential impacts to geology, topography, proximity to wetlands, vegetation and wildlife, historic resources, operational noise and air quality, and construction would be expected to be similar to those identified for the Proposed Project, although the multifamily phase of construction could be shorter in overall duration due to a smaller multifamily building.

This alternative would result in slightly fewer overall peak hour trips than the Proposed Project (see **Table 18-10**). The potential for impacts related to mobile sources of noise would be similar to, if not slightly less than what has been analyzed for the Proposed Project.

Table 18-10
Trip Generation Comparison – Static Density Alternative

	Proposed Project			Static Density Alternative		
Peak Hour	Entry Volume	Exit Volume	Total Volume	Entry Volume	Exit Volume	Total Volume
Weekday Peak AM	153	100	253	150	89	239
Weekday Peak Midday*	68	68	136	64	64	128
Weekday Peak PM	117	168	285	106	161	267

Notes:
* 50 percent of average of weekday peak AM hour and weekday peak PM hour with a 50/50 entry/exit split.
Sources:
Maser Consulting P.A.; Institute of Transportation Engineers (ITE) Trip Generation Handbook – 10th Edition, 2017, Land Uses 710 (office), 310 (hotel), 220 (multifamily housing)

Due to an assumed decrease in site disturbance and overall land coverage under this alternative, a net decrease in impervious surfaces is likely when compared to the Proposed Project (as well as the currently approved development plan). Therefore, it is assumed that potential impacts related to stormwater would be less than the Proposed Project, and stormwater management infrastructure would be implemented at a slightly smaller scale.

18.F. ALTERNATIVE 5: MULTIFAMILY BUILDING IN COONEY HILL AREA

18.F.1. DESCRIPTION OF ALTERNATIVE

This alternative evaluates the potential environmental impacts of relocating the proposed multifamily building to the northern portion of the Project Site (i.e., the Cooney Hill area) and retaining the same overall program as the Proposed Project. The Applicant has developed a conceptual site plan for this alternative, as illustrated in **Figure 18-4**. The analysis of potential environmental impacts is based on the new locations of both proposed residential uses—multifamily building and townhomes—since the overall development program would remain the same.

18.F.2. POTENTIAL IMPACTS – MULTIFAMILY IN COONEY HILL AREA

As the overall residential density and programming would not change under this alternative, potential impacts to land use, zoning, and public policy; community facilities

(schools, police, fire, EMS); utility demand; historic resources; operational air quality; and fiscal/market conditions would be expected to be similar to those identified for the Proposed Project.

With more paved surfaces necessary to provide adequate access and circulation under this alternative, greater potential impacts are likely with regard to geology and topography. Specifically, a larger area of disturbance would result in changes to the grading plan and amount of material cut and fill. Wider circulation drives may also result in encroachment into the Project Site's identified wetland buffers.

Relocating the multifamily phase of construction to the Cooney Hill area of the Project Site, the phase considered the most intense in terms of duration and extent of grading/excavation required, would likely result in greater construction traffic, air quality, and noise impacts to the sensitive receptor identified at 3 Cooney Hill Road.

As shown on the conceptual site plan for this alternative, relocation of the proposed multifamily building to the northern portion of the Project Site would result in the footprint of the multifamily building encroaching upon the revocable Conservation Easement area, an area that the Proposed Project's structures avoid. However, encroachment into this area as a result of this alternative may not result in significant impacts to vegetation and wildlife, as this area contains similar habitat to elsewhere within the Project Site and such development would be paired with appropriate stormwater management in compliance with NYCDEP and NYSDEC requirements.

Relocating the 22 proposed townhomes to the area of the Project Site currently proposed for multifamily use would locate these townhomes closer to King Street than the 200 feet contemplated by the Proposed Zoning. As such, with this alternative, the dimensional standards of the Zoning would require modification. However, as described below, locating the two-story townhomes in this area of the Project Site would not result in a significant adverse visual impact.

The total amount of impervious land coverage with this alternative would be 10.48 acres, which is 0.52 acres more than the Proposed Project. Although modest in comparison to the Proposed Project, the increase in site disturbance and overall land coverage under this alternative would result in an increase in stormwater runoff both during construction and operation when compared to the Proposed Project (as well as the currently approved development plan). Therefore, additional stormwater management infrastructure (basins, detention, etc.) would likely be needed. This potential increase in impervious area would be the result of:

- Increased paved surfaces necessary to provide adequate emergency and non-emergency circulation between the multifamily building and the remainder of the Project Site; and
- Increased disturbance and new impervious surfaces closer to NYCDEP-owned reservoir lands in the northern portion of the Project Site.

This alternative would result in identical peak hour trips to the Project Site when compared to the Proposed Project. However, this alternative is expected to potentially result in greater mobile source noise impacts along Cooney Hill Road due to the shift from providing access to approximately 22 townhomes under the Proposed Project to providing access to 149 apartments (with a parking garage) with this alternative.

The visibility of this alternative was assessed from the same four Vantage Points as the Proposed Project (see **Figures 18-6 through 18-9**). While a small portion of the multifamily building's roofline would be visible from Vantage Point 1 during leaf-off conditions, it would not be visible from the other three Vantage Points. Instead, the placement of 22 townhomes closer to King Street (at a distance less than 200 feet as contemplated by the Proposed Zoning) would result in some structural elements of the townhomes becoming visible from vantage points 2 and 3 during leaf off conditions. Intervening topography and vegetation would significantly screen these townhomes from view by motorists driving along King Street. As such, in the Applicant's opinion, this alternative would not result in a significant adverse visual impact. As noted in Chapter 11, "Visual Resources and Community Character," the Lead Agency has not determined the potential significance of the Proposed Action's visual impact at this time nor has it determined the significance of the potential visual impacts of the alternatives studied in this Chapter.

18.G. ALTERNATIVE 6: PROVISION OF SENIOR LIVING

18.G.1. DESCRIPTION OF ALTERNATIVE

This alternative evaluates the potential environmental impacts of replacing the currently proposed residential development program on the Project Site with "senior citizen housing" as defined by Section 355-4 of the Town Code. As discussed in Chapter 2, "Project Description," and Chapter 3, "Land Use, Zoning, and Public Policy," the Proposed Zoning includes a provision for density bonuses related to senior housing and assisted living facilities by allowing each square foot of approved but unbuilt office and related amenity space to be converted into 1.875 square feet of senior housing/assisted living space. This bonus is proposed in recognition of the relatively lower per-unit impacts of senior housing as compared to market rate housing.

This alternative would increase the square footage of the proposed residential program on the Project Site from the currently proposed 293,225 gsf to approximately 446,250 gsf. Under this alternative, it is assumed that the two existing office buildings would be re-used in a similar manner to the Proposed Project (100,000 gsf office and a 161,000 gsf hotel with 125 rooms). The total number of dwelling units on the Project Site under this alternative would increase from 171 to approximately 350. These units would be programmed appropriately for senior living and the buildings would likely include space for supplementary services, such as centralized dining and other activities. A conceptual site plan has not been developed for this alternative, but it is assumed that construction of more than one building would be necessary to achieve the targeted unit count of 350. It is further assumed that for operational efficiency, the building(s) in this alternative would be clustered together and located in similar areas of the Site to the buildings included in the Proposed Project.

18.G.2. POTENTIAL IMPACTS – PROVISION OF SENIOR LIVING

Because there is no specific proposed senior living site plan and because the relative environmental impacts of concentrating development in one part of the Site or another are analyzed elsewhere in this Chapter, this section focuses on the potential environmental impacts associated with the program of senior living.

A senior housing program is likely to be developed with either an Independent Living (IL) or Assisted Living (AL) program, or a combination of both. IL is defined as senior housing for able-bodied, healthy seniors who can care for themselves within a setting that provides enhanced support and recreational services. IL units contain a full kitchen and full bathroom. However, IL residents have access to enhanced community services (e.g., recreational programs, transportation, etc.) as well as communal dining facilities. In most IL facilities, residents make use of the communal dining facility for the majority of their meals. AL facilities provide care for individuals who need help with one or more tasks of daily living, but who do not require skilled nursing care. AL units typically do not contain kitchens since meals are served in a common dining area.

Similar to the Proposed Project, development under this alternative would be consistent with existing land use and demographic trends in the Town, and the Town's 2018 Comprehensive Plan. According to the Comprehensive Plan, between 2000 and 2010, the Town of North Castle's population aged 50 or older grew by 1,012 residents, or 31.4 percent.[1] As discussed in Chapter 3, "Land Use, Zoning, and Public Policy," there is currently a senior housing project under construction in the Town at 125 Mt. Kisco Road (Madonna Senior Housing). As such, a senior housing program on the Project site would be expected to absorb a portion of the expected increase in demand owing to the Town's increasing senior population.

With regard to community facilities, no children attending public school would be expected to live at the Project Site under this alternative. Development of the Project Site with 350 IL and/or AL units would require some level of increased police, and EMS services. As with the Proposed Project, the portion of the extra costs associated with providing police and EMS services to this alternative would be expected to be offset by increases in property tax revenue to the Town. It is noted, however, that with this alternative there would likely be more EMS calls per unit than with the Proposed Project. To mitigate the potential impact, it is likely that an operator of a senior living facility would implement certain operational practices to limit potentially unnecessary EMS calls (e.g. "lift assist"). Similar to the Proposed Project, development with this alternative would not introduce new building or construction types to the Town and would therefore not be expected to have an adverse impact to the provision of fire protection services.

IL and AL facilities generally require more demand for water and wastewater than traditional residential developments. In order to establish a reasonable "worst-case" scenario for water usage, it is assumed that all 350 senior living units would be located in an IL facility and that the facility had a mix of one-, two-, and three-bedroom units as well as a communal dining room. This scenario results in an average daily water demand of approximately 84,180 gpd, which is 25,580 gpd more than the Proposed Project (see **Table 18-11**). As discussed in Chapter 9, "Utilities," and the Well Yield Summary Report prepared by WSP in January 2020 (see **Appendix F-1**), the combined yield of the Project Site's existing wells will be able to support an average water demand of 51,120 to 60,480 gpd. Therefore, additional capacity would need to be added to the on-Site water supply system to support this alternative. As noted in WSP's preliminary assessment, the potential exists for further improvements to the Project Site's water delivery system that could increase water capacity. These improvements, or other on- or off-Site

[1] https://www.northcastleny.com/sites/northcastleny/files/uploads/2018_comprehensive_plan_amended_2_6-12-19-compressed.pdf

improvements, would need to be made prior to development of a senior living program of the size contemplated in this alternative.

Table 18-11
Calculated Daily Water Usage – Senior Living Alternative

Use	Area (sf)	Employees	Seats	Rooms	Units	Bedrooms	Usage Rate** (gpd/unit)	Usage (gpd)
Office	100,000	500					12	6,000
Hotel				125			110	13,750
Hotel Amenity (Restaurant)			150				28	4,200
Senior Living		90	50		350	525*	110	60,230
							Senior Living Alternative Total (gpd)	**84,180**

Notes:
*Assumes an Independent Living (IL) program with 60 percent 1-bedroom units, 30 percent 2-bedroom units, and 10 percent 3-bedroom units.
**Projected flow rates are based upon expected hydraulic loading rates provided in "New York State Design Standards for Intermediate Sized Wastewater Treatment Systems," 2014. Hydraulic loading is decreased by 20 percent in these installations serving premises equipped with certified water-saving plumbing fixtures.
Sources: JMC and AKRF, Inc.

Because IL and AL uses often involve a larger number of service and maintenance employees but a lower rate of residents driving than market-rate housing, overall parking, trip generation, and potential traffic impacts during peak hours would differ from the Proposed Project. As shown in **Table 18-12**, despite having more than twice as many dwelling units as the Proposed Project (350 units compared to 171 units), this alternative would result in comparable peak hour trips to the Project Site when compared to the Proposed Project, with the exception of the midday peak hour, when traffic would be slightly higher.

Table 18-12
Trip Generation Comparison – Senior Housing Alternative

	Proposed Project			Senior Housing Alternative		
Peak Hour	Entry Volume	Exit Volume	Total Volume	Entry Volume	Exit Volume	Total Volume
Weekday Peak AM	153	100	253	160	85	245
Weekday Peak Midday*	68	68	136	86	86	172
Weekday Peak PM	117	168	285	106	175	281

Notes:
* 50 percent of average of weekday peak AM hour and weekday peak PM hour with a 50/50 entry/exit split.
Sources:
Maser Consulting P.A.; Institute of Transportation Engineers (ITE) Trip Generation Handbook – 10th Edition, 2017, Land Uses 710 (office), 310 (hotel), 220 (multifamily housing), 254 (senior housing)

Due to an assumed increase in site disturbance and overall land coverage under this alternative (clustered building development in the northern and southern portions of the Project Site), a net increase in impervious surfaces is likely when compared to the Proposed Project (as well as the currently approved development plan). Therefore, it is assumed that potential impacts related to stormwater would be greater than the Proposed Project, and stormwater management infrastructure would need to be sized appropriately.

Since new buildings under this alternative are assumed at a height between 45 and 85 feet, development of this alternative could result in similar changes to visibility as those discussed for the Proposed Project and Options 1 and 2 of the Reduced Height Multifamily Alternative, particularly for Vantage Points 1, 2, and 3. Whether or not structures would be visible from Vantage Point 4 would depend on the placement and orientation of the buildings on the Site.

18.H. ALTERNATIVE 7: INCREASED TOWNHOUSE DENSITY

18.H.1. DESCRIPTION OF ALTERNATIVE

This alternative evaluates the potential environmental impacts of eliminating the proposed multifamily building and maximizing the number of townhomes on the Project Site. The Applicant has developed a conceptual site plan for this alternative, as illustrated in **Figure 18-5**. This alternative would result in no programmatic changes to the office and hotel uses proposed by the Applicant, but would result in fewer dwelling units on the Project Site when compared to the Proposed Project. Under this alternative, no multifamily units would be built on the Project Site. All residential units would be in the form of two-story townhomes (see **Table 18-13**).

Table 18-13
Development Comparison
Proposed Project vs. Increased Townhouse Density Alternative

Development Details	Proposed Project (PDCP)	Increased Townhouse Density Alternative
Office (gsf)	100,000	No change
Hotel (gsf)	161,000 (125 rooms)	No change
Residential Gross Floor Area (gsf)	293,225	Approx. 238,000
Maximum Building Height (feet above average grade)	Approx. 78 feet	Approx. 32 feet
Total MF units	149 units	0
Total Townhomes	22 units	78 units
Total Dwelling Units	171 units	78 units
Sources: Perkins-Eastman, JMC, Airport Campus I-V LLC		

18.H.2. POTENTIAL IMPACTS – INCREASED TOWNHOUSE DENSITY

Based on the nature of the program proposed for this alternative when compared to the Proposed Project, the potential for impacts to land use, zoning, and public policy; historic resources; operational air quality; and fiscal/market conditions would be expected to be similar to those of the Proposed Project.

With more land and associated paved surfaces necessary to provide adequate access and circulation for 78 townhomes, greater potential impacts are likely with regard to geology and topography. Specifically, a larger area of disturbance would result in changes to the grading plan and cut/fill quantities. Encroachment into the Project Site's identified wetland area buffer may also occur.

Since all 78 residential units under this alternative are assumed to be owner-occupied three-bedroom townhomes, the estimated number of children attending public school under this alternative was determined utilizing the top tercile (>$269,500) Rutgers multiplier for single-family attached units, which is 0.28 for 3-bedroom units. Using this

multiplier, it is estimated that there would be approximately 22 PSAC living within the 78 townhomes (see **Table 18-14**). The estimated number of public school-aged children introduced to the local school district by this alternative (up to 22 children) would be slightly less than what was calculated for the Proposed Project (up to 27 children). Similar to the Proposed Project, no significant adverse impacts to the district would be expected to occur.

Table 18-14
Increased Townhouse Density Alternative – Estimated Public School-Age Children: Rutgers Method

Type of Unit	Number of Units	Multiplier	Public School-Age Children
3-BR Single-Family Attached Townhomes*	78	0.28	**21.8**

Note: Bedroom (BR)
Sources:
***** Rutgers University Center for Urban Policy Research; New York Table 3-1 All Public School Children: School-Age Children in Public School (PSAC); Single-Family Attached, 3 BR; More than $269,500

As with the Proposed Project, the portion of the extra costs associated with providing police, fire, and EMS services to this alternative would be expected to be offset by increases in property tax revenue to the Town.

A residential program comprised of 78 townhomes would result in changes to utility demand when compared to the Proposed Project. According to calculations provided by the Applicant's engineer, this alternative would result in water and wastewater demand of 49,690 gpd, which is 8,910 gpd less than the Proposed Project.

Under this alternative, the townhouse phase of construction would have a longer duration and may involve sub-phases depending on market factors. Although temporary in nature, more construction activity in the northern portion of the Project Site would be expected to occur for a longer duration than the Proposed Project. This construction would occur within close proximity to the identified sensitive receptor at 3 Cooney Hill Road, resulting in greater potential impacts related to construction traffic, air quality, and noise when compared to the Proposed Project.

As shown on the conceptual site plan, this alternative would result in the footprints of several townhomes and townhouse clusters encroaching upon the revocable Conservation Easement area, an area that the Proposed Project's structures avoid. However, encroachment into this area as a result of this alternative may not result in significant impacts to vegetation and wildlife, as this area contains similar habitat to elsewhere within the Project Site and such development would be paired with appropriate stormwater management in compliance with NYCDEP and NYSDEC requirements.

Similar to previously discussed alternatives that include an increase in townhouse development, a residential program comprised of 78 townhomes would include townhomes located closer than 200-feet from King Street. Therefore, the dimensional standards contemplated in the Proposed Zoning would require modification under this alternative. However, as with the other alternatives that considered townhomes closer to King Street, it is the Applicant's opinion that, for the same reasons discussed above, this alternative would not result in a significant adverse visual impact.

The total amount of impervious land coverage for this alternative would be 11.7 acres, which is 1.74 acres more than the Proposed Project. This increase in site disturbance and overall land coverage would result in an increase in stormwater runoff both during construction and operation when compared to the Proposed Project (as well as the currently approved development plan), and there would likely be a need for more stormwater management infrastructure. This increase in coverage would be the result of:

- The amount of land and new impervious surface required to accommodate 78 three-bedroom townhomes when compared to a multifamily residential building;
- Increased paved surfaces necessary to provide adequate emergency and non-emergency access and circulation throughout the Project Site;
- Increased disturbance and new impervious surfaces closer to NYCDEP-owned reservoir lands in the northern portion of the Project Site; and
- A larger area of disturbance due to the increased footprint of the townhouse development area.

As shown in **Table 18-15**, development of approximately 78 townhomes would result in fewer peak hour trips to the Project Site when compared to the Proposed Project. Similar to previously discussed alternatives with increased townhouse density in the Cooney Hill area, there is the potential for increased mobile source noise along Cooney Hill Road under this alternative when compared to the Proposed Project. The conceptual site plan for this alternative also allows for an additional access drive from King Street, approximately 600 feet south of Cooney Hill Road.

Table 18-15
Trip Generation Comparison – Increased Townhouse Density

	Proposed Project			Increased Townhouse Density		
Peak Hour	**Entry Volume**	**Exit Volume**	**Total Volume**	**Entry Volume**	**Exit Volume**	**Total Volume**
Weekday Peak AM	153	100	253	144	67	211
Weekday Peak Midday*	68	68	136	56	56	112
Weekday Peak PM	117	168	285	84	150	234

Notes:
* 50 percent of average of weekday peak AM hour and weekday peak PM hour with a 50/50 entry/exit split.
Sources:
Maser Consulting P.A.; Institute of Transportation Engineers (ITE) Trip Generation Handbook – 10th Edition, 2017, Land Uses 710 (office), 310 (hotel), 220 (multifamily housing), 254 (senior housing)

Potential visual impacts with this alternative would be similar to what has been discussed at vantage points 2 and 3 for both options of the Reduced Height Multifamily alternative as well as the Multifamily in Cooney Hill Area alternative. Based on the conceptual site plan for this alternative, approximately 14 townhomes would be introduced within 200 feet of King Street, the setback contemplated by the Proposed Zoning. The comparable alternatives referenced above similarly propose townhomes in these locations. As discussed for the other similar alternatives, it is the Applicant's opinion that the introduction of townhomes set back less than 200 feet but more than 65 feet from King Street would not result in a significant adverse visual impact.

18.I. ALTERNATIVE 8: COMBINED ALTERNATIVE

18.I.1. DESCRIPTION OF ALTERNATIVE

This alternative combines elements of the Proposed Project, the Reduced Height Multifamily alternative and the Static Density alternative, as required by the DEIS Scoping Document. As shown in **Table 18-16**, this alternative would allow for the same office and hotel uses of the Proposed Project, a residential program with the same square footage as the currently approved office expansion (which equates to approximately 139 total residential units), and a multifamily building with a maximum height permitted by the existing DOB-20A zoning (45 feet). The primary differences between this alternative and the Proposed Project would be a shorter multifamily building and a reduction in the residential development program by approximately 20 percent. The total number of dwelling units on the Project Site under this alternative would decrease from 171 to approximately 139.

Table 18-16
Development Comparison
Proposed Project vs. Combined Alternative

Development Details	Proposed Project (PDCP)	Combined Alternative
Office (gsf)	100,000	No change
Hotel (gsf)	161,000 (125 rooms)	No change
MF Building Height (feet above average grade)	78 feet	45 feet
Total MF units	149 units	83 units
Total Townhomes	22 units	56 units
Total Dwelling Units	171 units	139 units
Sources: JMC, Airport Campus I-V LLC		

18.I.2. POTENTIAL IMPACTS – COMBINED ALTERNATIVE

Under the Combined Alternative, the multifamily building would have fewer floors and a lower overall building height than the Proposed Project's multifamily building. To offset the reduced height of the multifamily building while maintaining a static residential density, this alternative assumes that 34 additional townhomes would be constructed in the northern (Cooney Hill) portion of the Project Site.

While this alternative would result in the same general types of uses as the Proposed Project (office, hotel, residential) the overall number of dwelling units would decrease by approximately 32 units. Potential impacts to land use, zoning, and public policy; geology and topography; proximity to wetlands; and fiscal/market conditions would be expected to be similar to those identified for the Proposed Project, the Static Density alternative, and Option 1 of the Reduced Height Multifamily alternative.

This alternative has the potential to result in the same number of public school-aged children estimated to be introduced to the local school district as the Static Density alternative (up to 21 children), which would be less than what was calculated for the Proposed Project (up to 27 children). Similar to the Proposed Project, no significant adverse impacts to the district would be expected to occur with this alternative.

As with the Proposed Project, Option 1 of the Reduced Height Multifamily alternative, and the Static Density alternative, the portion of the extra costs associated with providing police, fire, and EMS services to this alternative would be expected to be offset by increases in property tax revenue to the Town.

The Combined alternative is estimated to result in a water and wastewater demand ranging between 53,320 and 58,710 gpd. This demand would be similar to the Proposed Project's estimated water and wastewater demand of 58,600 gpd and could be met by the existing on-Site water supply.

In terms of potential construction impacts with the Combined alternative, a shorter multifamily building could potentially translate to a shorter overall construction duration during the multifamily phase. Although temporary, increases in potential construction traffic, air quality, and noise impacts would be likely for the duration of the Townhouse Phase, with more townhomes proposed in proximity to the sensitive receptor at 3 Cooney Hill Road.

Although a conceptual site plan has not been developed for the Combined alternative, it is reasonable to assume that, similar to Option 1 of the Reduced Height Multifamily alternative, increased townhouse coverage in the northern portion of the Project Site under this alternative could face similar constraints and encroach upon the revocable Conservation Easement area, an area that the Proposed Project's structures avoid. However, encroachment into this area as a result of this alternative may not result in significant impacts to vegetation and wildlife, as this area contains similar habitat to elsewhere within the Project Site and such development would be paired with appropriate stormwater management in compliance with NYCDEP and NYSDEC requirements. Similarly, the placement of additional townhomes in the northern portion of the Project Site could also result in townhomes being located closer to King Street than the 200-feet contemplated by the Proposed Zoning. As discussed for the other alternatives that include townhomes in this area of the Site, it is the Applicant's opinion that development of these townhomes would not result in a significant adverse visual impact.

With the Combined alternative, the total amount of impervious land coverage on the Project Site would likely increase when compared to the Proposed Project in an amount similar to what was estimated for Option 1 of the Reduced Height Multifamily alternative. To accommodate this increase in impervious land coverage, additional disturbance and grading would be required, but the potential impacts identified for geology/soils and topography/slopes are expected to be similar to those identified for the Proposed Project. The increase in site disturbance and overall land coverage under this alternative would result in an increase in stormwater runoff both during construction and operation when compared to the Proposed Project (as well as the currently approved development plan), and there would likely be a need for additional stormwater management infrastructure. The increase in impervious surfaces would be the result of:

- Removal of approximately 66 residential units from the multifamily building's upper floors and an increase in the number of townhomes in the northern portion of the Project Site (approximately 34 additional townhomes) to partially offset this loss in units;
- A potential increase in driveway length in the northern portion of the Project Site to accommodate the additional 34 townhomes;

- A potential increased footprint size of the multifamily parking structure to achieve the required number of parking spaces with one less parking level; and
- A potentially larger area of disturbance due to the increased footprint of the townhouse development area.

The Combined alternative would result in the same number of vehicle trips as the static density alternative, which had slightly fewer overall peak hour trips than the Proposed Project (see **Table 18-17**).

Table 18-17
Trip Generation Comparison – Combined Alternative

	Proposed Project			Combined Alternative		
Peak Hour	Entry Volume	Exit Volume	Total Volume	Entry Volume	Exit Volume	Total Volume
Weekday Peak AM	153	100	253	150	89	239
Weekday Peak Midday*	68	68	136	64	64	128
Weekday Peak PM	117	168	285	106	162	268

Notes:
* 50 percent of average of weekday peak AM hour and weekday peak PM hour with a 50/50 entry/exit split.
Sources:
Maser Consulting P.A.; Institute of Transportation Engineers (ITE) Trip Generation Handbook – 10th Edition, 2017, Land Uses 710 (office), 310 (hotel), 220 (multifamily housing)

Although the overall trip generation would be less than the Proposed Project due to fewer residential units, mobile source noise levels along Cooney Hill Road could be slightly higher than what was identified for the Proposed Project due to the shift from Cooney Hill Road providing access to approximately 22 townhomes under the Proposed Project to providing access for up to 56 townhomes under this alternative.

While no site plan has been developed specific to the Combined Alternative, the visibility of the 45-foot tall multifamily building and additional townhomes under the Combined alternative are expected to be similar to what was discussed above for Option 1 of the Reduced Height Multifamily alternative. ✷

Table 18-1
Alternatives Impact Comparison

	Proposed Project	No Action – Currently Approved Plan (18.B)*	No Action – Existing Site Conditions (18.C)	Reduced Height Multifamily Option 1 (18.D)	Reduced Height Multifamily Option 2 (18.D)	Static Density (18.E)	Multifamily in Cooney Hill Area (18.F)	Senior Housing (18.G)	Increased Townhome Density (18.H)	Combined (18.I)
Land Use, Zoning, and Public Policy	• Change use of Site from vacant office buildings to a mixed-use development containing office, hotel, and residential uses. • Requires zoning amendment to permit residential and hotel uses. • Proposed 171 dwelling units in multifamily building (149 units) and townhouses (22 units). • Increases allowable height for new buildings that are set back from King Street and screened with vegetation. • Consistent with the 2018 Comprehensive Plan's recommendations that encouraged mixed-use development in office park properties that have become obsolete. Residential and hotel uses were specifically recommended for these properties.	• Construct expansion of office use on Project Site. • No zoning amendment required. • Office expansion not economically viable and does not meet purpose and need of Applicant. • Office expansion is inconsistent with Comprehensive Plan, which encourages developing a mix of uses, including residential and hotel uses, within business park properties.	• Hypothetical scenario where existing office buildings are re-occupied. • Not economically viable and does not meet purpose and need of Applicant. • No zoning amendment required. • Inconsistent with Comprehensive Plan, which encourages developing a mix of uses, including residential and hotel uses, within business park properties.	• Similar mix of uses as Proposed Project. (More townhouses and fewer multifamily units). • Multifamily building limited to 45-feet in height, which in Applicant's opinion is not economically viable for a multifamily building on this Site. • Requires zoning amendment to permit residential and hotel uses. • Consistent with the 2018 Comprehensive Plan's recommendations that encouraged mixed-use development in office park properties. • May require different townhouse setbacks than Proposed Project.	• Similar mix of uses as Proposed Project. (More townhouses and fewer multifamily units). • Multifamily building limited to 4-stories (approximately 67 feet). • Requires zoning amendment to permit residential and hotel uses. • Consistent with the 2018 Comprehensive Plan's recommendations that encouraged mixed-use development in office park properties. • May require different townhouse setbacks than Proposed Project.	• Similar mix of uses as Proposed Project. • Fewer overall units, less residential density permitted. • Requires zoning amendment to permit residential and hotel uses. • Increases allowable height for new buildings that are set back from King Street and screened with vegetation. • Consistent with the 2018 Comprehensive Plan's recommendations that encouraged mixed-use development in office park properties. • May require different townhouse setbacks than Proposed Project.	• Similar program as Proposed Project. • Requires zoning amendment to permit residential and hotel uses. • Increases allowable height for new buildings • Consistent with 2018 Comprehensive Plan. • Townhouses and multifamily building would 'switch' locations on Project Site, requiring a change to townhouse setbacks in Proposed Zoning.	• Multifamily & townhouse units replaced with up to 350 senior housing units in one or more buildings. • Requires zoning amendment to permit residential and hotel uses. • Increases allowable height for new buildings that are set back from King Street and screened with vegetation. • Consistent with the 2018 Comprehensive Plan. • May require different townhouses setbacks than Proposed Project.	• Residential component reduced to 78 townhouse units (no multifamily). • Overall number of residential units would decrease by 93 units. • Requires zoning amendment to permit residential and hotel uses. • Consistent with the 2018 Comprehensive Plan. • May require different townhouses setbacks than Proposed Project.	• Reduced residential density within buildings limited to 45 feet in height. • Limited height of multifamily building is not economically viable, in Applicant's opinion. • Requires zoning amendment to permit residential and hotel uses. • Consistent with the 2018 Comprehensive Plan.
Geology, Soils, and Topography	• 760,625 sf of Site disturbance. • Majority of disturbance within PnB soil type, "Paxton fine sandy loam, 2 to 8 percent slopes," which is appropriate for proposed development. • No impacts to Town-regulated steep slopes. • Limited blasting may be required for excavation of portion of multifamily parking structure. Code-compliant blasting protocol would be implemented. • Implementation of Town approved Stormwater Pollution Prevention Plan (SWPPP) and Erosion and Sediment Control Plan (ESCP) during construction. • No significant adverse impacts to on-Site geology, soils, topography.	• Majority of disturbance within PnB soil type, "Paxton fine sandy loam, 2 to 8 percent slopes," which is appropriate for proposed development. • No impacts to Town-regulated steep slopes. • Blasting may be required for office expansion, parking structure, service building. Code-compliant blasting protocol would be implemented. • SWPPP and ESCP implementation during construction.	• No impacts to geology, soils and topography.	• Similar to Proposed Project • Additional site grading and disturbance due to increased number of townhomes in northern portion of the Project Site.	• Similar to Proposed Project • Additional site grading and disturbance due to increased number of townhomes in northern portion of the Project Site.	• Similar to Proposed Project	• Similar to Proposed Project • Additional site grading and disturbance due to additional paved surfaces necessary to provide adequate circulation between uses.	• Similar to Proposed Project • Additional site grading and disturbance possible due to increased residential density.	• Similar to Proposed Project • Additional site grading and disturbance to accommodate more townhomes than Proposed Project.	• Similar to Proposed Project
Wetlands	• No direct impacts to the on-site wetlands. • 0.19 acre impact to Town-regulated wetland buffer by emergency access drive (gravel) • No significant impact to wetland hydrology from regrading. • Mitigation includes wetland buffer enhancement through proposed landscaping plan.	• No direct impacts to the on-site wetlands. • 1.0 acre impact to Town-regulated wetland buffer by driveway, parking structure, stormwater basin, and mulched walking trail. • No significant impact to wetland hydrology from regrading. • Mitigation includes wetland buffer enhancement through proposed landscaping plan.	• No new impacts to wetlands or wetland buffers. • No enhanced wetland buffer plantings.	• Similar to Proposed Project	• Similar to Proposed Project	• Similar to Proposed Project	• Potential for more wetland buffer impacts from wider access drives necessary to provide adequate circulation between uses.	• Dependent on potential site plan.	• Potential for more wetland buffer impacts from wider access drives necessary to provide adequate circulation between uses.	• Similar to Proposed Project
Vegetation and Wildlife	• Habitat and wildlife on-Site is typical of suburban environments, consisting of species relatively tolerant to humans. • No evidence of threatened or endangered species (TES) on-Site. • Temporary construction impacts to low-quality habitat. • Seasonally-defined limits on certain activities to avoid potential impacts to TES with a potential to occur on-Site. • Removal of 368 Town-regulated trees. • Landscaping program includes planting of 422 new native trees. • Project Site's existing Integrated Pest Management (IPM) plan would be expanded to cover new project.	• Similar impacts to vegetation and wildlife as Proposed Project. • Landscaping plan proposed, some of which has already been implemented (e.g., vegetated berm along King Street). • Project Site's existing IPM plan would be expanded to cover new project.	• No tree removal or new tree planting. • Existing low quality habitat to remain. • Existing IPM to remain.	• Similar to Proposed Project • Encroachment of additional townhomes into revocable Conservation Easement area, but may not be significant impact	• Similar to Proposed Project and Reduced Height Multifamily Option 1 • Encroachment of additional townhomes into revocable Conservation Easement area, but may not be significant impact	• Similar to Proposed Project	• Similar to Proposed Project • Encroachment of relocated multifamily building into revocable Conservation Easement area, but may not be significant impact	• Similar to Proposed Project	• Similar to Proposed Project • Encroachment of additional townhomes into irrevocable Conservation Easement area, but may not be significant impact	• Similar to Proposed Project, Option 1 of Reduced Height Multifamily alternative and Static Density alternative.

Table 18-1 (cont'd)
Alternatives Impact Comparison

	Proposed Project	No Action – Currently Approved Plan (18.B)*	No Action – Existing Site Conditions (18.C)	Reduced Height Multifamily Option 1 (18.D)	Reduced Height Multifamily Option 2 (18.D)	Static Density (18.E)	Multifamily in Cooney Hill Area (18.F)	Senior Housing (18.G)	Increased Townhome Density (18.H)	Combined (18.I)
Stormwater Management	• 9.96 acres of impervious coverage. • Stormwater management program to reduce rate and volume of runoff for all modeled storms. • Modifications to currently approved development plan's SWPPP subject to Town and NYCDEP approval.	• 10.51 of impervious coverage • 0.55 acres more than Proposed Project • Stormwater management program to reduce rate and volume of runoff for all modeled storms. • Town and NYCDEP-approved SWPPPs remain in full effect.	• No changes to existing condition.	• 12.76 of impervious coverage, 2.8 acres more than Proposed Project • A larger area of disturbance due to the increased footprint of the townhome development area, resulting in additional stormwater management systems.	• 10.42 of impervious coverage, 0.46 acres more than Proposed Project • Increase in driveway length in the northern portion of the Project Site to accommodate the seven additional townhomes • A larger area of disturbance due to the increased footprint of the townhome development area.	• Similar to Proposed Project	• 10.48 acres of impervious coverage, 0.52 acres more than Proposed Project. • Increased disturbance and new impervious surfaces closer to NYCDEP-owned reservoir lands in the northern portion of the Project Site.	• Increase in site disturbance and overall impervious land coverage likely when compared to the Proposed Project	• 11.70 acres of impervious coverage, 1.74 acres more than Proposed Project • Increased disturbance and new impervious surfaces closer to NYCDEP-owned reservoir lands in the northern portion of the Project Site	• Similar to Proposed Project, Option 1 of Reduced Height Multifamily alternative and Static Density alternative.
Utilities	• Water/sewer demand of 58,600 gallons per day (gpd) • On-Site wells can provide adequate water capacity for Proposed Project.	• Water/sewer demand of 49,900 gpd, which is 8,700 gpd less than Proposed Project. • On-Site wells can provide adequate water capacity.	• Water/sewer demand of 26,100 gpd, which is 32,500 gpd less than Proposed Project. • Existing water and sewer system are adequate to meet demand.	• Water/sewer demand of approximately 58,710 gpd, 110 gpd more than Proposed Project.	Similar to Proposed Project	• Water/Sewer demand of approximately 53,320 gpd, which is 5,280 gpd less than Proposed Project. • On-Site wells adequate to meet demand.	• Similar to Proposed Project	• Water/sewer demand of approximately 84,180 gpd, which is 25,580 gpd more than Proposed Project. • Additional on-Site water capacity required to meet need.	• Water/sewer demand of approximately 49,690 gpd, which is 8,910 gpd less than Proposed Project. • On-Site water capacity adequate to meet needs.	• Water/sewer demand between 53,320 and 58,710 gpd. • On-Site water capacity adequate to meet needs.

Traffic and Transportation	• 253 AM Peak Hour Trips
	• 136 Midday Peak Hour Trips
	• 285 PM Peak Hour Trips
	• Similar levels of service and delays experienced at study area intersections as No-Build condition.
	• Signal re-timings with certain signal modifications at certain intersections could improve current and future operating conditions.
	• No significant impacts to public transportation.
		• 441 Peak AM Hour Trips
		  • 222 at Cooney Hill Road
		  • 219 at Main Site Driveway
		• 401 Peak PM Hour Trips
		  • 165 at Cooney Hill Road
		• 236 at Main Site Driveway
			• 303 AM peak hour trips
			• 152 midday peak hour trips
			• 300 PM peak hour trips
			• No changes to existing roadway conditions or Site access.
			• No significant impacts to public transportation.
				• 239 AM peak hour trips
				• 128 midday peak hour trips
				• 268 PM peak hour trips
				• Similar impacts as Proposed Project.
					• 250 AM peak hour trips
					• 136 midday peak hour trips
					• 281 PM peak hour trips
					• Similar impacts as Proposed Project.
						• Similar to Option 1 of Reduced Height Multifamily alternative.
						• 239 AM peak hour trips
						• 128 midday peak hour trips
						• 267 PM peak hour trips
							• Similar to Proposed Project
							• 253 AM peak hour trips
							• 136 midday peak hour trips
							• 285 PM peak hour trips
							• More trips likely accessing Site via Cooney Hill Road than Proposed Project.
								• 245 AM peak hour trips
								• 172 midday peak hour trips
								• 281 PM peak hour trips
								• More trips in midday than Proposed Project (36)
								• Similar impacts as Proposed Project.
									• 211 AM peak hour trips
									• 112 midday peak hour trips
									• 234 PM peak hour trips
									• Fewer trips than Proposed Project in AM (42), midday (24) and PM (51)
										• Similar to Option 1 of Reduced Height Multifamily alternative and Static Density alternative.
										• 239 AM peak hour trips
										• 128 midday peak hour trips
										• 268 PM peak hour trips

Visual and Community Character	• Proposed uses (office, hotel, residential) consistent with surrounding land uses, zoning, and 2018 Comprehensive Plan. • Approximately 78-foot tall multifamily building visible through intervening vegetation in leaf-off conditions. • Visibility limited to motorists driving on King Street. • Existing vegetated berm screens view of townhomes and other site improvements • No off-Site impacts from lighting plan • Landscape plan includes retaining and enhancing vegetated berm along Site's King Street frontage.	• Proposed uses consistent with existing use. • Inconsistent with Comprehensive Plan. • Approved 5-story parking structure visible to motorists driving on King Street. Located in similar area of Site as proposed multifamily building. • Landscape plan proposed plantings around 3 Cooney Hill Road and landscaped berms along King Street. This plan was implemented and is reflected in the Site's existing condition.	• No changes to existing condition.	• Proposed uses consistent with surrounding uses and Comprehensive Plan. • Views of 45-foot tall multifamily building similar to Proposed Project during leaf-off conditions. Visibility limited to motorists along certain areas of King Street. • Townhomes, set back more than 65 feet but less than the 200 feet contemplated by the Proposed Zoning are visible through intervening vegetation during leaf-off condition. Visibility is limited and would not cause a significant adverse impact. • Landscape plan similar in scope and impacts to Proposed Project.	• Proposed uses consistent with surrounding uses and Comprehensive Plan. • View of 67-foot tall multifamily building Similar to Proposed Project The minor reduction in height is not significant. • Townhomes, set back between 65 feet and 200 are visible through intervening vegetation during leaf-off condition. Visibility is limited and would not cause a significant adverse impact. • Landscape plan similar in scope and impacts to Proposed Project.	• Similar to Option 2 of Reduced Height Multifamily alternative.	• Multifamily building townhomes switch locations on the Site • Townhomes, set back between 65 feet and 200 are visible through intervening vegetation during leaf-off condition. Visibility is limited and would not cause a significant adverse impact. • Small portion of multifamily building roofline would be visible from Vantage Point 1 during leaf-off conditions • Landscape plan similar in scope and impacts to Proposed Project.	• Similar to Option 1 and 2 of Reduced Height Multifamily alternative.	• Townhomes, set back between 65 feet and 200 are visible through intervening vegetation during leaf-off condition. Visibility is limited and would not cause a significant adverse impact. • No multifamily building proposed. • Landscape plan similar in scope and impacts to Proposed Project.	• Similar to Option 1 of Reduced Height Multifamily alternative.
Community Facilities	• 27 public school-age children (PSAC) anticipated with Proposed Project; 1-2 per grade. Additional staff not anticipated to meet need. Additional cost would be offset by property tax revenue. • Increased police services likely to be offset by additional property and hotel tax revenue. • Up to 55 new fire and EMS calls predicted by Armonk Fire Department (AFD). Additional tax revenue expected to offset increased demand. Potential need for a ladder truck to serve Project identified by AFD.	• No PSAC. • Additional demand for emergency services generated by office expansion. Emergency service providers indicated additional demand could be accommodated. • On-Site amenities for office workers.	• No changes to existing condition.	• Similar to Proposed Project	• 26 PSAC. • Similar impacts and mitigation to Proposed Project.	• 22 PSAC. • Similar impacts and mitigation to Proposed Project.	• Similar to Proposed Project	• No PSAC. • Additional EMS calls likely with senior living alternative. • Operational policies of senior living facility likely to mitigate unnecessary EMS calls. • Property tax revenue expected to offset cost of increased demand for community services.	• 22 PSAC • Similar impacts and mitigation to Proposed Project.	• Same as Static Density alternative.

Table 18-1 (cont'd)
Alternatives Impact Comparison

	Proposed Project	No Action – Currently Approved Plan (18.B)*	No Action – Existing Site Conditions (18.C)	Reduced Height Multifamily Option 1 (18.D)	Reduced Height Multifamily Option 2 (18.D)	Static Density (18.E)	Multifamily in Cooney Hill Area (18.F)	Senior Housing (18.G)	Increased Townhome Density (18.H)	Combined (18.I)

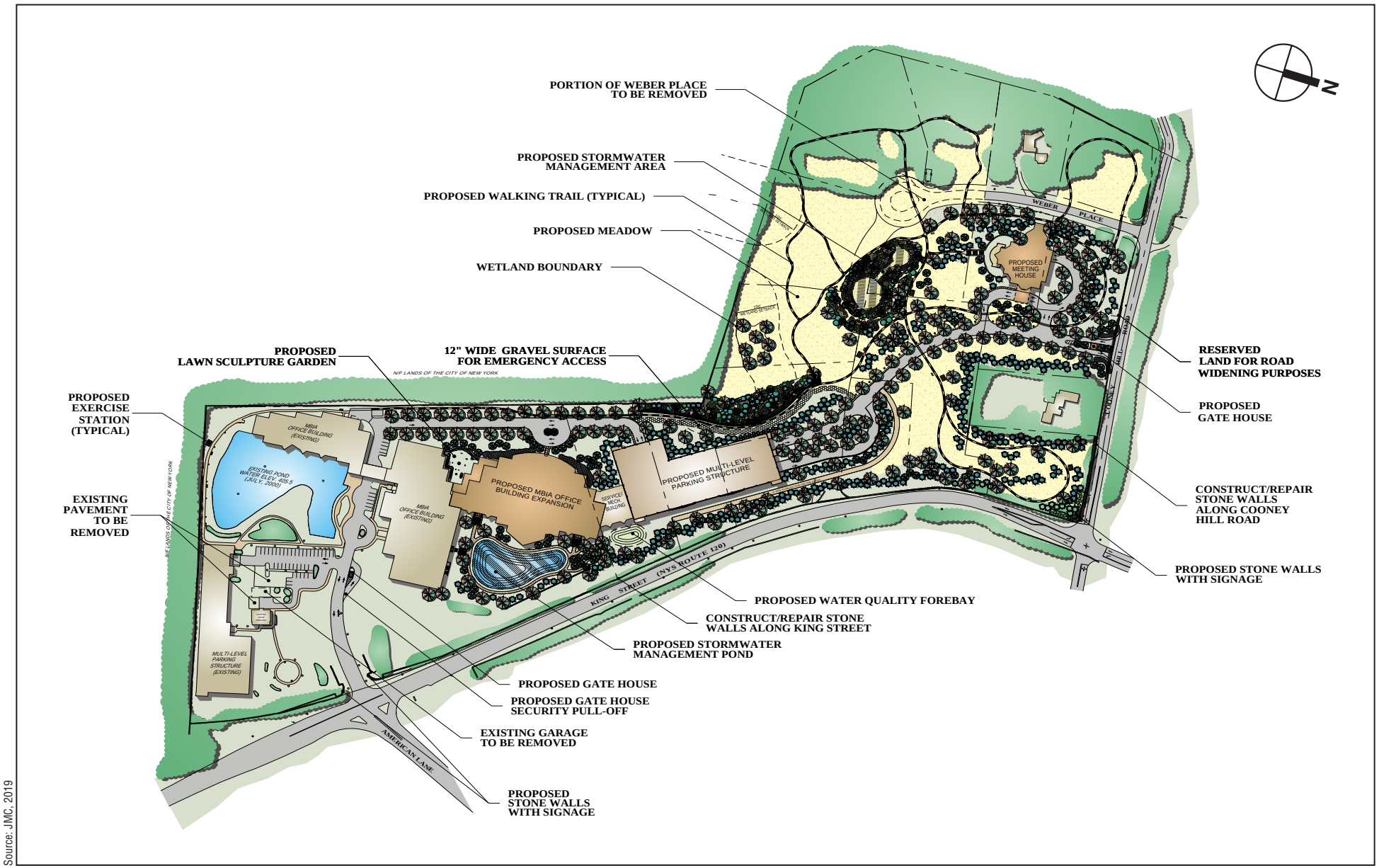
Fiscal and Market Impacts	• Assessed value of, and property taxes generate by, Project Site expected to decline without redevelopment.
	• Market demand for residential and hotel uses in the Town.
	• Construction would generate $170.65 mm in total economic output and 821 person-years of employment.
	• Annual property and hotel taxes estimated at $1.97mm, increase of $755,728 from current condition.
	  • $1.09mm to School District ($0.29mm increase)
	  • $352k to Town ($229k increase)
	  • $22.6k to fire & ambulance district ($8.2k increase)
		• It is noted that construction of this alternative is not economically viable.
		• Additional demand for police, fire, and ambulance services
		• No additional demand for school services
			• Likelihood of decreased property tax revenue owing to continued vacancy of Project Site.	• Similar to Proposed Project
				• Likely fewer construction- and operational-period economic benefits owing to reduced program.
					• Similar to Proposed Project
					• Likely fewer construction- and operational-period economic benefits owing to reduced program.
						• Similar to Proposed Project
						• Likely fewer construction- and operational-period economic benefits owing to reduced program.
							• Similar to Proposed Project	• Similar to Proposed Project	• Similar to Proposed Project
									• Likely fewer construction- and operational-period economic benefits owing to reduced program.
										• Similar to Option 1 of Reduced Height Multifamily alternative and Static Density alternative.

Historic Resources	• No impacts to historic (architectural) resources. • Phase 1B archaeological testing in previously undisturbed areas and consultation with State based on final site plan.	• Same as Proposed Project	• Same as Proposed Project	• Same as Proposed Project	• Same as Proposed Project	• Same as Proposed Project	• Same as Proposed Project	• Same as Proposed Project	• Same as Proposed Project	• Same as Proposed Project
Air Quality	• No significant adverse impact from mobile or stationary sources.	• Similar to Proposed Project	• No changes to existing condition.	• Similar to Proposed Project	• Similar to Proposed Project	• Similar to Proposed Project	• Similar to Proposed Project	• Similar to Proposed Project	• Similar to Proposed Project	• Similar to Proposed Project
Noise	• No significant adverse impact from mobile or stationary sources.	• Similar to Proposed Project	• No changes to existing condition.	• Similar to Proposed Project	• Similar to Proposed Project	• Similar to Proposed Project	• Similar to Proposed Project	• Similar to Proposed Project	• Similar to Proposed Project	• Similar to Proposed Project

Construction Impacts	• Four phases of construction proposed: Hotel phase (8-12 months), Townhome phase (12-15 months), Multifamily phase (18-24 months), Parking lot expansion phase (3-4 months).
	• Estimated 200 construction workers utilized over the life of the project (no more than 35 on-site at any one time).
	• Parking and staging provided on-Site for construction workers and equipment. No parking, queuing, or staging on King Street or Cooney Hill Road.
	• No impacts to study area intersections from construction traffic.
	• Construction limited to days and hours permitted by Town Code: 7:30 AM–7:00 PM during the week and from 9:00 AM–5:00 PM on weekends and legal holidays.
	• Construction Management Plan (CMP) prepared during Site Plan to codify construction-period coordination and mitigation, including:
	  • Town-approved Erosion and Sediment Control Plan (ESCP) to prevent off-Site stormwater impacts.
	  • Fugitive dust and construction vehicle emission reduction measures.
	  • Construction sequencing plan.
	  • Construction period traffic management plan.
	  • Blasting protocol and mitigation measures, if blasting is necessary.
	  • Plan to address unforeseen subsurface conditions (e.g., tanks)
	• To extent practicable, would locate noisy equipment away from 3 Cooney Hill Road. Potential exists for temporary, unavoidable construction-period noise impact to this residence. Proposed Project contemplates townhouses in this area, which requires less intensive construction than other project components.
		• Similar to Proposed Project
		• Potential for additional blasting for parking structure.
		• Meeting House construction in similar location as Proposed Project's townhouses, resulting in similar impacts to 3 Cooney Hill Road.
			• No changes to existing condition.
			• Construction possible with renovation of existing office buildings.
				• Similar to Proposed Project
				• Potential for slightly shorter construction duration for multifamily building.
					• Similar to Proposed Project
					• Potential for slightly shorter construction duration for multifamily building.
						• Similar to Proposed Project
						• Potential for slightly shorter construction duration for multifamily building.
							• Similar nature and duration of impacts to Proposed Project.
							• More intensive construction (i.e., multifamily) closer to 3 Cooney Hill Road.
								• Dependent on Site Plan and final program.
								• Likely similar in nature and duration of potential impacts to Proposed Project.
									• More construction proximate to 3 Cooney Hill Road.
									• Blasting would not be anticipated.
										• Similar to Proposed Project, Option 1 of Reduced Height Multifamily alternative and Static Density alternative.

Note: The summary of impacts for the Project Site's currently approved development plan have been based on what was disclosed within the previously completed and approved Draft Environmental Impact Statement (2002), Final Environmental Impact Statement (2003), and Statement of Findings (2004), which analyzed the potential impacts of redeveloping the Project Site with expanded office uses (see **Appendix A-4**).

9.17.20



Source: JMC, 2019

Alternative 1 - Currently Approved Development Plan

AIRPORT CAMPUS

Figure 18-1

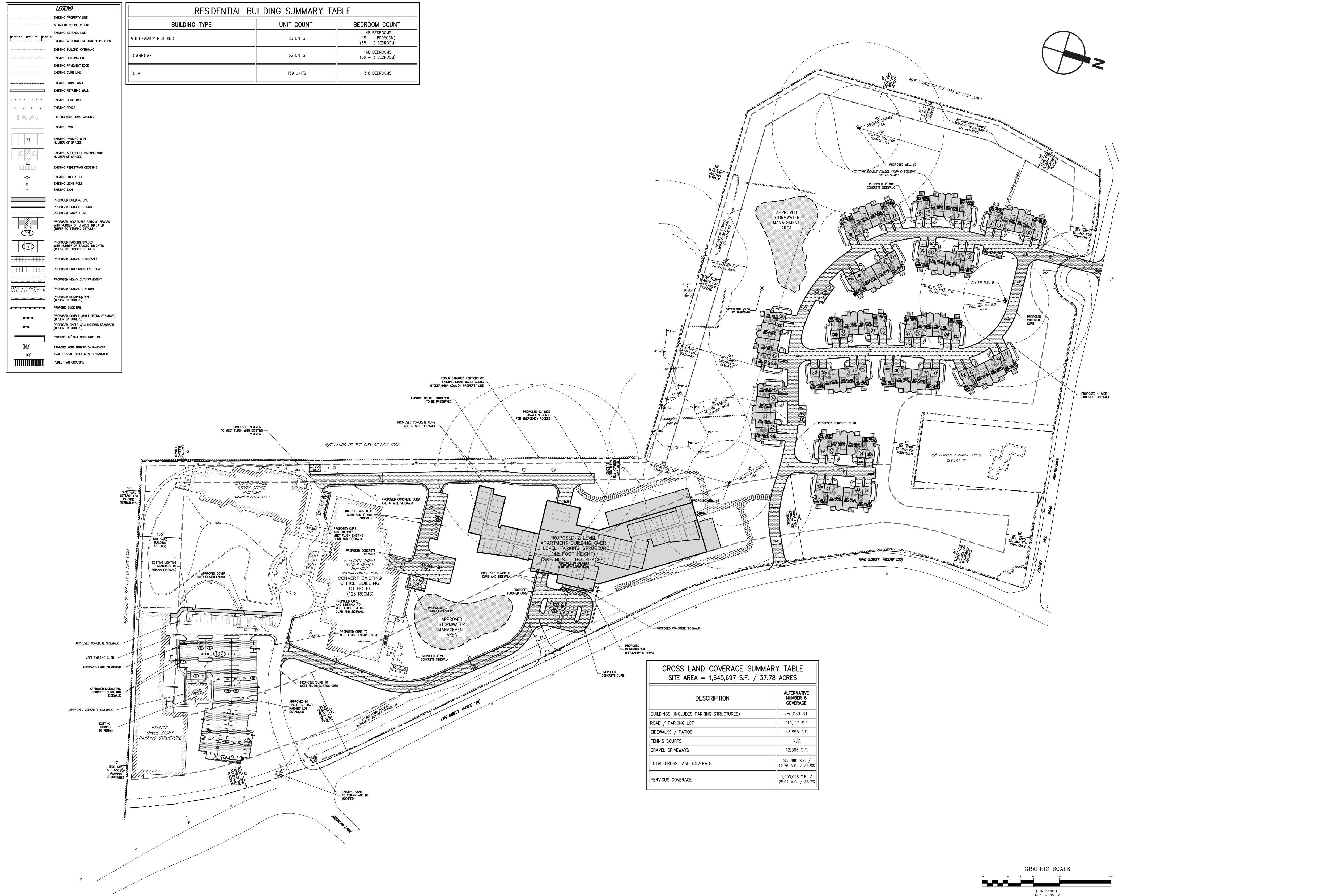
Alternative 2 - Existing Conditions

AIRPORT CAMPUS

Figure 18-2

9.17.20

RESIDENTIAL BUILDING SUMMARY TABLE		
BUILDING TYPE	UNIT COUNT	BEDROOM COUNT
MULTIFAMILY BUILDING	83 UNITS	148 BEDROOMS (18 – 1 BEDROOM) (65 – 2 BEDROOM)
TOWNHOME	56 UNITS	168 BEDROOMS (56 – 3 BEDROOM)
TOTAL	139 UNITS	316 BEDROOMS



GROSS LAND COVERAGE SUMMARY TABLE SITE AREA = 1,645,697 S.F. / 37.78 ACRES	
DESCRIPTION	ALTERNATIVE NUMBER 8 COVERAGE
BUILDINGS (INCLUDES PARKING STRUCTURES)	280,039 S.F.
ROAD / PARKING LOT	219,112 S.F.
SIDEWALKS / PATIOS	43,855 S.F.
TENNIS COURTS	N/A
GRAVEL DRIVEWAYS	12,366 S.F.
TOTAL GROSS LAND COVERAGE	555,669 S.F. / 12.76 A.C. / 33.8%
PERVIOUS COVERAGE	1,090,028 S.F. / 25.02 A.C. / 66.2%

Source: JMC, 2020

Alternative 3 - Reduced Height Multifamily - Option 1

Figure 18-3a

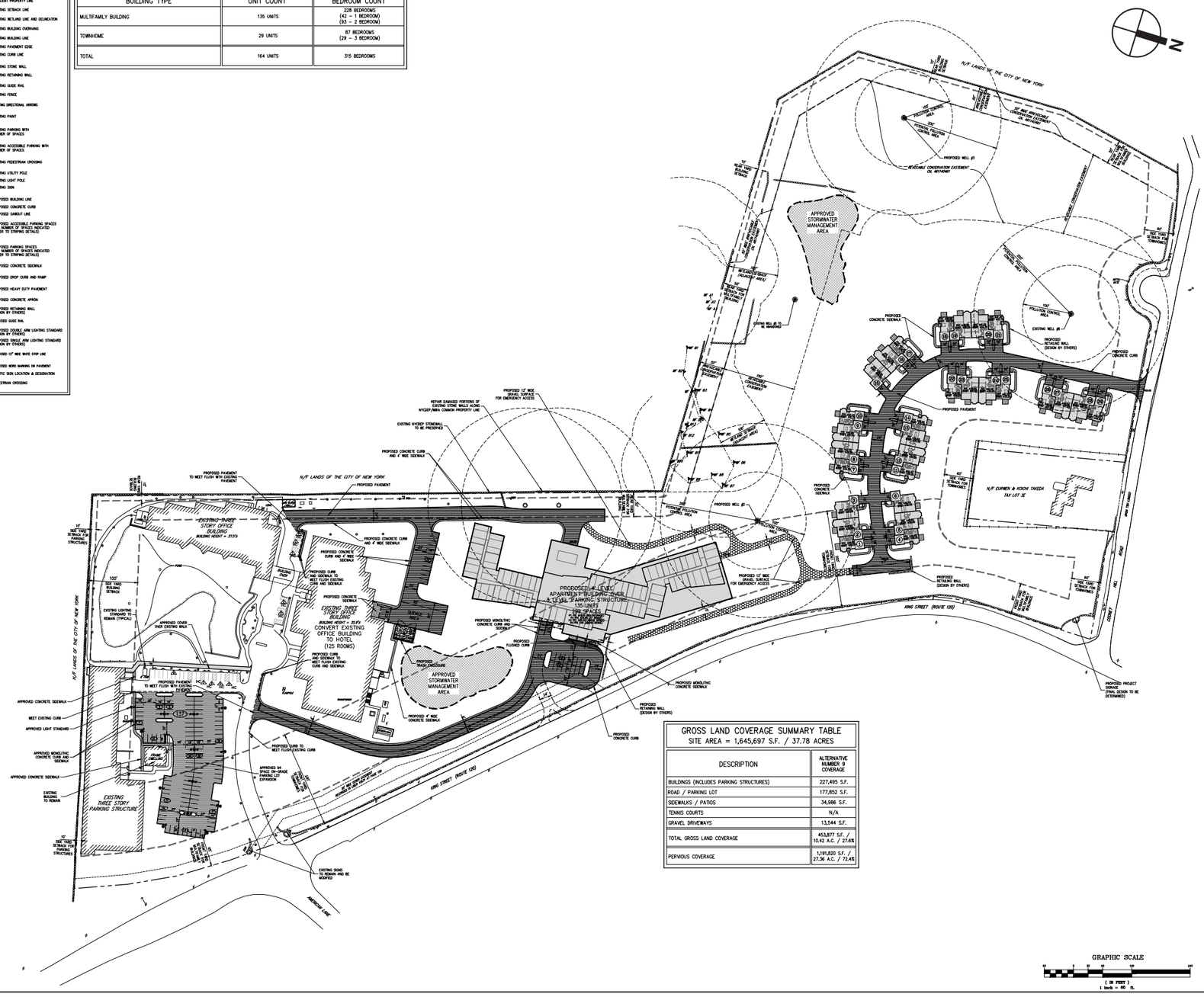
9.17.20

LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING SETBACK LINE
- EXISTING WETLAND LINE AND DELINEATION
- EXISTING BUILDING OVERHANG
- EXISTING BUILDING LINE
- EXISTING PAVEMENT EDGE
- EXISTING CURB LINE
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING GUIDE RAIL
- EXISTING FENCE
- EXISTING DIRECTIONAL ARROWS
- EXISTING PAINT
- EXISTING PARKING WITH NUMBER OF SPACES
- EXISTING ACCESSIBLE PARKING WITH NUMBER OF SPACES
- EXISTING PEDESTRIAN CROSSING
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- PROPOSED BUILDING LINE
- PROPOSED CONCRETE CURB
- PROPOSED SAWCUT LINE
- PROPOSED ACCESSIBLE PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
- PROPOSED PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
- PROPOSED CONCRETE SIDEWALK
- PROPOSED DROP CURB AND RAMP
- PROPOSED HEAVY DUTY PAVEMENT
- PROPOSED CONCRETE APRON
- PROPOSED RETAINING WALL (DESIGN BY OTHERS)
- PROPOSED GUIDE RAIL
- PROPOSED DOUBLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- PROPOSED SINGLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- PROPOSED 12" WIDE WHITE STOP LINE
- PROPOSED WORD MARKING ON PAVEMENT
- TRAFFIC SIGN LOCATION & DESIGNATION
- PEDESTRIAN CROSSING

RESIDENTIAL BUILDING SUMMARY TABLE

BUILDING TYPE	UNIT COUNT	BEDROOM COUNT
MULTIFAMILY BUILDING	135 UNITS	228 BEDROOMS (42 – 1 BEDROOM) (93 – 2 BEDROOM)
TOWNHOME	29 UNITS	87 BEDROOMS (29 – 3 BEDROOM)
TOTAL	164 UNITS	315 BEDROOMS



GROSS LAND COVERAGE SUMMARY TABLE
SITE AREA = 1,645,697 S.F. / 37.78 ACRES

DESCRIPTION	ALTERNATIVE NUMBER 9 COVERAGE
BUILDINGS (INCLUDES PARKING STRUCTURES)	227,495 S.F.
ROAD / PARKING LOT	177,852 S.F.
SIDEWALKS / PATIOS	34,986 S.F.
TENNIS COURTS	N/A
GRAVEL DRIVEWAYS	13,544 S.F.
TOTAL GROSS LAND COVERAGE	453,877 S.F. / 10.42 A.C. / 27.6%
PERVIOUS COVERAGE	1,191,820 S.F. / 27.36 A.C. / 72.4%

Source: JMC, 2020

Alternative 3 - Reduced Height Multifamily - Option 2

AIRPORT CAMPUS

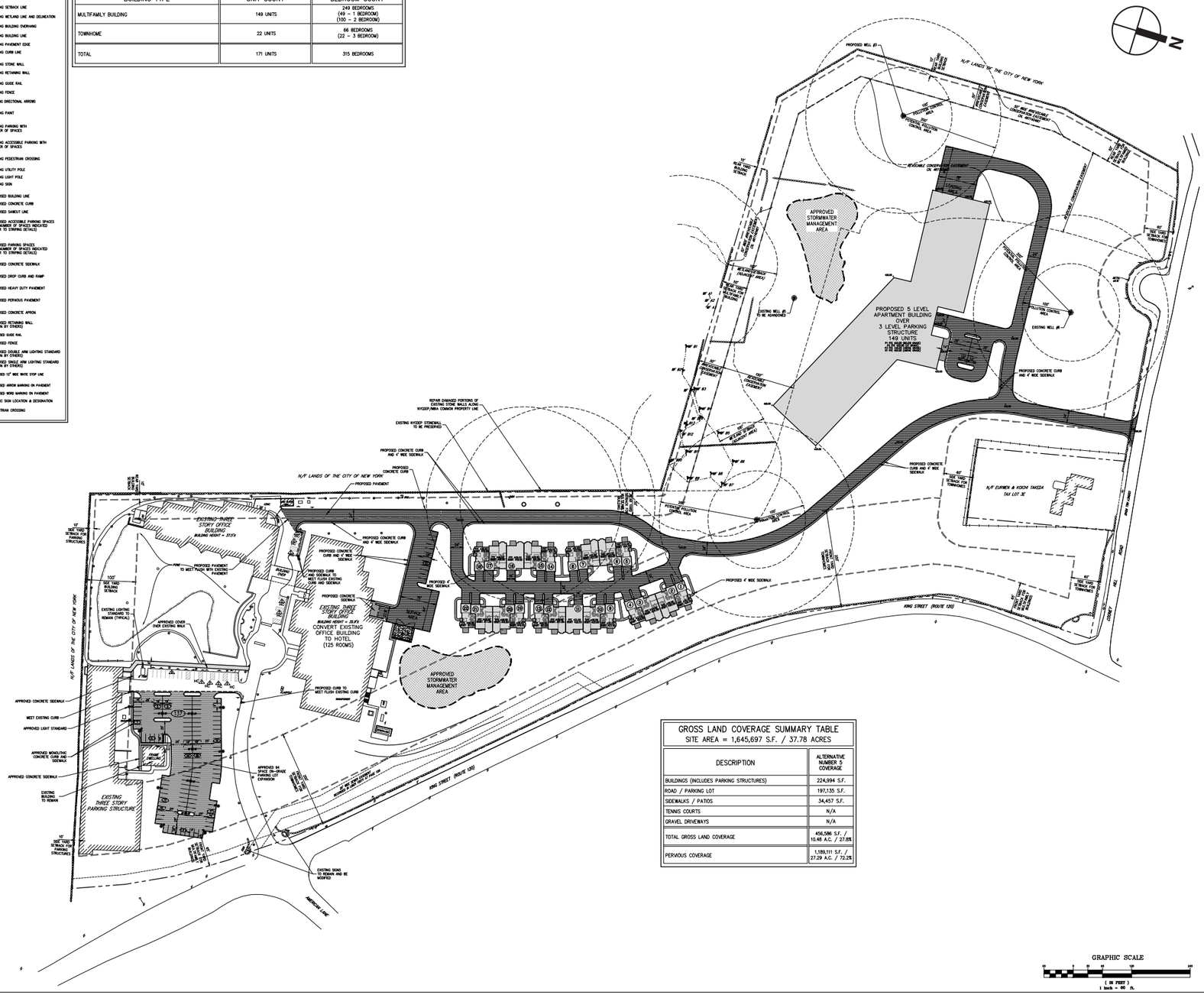
Figure 18-3b

9.17.20

LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING SETBACK LINE
- EXISTING WETLAND LINE AND DELINEATION
- EXISTING BUILDING OVERHANG
- EXISTING BUILDING LINE
- EXISTING PAVEMENT EDGE
- EXISTING CURB LINE
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING GUIDE RAIL
- EXISTING FENCE
- EXISTING DIRECTIONAL ARROWS
- EXISTING PAINT
- EXISTING PARKING WITH NUMBER OF SPACES
- EXISTING ACCESSIBLE PARKING WITH NUMBER OF SPACES
- EXISTING PEDESTRIAN CROSSING
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- PROPOSED BUILDING LINE
- PROPOSED CONCRETE CURB
- PROPOSED SAWCUT LINE
- PROPOSED ACCESSIBLE PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
- PROPOSED PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
- PROPOSED CONCRETE SIDEWALK
- PROPOSED DROP CURB AND RAMP
- PROPOSED HEAVY DUTY PAVEMENT
- PROPOSED PERVIOUS PAVEMENT
- PROPOSED CONCRETE APRON
- PROPOSED RETAINING WALL (DESIGN BY OTHERS)
- PROPOSED GUIDE RAIL
- PROPOSED FENCE
- PROPOSED DOUBLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- PROPOSED SINGLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- PROPOSED 12" WIDE WHITE STOP LINE
- PROPOSED ARROW MARKING ON PAVEMENT
- PROPOSED WORD MARKING ON PAVEMENT
- TRAFFIC SIGN LOCATION & DESIGNATION
- PEDESTRIAN CROSSING

RESIDENTIAL BUILDING SUMMARY TABLE		
BUILDING TYPE	UNIT COUNT	BEDROOM COUNT
MULTIFAMILY BUILDING	149 UNITS	249 BEDROOMS (49 – 1 BEDROOM) (100 – 2 BEDROOM)
TOWNHOME	22 UNITS	66 BEDROOMS (22 – 3 BEDROOM)
TOTAL	171 UNITS	315 BEDROOMS



GROSS LAND COVERAGE SUMMARY TABLE SITE AREA = 1,645,697 S.F. / 37.78 ACRES	
DESCRIPTION	ALTERNATIVE NUMBER 5 COVERAGE
BUILDINGS (INCLUDES PARKING STRUCTURES)	224,994 S.F.
ROAD / PARKING LOT	197,135 S.F.
SIDEWALKS / PATIOS	34,457 S.F.
TENNIS COURTS	N/A
GRAVEL DRIVEWAYS	N/A
TOTAL GROSS LAND COVERAGE	456,586 S.F. / 10.48 A.C. / 27.8%
PERVIOUS COVERAGE	1,189,111 S.F. / 27.29 A.C. / 72.2%

Source: JMC, 2020

Alternative 5 - Multifamily Building in Cooney Hill Area

AIRPORT CAMPUS

Figure 18-4

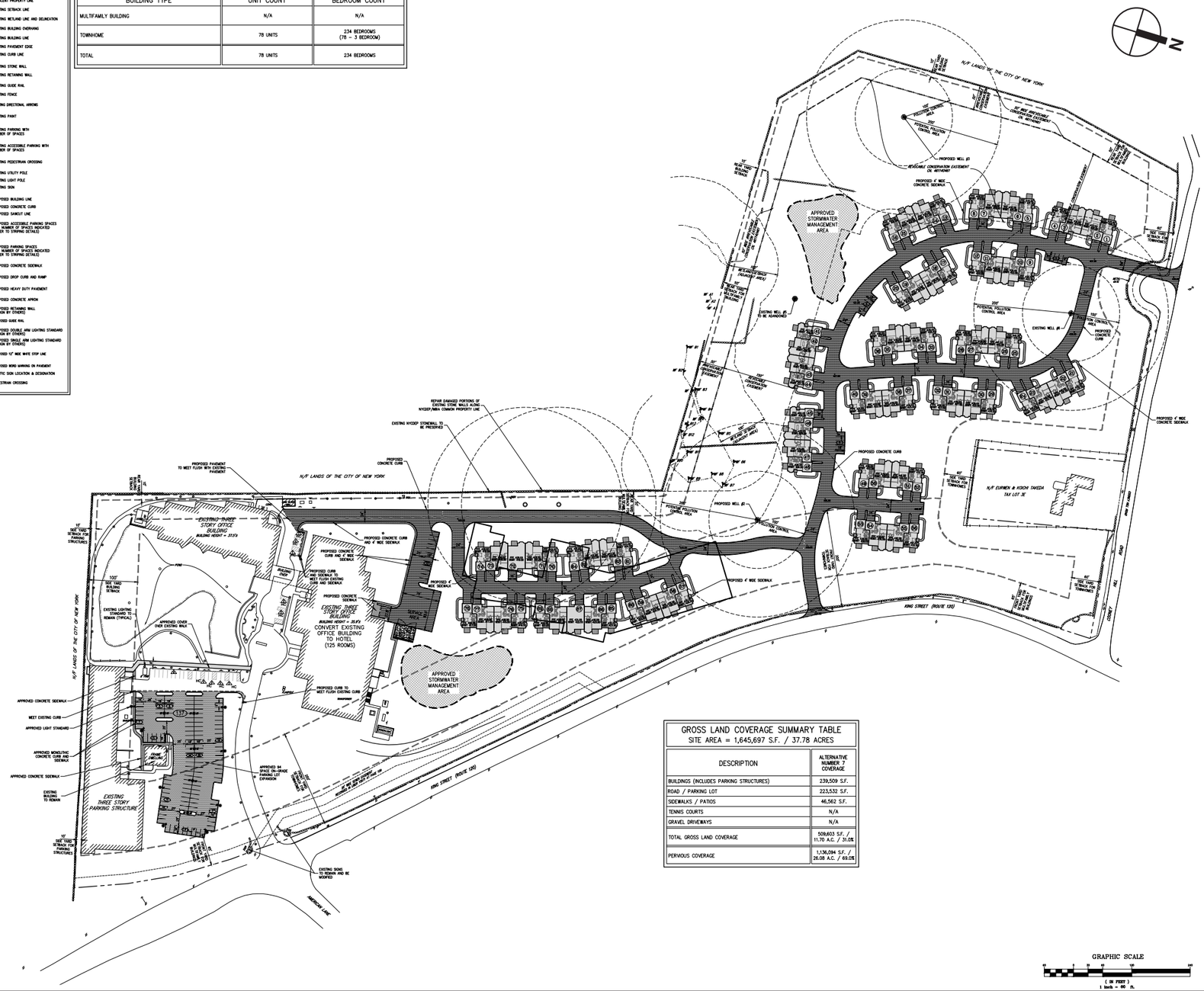
9.17.20

LEGEND

- EXISTING PROPERTY LINE
- ADJACENT PROPERTY LINE
- EXISTING SETBACK LINE
- EXISTING WETLAND LINE AND DELINEATION
- EXISTING BUILDING OVERHANG
- EXISTING BUILDING LINE
- EXISTING PAVEMENT EDGE
- EXISTING CURB LINE
- EXISTING STONE WALL
- EXISTING RETAINING WALL
- EXISTING GUIDE RAIL
- EXISTING FENCE
- EXISTING DIRECTIONAL ARROWS
- EXISTING PAINT
- EXISTING PARKING WITH NUMBER OF SPACES
- EXISTING ACCESSIBLE PARKING WITH NUMBER OF SPACES
- EXISTING PEDESTRIAN CROSSING
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING SIGN
- PROPOSED BUILDING LINE
- PROPOSED CONCRETE CURB
- PROPOSED SAWCUT LINE
- PROPOSED ACCESSIBLE PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
- PROPOSED PARKING SPACES WITH NUMBER OF SPACES INDICATED (REFER TO STRIPING DETAILS)
- PROPOSED CONCRETE SIDEWALK
- PROPOSED DROP CURB AND RAMP
- PROPOSED HEAVY DUTY PAVEMENT
- PROPOSED CONCRETE APRON
- PROPOSED RETAINING WALL (DESIGN BY OTHERS)
- PROPOSED GUIDE RAIL
- PROPOSED DOUBLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- PROPOSED SINGLE ARM LIGHTING STANDARD (DESIGN BY OTHERS)
- PROPOSED 12" WIDE WHITE STOP LINE
- PROPOSED WORD MARKING ON PAVEMENT (ONLY)
- TRAFFIC SIGN LOCATION & DESIGNATION
- PEDESTRIAN CROSSING

RESIDENTIAL BUILDING SUMMARY TABLE

BUILDING TYPE	UNIT COUNT	BEDROOM COUNT
MULTIFAMILY BUILDING	N/A	N/A
TOWNHOME	78 UNITS	234 BEDROOMS (78 – 3 BEDROOM)
TOTAL	78 UNITS	234 BEDROOMS



GROSS LAND COVERAGE SUMMARY TABLE
SITE AREA = 1,645,697 S.F. / 37.78 ACRES

DESCRIPTION	ALTERNATIVE NUMBER 7 COVERAGE
BUILDINGS (INCLUDES PARKING STRUCTURES)	239,509 S.F.
ROAD / PARKING LOT	223,532 S.F.
SIDEWALKS / PATIOS	46,562 S.F.
TENNIS COURTS	N/A
GRAVEL DRIVEWAYS	N/A
TOTAL GROSS LAND COVERAGE	509,603 S.F. / 11.70 A.C. / 31.0%
PERVIOUS COVERAGE	1,136,094 S.F. / 26.08 A.C. / 69.0%

GRAPHIC SCALE
0 50 100 200
(IN FEET)
1 inch = 60 ft.

Source: JMC, 2020

Alternative 7 - Increased Townhouse Density

AIRPORT CAMPUS

Figure 18-5

2.5.20

Existing Condition

Photo Key

Proposed Project

Reduced Height Multifamily (45 feet)

Reduced Height Multifamily (4-stories)

Multifamily in Cooney Hill

Views of Project Site with Alternatives - Vantage Point 1

Figure 18-6

2.5.20

Existing Condition

Photo Key

Source: Perkins Eastman

Proposed Project

Source: Perkins Eastman

Reduced Height Multifamily (45 feet)

Source: Perkins Eastman

Reduced Height Multifamily (4-stories)

Source: Perkins Eastman

Multifamily in Cooney Hill

Views of Project Site with Alternatives - Vantage Point 2

Figure 18-7

2.5.20

Existing Condition

Photo Key

Source: Perkins Eastman

Proposed Project

Source: Perkins Eastman

Reduced Height Multifamily (45 feet)

Source: Perkins Eastman

Reduced Height Multifamily (4-stories)

Source: Perkins Eastman

Multifamily in Cooney Hill

Views of Project Site with Alternatives - Vantage Point 3

Figure 18-8

2.5.20

Existing Condition

Proposed Project

Reduced Height Multifamily (45 feet)

Photo Key

Reduced Height Multifamily (4-stories)

Multifamily in Cooney Hill

Views of Project Site with Alternatives - Vantage Point 4

Figure 18-9

Chapter 19: Unavoidable Adverse Impacts

The Proposed Action, inclusive of the Proposed Zoning and the Proposed Project, is likely to result in physical changes to, and new construction and uses within, the Project Site as well as, potentially, the Swiss Re site. These changes will result in impacts to various environmental resources, as described in Chapters 3 through 17 of this DGEIS. As described therein, it is the Applicant's opinion that these potential impacts would not be significant. The design of the Proposed Action avoids significant adverse impacts and mitigates other potential impacts to levels that are not considered significant. ✷

Chapter 20: Other Required Analyses

20.A. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

Certain resources, both natural and human-made, would be expended in the construction and operation of the Proposed Project and other construction permitted by the Proposed Action. These resources include use of the land, building materials, energy, and human effort (time and labor) required to develop, construct, and operate the Proposed Project. These resources are considered irretrievably committed because their reuse for some purpose other than the Proposed Project or Proposed Action would be highly unlikely.

The land that makes up the Project Site and the Swiss Re site is the most basic resource irretrievably committed. Should the Proposed Zoning be approved and the Proposed Project constructed, the existing office buildings on the Project Site would be reoccupied for office and hotel use, and the previously developed portion of the Project Site would be redeveloped with residential uses and would not be available for another future use for some period of time. Given that the southern portion of the Project Site is already developed and the northern portion was previously developed, the redevelopment of the Site for the Proposed Project is not considered a significant or an adverse impact. Similarly, if the Swiss Re site were redeveloped, it would be expected that the development would be concentrated in the portions of the Site previously developed, significantly reducing potential impacts to the land.

The actual building materials used in the construction of the Proposed Project or other consturciton permitted by the Proposed Action (e.g., wood, steel, concrete, and glass) and energy, in the form of gas, diesel, and electricity, consumed during the construction and operation of the Proposed Project or other construction permitted by the Proposed Action by construction equipment and the various mechanical systems (heating, hot water, and air conditioning) would be irretrievably committed. None of these impacts are considered significant.

20.B. IMPACTS ON THE USE AND CONSERVATION OF ENERGY

Electricity and gas service to the Project Site and Swiss Re site are provided by Con Edison. Electric and gas service are available along King Street via underground transmission lines and pressurized gas mains. The Project Site currently utilizes a minimal amount of energy as the existing office buildings are vacant.

The Proposed Project, and other development permitted by the Proposed Action, would require electricity and gas to power building systems. Con Edison would continue to provide electric service to the sites, which would be fed through underground service originating from King Street. This existing service would be tapped by the various uses on the Project Site or Swiss Re site through a series of pad-mounted utility transformers. It is anticipated that the existing electric service will accommodate the Proposed Project or other construction permitted by the Proposed

Action. At the time of site plan approval for development within the Project Site or Swiss Re site, confirmation of adequate electrical service from Con Edison will be required.

The Proposed Project, or other construction permitted by the Proposed Action, would be expected to be connected to the existing natural gas service along King Street. Each building would be metered separately. It is anticipated that the existing natural gas service would accommodate the Proposed Project. At the time of site plan approval for development within the Project Site or Swiss Re site, confirmation of adequate electrical service from Con Edison will be required.

The Proposed Project would incorporate energy-efficient features, including fixtures and HVAC and mechanical systems. The use of energy-efficient features would reduce the Site's energy consumption, which would also reduce the greenhouse gas emissions attributable to the Proposed Project. The specific energy-saving features of the Proposed Project, or other development permitted by the Proposed Action, would be dependent on the final site plan proposed.

20.C. GROWTH INDUCING ASPECTS OF THE PROPOSED ACTION

The Proposed Action, inclusive of the Proposed Zoning and Proposed Project, would not be expected to induce growth elsewhere in the Town of North Castle or region. The Proposed Project and Proposed Action are being proposed to serve a current and existing need. As shown in Chapter 2, "Project Description," Chapter 3, "Land Use, Zoning, and Public Policy," and Chapter 13, "Fiscal Impacts," both Westchester County and the Town of North Castle have recognized that there has been a decreased demand for corporate office park development and increased demand for mixed-use infill development, including hotels and a diverse housing stock. This is evident from the Applicant's unsuccessful attempts to market the Project Site for continued office use. The Proposed Zoning and PDCP for the Project Site represent the Applicant's attempt to respond to this trend, a trend that is expected to continue with or without the implementation of the Proposed Project.

The Proposed Action does not include the extension of any infrastructure, such as roadways, sewer or water systems, or electric or gas systems, into areas not currently served. As such, the Proposed Action's infrastructure improvements, as described in Chapter 9, "Utilities," would only serve the demands of the Proposed Project and would not induce additional growth elsewhere in the Town.

While the Proposed Project would introduce a 125-room hotel and approximately 171 residential units, this population would not be expected to create significant new commercial development pressure in the region. Rather, the Proposed Project, and other development permitted by the Proposed Action, would include on-Site amenities for Proposed Project office tenants, hotel guests, and residents, including a restaurant and indoor/outdoor exercise and fitness options. The off-Site spending of the Proposed Project's residents would therefore be expected to increase the patronage of existing regional businesses, and not create the demand for new development.

20.D. CUMULATIVE IMPACTS

The technical environmental analysis included in Chapters 3 through 17 of this DGEIS account for the potential for the Proposed Action to have a cumulative impact to environmental resources as it relates to the potential of other actions to impact those same resources. Most notably, the traffic analysis, described in Chapter 10, "Traffic and Transportation," accounts for potential traffic generated by other pending or recently approved projects. ✷