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Memorandum

To: Town of Southeast Planning Board
From: Ashley Ley, AICP
Date: July 24, 2020
Re: Commercial Campus as Fields Corner
cc: JMC, Zarin & Steinmetz

This memorandum summarizes AKRF's review of the revised draft Commercial Campus at Fields Corner FEIS received on July 6, 2020. The Applicant has revised the FEIS based on comments from the Planning Board and its consultants, NYCDEP, and NYSDOT. AKRF's previous unaddressed comments are presented below in *italics*. New and follow-up comments are presented in **bold**. Comments that were identified as sufficiently addressed in previous memorandums are not recited herein.

AKRF'S 2/10/2020 MEMORANDUM

CHAPTER 1: PROJECT DESCRIPTION

1. *Table 1-2 should include any Town Board review or recommendation of the Access Highway Extension.*

Comment not addressed. Table 1-1 should include any Town Board review or recommendation of the Access Highway Extension. This minor change can be made as a condition of accepting the FEIS as complete.

CHAPTER 2: POTENTIAL IMPACTS AND MITIGATION MEASURES

A. INTRODUCTION

1. *The introduction is fairly repetitive to the summary provided in the Project Description. Where the information can be distilled numerically (i.e. limits of disturbance, building SF, etc.) please provide a comparative table that presents the DEIS project versus the FEIS project. In addition, please move technical information to the relevant technical section.*

This comment has not been addressed. A brief summary and table would improve readability. Technical information should be relocated to the relevant technical section.

This comment has been sufficiently addressed.

B. LAND USE AND ZONING

2. *A figure showing the extent of the ridgeline disturbance should be provided in this section. A cross section of the ridgeline that shows the extent of cut and fill for the FEIS project versus the DEIS project would aid the public's understanding of the changes.*

A new Figure II.B-2 has been added to this section, but no additional discussion is provided.

This comment has been partially addressed. Additional detail should be provided (e.g. a comparison of the acres of disturbance and number of trees to be disturbed within the ridgeline).

This comment has been sufficiently addressed.

3. *This section should further explain how the proposed use fits within the Code definition of light manufacturing.*

C. TRAFFIC

4. *The proposed edits to the traffic discussion in the Project Description should be carried through (as applicable) to this section.*

This comment has been sufficiently addressed.

5. *The new text on page II-20 (redlined version) should be updated as follows:*

“The Preferred Alternative would result in unmitigated impacts based on Level-of Service (LOS)/Delay and/or Queue for individual vehicle movements/lane groups at the following intersections:

- *Route 6 and Route 312 (AM and PM peak hours)*
- *Route 312 and Prospect Hill Road (AM and PM peak hours)*
- *Route 312 and Independent Way/I-84 Eastbound Ramps (AM, PM, and Saturday peak hours)*

To address these impacts, the Applicant met with the Town representatives and NYSDOT on 1/7/2020 to review the Preferred Alternative and develop appropriate mitigation for these locations. The following mitigation measures were recommended and agreed to by the Applicant:

- *A traffic signal Warrant Analysis of the Route 312/Prospect Hill Road intersection shall be prepared within six months of full occupancy. The analysis shall consider the variety of warrants available and justify the signal using at least two warrants per NYSDOT direction. The Town shall hold \$15,000 in escrow to cover the cost of the warrant analysis.*
- *A corridor study shall be prepared within six months of full occupancy along Route 312 from Prospect Hill Road to International Boulevard to determine the need and recommendations for revised Time-of-Day traffic signal plans. The corridor study shall include the weekday AM, PM and Saturday peak hours using SimTraffic software per NYSDOT guidance. The Town shall hold \$30,000 in escrow to cover the cost of the corridor study.*
- *The Applicant shall make a fair-share contribution to the design and installation of the traffic signal at the intersection of Route 312/Prospect Hill Road if warranted and approved by NYSDOT. The signal would be coordinated with the four other existing and proposed signals along Route 312 to Independent Way. The Town shall hold \$_____ in escrow or bond to cover the fair share portion of the traffic light or other signal technologies identified in the corridor study.”*

The Applicant has proposed \$150,000 as their fair share. The limited number of electrical contractors in the region has caused the cost of new signal installation to fluctuate greatly in recent years. The full cost of a traffic signal is estimated to be \$250,000 to \$400,000 dependent upon which entity issues the RFP. Traffic signal design is estimated to be \$25,000, including construction documents for bid to NYSDOT standards and specifications.

The Applicant obtained several cost estimates for a new traffic signal which ranged from \$125,000 to \$250,000. The revised condition reads as follows:

The Applicant has proposed to escrow \$150,000 as a cap on its “fair share” contribution to the study (Warrant Analysis), and, if warranted, the design and installation of a traffic signal at the intersection of Route 312/Prospect Hill Road, or other signal technologies identified in the corridor study. The Town may use a portion of the \$150,000 escrowed by the Applicant for the \$15,000 cost of the preparation of the Warrant Analysis by the Applicant as well as the review of the Warrant Analysis by the Town.

It is important to note that this would not cover the full cost of the traffic signal and that the Town, NYSDOT, and/or other developments in the corridor would be responsible for the balance of the cost of the traffic signal. AKRF suggests revising the text as follows:

The Applicant shall escrow \$150,000 as a cap on its “fair share” contribution to the design and installation of a traffic signal at the intersection of Route 312/Prospect Hill Road, or other signal technologies identified in the corridor study. The Applicant and its consultants shall be responsible for preparing the Warrant Analysis within three months of full occupancy of the project, and costs incurred by the Town to review the Warrant Analysis shall be deducted from the \$150,000 escrow.

If the Planning Board concurs with the above change, this edit would need to be replicated in several places within the document. This text change can be made as a condition of accepting the FEIS as complete.

E. SURFACE WATER AND WETLANDS

6. *The NYCDEP’s review of the SWPPP is pending onsite testing. Additional edits to this section may be required.*

The NYCDEP indicated in an email dated July 24, 2020 “each of the significant issues previously raised thru the SEQRA process have been adequately addressed to date.”

F. GEOLOGY, SOILS AND TOPOGRAPHY

7. *This section should include a figure that shows the DEIS versus FEIS limits of ridgeline and steep slopes disturbance.*

A new figure II.F-1 is referenced in the text but not provided.

This comment has been sufficiently addressed.

O. AIR QUALITY

8. *This section should be updated to refer to the additional analysis that was required for the FEIS and the conclusions of that analysis.*

This comment has been partially addressed. The text should be revised to include more context, and to improve readability by a layperson.

This comment has been sufficiently addressed.

AKRF 2/13/2020 MEMORANDUM**PATTERSON/SOUTHEAST TOWN LINE**

1. *Representatives from the Town of Southeast met with representatives from the Town of Patterson on February 13, 2020 regarding the closing of Fields Corner Road at the town line. The result of this discussion was to require the installation of a gate that would be monitored and remain open, as requested by the Putnam County Sheriff in his letter dated April 4, 2019. The monitoring of the gate will be a condition of the Traffic Management Plan (TMP). Should the levels of traffic exceed those predicted in the traffic impact analysis, the gate would be closed.*

This comment has been sufficiently addressed.

FEIS COMPLETENESS COMMENTS

2. *As requested in AKRF's previous review memo, the FEIS now includes bullet points which identify the impacts (as presented on pages III.4-26 through III.4-30 of the FEIS). However, a subsequent section that describes and lists how each individual impact would be mitigated and the resulting mitigated LOS/queue should also be included. While the FEIS does include a section which describes general improvements and improvement results (as presented on pages III.4-21 through III.4-25 of the FEIS) the listed improvements are not all directly correlated to specific impacts. A section of impact-specific mitigation measures that correspond to each impact, preferably in bullet form, should be provided. This will ensure that all impacts and associated mitigation measures are presented in a clear concise manner to the reader and will allow the reader to see in one place each impact, the proposed measure to mitigate the impact, and the resulting improved LOS/queue with the proposed mitigation measure in place.*

This comment has been sufficiently addressed.

3. *The FEIS has not been revised to expand the discussion on accidents and potential safety improvements for each of the identified High Accident Locations (HAL) locations individually. Individual discussions should be provided for (1) the intersection of Route 6 and Route 312, (2) the Route 312 corridor between Route 6 and Prospect Hill Road, (3) the intersection of Route 312 and the I-84 Eastbound Ramps/Independent Way, and (4) the intersection of Route 312 and the I-84 Westbound Ramps.*

This comment has been sufficiently addressed.

4. *The list of components of the anticipated TMP presented on pages II-17 through II-18 of the FEIS only lists 7 items and should be updated to include the 8 items listed on pages III.4-12 through III.4-13. In addition, the following should be added to the list of TMP items:*

- *The operator of the facility shall have an agreement in place with all the trucking companies that requires the use of approved routes to and from the facility. Trucks shall not use local roads, and shall face fines or suspension of business with the facility if found not in compliance.*
- *The TMP should be revised to read as follows:*

Fields Corner Road would remain a seasonal road that is closed north of the current Barrett Road intersection during the winter. The Applicant shall install height clearance bars and a gate. The Applicant shall install video cameras to monitor truck traffic along Fields Corner Road, as well as signs indicating the prohibition of commercial trucks and the progressive fines currently established by the Town for restricted road use violations. The Applicant shall record the video information on a 24 hour loop and the video monitoring would be provided to the Town and/or the Putnam County Sheriff's Department if requested to determine whether tickets should be issued. Should it be found that the traffic levels on Fields Corner Road exceed those predicted under the traffic impact study, the gate shall be closed except for use by emergency service personnel.

This comment has been sufficiently addressed.

5. *The above revisions should be carried through the FEIS as applicable.*

This comment has been sufficiently addressed.

6. *The minutes from the meeting with NYSDOT on January 7, 2020 should be included in the appendices.*

This comment has been sufficiently addressed.

NEW COMMENTS

1. **Page III.4-45, referring to the Route 6 & Route 312 Intersection, states "...NYSDOT acknowledged during recent meetings with the applicant that any improvements to the intersections should not be the responsibility of the applicant." Backup for this statement (e.g., meeting minutes, a memo from NYSDOT, etc.) should be provided in the appendices and referenced here. This reference and addition to the appendices can be a condition of accepting the FEIS as complete.**

RECOMMENDED ACTIONS

AKRF, Inc. has completed its review of the revised draft Commercial Campus at Fields Corner FEIS. At this time, AKRF, Inc. recommends that the Planning Board accept the FEIS as complete, subject to the above minor revisions. Furthermore, we recommend that the Planning Board set a public hearing on the FEIS for September 14, 2020.