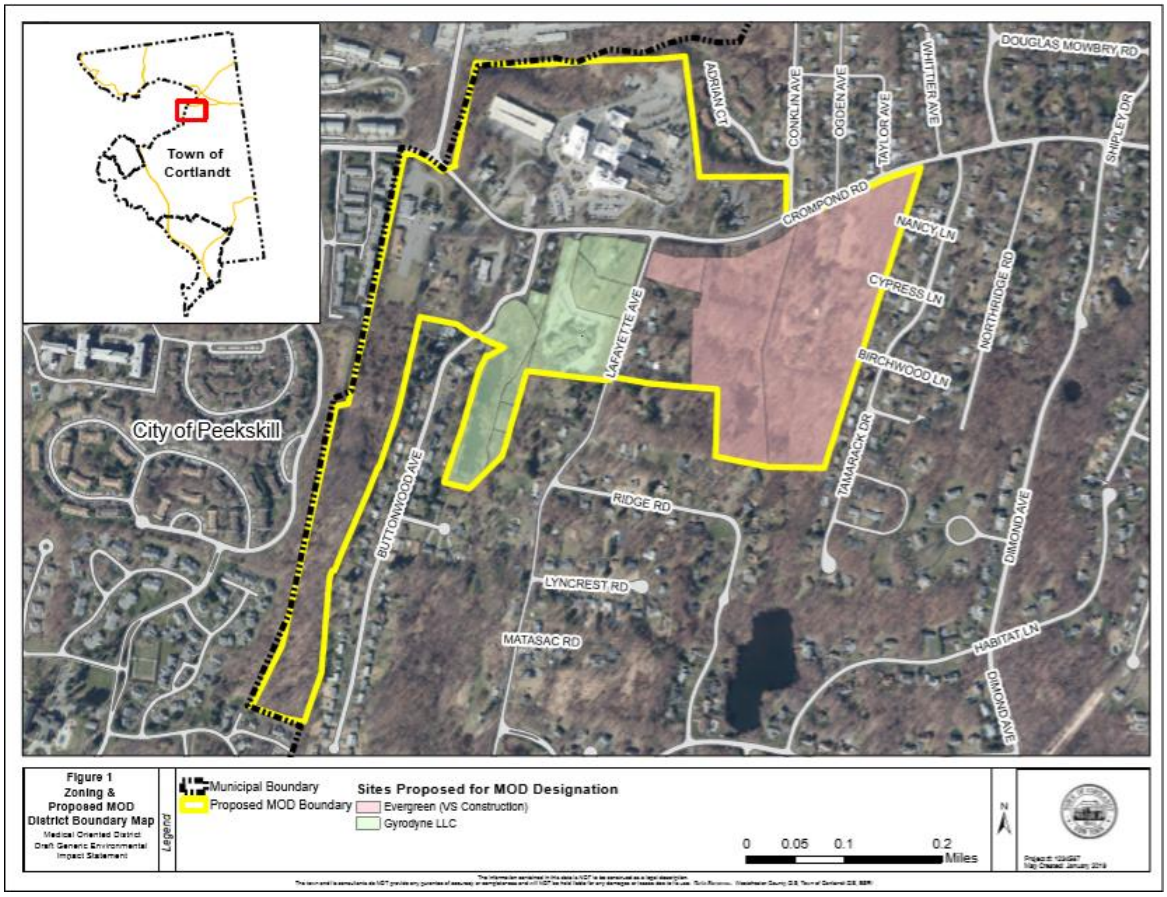
Medical Oriented District (MOD)

Final Generic Environmental Impact Statement (FGEIS)
And
Final Environmental Impact Statement (FEIS)



Date: March 15, 2022

VS Construction Corporation

Gyrodyne, LLC

Medical Oriented District (MOD)

TOWN OF CORTLANDT
WESTCHESTER COUNTY, NEW YORK

Final Generic Environmental Impact Statement (FGEIS)
And
Final Environmental Impact Statement (FEIS)

Prepared For Submission To:

CORTLANDT TOWN BOARD
TOWN OF CORTLANDT, NEW YORK

March 15, 2022

Medical Oriented District (MOD)

Final Generic Environmental Impact Statement (FGEIS)
and
Final Environmental Impact Statement (FEIS)

LEAD AGENCY:

TOWN OF CORTLANDT TOWN BOARD
1 Heady Street
Cortlandt Manor, New York 10567

Attention: Chris Kehoe, AICP
Deputy Director
Phone: (914) 734-1080

APPLICANTS:

VS Construction Corp.
37 Croton Dam Road
Ossining, NY 10562

Gyrodyne, LLC
One Flowerfield, Suite 24
St. James, NY 11780

SUBMISSION DATE: March 15, 2022

LEAD AGENCY FEIS ACCEPTANCE DATE: March 15, 2022

LOCATION OF PROPOSED DEVELOPMENT:
Route 202/35/Crompond Road
Cortlandt Manor, NY

DATE OF FEIS PUBLIC HEARING: May 2, 2022 at 7PM

PREPARED BY:

Divney Tung Schwalbe, LLP
One North Broadway
White Plains, New York 10601
(914) 428-0010

Cameron Engineering & Associates, LLC
177 Crossways Park Dr, Woodbury, NY 11797
Phone: 516.827.4900 Ext. 244▪ *Fax:* 516.827.4920

AKRF, Inc.
34 South Broadway
White Plains, NY 10601

LIST OF CONSULTANTS

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AKRF, Inc.
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White Plains, NY 10601

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vi. Public Comments Received on the DGEIS/DEIS
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viii. The Evergreen Manor Project Alternative Analysis, OPRHP correspondence, executed LOR, and Structure Documentation report
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I. INTRODUCTION TO THE MOD FGEIS/FEIS

A. BACKGROUND

This Final Generic Environmental Impact Statement and Final Environmental Impact Statement (FGEIS/FEIS) is submitted in compliance with Article 8 of the New York State Environmental Conservation Law governing State Environmental Quality Review ("SEQR"), Part 617 of Title 6 of the Rules and Regulations of the New York State Department of Environmental Conservation, and a Draft Generic Environmental Impact Statement (DGEIS) and Draft Environmental Impact Statement (DEIS) Scope adopted by the Town Board of the Town of Cortlandt acting as Lead Agency for the Medical Oriented District (MOD) (the "Proposed Action" or "Project") submitted by Gyrodyne, LLC and VS Construction (referred to as "the Applicants").

The Proposed Action and subject of this combined Final Generic Environmental Impact Statement (FGEIS) and Final Environmental Impact Statement (FEIS) is comprised of two elements: 1) the adoption of zoning to establish the Medical Oriented District (MOD) in the area surrounding New York Presbyterian Hospital on Route 202/Crompond Road near the City of Peekskill; and 2) site plan and subdivision approval for the Evergreen Manor and Gyrodyne, LLC or "the Applicants" which includes a mix of medical, residential, and commercial uses as well as parking and public amenities on multiple parcels within the MOD Zoning Area.

The DGEIS/DEIS for the Medical Oriented District was accepted as complete by the Town of Cortlandt on September 17, 2019. The DGEIS/DEIS was the subject of three public hearings held on November 19, 2019, January 14, 2020, and June 16, 2020 and a written comment period that extended from November 19, 2019 until July 1, 2020 (**see Appendices III to IV**). In the response to public comments, the Proposed MOD Zoning and MOD Development Plans presented in the DGEIS/DEIS (see "C. Draft Environmental Impact Statement" below) have been revised. The proposed FGEIS/FEIS revisions to the MOD Zoning and MOD Development plans are described in Part I, "D. Final Environmental Impact State Project Revisions." Part II, "Final Environmental Impact Statement Analyses" provides a comparison of the Evergreen and Gyrodyne FEIS Plans to the Evergreen and Gyrodyne DEIS Plans in each of the environmental impact areas studied in the DGEIS/DEIS. In addition, due to the significant project changes and the complexity of the project traffic analyses, a revised Chapter 11, "Traffic and Transportation" is attached to the "Final Environmental Impact Statement Analyses" and included in Part II. Part III includes all of the responses to the comments received on the DGEIS/DEIS during the public comment period and Part IV includes all of the FGEIS/FEIS appendices.

B. ORGANIZATION OF THE FGEIS/FEIS

The FEIS is comprised of the following:

I. Introduction to the MOD FGEIS/FEIS
   - A. Background
   - B. Organization of the FGEIS/FEIS
   - C. Draft Environmental Impact Statement
   - D. Final Environmental Impact Statement Project Revisions

II. Final Environmental Impact Statement Analyses

Attachment 1: Revised Chapter 11, "Traffic"

III. Response to Comment on the DGEIS/DEIS

IV. Appendices

C. DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT AND DRAFT ENVIRONMENTAL IMPACT STATEMENT (DGEIS/DEIS)

MOD ZONING

As presented in the MOD DGEIS/DEIS the Proposed Action is comprised of two elements: 1) the adoption of zoning to establish the Medical Oriented District (MOD) in the area surrounding New York Presbyterian Hospital on Route 202/Crompond Road near the City of Peekskill; and 2) site plan and subdivision approval for the Evergreen Manor Site and the Gyrodyne Site which includes a mix of medical, residential, and commercial uses as well as parking and public amenities on multiple parcels within the MOD Zoning Area.

The MOD zoning area studied in the DGEIS is comprised of approximately 105 acres and 34 parcels (**see Figure I-1**). It is roughly bound to the north by the Beach Shopping Center (located in the City of Peekskill), to the south by Ridge Road and Tamarack Road, and to the west by the City of Peekskill. The MOD Zoning Area is characterized by a mix of medical, residential and institutional uses and is largely developed with a small number of vacant and underutilized parcels. The MOD Zoning District studied in the DGEIS/DEIS functioned as an overlay district and included maximum densities for medical uses, residential uses, commercial uses, assisted living facilities, and hotels. Based on these build-out densities, the DGEIS assessed the adoption of the MOD Zoning across several specific impact areas, including: community character; community services; geology, soils, and topography; natural resources, surface water resources and wetlands; stormwater management; water supply; sanitary sewer service; energy and telecommunications; traffic, air quality; noise; economic conditions; cultural resources; visual resources; hazardous materials; and construction. Further, the DGEIS considered alternatives to the Proposed Action, including a No Action Alternative, an As-of-Right Development Alternative, and a Reduced Scale Alternative.

EVERGREEN

The Evergreen Manor Project Site (Evergreen Manor), is comprised of three parcels totaling approximately 28 acres owned by VS Construction including a 17-acre parcel located at 2003 Crompond Road (containing a vacant two-story wood structure formerly known as the Evergreen Manor Hotel and a one to two-story wood frame dwelling occupied by the property's caretaker) and two undeveloped parcels totaling 11 acres. The Property is currently zoned R-40 "Single-Family Residential District". The Proposed Action by the Town of Cortlandt to adopt the MOD zoning ordinance and amend the Official Zoning Map, includes the rezoning of the 28-acre Project Site to a MOD.

The development proposal for the Evergreen Site presented in the DEIS consisted of approximately 15,000 square feet of medical/office space, 22,000 square feet of commercial/retail space, a 100-room hotel, 120 units of assisted living and independent living, and 166 units of multifamily apartments (**see Figure I-2**). Disturbance of existing wetland areas is proposed to install the necessary road and utility infrastructure. Mitigation through the creation of approximately 0.83 acres of wetland expansion on the Project Site with enhanced buffer areas and removal of invasive plant species was presented in the DEIS. Certain limited passive recreation or other uses would be provided with the expansion of the sidewalk network from Crompond Road to the internal roadways of the Evergreen Project Site.

The DEIS also discussed significant proposed off-site improvements to the Route 202/35/Crompond Road and Conklin Avenue Sewer and designs to accommodate the planned Tamarack Sewer District.

The DEIS also included discussions of potential impacts associated with the Proposed MOD Development Plans related to community character; community services; geology, soils, and topography; natural resources, surface water resources and wetlands; stormwater management; water supply; sanitary sewer service; energy and telecommunications; traffic, air quality; noise; economic conditions; cultural resources; visual resources; hazardous materials; and construction. Further, the DEIS considered alternatives to the proposed Evergreen Project, including a No Action Alternative, an As-of-Right Development Alternative, and a Reduced Scale Alternative.

GYRODYNE

The Gyrodyne Project Site (the "Gyrodyne Site", the "Project Site", the "Property") is approximately 13.8 acres in size. The Gyrodyne Site is located primarily on Crompond Road (Route 202/35), between Buttonwood Avenue and Lafayette Avenue. The Project Site includes the Cortlandt Medical Center (1985 Crompond Road), an existing residential building that serves as a medical office (1989 Crompond Road) and two additional single-family residences (1987 Crompond Road and 206 Buttonwood Avenue). The remainder of the Project Site is open space, which includes Orchard Lake on the west side of the Property.

The majority of the Gyrodyne Project Site is currently zoned R-40 (Single-Family Residential), with the western portion of the Property zoned R-10 (Single-Family Residential).

As presented in the Draft Environmental Impact Statement (DEIS), the Proposed Action involves the adoption of the Medical Oriented District (MOD) zoning ordinance by the Town of Cortlandt and the rezoning of the Gyrodyne Project Site from R-40/R-10 to MOD. The DEIS Proposed Action also the subdivision of the Gyrodyne Site into three (3) lots to enable the development of the Gyrodyne MOD Mixed Use Campus Plan (DEIS Plan).

The proposed development, as presented in the DEIS, is a mixed-use campus project with a significant residential component **(see Figure I-3)**. It should be noted that the Gyrodyne development plan presented

in the DEIS was revised and the new FEIS plan is presented in below in Section D. In addition, the FEIS includes a new Mixed Use Alternative which is also presented in Section D below.

The DEIS Plan envisioned a 200-unit, five-story, multi-family residential structure of approximately 200,000 square feet, comprising 10% studio units, 80% one-bedroom units, and 10% two-bedroom units. The mixed-use campus also had approximately 100,000 square feet of medical office situated in a four-story structure with two levels of parking below the building footprint. Approximately 4,000 square feet of complementary retail/café and/or additional medical office space would be located on the ground floor of the medical office building. Parking was provided through 191 structured parking spaces and 444 at-grade parking spaces for a total of 635 provided parking spaces. The DEIS Plan also proposed roughly five acres (35% of the Property) as accessible open space around Orchard Lake, including walking/nature trails, overlooks and educational signage, the wellness plaza and a hamlet green.

The DEIS assessed all components of the Proposed Action, which included both the adoption of the proposed MOD zoning ordinance, along with site-specific components for the Gyrodyne and Evergreen Project Sites. As discussed above, the DGEIS/DEIS provided an assessment of the Gyrodyne development plan including the proposed subdivision, MOD rezoning and analysis of the proposed Gyrodyne MOD Mixed-Use Campus Plan. The DEIS also analyzed the Evergreen Manor Project, which included a rezoning to MOD and a multi-use proposed development plan that included office/medical office, commercial/retail space, a hotel, assisted living units and multi-family residential units (like the Gyrodyne Project, the Evergreen Manor Project has also been modified since the DEIS as described below in Section C, “Final Environmental Impact Statement (FEIS).”

The DEIS assessed these actions across several specific impact areas, including: community character; community services; geology, soils, and topography; natural resources, surface water resources and wetlands; stormwater management; water supply; sanitary sewer service; energy and telecommunications; traffic, air quality; noise; economic conditions; cultural resources; visual resources; hazardous materials; and construction. Further, the DEIS considered alternatives to the proposed projects, including a No Action Alternative, an As-of-Right Development Alternative, and a Reduced Scale Alternative.

D. FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT/FINAL ENVIRONMENTAL IMPACT STATEMENT (FGEIS/FEIS)

MOD ZONING

In response to comments made during the DGEIS/DEIS public hearings and comment period, the following revisions were made to the MOD zoning ordinance (**see Appendix I**);

- The area of the proposed MOD Zoning District was reduced from 105 acres to 69.2 acres (**see Figure I-4**). The MOD Zoning Area was reduced in size to include the four parcels comprising the hospital campus, the 1.3-acre parcel surrounded by the hospital campus currently occupied by the animal hospital, and the Evergreen and Gyrodyne Sites as described in the DGEIS.

- The MOD was revised from an overlay district to a mapped district

- Hotel uses were eliminated from the permitted uses in the MOD

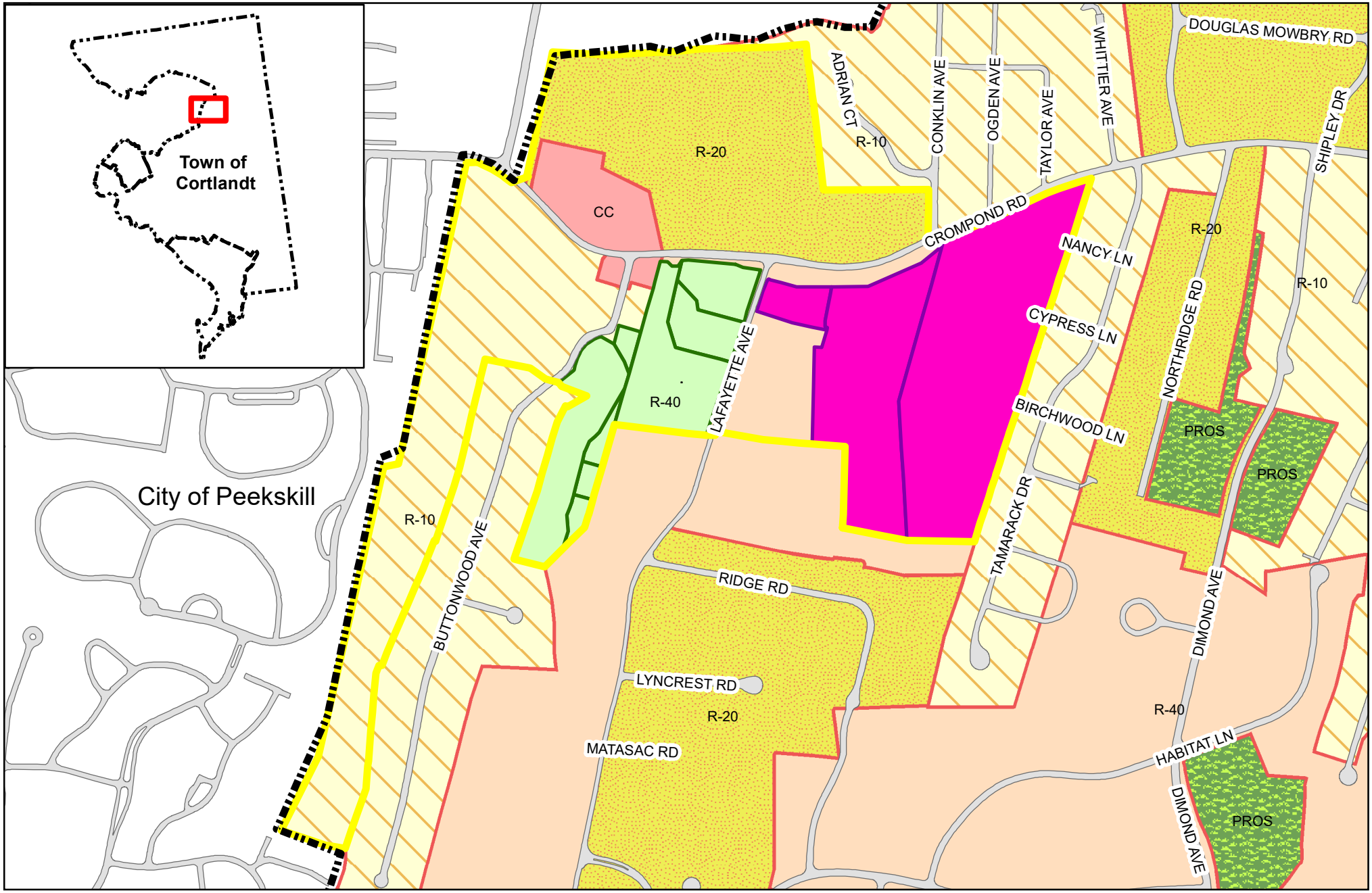


Figure I-1
Existing Zoning
Proposed
MOD District

Medical Oriented District
Draft Generic Environmental Impact Statement

Legend

Municipal Boundary
Proposed MOD Boundary

Sites Proposed for MOD Designation
Evergreen (VS Construction)
Gyrodyne LLC

Zoning District
CC-COMMUNITY COMMERCIAL
PROS-PARKS RECREATION & OPEN SPACE
R-10-SINGLE FAMILY RESIDENTIAL
R-20-SINGLE FAMILY RESIDENTIAL
R-40-SINGLE FAMILY RESIDENTIAL

0 0.05 0.1 0.2 Miles

N

Project #: 1234567
Map Created: January 2019

Figure I-2
Evergreen

Master Site Plan

Medical Oriented District
Draft Generic Environmental
Impact Statement

0 100 200

WARSHAUER MELUSI ARCHITECTS, P.C.

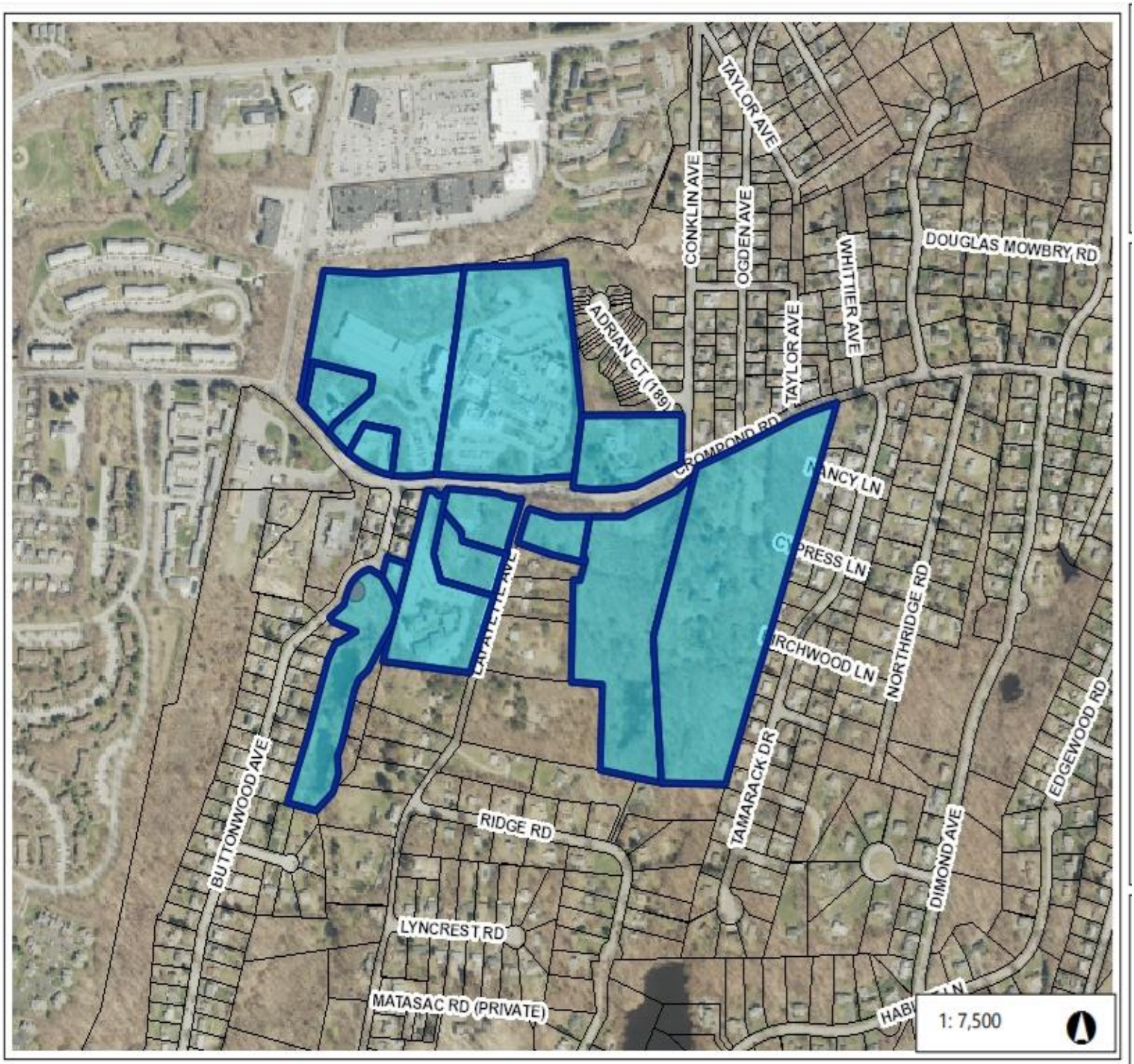
N

TOWN OF CORTLANDT SEAL NEW YORK

Figure I-3
Gyrodyne Master Plan
Medical Oriented District
Draft Generic Environmental Impact Statement

CAMERON ENGINEERING

Not to scale



Revised
MOD Zoning District

Medical Oriented District (MOD)
Final Generic Environmental Impact Statement (FGEIS)

Figure I-4

Legend

Revised MOD Zoning District boundary

*Not to scale

N

TOWN OF CORTLANDT SEAL NEW YORK

- The zoning was revised to include a requirement that 10 percent of all new housing units in the MOD (excluding assisted living, memory care, and senior independent living) meet the definition of affordable per the Town of Cortlandt Zoning Code.

EVERGREEN

In response to comments made during the DGEIS/DEIS public hearings and comment period, the Town Board requested the Applicants to review the comments and provide amended plans for the Projects. Accordingly, VS Construction has proposed modifications to the DEIS Project as the Town Board requested. The Evergreen Manor FEIS Plan (the "FEIS Plan"), shown on **Figure I-5**, entitled *Evergreen Manor FEIS Revised Master Site Plan*, includes:

- Elimination of the 100-room hotel,
- Elimination of 30,000 square feet of medical office/dental lab and commercial space,
- Proposal for 70 two-bedroom residential townhouse units, and
- The originally proposed 166 units of multifamily apartments, 114 units of assisted living and independent living, and 7,000 SF retail building are substantially unchanged. The assisted living and independent living units have been updated from a total 120 units to 114 units consisting of 18 memory care studio units, 39 assisted-living studio units, 26 assisted living one-bedroom units, 23 one-bedroom independent living units and 8 two-bedroom independent living units. The proposed unit mix in the multifamily apartment building has also been adjusted to 132 one-bedroom/studio units and 34 two-bedroom units. The footprints of the apartment and assisted living and independent living buildings remain unchanged.

Additionally, the proposed main entry roadway located opposite Conklin Avenue remains the same as that proposed under the DEIS Plan. Upon entering the site, the development would be organized to the east and west of a central tree-lined main entry roadway that ends in a cul-de-sac. The proposed program Evergreen Manor FEIS Plan would result in a similar site layout and disturbance compared to the DEIS Plan.

As discussed in this FEIS, the Evergreen Manor FEIS Plan has been designed to achieve the key goals of the MOD as set forth in the Town's 2016 Comprehensive Plan, *Envision Cortlandt* by providing "mixed-use housing developments that could include continuum of care for senior residents around the New York Presbyterian Hudson Valley Hospital on Route 202." (Envision Cortlandt at 51, Policy 36). The proposed townhouses, independent and assisted living residences all on the Evergreen site will provide for a continuum of care and the ability for Cortlandt residents to "age in place" in a highly-amenitized setting, all in close proximity to the Hospital.

Evergreen's Amended Plan further fulfills the twin goals in Envision Cortlandt of "creat[ing] workforce housing for employees of the hospital area of the MOD" and adding "locations for additional multi-family and middle-housing throughout the Town." (Envision Cortlandt, at 51, Policies 32 and 37). The 166 rental apartments and 70 for-sale townhouses will offer convenient housing options for the Hospital and MOD workforce, as well as provide additional variety in the Town's housing stock that would attract Town residents looking to downsize as well as young professionals who want to live in the suburbs but who are not yet ready or able to purchase a single-family home. In accordance with Town requirements, up to ten percent of the multifamily and townhouse dwelling units would be designated as affordable.

The construction phasing of the Evergreen Manor FEIS Plan is also substantially similar to the proposed phasing previously evaluated in the DEIS. Namely, the first phase of construction will include the Project's

main entry road and related stormwater and utility improvements. The next phase will include the multifamily apartments and assisted living and independent living. The townhouses and the retail component would be developed in the final phase of the Project.

The FEIS evaluates the changes in potential impacts related to the proposed modifications. **Table I-1** provides a summary of the proposed uses for each parcel of the Evergreen Manor FEIS Plan.

Table I-1: Evergreen Manor FEIS Development Plan

Parcel	Use	Square Footage/ Units, Building Height	Proposed Parking Spaces	Parking Requirements
Parcel 1 1.9 acres	Retail	7,000 SF 1-story	75	one space per 50 square feet of dining area and such employee parking as determined by the Planning Board
Parcel 2 1.9 acres	Open Space	N/A		
Parcel 3 6.1 acres	Assisted & Independent Living	114 units AL 4-story IL 3-story	79	0.5 Spaces per bed
Parcel 4 5.2 acres	Multifamily residential apartments	166 units 5-story	244	1.2 spaces per studio unit. 1.3 spaces per one-bedroom apartment. 1.6 spaces per two-bedroom apartment. An additional 10% of the required parking spaces for guests.
Parcel 5 7 acres	Townhouses	27 units 2-story	54 16	1.6 spaces per two-bedroom unit An additional 10% of the required parking spaces for guests.
Parcel 6 & Parcel 7 5.2 Acres	Townhouses	43 units 2-story	86 15	1.6 spaces per two-bedroom unit An additional 10% of the required parking spaces for guests.
Parcel 8 1 acre	Site Access Drive	N/A		
Total Acres 28		**Total of 114 AL & IL units** **236 dwelling units; 7,000 SF of retail space**	**Total Parking 569 spaces**	

CONCEPT STUDY TABULATIONS

1. 7,000 SF RETAIL; 75 PARKING SPACES,
2. 43 - 2 BR RESIDENTIAL TOWN HOUSES, 53 GARAGES, 53 DRIVEWAYS, & 15 SURFACE PARKING SPACES
3. 27 - 2 BR RESIDENTIAL TOWN HOUSES, 27 GARAGES, 27 DRIVEWAYS, & 16 SURFACE PARKING SPACES
4a 4b 120 UNIT ASSISTED LIVING FACILITY; 77 PARKING SPACES
5. 166 RESIDENTIAL UNITS; 244 PARKING SPACES

Figure I-5
Evergreen Manor

FEIS Revised Master Site Plan

Medical Oriented District (MOD)
Final Environmental Impact Statement (FEIS)

Prepared by: Warshauer Architects, P.C. / Warshauer Wetlusi Warshauer

1"=200'

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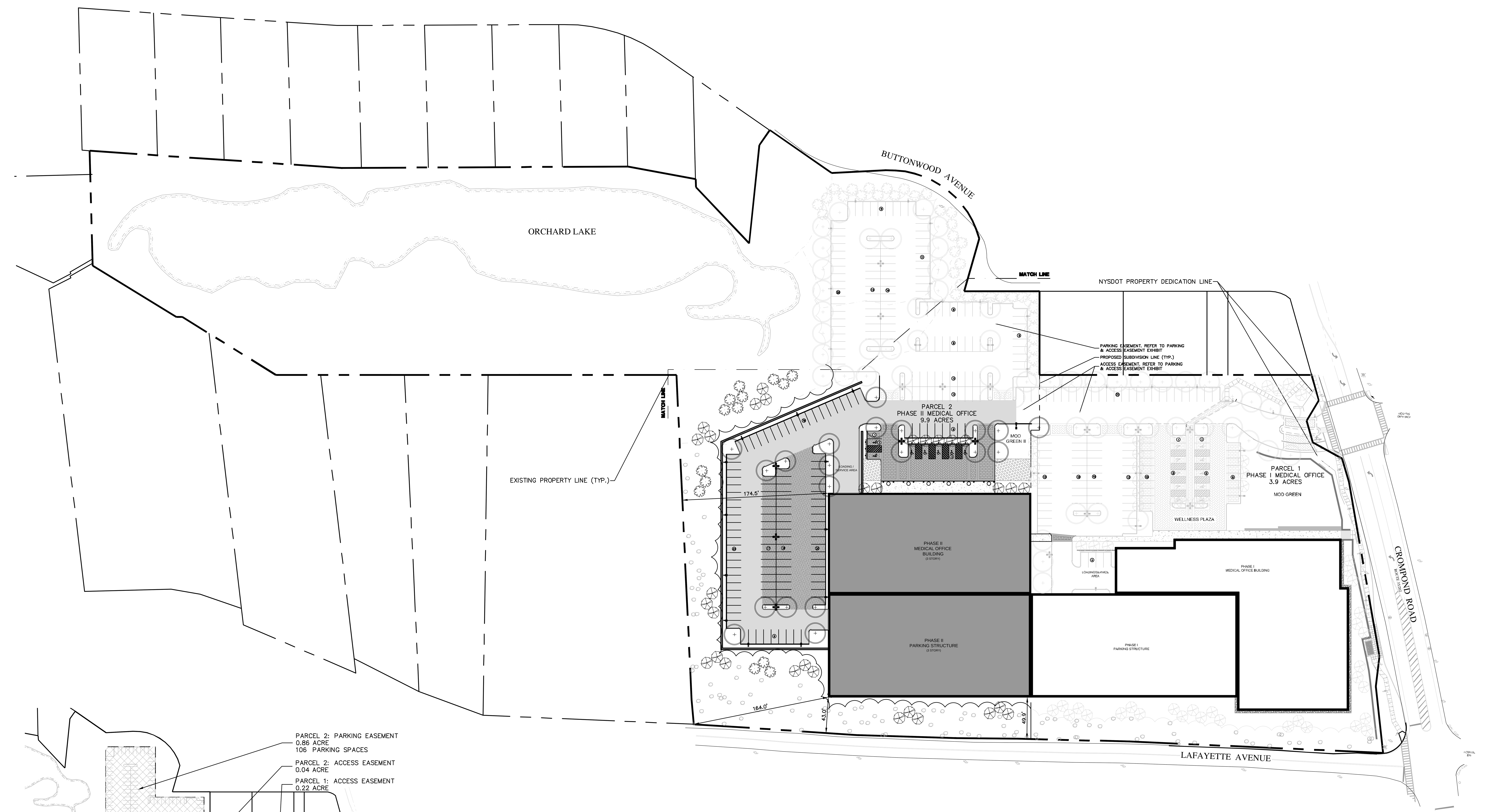
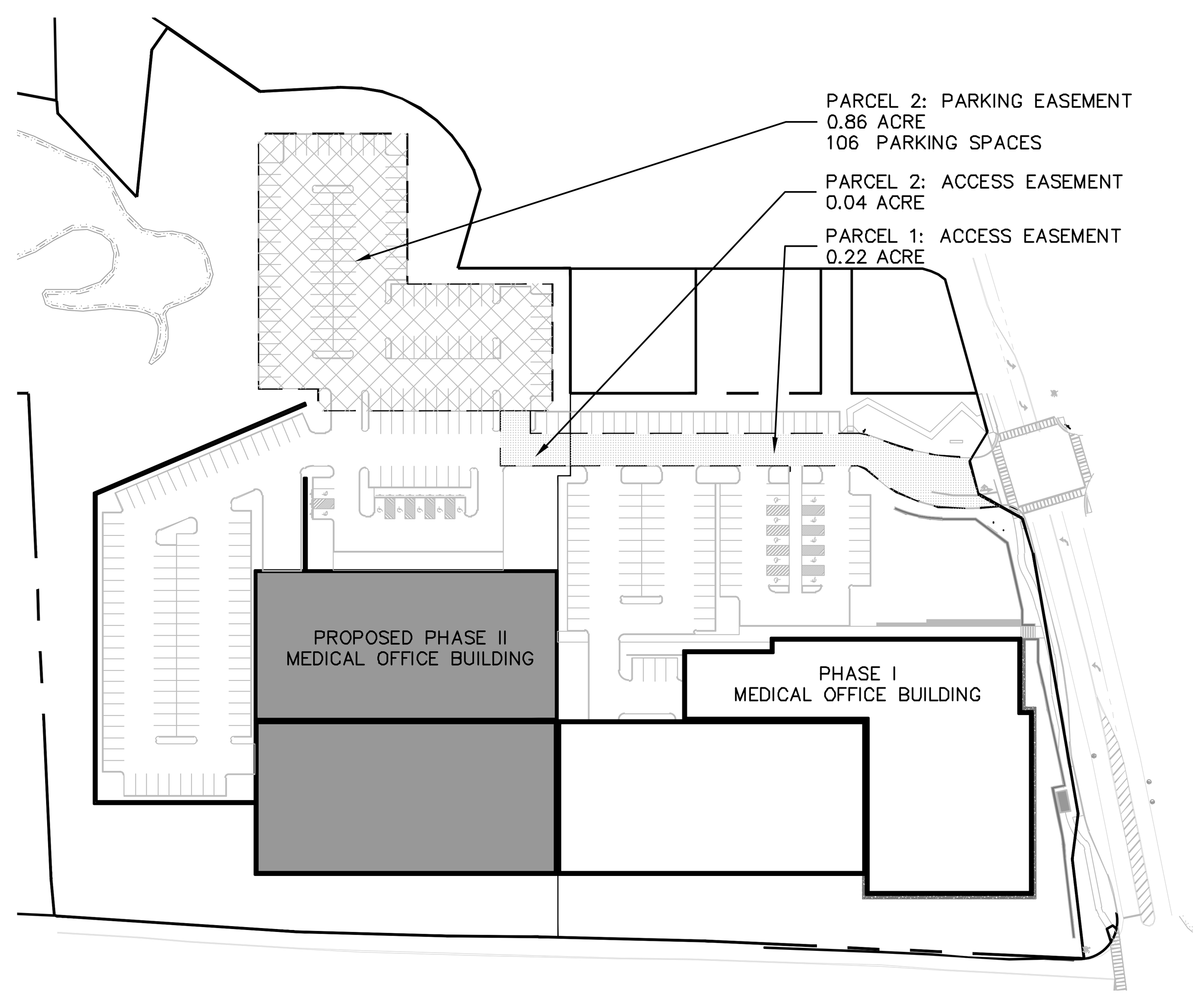
Town of Cortlandt Seal New York



LEGEND (PROPOSED)

- PROPERTY LINE
- SUBDIVISION LINE
- (L) LANDSCAPING
- (RG) RAIN GARDEN
- (RW) RETAINING WALL
- (CC) CONCRETE CURB
- (A) ASPHALT
- (PA) ASPHALT
- (CW) CONCRETE WALK
- (DP) DECORATIVE POROUS PAVER



PARKING & ACCESS EASEMENT EXHIBIT

SCALE: 1" = 100'

SITE DATA

1. WESTCHESTER COUNTY TAX MAP: SECTION 33.12 / BLOCK 1 / LOT (S) 1, 2, & 3
   SECTION 33.11 / BLOCK 3 / LOT (S) 5, 6, 7, 8, & 36
2. TOTAL SITE AREA: 600,793.38 SF (13.79 ACRES)
3. ZONING DISTRICT: MOD (PENDING TOWN ADOPTION)
4. OWNER / APPLICANT: GYRODYNE, LLC
   1 FLOWERFIELD, SUITE 24, ST JAMES, NY 11780
5. THIS PLAN REFERENCES THE FOLLOWING:
   A "SURVEY" PREPARED BY THOMAS C. MERRITTS LAND SURVEYORS, P.C., 394 BEDFORD ROAD, PLEASANTVILLE, NY 10570, LAST DATED 12/14/2018.
6. PARKING: REFER TO ADDITIONAL INFORMATION ON THIS SHEET
7. PROPOSED BUILDING: 3 STORIES
   84,600 SF (MEDICAL OFFICE)

PARKING SUMMARY

REQUIRED PARKING:

GSF	USE	PARKING RATIO	REQUIRED SPACES
100,000	MEDICAL OFFICE (PARCEL 1)	1 SPACE PER 220 GSF *	455 SPACES
4,000	CAFE (PARCEL 1)	N/A **	N/A
84,600	MEDICAL OFFICE (PARCEL 2)	1 SPACE PER 220 GSF *	385 SPACES
		TOTAL PARKING REQUIRED:	840 SPACES

* PARKING RATIO PREVIOUSLY PROPOSED. REFER TO DGEIS DESCRIPTION.
** CAFE USE IS LIMITED TO SUPPORT OF PRIMARY ON-SITE MEDICAL OFFICE USE.

PROPOSED PARKING:

PARCEL 1	PARCEL 2	TOTAL PROVIDED
104 ON-SITE SURFACE PARKING 303 STRUCTURED PARKING 106 PARCEL 2 EASEMENT SURFACE PARKING 513 TOTAL PARCEL 1 PARKING SPACES PROVIDED	136 ON-SITE SURFACE PARKING 290 STRUCTURED PARKING 426 TOTAL PARCEL 2 PARKING SPACES PROVIDED	939 SPACES

PARCEL 1 ZONING DATA

LOT AREA: 3.9 ACRES
PROPOSED ZONING: MEDICAL ORIENTED DISTRICT

PROPOSED MEDICAL ORIENTED DISTRICT (MOD)	REQUIRED/PERMITTED	PROPOSED
MAXIMUM GROSS FLOOR AREA OF MEDICAL USES	200,000 GSF	100,000 GSF
MAXIMUM RESIDENTIAL UNITS	400 UNITS	NOT APPLICABLE
MAXIMUM GROSS FLOOR AREA OF COMMERCIAL USES	60,000 GSF	4,000 GSF
PARKING	REFER TO PARKING SUMMARY	
BUILDING HEIGHT (FEET)	60' MAXIMUM	45'
MAXIMUM LOT COVERAGE	60% (ENTIRE SITE)	*
SETBACKS	AS APPROVED BY TOWN BOARD	TO COMPLY

*LESS THAN 60% IN COMBINATION OF PARCELS 1 & 2

PARCEL 2 ZONING DATA

LOT AREA: 9.9 ACRES
PROPOSED ZONING: MEDICAL ORIENTED DISTRICT

PROPOSED MEDICAL ORIENTED DISTRICT (MOD)	REQUIRED/PERMITTED	PROPOSED
MAXIMUM GROSS FLOOR AREA OF MEDICAL USES	200,000	84,600 GSF
MAXIMUM RESIDENTIAL UNITS	400 UNITS	NOT APPLICABLE
MAXIMUM GROSS FLOOR AREA OF COMMERCIAL USES	60,000 GSF	NOT APPLICABLE
PARKING	REFER TO PARKING SUMMARY	
BUILDING HEIGHT (FEET)	60' MAXIMUM	45'
MAXIMUM LOT COVERAGE	60% (ENTIRE SITE)	*
SETBACKS	AS APPROVED BY TOWN BOARD	TO COMPLY

*LESS THAN 60% IN COMBINATION OF PARCELS 1 & 2

FOR REGULATORY APPROVAL ONLY (NOT FOR CONSTRUCTION)

GRAPHIC SCALE

(IN FEET)
HORIZ. 1 inch = 50 ft.

NO.	DATE	REVISION DESCRIPTION	INT.
1	*	*	*

Figure I-6

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303 Tarrytown Road, 1st Floor, White Plains, NY 10603 T: (914) 721-8300
Corporate Seal Initiated 1996 State of New York
www.Cameronengineering.com

PROJECT NAME: GYRODYNE, LLC – MOD PHASE II

PROJECT LOCATION: TOWN OF CORTLANDT, WESTCHESTER COUNTY, NY

TITLE: OVERALL SITE PLAN

DISCIPLINE: CIVIL

PROJECT ENGINEER: MAD	PROJECT NO. CE338A	DRAWING NO.
DESIGNED BY: MAD	JOB NO. CE338A	
DRAWN BY: MAD	DATE: 10-05-2020	
CHECKED BY: KMM	SCALE: AS SHOWN	SHEET ---- of 22

GYRODYNE

In response to Town Board feedback and public input associated with the Gyrodyne DEIS development plan, the Gyrodyne Site Plan has been substantially modified and reduced in overall scale. An updated conceptual site plan for the Gyrodyne FEIS Site Plan (FEIS Plan) is provided below in **Figure I-6** (Gyrodyne MOD Phase I & II Site Plans). In addition, the applicant is proposing a new alternative as part of the FEIS titled "FEIS Alternative Mixed Use Site Plan (FEIS Alternative Plan)" which is presented in **Figure I-7** (Gyrodyne Mixed-Use Site Plan) and described in detail below.

The development program prepared for the FEIS contains the following fundamental modifications:

- The proposed FEIS Plan eliminates the prior 200-unit multi-family residential component. The updated FEIS Plan is a reduced-scale medical office use consistent with the core vision of the MOD and consistent with both public input and Town Board feedback.
- The updated FEIS Plan now incorporates a multi-phased approach, with two distinct phases of build-out (the DEIS plan utilized a single-phase build-out). Based on an approximate construction duration of two years for each phase, Gyrodyne anticipates a four-to-five-year period from the start of Phase I construction to occupancy of Phase II.

Further, in the FEIS Plan the overall property will be subdivided into two parcels (rather than three parcels, as envisioned in the DEIS Plan) but effectively function and operate as a unified campus environment.

GYRODYNE FEIS SITE PLAN (100% MEDICAL OFFICE)

Phase I

The Phase I Site Plan proposes a new 100,000 square foot medical office building (a limited percentage of office space could be complimentary general office such as insurance, legal, etc. as was envisioned in the MOD code) with 4,000 sf of café/commercial ground floor space supporting the building users and MOD/New York Presbyterian Hospital employees and visitors. The building design will be integrated with a 303-car structured parking garage. The existing 30,000 square feet of medical office on the interior of the property will remain operational and continue to provide important health care services to the Cortlandt community while the new building is constructed. It is anticipated that tenants of the existing medical office building will move into the new medical office building when ready for occupancy.

Key updates within the Phase 1 Site Plan include:

- Reduced building scale of the proposed buildings. Comparing the revised FEIS Site Plan to the DGEIS Plan, the overall development footprint has been reduced by approximately 43,560 square feet (1 acre). Phase I of the Gyrodyne Site Plan replaces the previously proposed 4-story (60-foot) medical office building with a 3-story (45-foot) medical office building. Phase II of the Gyrodyne Site Plan replaces the previously proposed 5-story (60-foot) multifamily building with a 3-story (45-foot) medical office building. Note that the Alternative Mixed-Use Plan would employ similar building heights, including a 3-story (45-foot) medical office building and a 4-story (45-foot) residential building.
- Proposed parking count is substantially increased and more convenient with 303-spaces located in the connected parking garage compared to 191-spaces in the DEIS Plan.

- FEIS Plan retains the open space amenities including the MOD Green and Wellness Plaza. However, at the request of community members, the walking trails and public amenities surrounding Orchard Lake have been removed from the project. Proposed disturbance to wetlands have been reduced by 64% as well (FEIS Plan is limited 12,000 square feet of disturbance in total).

Phase II

The Phase II site plan proposes the removal of the existing 30,000 square foot medical office building space with a new 84,600 square foot medical office building with an integrated 290-car structured parking garage. The building is sited to effectively "mask" the structured parking garage. FEIS Plan updates include:

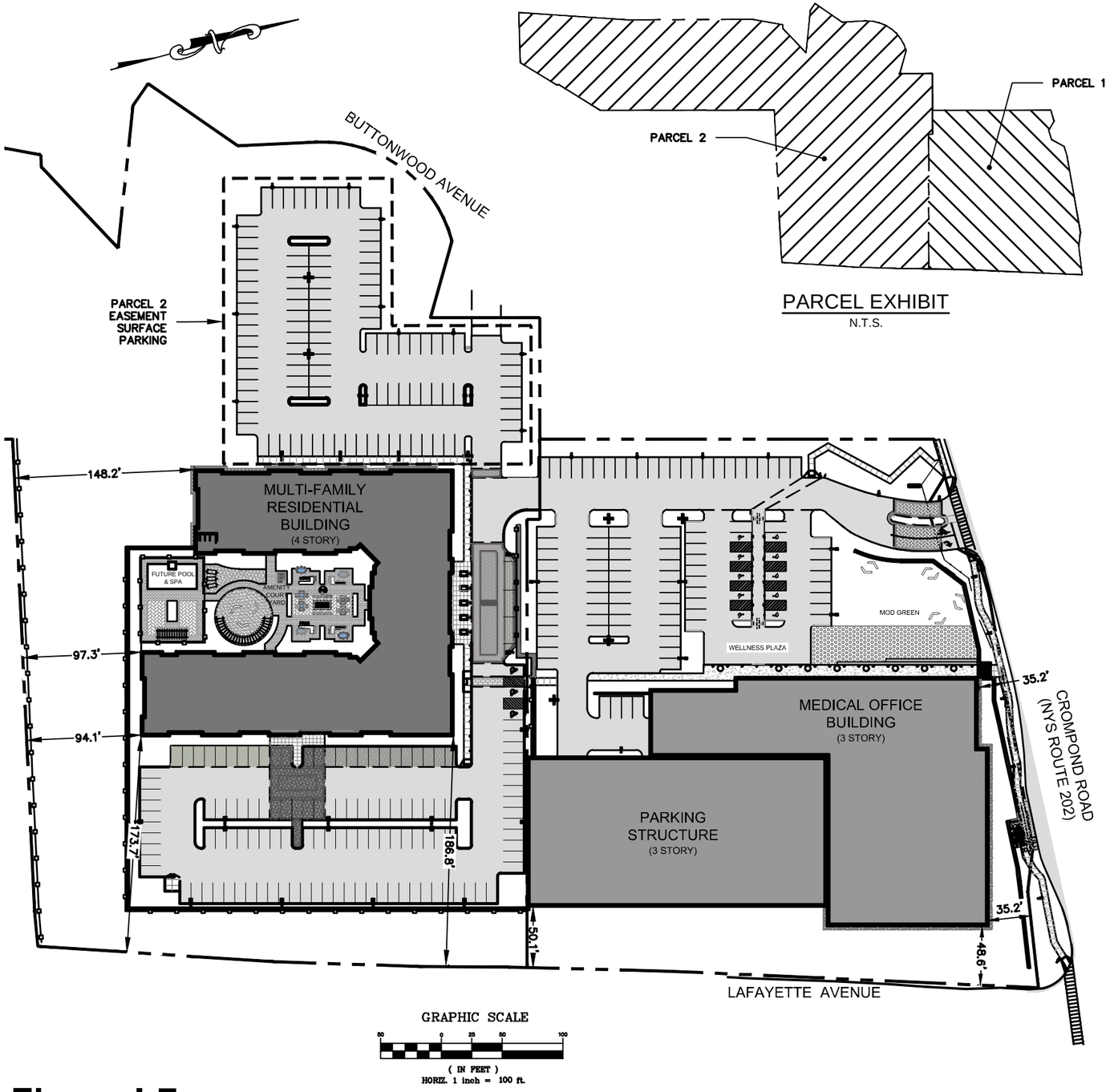
- Significantly reduced building size and scale from the formerly proposed five-story multi-family residential building to the currently proposed three-story medical office building. The DEIS multi-family residential building was proposed to be 60-feet, while the proposed medical office building will be approximately 45-feet in height.

- The Phase I and Phase II medical office buildings have been sited adjacent to one another to accommodate a potential future building connection (i.e.- "building bridge"). The structured parking garage design will interconnect between both phases and function as one garage.

- The building setbacks to the adjoining residential properties have been significantly increased. The multi-family residential building from the DEIS Plan was proposed with a 29.7-foot property line setback; setbacks for the proposed medical office building (FEIS Plan) have been increased, with a property line setback of 164-feet to the south. In addition, landscape buffers are significantly expanded and preserved to the Buttonwood Avenue homes adjacent to Orchard Lake. The proposed landscape buffers from the FEIS Plan are approximately 18 times larger than originally proposed.

- Operating as a unified medical office campus, the FEIS Plan will introduce approximately two-times the number of jobs as compared to the previous DEIS mixed-use residential plan.

The FEIS evaluates the changes in potential impacts related to the proposed modifications. FEIS **Table I-2** below provides a summary of the proposed uses for each parcel of the Gyrodyne FEIS Site Plan (100% medical office).



PARCEL EXHIBIT

N.T.S.

GRAPHIC SCALE

50 0 25 50 100

(IN FEET)

HORIZ. 1 inch = 100 ft.

Figure I-7

PARKING SUMMARY

Site Breakdown		Parking Ratios		# Spaces
16	Studio	1.2	per unit	20
128	1 BR	1.3	per unit	167
16	2 BR	1.6	per unit	26
83,500	SF Medical Office	1	per 220 SF*	380
1,500	SF Dining Space	N/A - Café only serves office **		
				593

Shared Parking Chart (Clifton Park Section 208-29, Table A.1)

	Weekdays			Weekends		
Use Type	8am-6pm	6pm-12am	12am-8am	8am-6pm	6pm-12am	12am-8am
Residential	50%	100%	100%	80%	100%	100%
Office	100%	20%	5%	30%	5%	5%
Retail	90%	80%	5%	100%	70%	5%

Site Parking Usage by Time of Day

	Weekdays			Weekends		
Use Type	8am-6pm	6pm-12am	12am-8am	8am-6pm	6pm-12am	12am-8am
Residential	107	213	213	170	213	213
Office	380	76	19	114	19	19
Retail	0	0	0	0	0	0
Project Total	487	289	232	284	232	232

* PARKING RATIO PREVIOUSLY PROPOSED. REFER TO DGEIS DESCRIPTION.
** CAFE USE IS LIMITED TO SUPPORT OF PRIMARY ON-SITE MEDICAL OFFICE USE.

PROPOSED PARKING:

PARCEL 1	PARCEL 2	TOTAL PROVIDED
104 ON-SITE SURFACE PARKING 303 STRUCTURED PARKING 114 PARCEL 2 EASEMENT SURFACE PARKING 521 TOTAL PARCEL 1 PARKING SPACES PROVIDED	129 SURFACE PARKING 129 TOTAL PARCEL 2 PARKING SPACES PROVIDED	650 SPACES

SITE DATA

1. WESTCHESTER COUNTY TAX MAP: SECTION 33.12 / BLOCK 1 / LOT (S) 1, 2, & 3
   SECTION 33.11 / BLOCK 3 / LOT (S) 5, 6, 7, 8, & 36
2. TOTAL SITE AREA: 600,793.38 SF (13.79 ACRES)
3. ZONING DISTRICT: MOD (PENDING TOWN ADOPTION)
4. OWNER / APPLICANT: GYRODYNE, LLC
   1 FLOWERFIELD, SUITE 24, ST JAMES, NY 11780
5. THIS PLAN REFERENCES THE FOLLOWING:
   A "SURVEY" PREPARED BY THOMAS C. MERRITTS LAND SURVEYORS, P.C., 394 BEDFORD ROAD, PLEASANTVILLE, NY 10570, LAST DATED 12/14/2018.
6. PARKING: REFER TO ADDITIONAL INFORMATION ON THIS SHEET
7. PROPOSED BUILDINGS:
   PARCEL 1:
   3 STORIES
   83,500 GSF (MEDICAL OFFICE)
   1,500 SF (CAFE)**
   PARCEL 2:
   4 STORIES
   160 UNITS (RESDENTIAL)

Gyrodyne, LLC

CAMERON ENGINEERING & ASSOCIATES, LLP
177 Crossways Park Drive, Woodbury, NY 11797 T: (516) 827-4900
1411 Broadway, Suite 610, New York, NY 10018 T: (212) 324-4000
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Corporate Seal Initiated 1996 State of New York
www.Cameronengineering.com

MIXED-USE SITE PLAN

JULY 12, 2021

Table I-2: Gyrodyne FEIS Site Plan Summary – 100% Medical Office (*Gyrodyne MOD Phase I & Gyrodyne MOD Phase 2*)

Parcel	Use	Square Footage/ Units, Building Height	Proposed Parking Spaces	Parking Requirements
Parcel 1 3.9 acres	Medical Office & Office Café	100,000 SF 3-stories/45-feet	513	One space per 220 SF
Parcel 2 9.9 acres	Medical Office/Open Space (includes Orchard Lake)	84,600 SF 3-stories/45-feet	426	One space per 220 SF
Total Acres 13.8		**Total of: 184,600 SF of medical office (includes 4,000 SF office café)**	**Total Parking 939 spaces (840 required)**	

Gyrodyne FEIS Alternative Mixed-Use Site Plan

In addition to the development of the proposed FEIS Plan (100% medical office use) described above, a new Alternative Mixed-Use Site Plan was also developed for incorporation into the MOD FGEIS/FEIS. This Alternative Mixed Use Site Plan proposes a 20% reduction in the scope of the residential component previously analyzed in the MOD DGEIS/DEIS (reduction of the number of residential units from 200 to 160) and a reduced medical office component (83,500 square feet vs. 100,000 square feet in the DEIS Plan). The Alternative Mixed-Use Plan will be phased similar to the FEIS Plan with the medical office proposed to be constructed in *Gyrodyne MOD Phase I* and the residential building to be constructed in *Gyrodyne MOD Phase II.*

Further, in the Alternative Mixed Use Site Plan the overall property will be subdivided into two parcels (rather than three parcels, as envisioned in the DEIS Plan) but effectively function and operate as a unified campus environment.

This FEIS evaluates the changes in potential impacts related to the Gyrodyne FEIS Alternative Mixed Use Site Plan. **Table I-3** below provides a summary of the proposed uses for each parcel of the Gyrodyne Alternative Mixed Use Site Plan.

Table I-3: Gyrodyne FEIS Alternative Mixed Use Site Plan Summary (*Mixed-Use Site Plan*)

Parcel	Use	Square Footage/ Units, Building Height	Proposed Parking Spaces	Parking Requirements
Parcel 1 3.9 acres	Medical Office & Office Café	83,500 SF 3-stories/45-feet	521	One space per 220 SF
Parcel 2 9.9 acres	Multi-Family Residential/Open Space (includes Orchard Lake)	160 units 4-stories/45-feet	129*	1.2 spaces per Studio 1.3 spaces per 1BR 1.6 spaces per 2BR
Total Acres 13.8		**Total of:** **160 dwelling units** **(16 Studio, 128 1BR, 16 2BR); 83,500 SF of medical office (includes 1,500 SF office café)**	**Total Parking 650 spaces (593 required)**	

**See 'Parking Summary' chart on the Alternative Mixed-Use Site Plan for breakdown of shared parking demands.*

II. MOD FGEIS/FEIS ENVIRONMENTAL ANALYSES

INTRODUCTION

This section includes a discussion of the revised MOD Zoning compared to the original MOD Zoning analyzed in the DGEIS. In addition, this section includes a comparison of the revised Evergreen Manor and Gyrodyne FEIS Plans to the Evergreen Manor and Gyrodyne DEIS Plans in each of the environmental impact areas studied in the DGEIS/DEIS is presented below. Due to the complexity of the traffic analyses, Chapter 11, "Traffic and Transportation" was revised to reflect the proposed new FEIS build programs. The revised Chapter 11, "Traffic and Transportation" is included as **Attachment 1** at the back of this section.

MOD ZONING

The MOD Zoning ordinance studied in the DGEIS (**see Appendix 2**) included the following uses capped at the following densities:

- **Medical Uses**. 200,000 square feet (sf) not including assisted living residences or skilled nursing facilities.
- **Residential Uses**. 400 bedrooms exclusive of assisted living and skilled nursing facilities.
- No more than 2 bedrooms per dwelling unit. No more than 15 percent of the total number of dwelling units may have more than one (1) bedroom.
- **Commercial Uses**. 60,000 sf. No single retail tenant space shall exceed 15,000 sf.
- **Assisted Living/Skilled Nursing Units**. The total number of assisted living bedrooms permitted in the MOD shall not exceed 130 bedrooms.
- **Hotels/Inns/Bed and Breakfasts**. The total number of hotel units permitted in the MOD shall not exceed 100 units.

In response to comments made during the DGEIS/DEIS public hearings and comment period, the following revisions were made to the MOD zoning ordinance (**see Appendix 1**);

- The area of the proposed MOD Zoning District was reduced from 105 acres to 69.2 acres to concentrate the MOD in the area immediately surrounding the existing New York Presbyterian Hospital Campus. The MOD Zoning Area was reduced in size to include the four parcels comprising the hospital campus, the 1.3-acre parcel surrounded by the hospital campus and currently occupied by the animal hospital, the Evergreen site, and the Gyrodyne Site (**see Figure II-1**).
- The MOD was revised from an overlay district to a mapped district.
- Hotel uses were eliminated from the permitted uses in the MOD.

Chapter 11: Traffic and Transportation

A. INTRODUCTION

This chapter considers the potential transportation impacts from the Proposed Action. As described in Chapter 1, "Project Description," the Proposed Action includes; 1) the adoption of the MOD Zoning (the "Proposed Zoning Action") to establish a Medical Oriented District (MOD) in the area surrounding the existing New York Presbyterian Hospital (NYPH) facility recommended as part of *Envision* Cortlandt, the Town's Sustainable Comprehensive Plan; and 2) site plan approval for the MOD Development Plan (the "Proposed Project") proposed by the Applicants, Gyrodyne, LLC and VS Construction, including a mix of medical, residential, and commercial uses as well as parking and public amenities on multiple parcels within the MOD.

The Proposed Project includes the development of two sites, Gyrodyne and Evergreen, located on the south side of Route 202/35 opposite the NYPH. The Gyrodyne Project is proposed as a Class A medical office space with approximately 184,600 gsf on a 13.8 acre site directly across Route 202/35 from the NYPH entrance. The Gyrodyne Project would provide approximately 939 parking spaces (346 surface lot spaces and 593 spaces located in a parking structure.) Under existing conditions, the Gyrodyne site has 30,000 gsf of medical office that will be removed as part of the Gyrodyne Project. The Gyrodyne Project Site's driveway would utilize the existing driveway to the medical offices across from the NYPH entrance driveway on Route 202/35 forming a four-leg intersection. The proposed full access driveway would be improved to provide one shared left turn/through lane and one right turn only lane and would be signalized.

The Evergreen Project is proposed as a mix of uses including an 120 unit assisted living facility, 70 townhouses, 166 multi-family residential units and 7,000 sf of accessory retail uses. The site will also contain is proposed with an 120 unit assisted living facility, 166 residential units, 70 townhouses, and 7,427 surface parking spaces located across Route 202/35 from the NYPH campus between Lafayette and Conklin Avenues and adjacent to the Gyrodyne Project. Access to the Evergreen Project Site would be provided by a full access driveway at Route 202/35 opposite Conklin Avenue to create a four-leg intersection. The driveway would provide one left turn only lane and one shared through/right turn lane.

This chapter examines the potential effects of the Proposed Action on the study area transportation system, describing existing conditions within the Study Area and comparing future conditions in 2023 both without the Proposed Action (the "No Action" analysis), and with the Proposed Project (the "With Action" analyses). In addition, an Alternatives Build Program for the Gyrodyne site was analyzed.

PRINCIPAL CONCLUSIONS

Traffic conditions were evaluated at 25 intersections for the Weekday AM and PM peak hours. Under the 2023 With Action Condition

Table 11-1 identifies the locations of potential traffic impacts with the Proposed Action and where mitigation measures have been proposed to fully mitigate the impact. In addition, at two

intersections, mitigation measures were recommended to mitigate the projected impacts to one or more impacted movements to provide improvements where possible. No impacts were identified for vehicular and pedestrian safety, parking, pedestrians and transit.

Table 11-1
Summary of Traffic Impacts

Intersection		Proposed Action			
		Weekday AM		Weekday PM	
EB/WB Street	NB/SB Street	Traffic Impact	Mit	Traffic Impact	Mit
Route 6	Dayton Lane	Not Impacted	N/A	NB-L	Yes
Route 6	Lexington Avenue	Not Impacted	N/A	EB - TR	No
Route 202/35	Lafayette Avenue/NYPH driveway	Not Impacted	N/A	EB-TR	Yes
Route 202/35	Bear Mountain Parkway	EB-LT	Yes	EB-LT	Yes
Route 202/35	Croton Avenue/ Maple Row	NB-L	No	WB-L WB-TR NB-L	No No No
Route 202/35	Lexington Avenue	EB-TR	Yes	EB-TR WB-T	No Yes
South Driveway	Dayton Lane	Not Impacted	N/A	WB-LR	No
Route 202/35	Dayton Lane	SB-LR	Yes	SB-LR	Yes
Route 202/35	Tamarack Drive	Not Impacted	N/A	NB-LR	Yes
Route 202/35	Shipley Drive/Dimond Avenue	Not Impacted	N/A	NB-LTR	No
Route 202/35	Locust Avenue	SB-LTR	No	Not Impacted	N/A
Bear Mountain Parkway	Arlo Lane	Not Impacted	N/A	NB-LTR	Yes
Total Impacted Intersections/Lane Groups		**5/5**		**11/14**	

Notes: L = Left Turn, T = Through, R = Right Turn, EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, Mit = Mitigation Provided, NA = Not Applicable

The impacts and mitigation shown in **Table 11-1** are based on the additional time it would take to make an individual movement at an intersection under the proposed action. However, while some individual movements may experience an increase in delay, the total increase in delay through a series of movements along a route is not identified. For this reason, the total delay along the Route 202/35 corridor in the study area was also evaluated.

With the mitigation measures proposed the delay associated with the Proposed Project would be greatly reduced, however an increase in delay along the Route 202/35 corridor would still be experienced as compared to the 2023 No Action Condition. Therefore, additional mitigation measures are proposed to reduce travel time along the corridor with the Proposed Action:

- Route 202/35 and Lafayette Avenue/NY Presbyterian Hospital Driveway—signal phasing modifications to make the westbound left-turn a lagging phase.
- Route 202/35 from Dayton Lane to Conklin Avenue—Adjustments to the signal offsets to smooth traffic flow and progression between intersections.

With the implementation of these additional improvement measures, as well as the partial mitigation measures at the intersections of Route 202/35 and Bear Mountain Parkway and Route 202/35 and Lexington Avenue, additional storage capacity for turning vehicles would be provided and would improve the flow of through traffic along Route 202/35.

An Adaptive Traffic Control System (ATCS) is also proposed as an improvement measure and has the potential to further improve vehicle delay and number of stops along a congested arterial by approximately 10 percent (during the peak periods) when implemented correctly. In addition, as an ATCS adjusts traffic signal timing (offsets, cycle lengths and splits) based on real-time conditions it is better able to adapt to the variations in traffic volumes throughout the day, leading to a better driver experience through the corridor. Within the Town of Cortlandt, the U.S. Route 6 corridor from Jerome Avenue to Lexington Avenue currently operates under the control of an

ATCS and has shown improvements to travel times of approximately 10 percent during the peak periods, and greater improvements during the shoulder and weekend hours.

In addition to operational traffic improvements, the proposed mitigation measures for the Proposed Action would provide added safety benefits to many of the intersections along the Route 202/35 corridor in the study area. The proposed Project's Site Plan would also provide additional pedestrian facilities, including sidewalks and crosswalks, providing pedestrian connectivity between the Project Sites as well as the NYPH.

B. CAPACITY ANALYSIS METHODOLOGY

SIGNALIZED INTERSECTIONS

The operation of signalized intersections in the study area was analyzed by applying the Percentile Delay Methodology included in the Synchro 10 traffic signal software. The Percentile Delay Methodology differs from the *Highway Capacity Manual (HCM)* Methodology by calculating vehicle delays for five different percentile scenarios (10th, 30th, 50th, 70th and 90th) and taking the volume weighted average of the scenarios as compared to HCM which calculates delay for a single average scenario. In addition, the Percentile Delay Methodology includes an additional queue delay component to account for the effects of queues and blocking on short links and turning bays. The methodology evaluates signalized intersections for average delay per vehicle and level of service (LOS).

LOS can be characterized for the entire intersection, each intersection approach, and each lane group. Delay alone is used to characterize LOS for the entire intersection or an approach. Total delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

LOS A describes operation with a delay of 10 seconds per vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B describes operation with delay between 10 and 20 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C describes operation with delay between 20 and 35 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

LOS D describes operation with delay between 35 and 55 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

LOS E describes operation with delay between 55 and 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity

ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

LOS F describes operation with delay exceeding 80 seconds per vehicle or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

A lane group can incur a delay less than 80 seconds per vehicle when the volume-to-capacity ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and volume-to-capacity ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 seconds per vehicle represents failure from a delay perspective).

The delay criteria for the range of service levels for signalized intersections are shown in **Table 11-2**.

Table 11-2
LOS Criteria for Signalized Intersections

Total Delay Per Vehicle	Level-of-Service (LOS)[1]	
	v/c ratio ≤ 1.0	v/c ratio > 1.0
≤ 10.0 seconds	A	F
>10.0 and ≤ 20.0 seconds	B	F
>20.0 and ≤ 35.0 seconds	C	F
>35.0 and ≤ 55.0 seconds	D	F
>55.0 and ≤ 80.0 seconds	E	F
>80.0 seconds	F	F

Note: (1) For approach-based and intersection-wide assessments, LOS is defined solely by delay.
Source: Transportation Research Board. *2010 Highway Capacity Manual*.

UNSIGNALIZED INTERSECTIONS

LOS for a two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections is determined by the computed or measured control delay using HCM Methodology. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns at TWSC intersections and for all movements at AWSC intersections. LOS is not defined for the intersection as a whole for TWSC intersections.

The LOS criteria for both TWSC and AWSC unsignalized intersections are summarized in **Table 11-3**.

Table 11-3
LOS Criteria for Unsignalized Intersections

Control Delay Per Vehicle	Level-of-Service (LOS)[1]	
	v/c ratio ≤ 1.0	v/c ratio > 1.0
≤ 10.0 seconds	A	F
>10.0 and ≤ 15.0 seconds	B	F
>15.0 and ≤ 25.0 seconds	C	F
>25.0 and ≤ 35.0 seconds	D	F
>35.0 and ≤ 50.0 seconds	E	F
>50.0 seconds	F	F

Note: (1) For TWSC intersections, the LOS criteria apply to each lane on a given approach and to each approach on the minor street (for TWSC intersections). LOS is not calculated for major-street approaches or for the intersection as a whole.
Source: Transportation Research Board. *2010 Highway Capacity Manual*.

Note that the LOS criteria for unsignalized intersections are somewhat different from the criteria used in signalized intersections. At TWSC intersections, drivers on the stop-controlled approaches are required to select gaps in the major-street flow in order to execute crossing or turning maneuvers. In the presence of a queue, each driver on the controlled approach must also use some time to move into the front-of-queue position and prepare to evaluate gaps in the major-street flow. AWSC intersections require drivers on all approaches to stop before proceeding into the intersection.

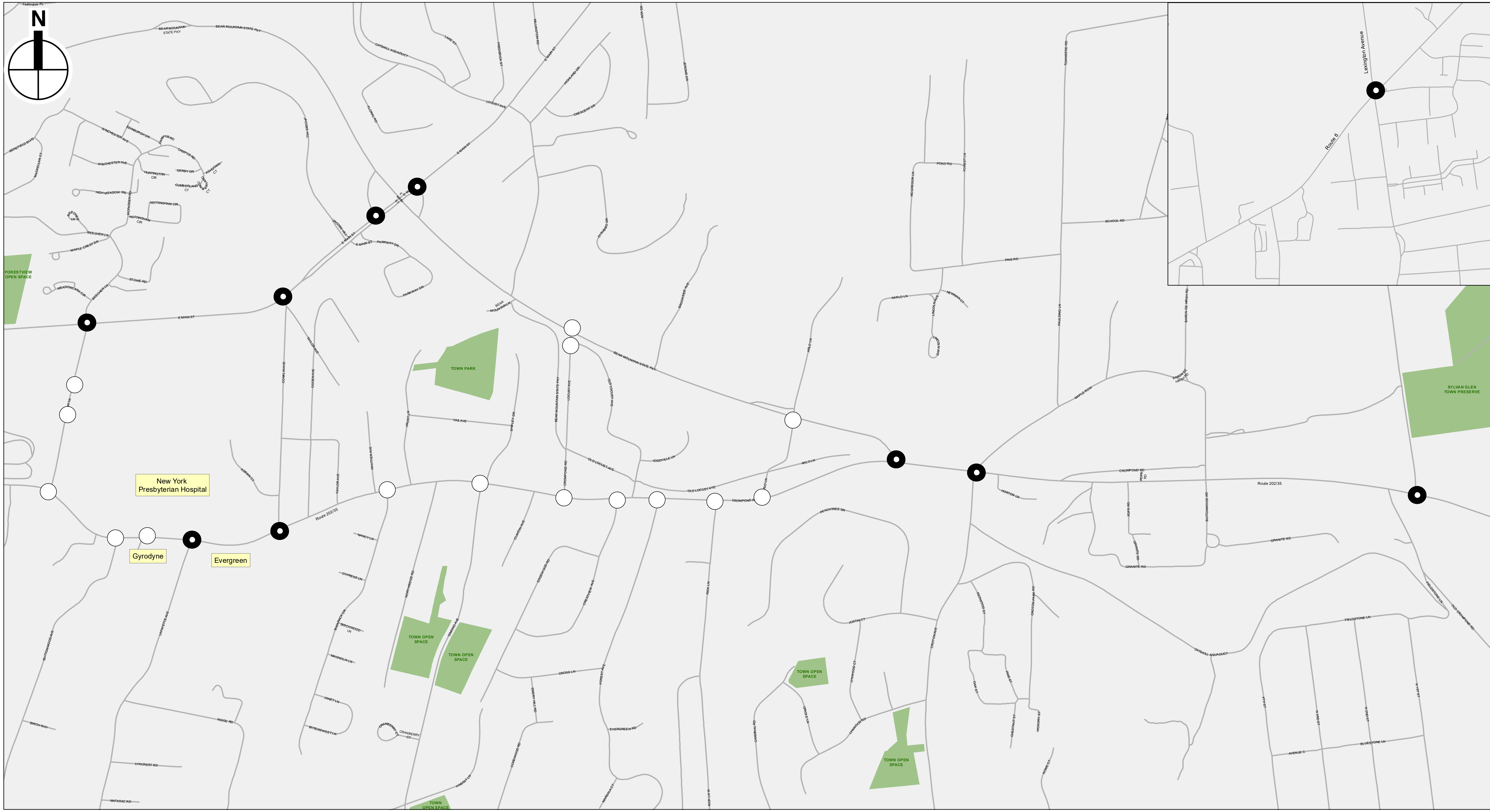
C. 2017 EXISTING CONDITIONS

To assess the traffic impacts associated with the Proposed Action, a Study Area was identified that considered key intersections that might be affected by project generated trips. As presented in **Figure 11-1,** a total of 25 locations were identified for analysis:

1. Route 202/35 and Dayton Lane
2. Route 202/35 and Buttonwood Avenue
3. Route 202/35 and Conklin Avenue
4. Route 202/35 and Tamarack Drive
5. Route 6 and Dayton Lane
6. Dayton Lane and Beach Shopping Center (North)
7. Dayton Lane and Beach Shopping Center (South)
8. Route 202/35 and Dimond Avenue/Shipley Drive
9. Route 202/35 and Locust Avenue
10. Route 202/35 and Crestview Avenue
11. Route 202/35 and Bear Mountain Parkway
12. Route 202/35 and Croton Avenue/Maple Row
13. Route 202/35 and Lexington Avenue
14. Route 202/35 and Medical Center Driveway/NYPH Driveway
15. Route 202/35 and Lafayette Avenue/NYPH Driveway
16. Route 6 and Conklin Avenue
17. Bear Mountain Parkway and Locust Avenue
18. Route 202/35 and Forest Avenue
19. Route 202/35 and Rick Lane
20. Bear Mountain Parkway and Arlo Lane
21. Route 202/35 and Arlo Lane
22. Route 6 and Lexington Avenue
23. Lafayette Avenue and Ridge Road
24. Route 6 and Bear Mountain Parkway Eastbound Ramps
25. Route 6 and Bear Mountain Parkway Westbound Ramps

Manual turning movement counts and vehicle classification counts were collected at all the study area intersections during the Weekday AM (7:00 AM to 9:00 AM) and Weekday PM (4:00 PM to 6:00 PM) peak periods. Existing traffic conditions at intersections 1 through 4 listed above were established based on traffic counts conducted in February 2016 and intersections 5 through 13 collected in May 2016. Traffic counts for intersections 14 and 15 were conducted in May 2017, intersections 16 through 22 were collected in October 2017 and intersection 23 was collected in October 2018. Traffic counts for intersections 24 and 25 were obtained from the Gasland Cortlandt Traffic Impact Study collected in March 2019. Traffic counts collected in 2016 were grown by two percent per year, consistent with historical data along the corridor and recent traffic studies in Cortlandt, for a baseline analysis year of 2017. Data collection sheets are provided in **Appendix VII**.

9.2.21



Legend

Signalized intersection

Unsignalized intersection

0 2,000 FEET

CORTLANDT MOD

Study Area

Figure 11-1

In addition to the manual turning movement counts at study area intersections, Automatic Traffic Recorder (ATR) counts were conducted for one full week during the months of February 2017 on Route 202/35 (both east and west of Croton Avenue), October 2017 on Route 202/35 east of Lafayette Avenue, and September 2018 on Lafayette Avenue between Ridge Road and Route 202/35. Field inventories of roadway geometry and signal timings/phasings were also conducted to provide the appropriate inputs to the operational analyses and are provided in **Appendix VII**.

ROADWAY AND INTERSECTION CHARACTERISTICS

The following is a brief description of the major roadways and intersections within the study area.

ROUTE 202/35

U.S. Route 202 and NYS Route 35 ("Route 202/35"), also designated as Crompond Road, is a principal arterial roadway under the jurisdiction of the New York State Department of Transportation (NYSDOT) that generally traverses in an east-west direction. Route 202/35 within the Study Area generally provides one moving lane in each direction with two-way traffic volumes ranging from approximately 785 to 1,980 vehicles per hour (vph) and varies in width between approximately 32 and 50 feet. The shoulders along Route 202/35 in the study area are generally 6 feet wide or less. Based on field observations, the pavement along Route 202/35 in the study area is in good condition, as also reported by NYSDOT's *Highway Sufficiency Ratings*. Route 202/35 has a posted speed limit of 40 mph in the western portion of the study area and 45 mph in the eastern portion of the study area.

ROUTE 6

U.S. Route 6 ("Route 6"), also designated as Main Street, is a principal arterial roadway under the jurisdiction of NYSDOT that generally traverses in an east-west direction. Within the Study Area, Route 6 generally provides one moving lane in each direction with two-way traffic volumes ranging from approximately 700 to 2,130 vph and varies in width between approximately 50 and 60 feet without shoulders. Based on field observations, the pavement along Route 6 in the study area is in good condition, as also reported by NYSDOT's *Highway Sufficiency Ratings*. Route 6 has a posted speed limit of 30 mph in the western portion of the study area and 40 mph in the eastern portion of the study area.

BEAR MOUNTAIN STATE PARKWAY

Bear Mountain State Parkway is a limited-access principal arterial roadway under the jurisdiction of NYSDOT. Although generally an east-west roadway, Bear Mountain State Parkway intersects with Route 202/35 in a north-south direction. Bear Mountain State Parkway generally provides one moving lane in each direction within the Study Area and has a pavement width of approximately 30 feet in the vicinity of its intersection with Route 202/35. At its intersection with Route 202/35, Bear Mountain State Parkway has a gravel shoulder on the west side and provides no shoulder on the east side. At its interchange with Route 6, Bear Mountain State Parkway provides two moving lanes in the eastbound direction and one moving lane in the westbound direction. The eastbound and westbound on- and off-ramps at Route 6 provide one lane in each direction with two off-ramp lanes at the intersections. Based on field observations, the pavement along the Bear Mountain Parkway in the study area is in good condition. Bear Mountain State Parkway has a posted speed limit of 45 mph in the study area and two-way traffic volumes of approximately 755 to 1,145 vph.

LAFAYETTE AVENUE

Lafayette Avenue is classified by NYSDOT as a minor arterial roadway. Lafayette Avenue generally traverses in a north-south direction and provides one moving lane in each direction with two-way traffic volumes of approximately 180 to 345 vph. At its intersection with Route 202/35, Lafayette Avenue provides a single shared left turn/right turn lane. The north leg of the intersection provides egress from the NYPH campus. The pavement width along Lafayette Avenue is approximately 24 feet wide within the Study Area. The shoulders along Lafayette Avenue in the study area are generally 2 feet wide or less. Based on field observations, the pavement along Lafayette Avenue in the study area is in fair condition. Lafayette Avenue is under the jurisdiction of the Town of Cortlandt. Lafayette Avenue has a posted speed limit of 30 mph in the Study Area.

CROTON AVENUE

Croton Avenue is classified by NYSDOT as a minor arterial roadway that generally traverses in a north-south direction within the study area. Croton Avenue generally provides one moving lane in each direction with a two-way traffic volume of approximately 560 to 740 vph. At the northern end of Croton Avenue at its intersection with Route 202/35, Croton Avenue has a northbound left turn lane and a shared through/right turn lane to facilitate movements at the intersection. The pavement width along Croton Avenue varies between approximately 22 and 41 feet. The shoulders along Croton Avenue in the study area are generally less than 6 feet wide. Based on field observations, the pavement along Croton Avenue in the study area is in good condition. Croton Avenue is under the jurisdiction of the Town of Cortlandt within the study area. Croton Avenue has a posted speed limit of 30 mph within the study area.

LEXINGTON AVENUE

Lexington Avenue is classified by NYSDOT as a minor arterial roadway. Lexington Avenue generally traverses in a north-south direction and provides one moving lane in each direction with two-way traffic volumes of approximately 375 to 735 vph. At its intersection with Route 202/35, Lexington Avenue provides a dedicated right turn lane and a shared left turn/through lane. The pavement width along Lexington Avenue is approximately 24 feet wide within the study area and no shoulders are provided. Based on field observations, the pavement along Lexington Avenue in the study area is in fair condition. Lexington Avenue is under the jurisdiction of the Town of Cortlandt. Lexington Avenue has a posted speed limit of 30 mph in the study area.

MAPLE ROW

Maple Row is classified by NYSDOT as a major collector roadway. Maple Row generally traverses in a north-south direction and generally provides one moving lane in each direction with two-way traffic volumes of approximately 295 to 340 vph. The pavement width along Maple Row is approximately 33 feet wide within the study area. The shoulders along Maple Row in the study area are generally less than 2 feet wide. Based on field observations, the pavement along Maple Row in the study area is in good condition. Maple Row is under the jurisdiction of the Town of Cortlandt within the study area. Maple Row has a posted speed limit of 30 mph in the study area.

DAYTON LANE

Dayton Lane is classified by NYSDOT as a local roadway. Dayton Lane generally traverses in a north-south direction and provides one moving lane in each direction with two-way traffic volumes of approximately 360 to 780 vph. At its intersection with Route 202/35, Dayton Lane provides a single shared left turn/right turn lane. The pavement width along Dayton Lane is approximately 38 feet wide within the study area and no shoulders are provided. Based on field

observations, the pavement along Dayton Lane in the study area is in fair condition. Dayton Lane is under the jurisdiction of the City of Peekskill. Dayton Lane has a speed limit of 30 mph in the study area.

BEACH SHOPPING CENTER DRIVEWAYS

The Beach Shopping Center Driveways are private driveways. The Beach Shopping Center Driveways generally traverse in an east-west direction and provide access to the Beach Shopping Center. Both the northern and southern driveways provide one moving lane in each direction and centerline striping is provided on the pavement to designate the travel lanes. The pavement width along approximately 24 and 27 feet wide along the northern and southern driveway, respectively. Based on field observations, the pavement along the Beach Shopping Center Driveways in the study area is in fair condition.

BUTTONWOOD AVENUE

Buttonwood Avenue is classified by NYSDOT as a local roadway with a two-way traffic volume of approximately 10 to 25 vph. Buttonwood Avenue generally traverses in a north-south direction and provides one moving lane in each direction; however, centerline striping is not provided on the pavement to designate the travel lanes. At its intersection with Route 202/35, Buttonwood Avenue provides a single shared left turn/right turn lane. The pavement width along Buttonwood Avenue is approximately 35 feet wide within the study area and no shoulders are provided. Based on field observations, the pavement along Buttonwood Avenue in the study area is in fair condition. Buttonwood Avenue is under the jurisdiction of the Town of Cortlandt. Buttonwood Avenue has a posted speed limit of 30 mph in the study area.

NYPH DRIVEWAYS, CORTLANDT MEDICAL CENTER DRIVEWAYS

The NYPH and Cortlandt Medical Center Driveways are private driveways. The driveways generally traverse in a north-south direction and provide access to New York-Presbyterian Hudson Valley Hospital to the north of Route 202/35 and Cortlandt Medical Center to the south of Route 202/35. On the south side of Route 202/35, the Cortlandt Medical Center driveway provides one moving lane in each direction; however, centerline striping is not provided on the pavement to designate the travel lanes. On the north side of Route 202/35, the westernmost New York Presbyterian driveway provides two receiving lanes for access to NYPH campus and egress is provided at the easternmost driveway at the intersection of Route 202/35 and Lafayette Avenue. The pavement width for each of the driveways is approximately 24 feet wide and no shoulders are provided. Based on field observations, the pavement of the NY Presbyterian and Medical Center Driveways in the study area is in fair condition. The driveways have a posted speed limit of 10 mph.

RIDGE ROAD

Ridge Road is classified by NYSDOT as a local roadway with two-way traffic volumes of approximately 50 to 90 vph. Ridge Road generally traverses in an east-west direction and provides one moving lane in each direction; however, centerline striping is not provided on the pavement to designate the travel lanes. At its intersection with Lafayette Avenue, Ridge Road provides a single shared left turn/right turn lane. The pavement width along Ridge Road is approximately 30 feet wide within the study area and no shoulders are provided. Based on field observations, the pavement along Ridge Road in the study area is in fair condition. Ridge Road is under the jurisdiction of the Town of Cortlandt. Ridge Road has a speed limit of 30 mph in the study area.

CONKLIN AVENUE

Conklin Avenue is classified by NYSDOT as a local roadway with two-way traffic volumes of approximately 420 to 460 vph. Conklin Avenue generally traverses in a north-south direction and provides one moving lane in each direction. At its intersection with Route 202/35, Conklin Avenue provides a dedicated left turn lane and a dedicated right turn lane. The pavement width along Conklin Avenue is approximately 24 feet wide within the study area. The shoulders along Conklin Avenue in the study area are generally 4 feet wide or less. Based on field observations, the pavement along Conklin Avenue in the study area is in fair condition. Conklin Avenue is under the jurisdiction of the Town of Cortlandt. Conklin Avenue has a posted speed limit of 30 mph in the study area.

TAMARACK DRIVE

Tamarack Drive is classified by NYSDOT as a local roadway with two-way traffic volumes of approximately 35 to 55 vph. Tamarack Drive generally traverses in a north-south direction and provides one moving lane in each direction; however, centerline striping is not provided on the pavement to designate the travel lanes. At its intersection with Route 202/35, Tamarack Drive provides a single shared left turn/right turn lane. The pavement width along Tamarack Drive is approximately 30 feet wide within the study area and no shoulders are provided. Based on field observations, the pavement along Tamarack Drive in the study area is in fair condition. Tamarack Drive is under the jurisdiction of the Town of Cortlandt. Tamarack Drive has a posted speed limit of 30 mph in the study area.

DIMOND AVENUE

Dimond Avenue is classified by NYSDOT as a local roadway with two-way traffic volumes of approximately 40 to 145 vph. Dimond Avenue generally traverses in a north-south direction and provides one moving lane in each direction; however, centerline striping is not provided on the pavement to designate the travel lanes. At its intersection with Route 202/35, Dimond Avenue provides a single shared left turn/right turn lane. The pavement width along Dimond Avenue is approximately 26 feet wide within the study area. The shoulders along Dimond Avenue in the study area are generally 4 feet wide or less. Based on field observations, the pavement along Dimond Avenue in the study area is in fair condition. Dimond Avenue is under the jurisdiction of the Town of Cortlandt. Dimond Avenue has a posted speed limit of 30 mph in the study area.

SHIPLEY DRIVE

Shipley Drive is classified by NYSDOT as a local roadway with two-way traffic volumes of approximately 10 vph. Shipley Drive generally traverses in a north-south direction and provides one moving lane in each direction; however, centerline striping is not provided on the pavement to designate the travel lanes. At its intersection with Route 202/35, Shipley Drive provides a single shared left turn/right turn lane. The pavement width along Shipley Drive is approximately 30 feet wide within the study area and no shoulders are provided. Based on field observations, the pavement along Shipley Drive in the study area is in fair condition. Shipley Drive is under the jurisdiction of the Town of Cortlandt. Shipley Drive has a speed limit of 30 mph in the study area.

LOCUST AVENUE

Locust Avenue is classified by NYSDOT as a local roadway with two-way of volumes of approximately 40 to 90 vph. Locust Avenue generally traverses in a north-south direction and provides one moving lane in each direction. At its intersection with Route 202/35, Locust Avenue provides a single shared left turn/right turn lane. The pavement width along Locust Avenue is

approximately 22 feet wide within the study area. The shoulders along Locust Avenue in the study area are generally 3 feet wide or less. Based on field observations, the pavement along Locust Avenue in the study area is in fair condition. Locust Avenue is under the jurisdiction of the Town of Cortlandt. Locust Avenue has a posted speed limit of 30 mph in the study area.

CRESTVIEW AVENUE

Crestview Avenue is classified by NYSDOT as a local roadway with two-way traffic volumes of 10 to 20 vph. Crestview Avenue generally traverses in a north-south direction and provides one moving lane in each direction; however, centerline striping is not provided on the pavement to designate the travel lanes. At its intersection with Route 202/35, Crestview Avenue provides a single shared left turn/right turn lane. The pavement width along Crestview Avenue is approximately 24 feet wide within the study area and no shoulders are provided. Based on field observations, the pavement along Crestview Avenue in the study area is in fair condition. Crestview Avenue is under the jurisdiction of the Town of Cortlandt. Crestview Avenue has a posted speed limit of 30 mph in the study area.

FOREST AVENUE

Forest Avenue is classified by NYSDOT as a local roadway with two-way traffic volumes of approximately 20 vph. Forest Avenue generally traverses in a north-south direction and provides one moving lane in each direction; however, centerline striping is not provided on the pavement to designate the travel lanes. At its intersection with Route 202/35, Forest Avenue provides a single shared left turn/right turn lane. The pavement width along Forest Avenue is approximately 30 feet wide within the study area and no shoulders are provided. Based on field observations, the pavement along Forest Avenue in the study area is in fair condition. Forest Avenue is under the jurisdiction of the Town of Cortlandt. Forest Avenue has a posted speed limit of 30 mph in the study area.

RICK LANE

Rick Lane is classified by NYSDOT as a local roadway with two-way traffic volumes of 10 to 20 vph. Rick Lane generally traverses in a north-south direction and provides one moving lane in each direction; however, centerline striping is not provided on the pavement to designate the travel lanes. At its intersection with Route 202/35, Rick Lane provides a single shared left turn/right turn lane. The pavement width along Rick Lane is approximately 24 feet wide within the study area and no shoulders are provided. Based on field observations, the pavement along Rick Lane in the study area is in fair condition. Rick Lane is under the jurisdiction of the Town of Cortlandt. Rick Lane has a posted speed limit of 30 mph in the study area.

ARLO LANE

Arlo Lane is classified by NYSDOT as a local roadway with two-way traffic volumes of 20 to 60 vph. Arlo Lane generally traverses in a north-south direction and provides one moving lane in each direction; however, centerline striping is not provided on the pavement to designate the travel lanes. At its intersection with Route 202/35, Arlo Lane provides a single shared left turn/right turn lane. The pavement width along Arlo Lane is approximately 26 feet wide within the study area and no shoulders are provided. Based on field observations, the pavement along Arlo Lane in the study area is in fair condition. Arlo Lane is under the jurisdiction of the Town of Cortlandt. Arlo Lane has a speed limit of 30 mph in the study area.

LEVEL OF SERVICE CONDITIONS

Based on a review of all the traffic count data, the peak hours for the study area were determined to be 7:45 AM to 8:45 AM and 5:00 PM to 6:00 PM for the Weekday AM and Weekday PM peak hours, respectively. Traffic volumes for the 2017 existing peak hours analyzed are presented in **Figures 11-2** and **11-3**.

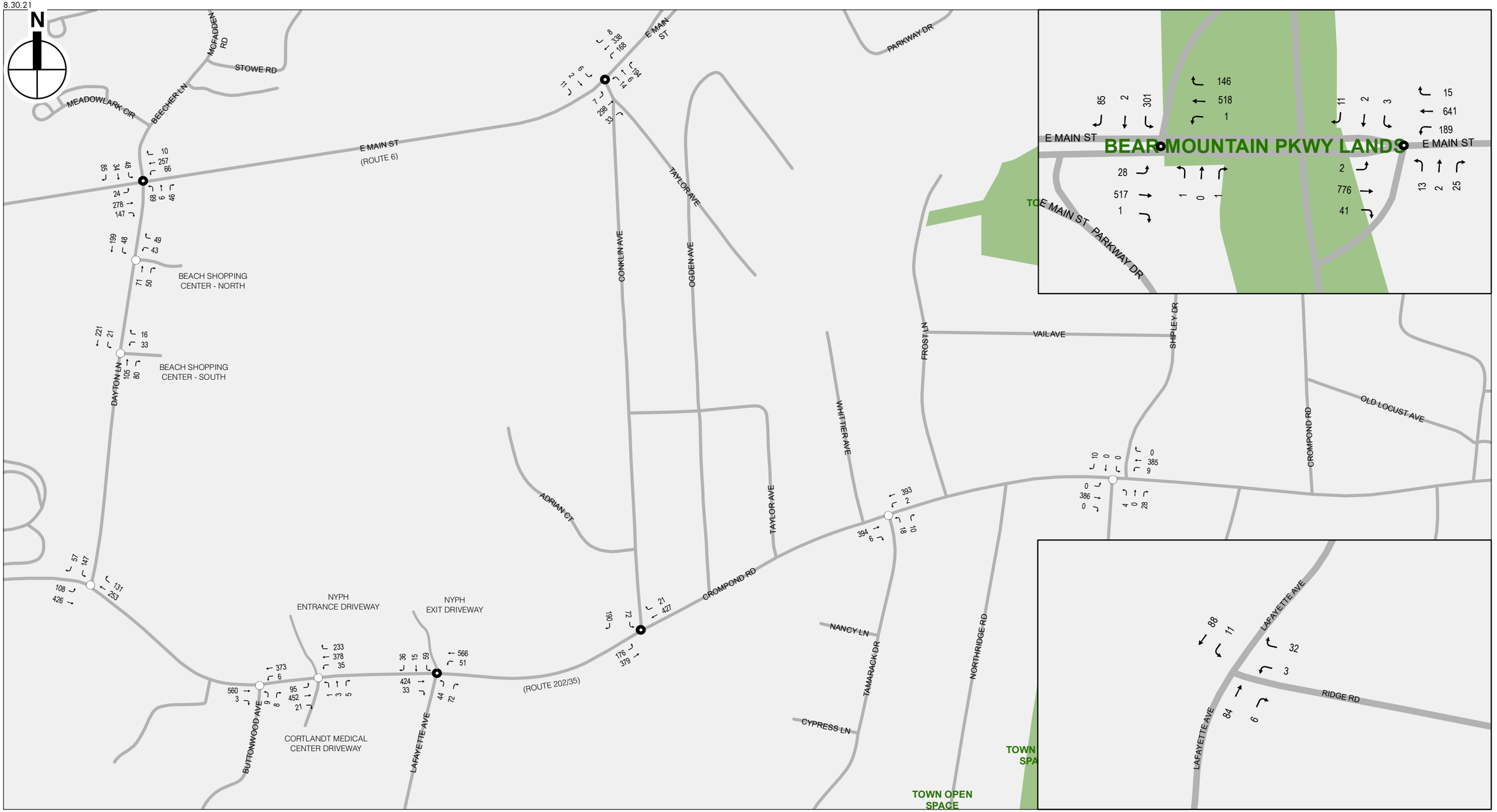
Traffic operating conditions at each study area intersection were analyzed using the Synchro 10 Percentile delay and *HCM2010* methodology (see **Appendix VII** for Synchro 10 outputs for all study area intersections) to compute delays, v/c ratios, and LOS as described in Section B above.

During peak hours, LOS D operations are generally considered to be acceptable operating conditions for signalized and unsignalized intersections. As shown in **Table 11-4** most of the study area intersection lane groups/approaches operate at LOS D or better under 2017 Existing Conditions during the peak hours analyzed. The following are exceptions:

- Route 6 and Conklin Avenue—the northbound left turn/through movement operates at LOS E during the Weekday PM peak hour.
- Route 6 and Lexington Avenue—the eastbound left turn operates at LOS F during the Weekday PM peak hour. The westbound through/right turn movement operates at LOS E during the Weekday PM peak hour. The northbound left turn operates at LOS E during the Weekday PM peak hour. The northbound through/right turn movement operates at LOS E during the Weekday AM and Weekday PM peak hours. The southbound through/right turn movement operates at LOS F during the Weekday PM peak hour.
- Route 202/35 and Lafayette Avenue/NYPH Driveway—the southbound left turn/through movement operates at LOS F during the Weekday AM and Weekday PM peak hours.
- Route 202/35 and the Bear Mountain State Parkway—the southbound approach operates at LOS F and LOS E during the Weekday AM and Weekday PM peak hours, respectively.
- Route 202/35 and Croton Avenue/Maple Row—the northbound left turn operates at LOS F during the Weekday AM and Weekday PM peak hours. The southbound approach operates at LOS F and LOS E during the Weekday AM and Weekday PM peak hours, respectively.
- Route 6 and Bear Mountain Parkway Westbound Ramps – the northbound left turn operates at LOS F during the Weekday AM and Weekday PM peak hours. The southbound approach operates at LOS F during the Weekday PM peak hour.
- Dayton Lane and Beach Shopping Center Driveway (South)—the westbound approach operates at LOS F during the Weekday PM peak hour.
- Route 202/35 and Dayton Lane—the southbound approach operates at LOS F during the Weekday AM and Weekday PM peak hours.
- The Bear Mountain State Parkway and Arlo Lane—the northbound approach operates at LOS E during the Weekday AM and Weekday PM peak hours.

The Route 202/35 corridor has long standing traffic congestion concerns, particularly for the segment of the corridor from Yorktown to Cortlandt where the Bear Mountain Parkway merges with Route 202/35. This segment of Route 202/35 is primarily one lane in either direction with turning lanes. The intersections of Route 202/35 and Bear Mountain Parkway and Croton Avenue/Maple Row are at the western end of this segment and are closely spaced, operating with a single traffic controller. As shown in **Table 11-4**, these intersections currently operate at or above capacity under existing conditions and any additional traffic would further exacerbate these conditions.

8.30.21



Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

2017 Existing Traffic Volumes
Weekday AM Peak Hour
Figure 11-2A

CORTLANDT MOD

8.31.21

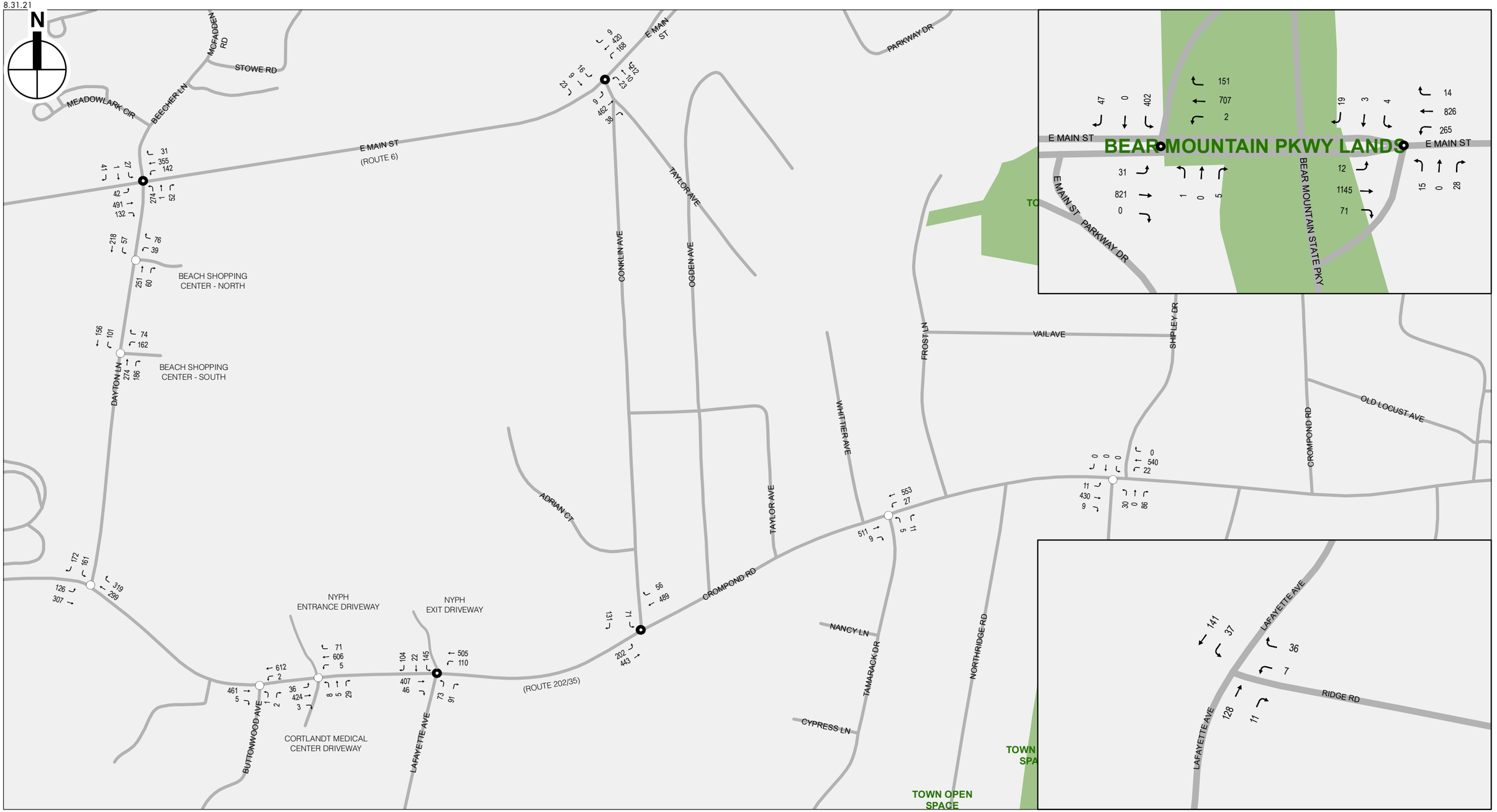
Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

2017 Existing Traffic Volumes
Weekday AM Peak Hour
Figure 11-2B

CORTLANDT MOD

8.31.21



Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

CORTLANDT MOD

2017 Existing Traffic Volumes
Weekday PM Peak Hour
Figure 11-3A

8.31.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

2017 Existing Traffic Volumes
Weekday PM Peak Hour

CORTLANDT MOD

Figure 11-3B

Table 11-4
2017 Existing Conditions Level of Service Analysis

Intersection	Weekday AM				Weekday PM			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections								
Route 6 and Dayton Lane								
Eastbound	L	0.04	5.2	A	L	0.08	9.7	A
	TR	0.24	8.0	A	TR	0.46	19.1	B
Westbound	L	0.11	5.3	A	L	0.33	11.3	B
	TR	0.14	9.6	A	TR	0.25	15.8	B
Northbound	L	0.39	32.2	C	L	0.81	47.3	D
	TR	0.22	27.6	C	TR	0.13	23.7	C
Southbound	LT	0.53	35.8	D	LT	0.08	23.1	C
	R	0.30	19.6	B	R	0.07	14.4	B
	Intersection		14.8	B	Intersection		22.4	C
Route 6 and Conklin Avenue								
Eastbound	L	0.01	2.6	A	L	0.01	3.0	A
	TR	0.15	4.8	A	TR	0.24	5.7	A
Westbound	L	0.23	3.1	A	L	0.29	4.2	A
	TR	0.14	3.1	A	TR	0.17	3.6	A
Northbound	LT	0.23	55.0	D	LT	0.35	57.3	E
	R	0.70	19.9	B	R	0.72	18.6	B
Southbound	LTR	0.23	33.6	C	LTR	0.41	38.8	D
	Intersection		8.0	A	Intersection		9.4	A
Route 6 and Bear Mountain Parkway Eastbound Ramps								
Eastbound	L	0.16	35.2	D	L	0.22	40.6	D
	TR	0.42	12.6	B	TR	0.57	16.0	B
Westbound	LTR	0.67	20.5	C	LTR	0.82	28.7	C
Northbound	LTR	0.01	0.0	A	LTR	0.02	0.2	A
Southbound	L	0.62	27.2	C	L	0.68	31.9	C
	TR	0.17	7.1	A	TR	0.06	0.1	A
	Intersection		18.7	B	Intersection		24.0	C
Route 6 and Lexington Avenue								
Eastbound	L	0.28	17.2	B	L	0.87	80.4	F
	TR	0.91	51.9	D	TR	0.89	44.8	D
Westbound	L	0.43	21.1	C	L	0.32	17.6	B
	TR	0.79	38.7	D	TR	1.01	71.0	E
Northbound	L	0.29	33.8	C	L	0.85	75.8	E
	TR	0.81	65.1	E	TR	0.65	69.7	E
Southbound	L	0.43	36.4	D	L	0.31	44.9	D
	TR	0.55	52.1	D	TR	0.91	99.2	F
	Intersection		46.2	D	Intersection		64.3	E
Route 202/35 and Lafayette Avenue/NYPH Driveway								
Eastbound	TR	0.49	18.8	B	TR	0.59	25.3	C
Westbound	L	0.11	13.1	B	L	0.28	17.4	B
	T	0.51	19.1	B	T	0.51	23.4	C
Northbound	LTR	0.57	17.5	B	LTR	0.82	41.8	D
Southbound	LT	0.78	87.2	F	LT	1.41	259.7	F
	R	0.13	0.9	A	R	0.34	7.6	A
	Intersection		22.3	C	Intersection		50.6	D
Route 202/35 and Conklin Avenue								
Eastbound	L	0.32	1.9	A	L	0.36	1.7	A
	T	0.28	1.6	A	T	0.31	1.1	A
Westbound	TR	0.44	10.9	B	TR	0.49	11.6	B
Southbound	L	0.47	51.3	D	L	0.45	50.9	D
	R	0.48	9.2	A	R	0.34	6.7	A
	Intersection		9.3	A	Intersection		8.6	A
Route 202/35 and Bear Mountain Parkway								
Eastbound	LT	0.76	53.0	D	LT	0.71	47.6	D
Westbound	T	0.38	19.1	B	T	0.45	13.5	B
	R	0.39	2.1	A	R	0.53	9.8	A
Southbound	LR	1.15	129.4	F	LR	0.83	60.1	E
	Intersection		63.3	E	Intersection		31.9	C
Route 202/35 and Croton Avenue/Maple Row								
Eastbound	L	0.10	1.7	A	L	0.16	2.9	A
	T	0.81	18.5	B	T	0.64	7.2	A
	R	0.23	0.6	A	R	0.13	1.0	A
Westbound	L	0.53	12.8	B	L	0.27	7.1	A
	TR	0.56	17.5	B	TR	0.79	26.1	C
Northbound	L	1.44	287.0	F	L	0.94	114.7	F
	TR	0.38	26.2	C	TR	0.41	36.5	D
Southbound	LTR	0.89	86.1	F	LTR	0.71	69.5	E
	Intersection		39.9	D	Intersection		27.3	C

Table 11-4 (cont'd)
2017 Existing Conditions Level of Service Analysis

Intersection	Weekday AM				Weekday PM			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections (continued)								
Route 202/35 and Lexington Avenue								
Eastbound	L	0.12	6.2	A	L	0.53	21.1	C
	TR	0.92	32.1	C	TR	0.82	23.7	C
Westbound	L	0.08	6.6	A	L	0.11	6.0	A
	T	0.67	18.2	B	T	1.02	54.8	D
	R	0.10	3.0	A	R	0.21	2.5	A
Northbound	LTR	0.14	29.3	C	LTR	0.23	32.9	C
Southbound	LT	0.74	50.1	D	LT	0.69	49.9	D
	R	0.21	8.1	A	R	0.18	5.5	A
	Intersection		26.2	C	Intersection		35.7	D
Unsignalized Intersections								
Bear Mountain Parkway Westbound Ramps and Route 6								
Eastbound	L	0.00	9.0	A	L	0.02	9.7	A
Westbound	L	0.26	11.3	B	L	0.49	17.4	C
Northbound	L	0.18	61.7	F	L	0.77	386.7	F
	TR	0.08	15.1	C	TR	0.07	13.8	B
Southbound	LTR	0.11	30.3	D	LTR	0.46	111.4	F
Dayton Lane and Beach Shopping Center North Driveway								
Westbound	LR	0.15	10.9	B	LR	0.23	13.7	B
Southbound	L	0.04	7.6	A	L	0.05	8.3	A
Dayton Lane and Beach Shopping Center South Driveway								
Westbound	LR	0.09	11.4	B	LR	0.83	55.0	F
Southbound	L	0.02	7.7	A	L	0.13	9.2	A
Route 202/35 and Dayton Lane								
Eastbound	L	0.11	8.5	A	L	0.15	9.6	A
Southbound	LR	0.93	80.3	F	LR	1.13	127.4	F
Route 202/35 and Buttonwood Avenue								
Westbound	L	0.01	8.9	A	L	0.00	8.4	A
Northbound	LR	0.13	17.8	C	LR	0.01	14.7	B
Route 202/35 and Cortlandt Medical Driveway/NYPH Driveway								
Eastbound	L	0.11	9.3	A	L	0.04	9.3	A
Westbound	L	0.04	8.6	A	L	0.01	8.2	A
Northbound	LTR	0.03	14.3	B	LTR	0.11	14.6	B
Route 202/35 and Tamarack Drive								
Westbound	L	0.00	8.3	A	L	0.03	8.7	A
Northbound	LR	0.10	15.9	C	LR	0.07	16.1	C
Route 202/35 and Dimond Avenue/Shipley Drive								
Eastbound	L	0.00	0.0	A	L	0.01	8.7	A
Westbound	L	0.01	8.3	A	L	0.02	8.4	A
Northbound	LTR	0.09	12.7	B	LTR	0.34	19.6	C
Southbound	LTR	0.03	10.7	B	LTR	0.00	0.0	A
Route 202/35 and Locust Avenue								
Eastbound	L	0.01	8.2	A	L	0.03	8.6	A
Southbound	LTR	0.29	21.2	C	LTR	0.07	12.5	B
Route 202/35 and Crestview Avenue								
Westbound	L	0.00	8.4	A	L	0.00	8.4	A
Northbound	LTR	0.07	16.1	C	LTR	0.02	14.3	B
Route 202/35 and Forest Avenue								
Westbound	L	0.01	8.4	A	L	0.01	8.5	A
Northbound	LR	0.04	13.6	B	LR	0.04	15.4	C
Route 202/35 and Rick Lane								
Westbound	L	0.01	8.5	A	L	0.01	8.5	A
Northbound	LR	0.03	15.6	C	LR	0.03	15.3	C
Route 202/35 and Arlo Lane								
Eastbound	L	0.01	8.3	A	L	0.03	8.7	A
Southbound	LR	0.07	12.2	B	LR	0.05	14.8	B
Bear Mountain Parkway and Locust Avenue								
Westbound	L	0.00	8.4	A	L	0.00	8.6	A
Northbound	R	0.02	11.3	B	R	0.01	11.8	B
Bear Mountain Parkway and Arlo Lane								
Eastbound	L	0.01	8.3	A	L	0.01	8.8	A
Westbound	L	0.00	9.1	A	L	0.00	0.0	A
Northbound	LTR	0.30	39.3	E	LTR	0.38	41.2	E
Southbound	LTR	0.23	25.0	D	LTR	0.08	15.4	C
Lafayette Avenue and Ridge Road								
Westbound	LR	0.06	9.1	A	LR	0.09	10.0	B
Southbound	L	0.01	7.4	A	L	0.03	7.7	A

Notes: L = Left Turn, T = Through, R = Right Turn, LOS = Level of Service
= Indicates poor operating conditions.

PARKING CONDITIONS

Off-street parking facilities are provided for most of the land uses in the study area.

On-street parking is prohibited along most of the study area roadways, including the Route 202/35, Route 6, and Lexington Avenue corridors.

PEDESTRIAN AND BICYCLE CONDITIONS

Pedestrian and bicycle volumes were generally observed to be low in the study area. Pedestrian infrastructure (sidewalks, crosswalks, etc.) does not exist along Route 202/35 within the study area from Dayton Lane to Lexington Avenue. At the intersection of Dayton Lane and Route 202/35, sidewalk exists along the northern portion of Route 202/35 in the City of Peekskill and connects to the sidewalk on the west side of Dayton Lane which continues to connect to the sidewalk at U.S. Route 6. Sidewalks are provided along most of the length of Route 6 within the study area and pedestrian crosswalks are provided at the study area intersections along Route 6 (at Dayton Lane, Conklin Avenue, and Lexington Avenue). At the intersection of Route 202/35 and Lexington Avenue there exists a short segment of sidewalk on the southern side of the roadway from Old Crompond Road to approximately 300 feet east of Lexington Avenue and on the west side of Lexington Avenue for approximately 100 feet to provide access to the bus stop for the Westchester County Bee- Line Route 15. South and west crosswalks are provided at the intersection to connect the sidewalks. Bicycles and Pedestrians are prohibited on Bear Mountain Parkway.

PUBLIC TRANSPORTATION

The Westchester County Bee-Line Bus System operates the following bus routes within the study area: Routes 10 (“Croton Commuter”), 14 (“Peekskill-Yorktown-White Plains”), 15 (“Peekskill-Yorktown-White Plains”), 16 (“Peekskill-Yorktown”), 17 (“Peekskill-White Plains”), and 18 (“Peekskill Commuter”). Routes 10, 14, 15 and 17 operate along U.S. Route 6 in the study area. Route 16 operates between the Cortlandt Town Center and NYPH via Westbrook Drive, North Division Street and Route 202/35. Route 18 operates to/from the Peekskill Metro-North station along U.S. Route 6 to Conklin Avenue, along Route 202/35, and to Broad Avenue to return to Peekskill. The bus routes which service the study area offer service to various municipalities in northern and central Westchester County as well as target destinations in the study area, such as the Cortlandt Train Station and the Cortlandt Town Center Shopping Center.

The Metropolitan Transportation Authority’s (MTA) Metro-North Railroad offers commuter rail service near the study area via its Hudson Line. The Cortlandt train station is located approximately 3 miles southwest of the proposed MOD. The Peekskill train station is located approximately 2 miles west of the proposed MOD. There are approximately 1 to 2 trains stop in each direction at both the Cortlandt and Peekskill stations during the AM and PM commuter hours. Both the Cortlandt and Peekskill train stations have commuter parking lots.

D. EXISTING CRASH HISTORY AND SAFETY ASSESSMENT

Table 11-5 summarizes the most recent three year’s traffic crash data for each of the study area intersections compiled from the NYSDOT records for the period of January 1, 2016 through December 31, 2018 (see **Appendix VII** for NYSDOT crash data records).

Table 11-5
Intersection Crash Summary

Intersection		Study Period							
		All Vehicle Crashes by Year				Crash Rate[1]			
East-West Roadway	North-South Roadway	2016	2017	2018	Total	2016-2018 (Acc/MEV)[2]	2017-2018 State Average (Acc/MEV)[2]	Total Fatalities	Total Injuries
Route 6	**Dayton Lane**	**11**	**10**	**13**	**34**	**1.59**	**0.23**	**0**	**10**
Route 6	**Conklin Avenue**	**7**	**5**	**12**	**24**	**1.25**	**0.23**	**0**	**15**
Route 6	**Bear Mountain Parkway Eastbound Ramps**	**8**	**8**	**7**	**23**	**0.78**	**0.15**	**1**	**5**
Route 6	**Bear Mountain Parkway Westbound Ramps**	**5**	**6**	**4**	**15**	**0.47**	**0.07**	**0**	**5**
Route 6	**Lexington Avenue**	**11**	**10**	**18**	**39**	**1.09**	**0.23**	**0**	**13**
Beach Shopping Center Driveway (North)	Dayton Lane	0	1	0	1	0.10	0.18	0	0
Beach Shopping Center Driveway (South)	Dayton Lane	0	0	0	0	0.00	0.05	0	0
Route 202/35	**Dayton Lane**	**6**	**1**	**3**	**10**	**0.50**	**0.12**	**0**	**4**
Route 202/35	Buttonwood Avenue	1	1	0	2	0.12	0.12	0	2
Route 202/35	Medical Center Driveway/NY Presbyterian Driveway	1	3	3	7	0.43	0.15	0	3
Route 202/35	Lafayette Avenue/NY Presbyterian Driveway	0	3	2	5	0.24	0.23	0	2
Route 202/35	**Conklin Avenue**	**3**	**5**	**5**	**13**	**0.67**	**0.15**	**0**	**5**
Route 202/35	Tamarack Drive	0	0	1	1	0.07	0.18	0	1
Route 202/35	Dimond Avenue/Shipley Drive	2	0	2	4	0.31	0.15	0	2
Route 202/35	Locust Avenue	2	3	1	6	0.49	0.18	0	3
Route 202/35	Crestview Avenue	0	0	0	0	0.00	0.18	0	0
Route 202/35	Forest Avenue	3	0	0	3	0.22	0.18	0	2
Route 202/35	Rick Lane	1	0	0	1	0.07	0.18	0	0
Route 202/35	Arlo Lane	0	1	2	3	0.21	0.18	0	1
Route 202/35	**Bear Mountain State Parkway**	**5**	**15**	**13**	**33**	**1.12**	**0.31**	**0**	**5**
Route 202/35	**Croton Avenue/Maple Row**	**9**	**6**	**9**	**24**	**0.70**	**0.23**	**0**	**9**
Route 202/35	**Lexington Avenue**	**6**	**8**	**6**	**20**	**0.68**	**0.23**	**0**	**7**
Bear Mountain State Parkway	Locust Avenue	0	0	0	0	0.00	0.12	0	0
Bear Mountain State Parkway	Arlo Lane	2	0	1	3	0.20	0.20	0	0
Ridge Road	Lafayette Avenue	0	0	0	0	0.00	0.18	0	0
	Total	**70**	**72**	**91**	**233**	**-**	**-**	**1**	**94**

Notes:
(1) A crash rate is the number of crashes that occur at a given location for a specified time period divided by a measure of exposure for the same period.
(2) Acc/MEV is the accident for the time period identified divided by Million Entering Vehicles (MEV) which uses the total number of vehicles entering an intersection as the measure of exposure.
Bold intersections have crash rates exceeding the statewide average crash rates for similar facilities and have five or more reported crashes in a 12-month period.
Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data and January 1, 2017 through December 31, 2018 Average Accident Rates

INTERSECTION CRASHES

During the January 1, 2016 through December 31, 2018 three-year period, a total of 271 reportable and non-reportable crashes with no fatalities and 86 injuries occurred at the study area intersections.

As shown in **Table 11-5**, 16 intersections exceed the statewide average crash rate. For the purpose of this safety assessment, ten intersections that have crash rates exceeding the statewide average

crash rates for similar facilities and have five or more reported crashes in a 12-month period are discussed in detail below:

1. Route 6 and Dayton Lane
2. Route 6 and Conklin Avenue
3. Route 6 and Bear Mountain Parkway Eastbound Ramps
4. Route 6 and Bear Mountain Parkway Westbound Ramps
5. Route 6 and Lexington Avenue
6. Route 202/35 and Dayton Lane
7. Route 202/35 and Conklin Avenue
8. Route 202/35 and Bear Mountain State Parkway
9. Route 202/35 and Croton Avenue/Maple Row
10. Route 202/35 and Lexington Avenue

Intersections with fewer than five crashes in a 12-month period were not examined further as the sample size is insufficient for identifying predominant crash patterns or geometric deficiencies.

Potential safety improvements and their safety improvement factors are provided where a crash pattern was identified and potential safety improvements are feasible. The primary safety improvement factor is a Crash Modification Factors (CMF) which is a factor for a given countermeasure that when multiplied by the existing crashes provides an estimate of the future crashes with the countermeasure. For example, if 100 crashes exist today and an improvement measure has a CMF of 0.8, it is anticipated that there would be 80 crashes if the proposed countermeasure was implemented. CMFs were derived from the *FHWA Crash Modification Factors Clearinghouse* and the 2018 *NYSDOT PIES - Reduction Factor Report*.

ROUTE 6 AND DAYTON LANE

As shown in **Table 11-5**, during the three-year period, 34 crashes occurred at the Route 6 and Dayton Lane intersection, resulting in ten injuries. The crash rate for this intersection is 1.59 Accidents/MEV.

As shown in **Table 11-6**, the predominant crash type at the intersection is a rear end collision with right turn and left turn crashes secondary. In addition, dark-road lighted conditions (24 percent of the total crashes) and wet road surface conditions (18 percent of total crashes) were common contributing environmental conditions. 85 percent of the crashes at the intersection were attributed to driver error.

Table 11-6
Route 6 and Dayton Lane Crash Types

Crash Type	Number	Percentage
Rear End	11	32%
Right Turn	6	18%
Left Turn	5	15%
Sideswipe	4	12%
Right Angle	4	12%
Overtaking	1	3%
Fixed Object	1	3%
Head On	1	3%
Animal	0	0%
Other/Unknown	1	3%
Total	**34**	**-**
Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.		

Potential Safety Improvements

- Install a "Signal Ahead" anticipatory warning sign along Route 6 eastbound and westbound (CMF of 0.83 for rear-end crashes and 0.85 for left turn crashes)
- Improve roadway lighting at the intersection (CMF of 0.32 for nighttime crashes)

ROUTE 6 AND CONKLIN AVENUE

As shown in **Table 11-5**, during the three-year period, 24 crashes occurred at the Route 6 and Conklin Avenue intersection, resulting in 12 injuries and three serious injuries. The crash rate for this intersection is 1.25 Accidents/MEV.

As shown in **Table 11-7**, the predominant crash type at the intersection is a rear end collision with right turn and left turn crashes secondary. In addition, dark-road lighted conditions (13 percent of total crashes) and wet or snow/ice road surface conditions (17 percent of total crashes) were common contributing environmental conditions.79 percent of the crashes at the intersection were attributed to driver error.

Table 11-7
Route 6 and Conklin Avenue Crash Types

Crash Type	Number	Percentage
Rear End	12	50%
Right Turn	3	13%
Left Turn	4	17%
Sideswipe	1	4%
Right Angle	1	4%
Overtaking	1	4%
Fixed Object	1	4%
Head On	1	4%
Animal	0	0%
Other/Unknown	0	0%
Total	**24**	**-**
Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.		

Potential Safety Improvements

- Install yellow retroreflective signal backplates to improve signal visibility (CMF of 0.85 for all crashes)
- Install left turn flashing yellow arrow signals with supplemental traffic signs with text "Left Turn Yield on Flashing Yellow Arrow" (CMF of 0.86 for left turn crashes)

ROUTE 6 AND BEAR MOUNTAIN PARKWAY EASTBOUND RAMPS

As shown in **Table 11-5**, during the three-year period, 23 crashes occurred at the Route 6 and Bear Mountain Parkway Eastbound Ramps intersection, resulting in 1 fatality and 5 injuries. The crash rate for this intersection is 0.78 Accidents/MEV.

As shown in **Table 11-8**, the predominant crash type at the intersection is a rear end collision with overtaking and left turn crashes secondary. In addition, dark-road lighted conditions (13 percent of total crashes) and wet or snow/ice road surface conditions (22 percent of total crashes) were common contributing environmental conditions. 87 percent of the crashes at the intersection were attributed to driver error.

Table 11-8
Route 6 and Bear Mountain Parkway Eastbound Ramps
Crash Types

Crash Type	Number	Percentage
Rear End	16	70%
Right Turn	1	4%
Left Turn	2	9%
Sideswipe	0	0%
Right Angle	1	4%
Overtaking	3	13%
Fixed Object	0	0%
Head On	0	0%
Animal	0	0%
Other/Unknown	0	0%
Total	**23**	**-**

Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.

Potential Safety Improvements

- Coordinate adjacent traffic signals (CMF of 0.79 for all crashes)
- Install yellow retroreflective signal backplates to improve signal visibility (CMF of 0.85 for all crashes)

ROUTE 6 AND BEAR MOUNTAIN PARKWAY WESTBOUND RAMPS

As shown in **Table 11-5**, during the three-year period, 15 crashes occurred at the Route 6 and Bear Mountain Parkway Westbound Ramps intersection, resulting in 5 injuries. The crash rate for this intersection is 0.47 Accidents/MEV.

As shown in **Table 11-9**, the predominant crash types at the intersection are a left turn crash and an overtaking crash with rear end collision crashes secondary. In addition, dark-road lighted conditions (40 percent of total crashes) and wet or snow/ice road surface conditions (20 percent of total crashes) were common contributing environmental conditions. 87 percent of the crashes at the intersection were attributed to driver error.

Table 11-9
Route 6 and Bear Mountain Parkway Westbound Crash Types

Crash Type	Number	Percentage
Rear End	3	20%
Right Turn	0	0%
Left Turn	5	33%
Sideswipe	0	0%
Right Angle	1	7%
Overtaking	5	33%
Fixed Object	0	0%
Head On	1	7%
Animal	0	0%
Other/Unknown	0	0%
Total	**15**	**-**

Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.

Potential Safety Improvements

- Install yellow retroreflective signal backplates to improve signal visibility (CMF of 0.85 for all crashes)
- Improve roadway lighting at the intersection (CMF of 0.32 for nighttime crashes)
- Installation of a new red/yellow/green signal (CMF of 0.78 for all crashes and 0.75 for left turn crashes) (proposed as part of the Gasland Cortlandt transportation improvements)

ROUTE 6 AND LEXINGTON AVENUE

As shown in **Table 11-5**, during the three-year period, 39 crashes occurred at the Route 6 and Lexington Avenue intersection, resulting in 12 injuries and one serious injury. The crash rate for this intersection is 1.25 Accidents/MEV.

As shown in **Table 11-10**, the predominant crash type at the intersection is a rear end collision with left turn and overtaking secondary. Nearly half of all rear end collisions occur in the eastbound direction. In addition, 23 percent of total accidents occurred at night in dark-road lighted or unlighted conditions and 15 percent occurred during wet or snow/ice road surface conditions. 90 percent of crashes at the intersection are attributed to driver error.

Table 11-10
Route 6 and Lexington Avenue Crash Types

Crash Type	Number	Percentage
Rear End	20	51%
Right Turn	1	3%
Left Turn	5	13%
Sideswipe	0	0%
Right Angle	0	0%
Overtaking	7	18%
Fixed Object	1	3%
Head On	1	3%
Animal	0	0%
Other/Unknown	4	10%
Total	**39**	**-**
Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.		

Potential Safety Improvement Measures

An Adaptive Traffic Control System (ATCS) was installed along a portion of the Route 6 corridor including the intersection of Lexington Avenue and Route 6 in spring of 2018. An ATCS system has a CMF of 0.87 for all crash types. In addition, the following measures could provide additional improvements:

- Improve roadway lighting at the intersection (CMF of 0.32 for nighttime crashes)
- Install yellow retroreflective signal backplates to improve signal visibility (CMF of 0.85 for all crashes)

ROUTE 202/35 AND DAYTON LANE

As shown in **Table 11-5**, during the three-year period, ten crashes occurred at the Route 202/35 and Dayton Lane intersection, resulting in zero injuries. The crash rate for this intersection is 0.5 Accidents/MEV.

As shown in **Table 11-11**, the predominant crash type at the intersection is a left turn collision with the remaining crashes being either rear end or fixed object collisions. In addition, 30 percent of crashes

occurred at night in dark-road lighted or unlighted conditions. All of the crashes at the intersection are attributed to driver error, with the majority due to a vehicle failing to yield right-of-way.

Table 11-11
Route 202/35 and Dayton Lane Crash Types

Crash Type	Number	Percentage
Rear End	1	10%
Right Turn	0	0%
Left Turn	8	80%
Sideswipe	0	0%
Right Angle	0	0%
Overtaking	0	0%
Fixed Object	1	10%
Head On	0	0%
Animal	0	0%
Other/Unknown	0	0%
Total	**10**	**-**
Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.		

Potential Safety Improvement Measures

- Installation of a new red/yellow/green signal (CMF of 0.78 for all crashes and 0.75 for left turn crashes)
- Install left turn only lane for the southbound Dayton Lane approach (CMF of 0.75 for all crashes)

ROUTE 202/35 AND CONKLIN AVENUE

As shown in **Table 11-5**, during the three-year period, 13 crashes occurred at the Route 202/35 and Conklin Avenue intersection, resulting in no injuries. The intersection crash rate is 0.67 Accidents/MEV.

As shown in **Table 11-12**, the predominant crash types at the intersection are rear end and fixed object collisions. Of the fixed object collisions, two occurred making a right turn onto Conklin Avenue two occurred traveling eastbound on Route 202/35 and one occurred traveling westbound on Route 202/35 involving the stone wall on the northwest corner and the majority involved dark-road lighted conditions. A majority of the crashes at the intersection (69 percent) are attributed to driver error, most commonly following too closely and improper turning. In addition, dark-road lighted or unlighted conditions (38 percent of total crashes) and wet or snow/ice road surface conditions (23 percent of total crashes) were common contributing environmental conditions.

Table 11-12
Route 202/35 and Conklin Avenue

Crash Type	Number	Percentage
Rear End	5	38%
Right Turn	0	0%
Left Turn	2	15%
Sideswipe	0	0%
Right Angle	0	0%
Overtaking	0	0%
Fixed Object	5	38%
Head On	0	0%
Animal	0	0%
Other/Unknown	1	8%
Total	**13**	**-**
Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.		

Potential Safety Improvement Measures

- Install a "Signal Ahead" anticipatory warning sign along Route 202/35 westbound (CMF of 0.83 for rear-end crashes and 0.85 for left turn crashes)
- Improve roadway lighting at the intersection (CMF of 0.32 for nighttime crashes and 0.44 for fixed object crashes occurring at night)

ROUTE 202/35 AND BEAR MOUNTAIN STATE PARKWAY

As shown in **Table 11-5**, during the three-year period, 33 crashes occurred at the Route 202/35 and Bear Mountain State Parkway intersection, resulting in four injuries and one serious injury. The crash rate for this intersection is 1.12 Accidents/MEV.

As shown in **Table 11-13**, the predominant crash type at the intersection is rear end collisions with left turn and overtaking being secondary. Of the rear end crashes, 63 percent occur in the eastbound direction. The majority of crashes at the intersection (88 percent) are attributed to driver error, with following too closely being the most frequent factor. In addition, common contribution environmental conditions included dark-road lighted or unlighted conditions (36 percent) and wet road surface condition (18 percent).

Table 11-13
Route 202/35 and Bear Mountain State Parkway

Crash Type	Number	Percentage
Rear End	19	58%
Right Turn	0	0%
Left Turn	5	15%
Sideswipe	1	3%
Right Angle	0	0%
Overtaking	5	15%
Fixed Object	2	6%
Head On	0	0%
Animal	1	3%
Other/Unknown	0	0%
Total	**33**	**-**
Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.		

Potential Safety Improvement Measures

- Install a "Signal Ahead" anticipatory warning sign along Route 202/35 eastbound (CMF of 0.83 for rear-end crashes)
- Install yellow retroreflective signal backplates to improve signal visibility (CMF of 0.85 for all crashes)
- Install left turn lane along the Route 202/35 eastbound approach (CMF of 0.88 for all crashes)
- Improve roadway lighting at the intersection (CMF of 0.32 for nighttime crashes)

ROUTE 202/35 AND CROTON AVENUE/MAPLE ROW

As shown in **Table 11-5**, during the three-year period, 24 crashes occurred at the Route 202/35 and Croton Avenue/Maple Row intersection, resulting in nine injuries. The crash rate for this intersection is 0.70 Accidents/MEV.

As shown in **Table 11-14**, the predominant crash type for the intersection is rear end collisions. 88 percent of the total crashes being attributed to driver error with following too closely being the

most frequent factor. In addition, wet road surface conditions (17 percent of total crashes) was a common contributing environmental condition.

Table 11-14
Route 202/35 and Croton Avenue/Maple Row

Crash Type	Number	Percentage
Rear End	15	63%
Right Turn	4	17%
Left Turn	4	17%
Sideswipe	0	0%
Right Angle	0	0%
Overtaking	0	0%
Fixed Object	1	4%
Head On	0	0%
Animal	0	0%
Other/Unknown	0	0%
Total	**24**	**-**
Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.		

Potential Safety Improvement Measures

- Install a "Signal Ahead" anticipatory warning sign along Route 202/35 westbound (CMF of 0.83 for rear-end crashes and 0.85 for left turn crashes)
- Install yellow retroreflective signal backplates to improve signal visibility (CMF of 0.85 for all crashes)
- Install pavement markings to better delineate and channelize Croton Avenue northbound left turn lane (CMF of 0.65 for left turn crashes)

ROUTE 202/35 AND LEXINGTON AVENUE

As shown in **Table 11-5**, during the three-year period, 20 crashes occurred at the Route 202/35 and Lexington Avenue intersection, resulting in six injuries and one serious injury. The crash rate for this intersection is 0.68.

As shown in **Table 11-15**, the predominant crash type for this intersection is rear end collisions. A majority of the crashes (85 percent) are attributed to driver error with following too closely being the most frequent factor. In addition, 20 percent of the total crashes occurred at night in dark-road lighted conditions.

Table 11-15
Route 202/35 and Lexington Avenue

Crash Type	Number	Percentage
Rear End	10	50%
Right Turn	0	0%
Left Turn	3	15%
Sideswipe	0	0%
Right Angle	2	10%
Overtaking	3	15%
Fixed Object	2	10%
Head On	0	0%
Animal	0	0%
Other/Unknown	0	0%
Total	**20**	**-**
Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.		

Potential Safety Improvement Measures

- Add a "Signal Ahead" anticipatory warning sign along Route 202/35 westbound and Lexington Avenue southbound (CMF of 0.83 for rear-end crashes and 0.85 for left turn crashes)
- Install yellow retroreflective signal backplates to improve signal visibility (CMF of 0.85 for all crashes)

ROADWAY SEGMENT CRASHES

During the January 1, 2016 through December 31, 2018 three-year period, a total of 150 reportable and non-reportable crashes with no fatalities, 51 injuries, and 6 serious injuries occurred along the 1.56-mile Route 202/35 corridor from Dayton Lane to Croton Avenue/Maple Row, as shown in **Table 11-16**.

Table 11-16
Segment Crash Summary

Segment			Study Period							
			All Vehicle Crashes by Year				Crash Rate[1]			
Roadway	To	From	2016	2017	2018	Total	2016-2018 (Acc/MVM)[2]	State Average (Acc/MVM)[2]	Total Fatalities	Total Injuries
Route 202/35	**Dayton Lane**	**Conklin Avenue**	**13**	**12**	**12**	**37**	**6.97**	**3.50**	**0**	**19**
Route 202/35	Conklin Avenue	Arlo Lane	12	9	11	32	3.01	3.50	0	9
Route 202/35	**Arlo Lane**	**Croton Avenue/Maple Row**	**20**	**31**	**30**	**81**	**10.44**	**3.50**	**0**	**29**
		Total	**45**	**52**	**53**	**150**	**-**	**-**	**0**	**57**

Notes:
(1) A crash rate is the number of crashes that occur at a given location for a specified time period divided by a measure of exposure for the same period.
(2) Acc/MVM is the accidents for the time period identified divided by Million Vehicle Miles (MVM) which uses the number of vehicles traveling on a roadway segment, expressed as vehicle miles traveled or VMT, as the measure of exposure.
Bold segments have crash rates exceeding the statewide average crash rates for similar facilities and have five or more reported crashes in a 12-month period.
Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.

The crash data identified two segments, Route 202/35 between Dayton Lane and Conklin Avenue and Route 202/35 between Arlo Lane and Croton Avenue/Maple Row, where the crash rates exceeding the statewide average crash rates for similar facilities and there are five or more reported crashes in a 12-month period.

ROUTE 202/35 BETWEEN DAYTON LANE AND CONKLIN AVENUE

As shown in **Table 11-16**, during the three-year period, 37 crashes occurred along the 0.40-mile long segment of Route 202/35 between Dayton Lane and Conklin Avenue, resulting in 15 injuries and four serious injuries. The crash rate for this roadway segment is 6.97 Accidents/MVM.

As shown in **Table 11-17**, the predominant crash type for the roadway segment is left turn collisions with fixed object and rear end collisions being secondary. Of the left turn collisions, approximately half occurred at or near the intersection of Dayton Lane and Route 202/35 and involved driver error failing to yield right of way at a stop sign control. The majority of the fixed object collisions occurred near the intersection of Conklin Avenue and Route 202/35 of which 30 percent were attributed to speeding in the westbound direction and 40 percent occurred at night or at dawn and can be attributed to poor visibility and lack of roadway lighting at the intersection. The majority of rear end collisions occurred near the intersection of Lafayette Avenue and Route 202/35 with 70 percent of crashes occurring in the westbound direction and all crashes citing following too closely as the factor.

Table 11-17
Route 202/35 between Dayton Lane and Conklin Avenue Crash Types

Crash Type	Number	Percentage
Rear End	9	24%
Right Turn	0	0%
Left Turn	13	35%
Sideswipe	1	3%
Right Angle	3	8%
Overtaking	1	3%
Fixed Object	10	27%
Head On	0	0%
Animal	0	0%
Other/Unknown	0	0%
Total	**37**	**-**
Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.		

Potential Safety Improvement Measures

As the majority of crashes (62 percent) along this segment of roadway occur as a result of deficiencies at the intersections of Route 202/35 and Dayton Lane and Route 202/35 and Conklin Avenue, the potential intersection safety improvement measures listed above would also reduce the crash rate along this segment of roadway.

ROUTE 202/35 BETWEEN ARLO LANE AND CROTON AVENUE/MAPLE ROW

As shown in **Table 11-16**, during the three-year period, 81 crashes occurred along the 0.36-mile long segment of Route 202/35 between Arlo Lane and Croton Avenue/Maple Row, resulting in 27 injuries and two serious injuries. The crash rate for this roadway segment is 10.44 Accidents/MVM.

As shown in **Table 11-18**, the predominant crash type for the roadway segment is rear end collisions with left turn collisions being secondary. Of the rear-end collisions, 58 percent occurred in the eastbound direction with 26 percent occurring in the westbound direction and the remaining coming from the north or south. The majority of rear end crashes were attributed to following too closely with unsafe speed also being a contributing factor. More than half of the left turn collisions occurred at night or at dawn and can be attributed to poor visibility and lack of roadway lighting at the intersection.

Table 11-18
Route 202/35 between Arlo Lane and Croton Avenue/Maple Row

Crash Type	Number	Percentage
Rear End	46	57%
Right Turn	4	5%
Left Turn	9	11%
Sideswipe	1	1%
Right Angle	1	1%
Overtaking	8	10%
Fixed Object	4	5%
Head On	3	4%
Animal	4	5%
Other/Unknown	1	1%
Total	**81**	**-**
Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.		

Potential Safety Improvement Measures

As the majority of crashes (86 percent) along this segment of roadway occur at or between the intersections of Route 202/35 and Bear Mountain Parkway and Route 202/35 and Croton Avenue/Maple Row, the potential intersection safety improvement measures listed above would also reduce the crash rate along this segment of roadway.

VEHICLE SPEED DATA

Vehicle speed data was collected at two locations along Route 202/35 in the vicinity of the MOD developments and at one location along Lafayette Avenue between Ridge Road and Route 202/35 to determine the 85th percentile speed on these corridors. **Table 11-19** presents a comparison of collected 85th percentile speeds and the posted speed limits. As shown in **Table 11-19**, the 85th percentile speeds are greater than the respective posted speed limits by between 2 and 13 mph.

Table 11-19
Speed Data Summary[1]

ATR Location	Direction	85th Percentile Speed (mph)	Posted Speed Limit (mph)
Crompond Road (Route 202/35) - from Taylor Ave. to Whittier Ave.	Eastbound	43	40[2]
	Westbound	42	40
Crompond Road (Route 202/35) - from Forest Avenue to Rick Lane	Eastbound	49	45
	Westbound	53	40
Lafayette Avenue - from Ridge Road to Crompond Road (Route 202/35)	Northbound	38	30
	Southbound	39	30

Notes:
1. Based on ATR counts collected from September 21 through October 3, 2018.
2. 35 mph warning sign on this segment. Standard posted speed limit is 40 mph.

POTENTIAL TRAFFIC CALMING MEASURES

As described above, speeding occurs along both the Route 202/35 and Lafayette Avenue corridors. Potential traffic calming measures and their associated CMFs are presented below.

Route 202/35

- Narrow travel lane widths to 11 feet using shoulder striping at locations where the travel lanes are currently greater than 11 feet (CMF of 0.69 for all crashes)
- Driver speed feedback signs (e.g., fixed location radar speed signs) (CMF of 0.95 for all crashes)
- After implementing traffic calming measures, reassess speed limits

Lafayette Avenue

- Driver speed feedback signs (e.g., fixed location radar speed signs) (CMF of 0.95 for all crashes)
- Installation of centerline rumble strips (CMF of 0.91 for all crashes)

Along the Route 202/35 corridor, a speed limit change would have a CMF of 0.57 for wet road crashes. The installation of speed advisory panels would have a CMF 0.58 for wet road crashes, 0.68 for rear-end crashes, and 0.72 for speed-related crashes.

INTERSECTION SIGHT DISTANCE

The required intersection sight distances (ISD) for selected unsignalized intersections along Route 202/35 in the study area were determined based on guidelines presented in *A Policy on Geometric Design of Highways and Streets, 2011*, published by the American Association of State Highway Transportation Officials (AASHTO) and NYSDOT design guidance (EB 17-007).

Table 11-20 presents the AASHTO recommended sight distances for unsignalized intersections along Route 202/35 in the areas where the 85th Percentile Speeds were recorded (as presented in **Table 11-19**). The existing sight distances for the unsignalized intersections within the study area should be confirmed to comply with the recommended distances below and where necessary brush and other landscaping should be trimmed to improve sight distance (CMF of 0.74 for all crashes). In addition, to improve the visibility and warn drivers of the presence of unsignalized intersections from Route 202/35, advanced intersection warning signs should be considered where appropriate along Route 202/35 (CMF of 0.73 for all crashes).

Table 11-20
Intersection Sight Distance Summary
Typical Unsignalized Intersections on Route 202/35

Route 202/35 Segment	Side Street Location		Intersection Sight Distance (feet)[1]		
			Right Turn from Side Street	Left Turn from Side Street	
			Looking Left	Looking Left	Looking Right
Taylor Avenue to Whittier Avenue	North Side of Route 202/35		405	465	475
	Side Streets:	Taylor Avenue			
		Whittier Avenue			
Forest Avenue to Rick Lane	South Side of Route 202/35		470	545	585
	Side Streets:	Forest Avenue			
		Rick Lane			

Note: 1. Based on AASHTO recommended sight distances and 85th Percentile Speeds presented in Table 6.

E. 2023 NO ACTION CONDITIONS

The Future without the Proposed Action, or "No Action," traffic condition is an interim scenario that establishes a future baseline condition without the Proposed Action. The No Action year is the same year as the build year of the MOD Development Plan (2023). No Action traffic conditions were ascertained based on the following procedure:

- Increase the 2017 Existing Conditions traffic volumes by 1.0 percent per year from 2017 (existing year) to 2023 (build year) for background growth, resulting in an overall compounded growth rate of 6.15 percent. The use of 1.0 percent per year was based historical data for the corridor.
- Manually add trips from pending developments ("No Action projects") located in the vicinity of the Proposed Action.
- Consideration of major roadway improvements in the vicinity of study area.

The Cortlandt Planning Office, Yorktown Planning Office and Peekskill Planning Office were contacted for a list of pending developments located in the vicinity of the project site. **Table 11-21** (approved for use in this study by the Town of Cortlandt) lists the 46 pending projects identified by the three municipalities. Where possible, information was provided about the project build year and the project status. **Table 11-21** indicates which developments were included as part of the background growth factor and which developments have discrete trips added to the No Action traffic network. Any discrete trips generated by these developments were either provided by the corresponding published traffic studies or calculated utilizing trip generation rates contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*. The trips generated and trip rates for these developments are included in **Appendix VII**.

Based on available information, there are no other major roadway improvements scheduled through 2023 which would affect traffic patterns along the study area roadways.

Table 11-21
No Action Projects Expected to be Complete by 2023

Development	Location	Size	Development Type	Build Year	Status	Action
Town of Cortlandt						
Valeria	341 Furnace Dock Road	147 Units	Townhouse/Condo	2021	Under Construction	Analyzed in No Action
Picciano	Intersection of Maple Avenue & Furnace Dock Road	2 Units	Single Family	2014	Approved	Included in Background Growth
Maple Avenue Partners	Maple Avenue	4 Units	Single Family	Unknown	Approved	Included in Background Growth
Rustic Meadows	South and west side of Croton Avenue at intersection of Jacob Street	4 Units	Single Family	Unknown	Approved	Included in Background Growth
Khan	Lexington Avenue	3 Units	Single Family	Unknown	Approved	Included in Background Growth
Cortlandt Crossing	U.S. Route 6	130,000 SF	Commercial	2021	Under Construction	Analyzed in No Action
GasLand	U.S. Route 6	12 Fueling Positions 2,600 SF Convenience Store	Gas Station	2021	Approved	Analyzed in No Build
Palisades Fuel	U.S. Route 6	12 Fueling Positions 2,600 SF Convenience Store	Gas Station	2022	Approval Pending	Analyzed in No Build
Pondview Commons	U.S. Route 6 and Regina Avenue	56 Units	Single Family	2019	Approval Pending	Analyzed in No Action
Dimension Energy, LLC	Croton Avenue between Route 202/35 and Furnace Dock Road	5 Acres	Solar Farm	2016	Constructed	Included in Background Growth
Town of Yorktown						
Lowe's (formerly Costco)	3200 Crompond Road	120,663 SF 12,500 SF 5,783 SF 4,000 SF	Home Improvement Specialty Grocer Coffee Shop w/ drive through Retail/Bank	2021	Under Construction	Analyzed in No Action
BJ's/Staples Shopping Center	3303-3399 Crompond Road	2,500 SF	Restaurant	2020	Under Construction	Included in Background Growth
RPG/Mohegan Court	3574 Lexington Avenue	8 Units	Townhouse	2020	Under Construction	Included in Background Growth
Mohegan Audi Expansion	1791 & 1805 East Main Street (U.S. Route 6)	11,000 SF	Service Center Addition	2020	Constructed	Included in Background Growth
Faith Bible Church	3500 Mohegan Avenue	352 Seats	Church	Unknown	Approved	Included in Background Growth
Fieldstone Manor Subdivision	3680 Lexington Avenue	7 Units 14 Units	Apartments Single Family	Unknown	Approved	Analyzed in No Action
Granite Knolls Sports Complex	Stony Street	N/A	Park	2018	Constructed	Analyzed in No Action
Shrub Oak International School	3151 Stony Street	521 Employees	Private School	2018	Constructed	Analyzed in No Action
CVS/pharmacy	3320 Crompond Road	14,698 SF	Pharmacy	2021	Approved	Analyzed in No Action
Taco Bell	3605 Crompond Road	3,102 SF 1,698 SF	Restaurant Restaurant/Retail	2021	Approved	Included in Background Growth
McDonald's remodel	3418 Crompond Road	Proposed 886 SF addition for cold storage and 2nd drive-thru lane	Restaurant	2021	Pending Approval	Included in Background Growth
Americo Realty	3320 Old Crompond Road	6,750 SF 20 Units 12 Units	Retail Apartments Townhouses	Unknown	Pending Approval	Analyzed in No Action

Table 11-21 (cont'd)
No Action Projects Expected to be Complete by 2023

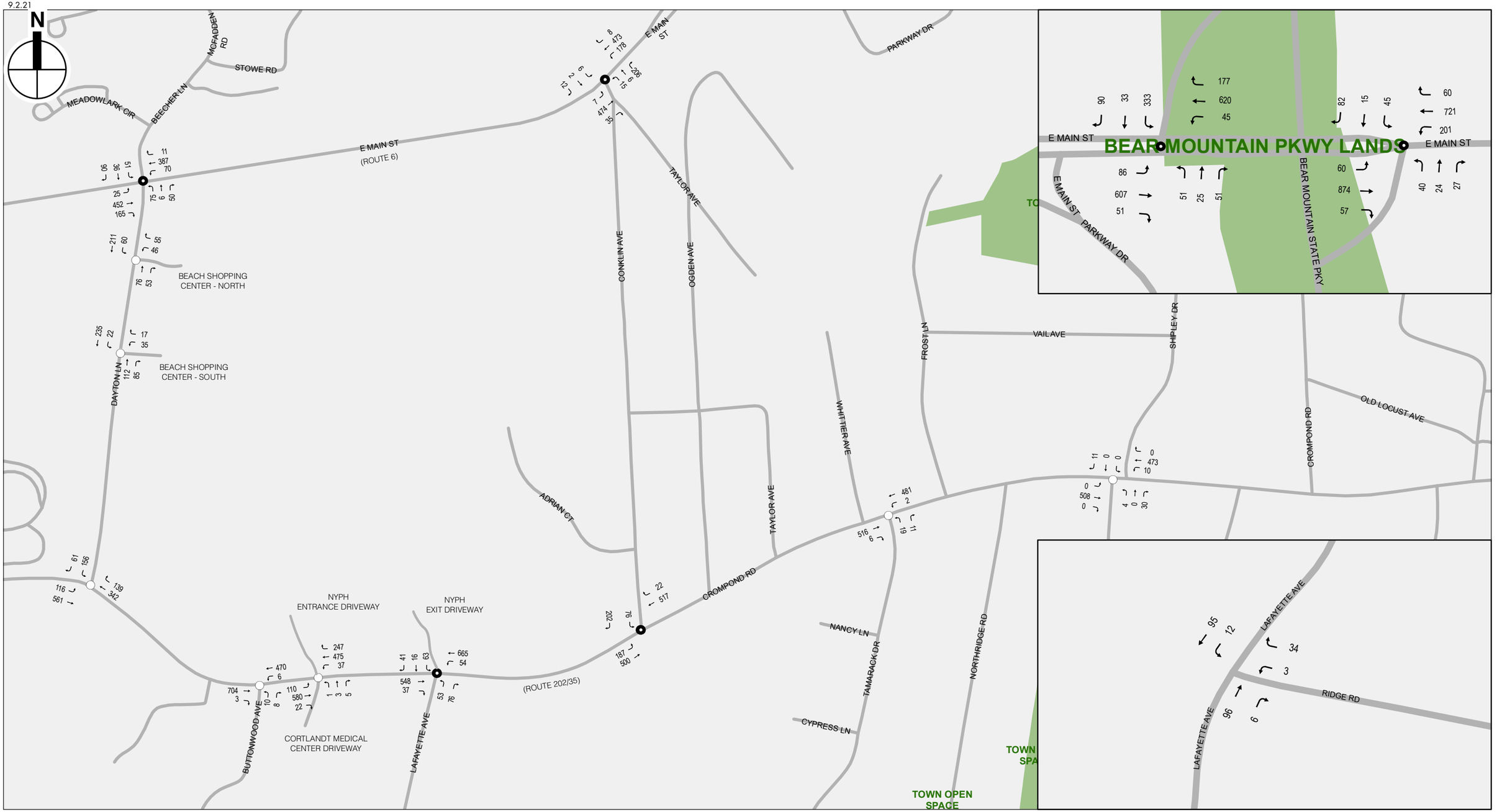
Development	Location	Size	Development Type	Build Year	Status	Action
City of Peekskill						
Fort Hill Apartments	St Mary's Convent	178 Units	Apartments	2018	Constructed	Analyzed in No Action
Gateway Townhomes	Main and Spring Street	16 Units	Apartments	2018	Constructed	Analyzed in No Action
Lofts at Main	Main and Diven Street	75 Units	Apartments	2019	Constructed	Analyzed in No Action
Senior Independent Living	1847 Crompond Road	53 Units	Senior Living	2021	Under Construction	Analyzed in No Action
One Park Place	Park and Brown Street	181 Units	Apartments	2021	Under Construction	Analyzed in No Action
216 S. Division Street	216 S. Division Street	22 Units	Apartments	2021	Under Construction	Analyzed in No Action
645 Main Street	645 Main Street	82 Units	Apartments	2022	Under Construction	Analyzed in No Action
505 South Street	505 South Street	51 Units	Condominiums	2022	Approved	Analyzed in No Action
653 Central Avenue	653 Central Avenue	78 Units	Apartments	2023	Pending Approval	Analyzed in No Action
Museum and Visitor Center	10 S. Water Street Lincoln Depot	--	Museum and Visitor Center	2020	Constructed	Included in Background Growth
Urban Farm	800 Main Street	--	Urban Farm	2021	Under Construction	Included in Background Growth
Craftsman Spaces	190 N Water Street	--	Renovation	2021	Under Construction	Included in Background Growth
104 S. Division Street	104 S. Division Street	9 Units	Renovation	2021	Under Construction	Included in Background Growth
400 S. Division Street	400 S. Division Street	--	School Use Renovation	2021	Under Construction	Included in Background Growth
108 N. Division Street	108 N. Division Street	13 units	Apartments and retail space	2021	Under Construction	Included in Background Growth
Credit Union	3 N. Broad Street	--	Credit Union	2022	Pending Approval	Included in Background Growth
Lockwood Drive	Lockwood Drive	47 units	Subdivision	2023	Pending Approval	Included in Background Growth
125 Vail Avenue	125 Vail Avenue	8 units	Attached Housing	2023	Pending Approval	Included in Background Growth
Grocery Store	630 Washington Street	--	Renovation	2022	Pending Approval	Included in Background Growth
701 Washington Street	701 Washington Street	--	Kitchen incubator business space	2022	Pending Approval	Included in Background Growth
Boys & Girls Club	709 Main Street	--	Renovation	2023	Pending Approval	Included in Background Growth
41 N. Division Street	41 N. Division Street	--	Renovation	2023	Pending Approval	Included in Background Growth
823 South Street	823 South Street	9 Units	Apartments and retail space	2023	Pending Approval	Included in Background Growth
Central Firehouse	Main and Broad Street	30,000 SF	Firehouse	2018	Under Construction	Included in Background Growth

Sources: Town of Cortlandt Planning Department, Town of Yorktown Planning Department, City of Peekskill Planning Department

LEVEL OF SERVICE CONDITIONS

The traffic from the No Action projects were added to the grown 2023 traffic volumes to develop the 2023 No Action volumes. Traffic volumes for the 2023 No Action peak hours analyzed are shown in **Figures 11-4** and **11-5**. **Table 11-22** presents a comparison of 2017 Existing and 2023 No Action LOS Conditions for the study area intersections for the Weekday AM and PM peak hours. Synchro 10 outputs for the 2023 No Action Condition are provided in **Appendix VII**.

9.2.21



Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

CORTLANDT MOD

2023 No Action Traffic Volumes
Weekday AM Peak Hour
Figure 11-4A

8.31.21

0 500 FEET

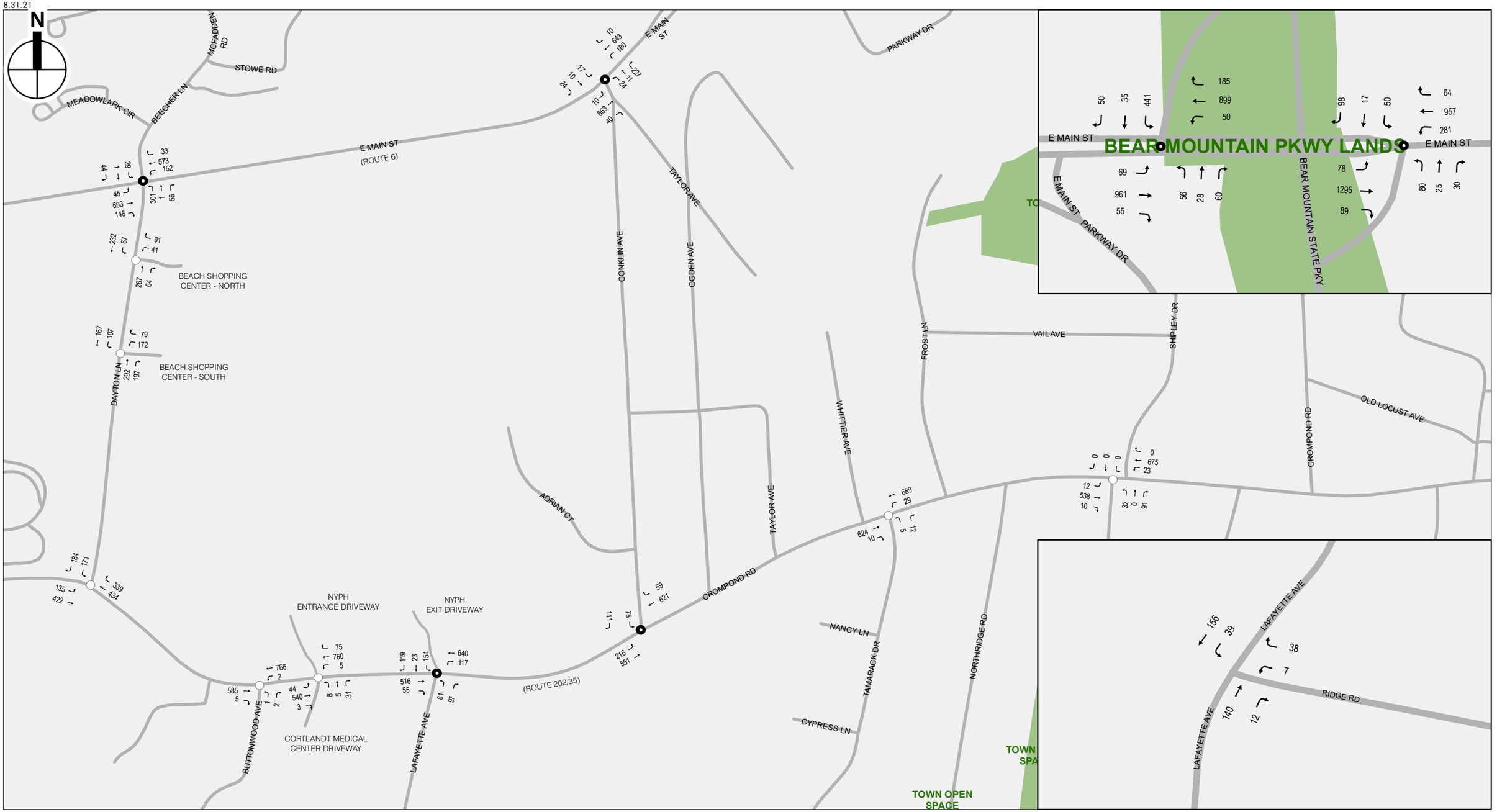
Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

2023 No Action Traffic Volumes
Weekday AM Peak Hour
Figure 11-4B

CORTLANDT MOD

8.31.21



Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

2023 No Action Traffic Volumes
Weekday PM Peak Hour
Figure 11-5A

CORTLANDT MOD

8.31.21

0 500 FEET

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

2023 No Action Traffic Volumes
Weekday PM Peak Hour

CORTLANDT MOD

Figure 11-5B

Table 11-22
2017 Existing and 2023 No Action Conditions Level of Service Analysis

Intersection	Weekday AM								Weekday PM							
	2017 Existing				2023 No Action				2017 Existing				2023 No Action			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections																
Route 6 and Dayton Lane																
Eastbound	L	0.04	5.2	A	L	0.04	5.4	A	L	0.08	9.7	A	L	0.11	10.4	B
	TR	0.24	8.0	A	TR	0.35	10.6	B	TR	0.46	19.1	B	TR	0.63	23.5	C
Westbound	L	0.11	5.3	A	L	0.14	5.7	A	L	0.33	11.3	B	L	0.45	14.2	B
	TR	0.14	9.6	A	TR	0.24	10.4	B	TR	0.25	15.8	B	TR	0.40	18.4	B
Northbound	L	0.39	32.2	C	L	0.44	33.7	C	L	0.81	47.3	D	L	0.84	49.9	D
	TR	0.22	27.6	C	TR	0.25	27.9	C	TR	0.13	23.7	C	TR	0.13	23.5	C
Southbound	LT	0.53	35.8	D	LT	0.57	37.4	D	LT	0.08	23.1	C	LT	0.08	22.8	C
	R	0.30	19.6	B	R	0.32	19.9	B	R	0.07	14.4	B	R	0.07	14.2	B
	Intersection		14.8	B	Intersection		15.2	B	Intersection		22.4	C	Intersection		24.8	C
Route 6 and Conklin Avenue																
Eastbound	L	0.01	2.6	A	L	0.01	2.7	A	L	0.01	3.0	A	L	0.02	3.6	A
	TR	0.15	4.8	A	TR	0.23	5.4	A	TR	0.24	5.7	A	TR	0.34	7.0	A
Westbound	L	0.23	3.1	A	L	0.29	3.9	A	L	0.29	4.2	A	L	0.39	6.2	A
	TR	0.14	3.1	A	TR	0.20	3.4	A	TR	0.17	3.6	A	TR	0.26	4.6	A
Northbound	LT	0.23	55.0	D	LT	0.24	55.1	E	LT	0.35	57.3	E	LT	0.37	57.8	E
	R	0.70	19.9	B	R	0.71	19.7	B	R	0.72	18.6	B	R	0.73	18.2	B
Southbound	LTR	0.23	33.6	C	LTR	0.24	32.3	C	LTR	0.41	38.8	D	LTR	0.43	39.2	D
	Intersection		8.0	A	Intersection		7.6	A	Intersection		9.4	A	Intersection		9.5	A
Route 6 and Bear Mountain Parkway Eastbound Ramps																
Eastbound	L	0.16	35.2	D	L	0.41	18.0	B	L	0.22	40.6	D	L	0.41	20.0	C
	TR	0.42	12.6	B	TR	0.52	21.5	C	TR	0.57	16.0	B	TR	0.75	28.0	C
Westbound	LTR	0.67	20.5	C	L	0.17	15.8	B	LTR	0.82	28.7	C	L	0.30	13.7	B
					TR	0.67	25.6	C					TR	0.86	28.1	C
Northbound	LTR	0.01	0.0	A	LT	0.55	56.2	E	LTR	0.02	0.2	A	LT	0.64	66.2	E
					R	0.16	1.0	A					R	0.18	1.4	A
Southbound	L	0.62	27.2	C	L	0.70	47.7	D	L	0.68	31.9	C	L	0.77	50.5	D
					T	0.70	47.1	D					T	0.76	49.6	D
	TR	0.17	7.1	A	R	0.23	1.2	A	TR	0.06	0.1	A	R	0.11	0.5	A
	Intersection		18.7	B	Intersection		27.0	C	Intersection		24.0	C	Intersection		31.3	C
Route 6 and Lexington Avenue																
Eastbound	L	0.28	17.2	B	L	0.36	18.1	B	L	0.87	80.4	F	L	0.95	98.3	F
	TR	0.91	51.9	D	TR	0.94	54.4	D	TR	0.89	44.8	D	TR	1.07	85.2	F
Westbound	L	0.43	21.1	C	L	0.53	24.8	C	L	0.32	17.6	B	L	0.50	35.4	D
	TR	0.79	38.7	D	TR	0.84	42.8	D	TR	1.01	71.0	E	TR	1.20	140.1	F
Northbound	L	0.29	33.8	C	L	0.40	40.4	D	L	0.85	75.8	E	L	1.01	110.3	F
	TR	0.81	65.1	E	TR	0.95	92.3	F	TR	0.65	69.7	E	TR	0.68	71.2	E
Southbound	L	0.43	36.4	D	L	0.58	46.8	D	L	0.31	44.9	D	L	0.35	45.5	D
	TR	0.55	52.1	D	TR	0.69	63.7	E	TR	0.91	99.2	F	TR	0.97	109.3	F
	Intersection		46.2	D	Intersection		54.1	D	Intersection		64.3	E	Intersection		105.0	F
Route 202/35 and Lafayette Avenue/NYPH Driveway																
Eastbound	TR	0.49	18.8	B	TR	0.64	23.2	C	TR	0.59	25.3	C	TR	0.76	32.1	C
Westbound	L	0.11	13.1	B	L	0.15	13.5	B	L	0.28	17.4	B	L	0.40	19.9	B
	T	0.51	19.1	B	T	0.60	21.9	C	T	0.51	23.4	C	T	0.65	30.4	C
Northbound	LTR	0.57	17.5	B	LTR	0.62	21.1	C	LTR	0.82	41.8	D	LTR	0.87	49.0	D
Southbound	LT	0.78	87.2	F	LT	0.79	85.0	F	LT	1.41	259.7	F	LT	1.47	280.6	F
	R	0.13	0.9	A	R	0.15	1.0	A	R	0.34	7.6	A	R	0.39	10.1	B
	Intersection		22.3	C	Intersection		24.9	C	Intersection		50.6	D	Intersection		55.2	E
Route 202/35 and Conklin Avenue																
Eastbound	L	0.32	1.9	A	L	0.38	2.4	A	L	0.36	1.7	A	L	0.45	3.1	A
	T	0.28	1.6	A	T	0.38	1.7	A	T	0.31	1.1	A	T	0.39	1.1	A
Westbound	TR	0.44	10.9	B	TR	0.55	14.2	B	TR	0.49	11.6	B	TR	0.66	19.0	B
Southbound	L	0.47	51.3	D	L	0.49	51.6	D	L	0.45	50.9	D	L	0.46	51.2	D
	R	0.48	9.2	A	R	0.54	16.4	B	R	0.34	6.7	A	R	0.34	9.3	A
	Intersection		9.3	A	Intersection		11.2	B	Intersection		8.6	A	Intersection		12.0	B

Table 11-22 (cont'd)
2017 Existing and 2023 No Action Conditions Level of Service Analysis

Intersection	Weekday AM								Weekday PM							
	2017 Existing				2023 No Action				2017 Existing				2023 No Action			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections (continued)																
Route 202/35 and Bear Mountain Parkway																
Eastbound	LT	0.76	53.0	D	LT	1.08	107.0	F	LT	0.71	47.6	D	LT	1.38	224.3	F
Westbound	T	0.38	19.1	B	T	0.47	19.8	C	T	0.45	13.5	B	T	0.59	18.3	C
	R	0.39	2.1	A	R	0.47	6.1	A	R	0.53	9.8	A	R	0.66	15.4	B
Southbound	LR	1.15	129.4	F	LR	1.40	230.9	F	LR	0.83	60.1	E	LR	1.00	118.7	F
	Intersection		63.3	E	Intersection		113.7	F	Intersection		31.9	C	Intersection		89.7	F
Route 202/35 and Croton Avenue / Maple Row																
Eastbound	L	0.10	1.7	A	L	0.14	2.8	A	L	0.16	2.9	A	L	0.34	29.0	C
	T	0.81	18.5	B	T	1.05	61.7	E	T	0.64	7.2	A	T	0.87	59.5	E
	R	0.23	0.6	A	R	0.25	1.7	A	R	0.13	1.0	A	R	0.14	1.6	A
Westbound	L	0.53	12.8	B	L	1.04	124.6	F	L	0.27	7.1	A	L	0.52	14.2	B
	TR	0.56	17.5	B	TR	0.70	22.0	C	TR	0.79	26.1	C	TR	1.07	81.7	F
Northbound	L	1.44	287.0	F	L	1.67	376.8	F	L	0.94	114.7	F	L	0.96	118.1	F
	TR	0.38	26.2	C	TR	0.42	27.7	C	TR	0.41	36.5	D	TR	0.43	38.1	D
Southbound	LTR	0.89	86.1	F	LTR	1.01	111.6	F	LTR	0.71	69.5	E	LTR	0.74	71.9	E
	Intersection		39.9	D	Intersection		69.0	E	Intersection		27.3	C	Intersection		66.4	E
Route 202/35 and Lexington Avenue																
Eastbound	L	0.12	6.2	A	L	0.20	7.6	A	L	0.53	21.1	C	L	0.57	24.4	C
	TR	0.92	32.1	C	TR	1.21	122.9	F	TR	0.82	23.7	C	TR	1.10	81.7	F
Westbound	L	0.08	6.6	A	L	0.11	7.3	A	L	0.11	6.0	A	L	0.20	8.7	A
	T	0.67	18.2	B	T	0.85	27.9	C	T	1.02	54.8	D	T	1.39	206.1	F
	R	0.10	3.0	A	R	0.11	2.9	A	R	0.21	2.5	A	R	0.25	4.4	A
Northbound	LTR	0.14	29.3	C	LTR	0.14	29.1	C	LTR	0.23	32.9	C	LTR	0.23	32.6	C
Southbound	LT	0.74	50.1	D	LT	0.76	50.7	D	LT	0.69	49.9	D	LT	0.74	52.7	D
	R	0.21	8.1	A	R	0.22	9.3	A	R	0.18	5.5	A	R	0.18	6.2	A
	Intersection		26.2	C	Intersection		72.6	E	Intersection		35.7	D	Intersection		121.3	F
Route 6 and Bear Mountain Parkway Westbound Ramps																
Eastbound	Unsignalized in Existing Conditions				LTR	0.58	6.8	A	Unsignalized in Existing Conditions				LTR	0.98	38.2	D
Westbound					L	0.51	12.6	B					L	0.78	39.4	D
					TR	0.31	3.7	A					TR	0.46	9.2	A
Northbound					L	0.41	46.8	D					L	0.71	68.9	E
					TR	0.25	22.2	C					TR	0.23	21.6	C
Southbound					LTR	0.64	31.9	C					LTR	0.67	35.9	D
					Intersection		8.9	A					Intersection		29.0	C
Unsignalized Intersections																
Route 6 and Bear Mountain Parkway Westbound Ramps																
Eastbound	L	0.00	9.0	A	Signalized in No Action Conditions				L	0.02	9.7	A	Signalized in No Action Conditions			
Westbound	L	0.26	11.3	B					L	0.49	17.4	C				
Northbound	L	0.18	61.7	F					L	0.77	386.7	F				
	TR	0.08	15.1	C					TR	0.07	13.8	B				
Southbound	LTR	0.11	30.3	D					LTR	0.46	111.4	F				
Dayton Lane and Beach Shopping Center North Driveway																
Westbound	LR	0.15	10.9	B	LR	0.17	11.3	B	LR	0.23	13.7	B	LR	0.27	14.6	B
Southbound	L	0.04	7.6	A	L	0.04	7.6	A	L	0.05	8.3	A	L	0.06	8.4	A
Dayton Lane and Beach Shopping Center South Driveway																
Westbound	LR	0.09	11.4	B	LR	0.10	11.6	B	LR	0.83	55.0	F	LR	0.97	84.9	F
Southbound	L	0.02	7.7	A	L	0.02	7.7	A	L	0.13	9.2	A	L	0.14	9.4	A
Route 202/35 and Dayton Lane																
Eastbound	L	0.11	8.5	A	L	0.13	8.9	A	L	0.15	9.6	A	L	0.18	10.6	B
Southbound	LR	0.93	80.3	F	LR	1.44	276.3	F	LR	1.13	127.4	F	LR	1.77	404.2	F
Route 202/35 and Buttonwood Avenue																
Westbound	L	0.01	8.9	A	L	0.01	9.4	A	L	0.00	8.4	A	L	0.00	8.8	A
Northbound	LR	0.13	17.8	C	LR	0.20	24.4	C	LR	0.01	14.7	B	LR	0.01	18.2	C

Table 11-22 (cont'd)
2017 Existing and 2023 No Action Conditions Level of Service Analysis

Intersection	Weekday AM								Weekday PM							
	2017 Existing				2023 No Action				2017 Existing				2023 No Action			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Unsignalized Intersections (continued)																
Route 202/35 and Cortlandt Medical Driveway/NYPH Driveway																
Eastbound	L	0.11	9.3	A	L	0.14	10.0	A	L	0.04	9.3	A	L	0.06	10.1	B
Westbound	L	0.04	8.6	A	L	0.04	9.0	A	L	0.01	8.2	A	L	0.01	8.6	A
Northbound	LTR	0.03	14.3	B	LTR	0.04	17.7	C	LTR	0.11	14.6	B	LTR	0.15	18.3	C
Route 202/35 and Tamarack Drive																
Westbound	L	0.00	8.3	A	L	0.00	8.7	A	L	0.03	8.7	A	L	0.04	9.1	A
Northbound	LR	0.10	15.9	C	LR	0.14	20.3	C	LR	0.07	16.1	C	LR	0.10	20.0	C
Route 202/35 and Dimond Avenue/Shipley Drive																
Eastbound	L	0.00	0.0	A	L	0.00	0.0	A	L	0.01	8.7	A	L	0.02	9.2	A
Westbound	L	0.01	8.3	A	L	0.01	8.8	A	L	0.02	8.4	A	L	0.03	8.8	A
Northbound	LTR	0.09	12.7	B	LTR	0.13	15.1	C	LTR	0.34	19.6	C	LTR	0.50	30.6	D
Southbound	LTR	0.03	10.7	B	LTR	0.03	11.5	B	LTR	0.00	0.0	A	LTR	0.00	0.0	A
Route 202/35 and Locust Avenue																
Eastbound	L	0.01	8.2	A	L	0.01	8.4	A	L	0.03	8.6	A	L	0.03	9.1	A
Southbound	LTR	0.29	21.2	C	LTR	0.44	32.9	D	LTR	0.07	12.5	B	LTR	0.09	14.4	B
Route 202/35 and Crestview Avenue																
Westbound	L	0.00	8.4	A	L	0.00	8.8	A	L	0.00	8.4	A	L	0.00	8.8	A
Northbound	LTR	0.07	16.1	C	LTR	0.10	21.1	C	LTR	0.02	14.3	B	LTR	0.03	17.4	C
Route 202/35 and Forest Avenue																
Westbound	L	0.01	8.4	A	L	0.01	8.9	A	L	0.01	8.5	A	L	0.01	8.9	A
Northbound	LR	0.04	13.6	B	LR	0.05	16.3	C	LR	0.04	15.4	C	LR	0.06	19.1	C
Route 202/35 and Rick Lane																
Westbound	L	0.01	8.5	A	L	0.01	8.9	A	L	0.01	8.5	A	L	0.01	8.9	A
Northbound	LR	0.03	15.6	C	LR	0.05	19.5	C	LR	0.03	15.3	C	LR	0.04	18.9	C
Route 202/35 and Arlo Lane																
Eastbound	L	0.01	8.3	A	L	0.01	8.6	A	L	0.03	8.7	A	L	0.04	9.3	A
Southbound	LR	0.07	12.2	B	LR	0.09	13.7	B	LR	0.05	14.8	B	LR	0.07	18.2	C
Bear Mountain Parkway and Locust Avenue																
Westbound	L	0.00	8.4	A	L	0.00	8.9	A	L	0.00	8.6	A	L	0.00	9.1	A
Northbound	R	0.02	11.3	B	R	0.03	12.6	B	R	0.01	11.8	B	R	0.02	13.5	B
Bear Mountain Parkway and Arlo Lane																
Eastbound	L	0.01	8.3	A	L	0.01	8.6	A	L	0.01	8.8	A	L	0.01	9.5	A
Westbound	L	0.00	9.1	A	L	0.00	9.7	A	L	0.00	0.0	A	L	0.00	0.0	A
Northbound	LTR	0.30	39.3	E	LTR	0.47	71.6	F	LTR	0.38	41.2	E	LTR	0.74	119.8	F
Southbound	LTR	0.23	25.0	D	LTR	0.35	38.2	E	LTR	0.08	15.4	C	LTR	0.13	20.7	C
Lafayette Avenue and Ridge Road																
Westbound	LR	0.06	9.1	A	LR	0.04	9.1	A	LR	0.09	10.0	B	LR	0.06	9.7	A
Southbound	L	0.01	7.4	A	L	0.01	7.5	A	L	0.03	7.7	A	L	0.03	7.6	A

Notes: L = Left Turn, T = Through, R = Right Turn, LOS = Level of Service
= Indicates notable deterioration in operating conditions

Under the 2023 No Action Conditions, there would be the following notable changes in LOS for the study area intersections:

- Route 6 and Conklin Avenue—the northbound left turn/through movement would deteriorate from LOS D to LOS E during the Weekday AM peak hour.
- Route 6 and Lexington Avenue—the eastbound left turn movement would deteriorate within LOS F during the Weekday PM peak hour. The eastbound through/right turn movement would deteriorate from LOS D to LOS F during the Weekday PM peak hour. The westbound through/right turn movement will deteriorate from LOS E to LOS F during the Weekday PM peak hour. The northbound left turn movement will deteriorate from LOS E to LOS F during the Weekday PM peak hour. The northbound through/right turn lane will deteriorate from LOS E to LOS F during

the Weekday AM peak hour. The SB through/right turn movement will deteriorate from LOS D to LOS E during the Weekday AM peak hour and within LOS F during the Weekday PM peak hour.

- Route 202/35 and Lafayette Avenue/NY Presbyterian Driveway—the southbound left turn/through movement would deteriorate within LOS F during the Weekday PM peak hour.
- Route 202/35 and Bear Mountain State Parkway—the eastbound left turn/through movement would deteriorate from LOS D to LOS F during the Weekday AM and PM peak hours. The southbound left turn/right turn would deteriorate within LOS F during the Weekday AM peak hour and from LOS E to LOS F during the Weekday PM peak hour.
- Route 202/35 and Croton Avenue/Maple Row—the eastbound through movement would deteriorate from LOS B to LOS E during the Weekday AM peak hour and from LOS A to LOS E during the Weekday PM peak hour. The westbound left turn movement would deteriorate from LOS B to LOS F during the Weekday AM peak hour. The westbound through/right turn movement would deteriorate from LOS C to LOS F during the Weekday PM peak hour. The northbound left turn movement would deteriorate within LOS F during the Weekday AM peak hour. The southbound approach would deteriorate within LOS F during the Weekday AM peak hour.
- Route 202/35 and Lexington Avenue—the eastbound through/right turn movement would deteriorate from LOS C to LOS F during the Weekday AM and PM peak hours. The westbound through movement would deteriorate from LOS D to LOS F during the Weekday PM peak hour.
- Dayton Lane and Beach Shopping Center South Driveway—the westbound left turn/right turn movement would deteriorate within LOS F during the Weekday PM peak hour.
- Route 202/35 and Dayton Lane—the southbound left turn/right turn lane would deteriorate within LOS F during the Weekday AM and PM peak hours.
- Bear Mountain Parkway and Arlo Lane —the northbound approach would deteriorate from LOS E to LOS F during the Weekday AM and PM peak hours. The southbound approach would deteriorate from LOS D to LOS E during the Weekday AM peak hour.

TRAFFIC SAFETY CONDITIONS

With the increase in development surrounding the study area and accompanying traffic volumes, there may be an increase in the number of crashes experienced under 2023 No Action Condition. Based on the anticipated increase in traffic due to the No Action projects (see **Table 11-21**), the following intersections are estimated to have one or more additional accidents per year:

- Route 6 and Dayton Lane (estimated 3.5 additional accidents/year)
- Route 6 and Conklin Avenue (estimated 2.6 additional accidents/year)
- Route 6 and Lexington Avenue (estimated 2.0 additional accidents/year)
- Route 202/35 and Bear Mountain Parkway (estimated 2.9 additional accidents/year)
- Route 202/35 and Croton Avenue/Maple Row (estimated 1.9 additional accidents/year)
- Route 202/35 and Lexington Avenue (estimated 2.0 additional accidents/year)
- Route 6 and Bear Mountain Parkway Eastbound Ramps (estimated 2.6 additional accidents/year)
- Route 6 and Bear Mountain Parkway Westbound Ramps (estimated 1.4 additional accidents/year)

There are no known safety improvement or traffic calming measures being implemented within the study area in conjunction with the No Action projects listed in **Table 11-21**.

PARKING CONDITIONS

Similar to existing conditions, off-street parking facilities are proposed for most of the No Action projects shown in **Table 11-21** and therefore, no significant changes to parking conditions within the study area are expected in the 2023 No Action Condition.

PEDESTRIAN AND BICYCLE CONDITIONS

As none of the No Action projects located within the study area propose changes to the pedestrian and bicycle infrastructure or are expected to generate substantial pedestrian or bicycle volumes, no significant changes are expected under 2023 No Action Conditions.

PUBLIC TRANSPORTATION

No significant changes in public transportation conditions are expected under 2023 No Action Condition. While a minor increase in public transit ridership is expected with the No Action projects, it is the policy of the transit agencies (Metro-North Commuter Railroad and the Bee-Line Bus System) to adjust their operating schedules to reflect demand as needed.

F. 2023 WITH ACTION CONDITION

PROJECT DESCRIPTION

The Proposed Project includes the development of two sites, Gyrodyne and Evergreen, located on the south side of Route 202/35 opposite the NYPH. The Gyrodyne Project is proposed as a Class A medical office space with approximately 184,600 gsf on a 13.8 acre site directly across Route 202/35 from the NYPH entrance. The Gyrodyne Project would provide approximately 939 parking spaces (346 surface lot spaces and 593 spaces located in a parking structure.) Under existing conditions, the Gyrodyne site has 30,000 gsf of medical office that will be removed as part of the Gyrodyne Project. The Gyrodyne Project Site's driveway would utilize the existing driveway to the medical offices across from the NYPH entrance driveway on Route 202/35 forming a four-leg intersection. The proposed full access driveway would be improved to provide one shared left turn/through lane and one right turn only lane and would be signalized.

The Evergreen Project is proposed as a mix of uses including an 120 unit assisted living facility, 70 townhouses, 166 multi-family residential units and 7,000 sf of accessory retail uses. The site will also contain an 120 unit assisted living facility, 166 residential units, 70 townhouses, and 7,427 surface parking spaces located across Route 202/35 from the NYPH campus between Lafayette and Conklin Avenues and adjacent to the Gyrodyne Project. Access to the Evergreen Project Site would be provided by a full access driveway at Route 202/35 opposite Conklin Avenue to create a four-leg intersection. The driveway would provide one left turn only lane and one shared through/right turn lane.

PROJECT TRIP GENERATION

The estimated number of trips generated by the Proposed Project was based on trip generation rates provided by the *Institute of Transportation Engineers* (*ITE) Trip Generation Manual (10th Edition)*. As the Proposed Project has been revised and no longer classifies as a mixed-use development per trip generation guidance, credits have been removed for internal trips between multiple land uses and adjacent sites. Based on discussions with NYSDOT, the Weekday AM and PM Peak Hour of Adjacent Street Traffic was used for all land uses without any adjustments.

Based on discussions with the Town of Cortlandt Department of Technical Services Code Enforcement, the existing 30,000 gsf of medical office on the Gyrodyne site is and currently operates as fully occupied. Trip reductions are taken based on the existing gross square feet of the development.

As shown in **Table 11-23** it is estimated that the Proposed Project would generate approximately 437 net new trips during the Weekday AM peak hour (289 entering, 148 exiting) and 759 net new trips during the Weekday PM peak hour (269 entering, 490 exiting).

PROJECT VEHICLE TRIP DISTRIBUTION AND ASSIGNMENT

For the purpose of estimating the likely distribution of project generated trips to and from the Proposed Project, a directional distribution of vehicle trips was created for each peak hour utilizing the existing travel patterns in the study area. These trip distribution patterns are shown in **Figure 11-6** and represent the most logical approach and departure paths to and from the project site. **Figures 11-7** and **11-8** show the project generated vehicle trips for the Weekday AM and PM peak hours, respectively, for the Proposed Project.

LEVEL OF SERVICE CONDITIONS

The project generated vehicle trips for the Proposed Project described above were added to the No Action traffic volumes in order to estimate the With Action traffic volumes. **Figures 11-9** and **11-10** show the 2023 With Action traffic volumes for the Weekday AM and PM peak hours, respectively, for the Proposed Project. **Table 11-24** presents a comparison of the 2023 No Action and 2023 With Action LOS conditions for the Proposed Project. Synchro 10 outputs for the 2023 With Action condition are provided in **Appendix VII**.

Under the 2023 With Action condition, absent any additional improvements beyond those specified in the project description above, there would be impacts at the following locations;

- Route 6 and Dayton Lane—the northbound left turn movements would deteriorate from LOS D to LOS E during the Weekday PM peak hour.
- Route 6 and Lexington Avenue—the eastbound through/right turn movement would deteriorate within LOS F during the Weekday PM peak hour.
- Route 202/35 and Lafayette Avenue/NYPH Driveway—the eastbound approach would deteriorate from LOS C to LOS F during the Weekday PM peak hour.
- Route 202/35 and Bear Mountain State Parkway—the eastbound approach would deteriorate within LOS F during the Weekday AM and PM peak hours.
- Route 202/35 and Croton Avenue/Maple Row—the westbound left turn movement would deteriorate from LOS B to LOS E during the Weekday PM peak hour. The westbound through/right turn movement would deteriorate within LOS F during the Weekday PM peak hour. The northbound left turn movement would deteriorate within LOS F during the Weekday AM and PM peak hours.
- Route 202/35 and Lexington Avenue—the eastbound through/right turn movement would deteriorate within LOS F during the Weekday AM and PM peak hours. The westbound through movement would deteriorate within LOS F during the Weekday PM peak hour.
- Dayton Lane and Beach Shopping Center South Driveway—the westbound left turn/right turn movement would deteriorate within LOS F during the Weekday PM peak hour.
- Route 202/35 and Dayton Lane—the southbound approach would deteriorate within LOS F during the Weekday AM and PM peak hours.
- Route 202/35 and Tamarack Drive—the northbound approach would deteriorate from LOS C to LOS E during the Weekday PM peak hour.

5.14.19

Proposed Action Trip Distribution

Figure 11-6

CORTLANDT MOD

9.2.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

CORTLANDT MOD

Project Generated Increments - MOD Development Plan
Weekday AM Peak Hour
Figure 11-7A

9.2.21

0 500 FEET

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

CORTLANDT MOD

Project Generated Increments - MOD Development Plan
Weekday AM Peak Hour
Figure 11-7B

9.2.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

CORTLANDT MOD

Project Generated Increments - MOD Development Plan
Weekday PM Peak Hour
Figure 11-8A

9.2.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

CORTLANDT MOD

Project Generated Increments - MOD Development Plan
Weekday PM Peak Hour
Figure 11-8B

9.1.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

2023 With Action Traffic Volumes
Weekday AM Peak Hour
Figure 11-9A

CORTLANDT MOD

9.1.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

CORTLANDT MOD

2023 With Action Traffic Volumes
Weekday AM Peak Hour
Figure 11-9B

9.1.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

2023 With Action Traffic Volumes
Weekday PM Peak Hour

CORTLANDT MOD

Figure 11-10A

9.1.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

2023 With Action Traffic Volumes
Weekday PM Peak Hour

CORTLANDT MOD

Figure 11-10B

Table 11-23
Proposed Project Trip Generation

Building Component	Development Size		Peak Hour	ITE Data				Trip Generation				
				ITE Land Use		Independent Variable	Average ITE Trip Rate[1]	% In	% Out	Total Trips		Total Trips
				#	Name					In	Out	
Medical Office[2]	188.6	Ksf	AM	720	Medical-Dental Office Building	1,000 SF Gross Floor Area	2.78	0.78	0.22	307	86	393
			PM	720	Medical-Dental Office Building	1,000 SF Gross Floor Area	3.46	0.28	0.72	179	462	641
Medical Office[2] (To Be Removed)	*30*	*Ksf*	*AM*	*720*	*Medical-Dental Office Building*	*1,000 SF Gross Floor Area*	*-2.78*	*0.78*	*0.22*	*-59*	*-17*	*-76*
			PM	*720*	*Medical-Dental Office Building*	*1,000 SF Gross Floor Area*	*-3.46*	*0.28*	*0.72*	*-29*	*-75*	*-104*
									Gyrodyne AM Net Trips	248	69	317
									Gyrodyne PM Net Trips	150	387	537
Evergreen												
Assisted Living[3]	120	Beds	AM	254	Assisted Living	Beds	0.19	0.63	0.37	14	9	23
			PM	254	Assisted Living	Beds	0.26	0.38	0.62	12	19	31
Townhouses[4]	70	Units	AM	220	Multifamily Housing (Low-Rise)	Dwelling Units	0.46	0.23	0.77	8	26	34
			PM	220	Multifamily Housing (Low-Rise)	Dwelling Units	0.56	0.63	0.37	27	16	43
Retail[5]	7	Ksf	AM	820	Shopping Center	1,000 SF Leasable Area	0.94	0.62	0.38	4	3	7
			PM	820	Shopping Center	1,000 SF Leasable Area	3.81	0.48	0.52	36	40	76
Residential[6] (Apartments)	166	Units	AM	221	Multifamily Housing (Mid-Rise)	Dwelling Units	0.36	0.26	0.74	15	41	56
			PM	221	Multifamily Housing (Mid-Rise)	Dwelling Units	0.44	0.61	0.39	44	28	72
									Evergreen AM Net Trips	41	79	120
									Evergreen PM Net Trips	119	103	222
									Total AM Trips	**289**	**148**	**437**
									Total PM Trips	**269**	**490**	**759**

Notes:
ksf = 1,000 square feet
1. Based on discussions with NYSDOT, rates shown are peak hour of adjacent street traffic rates from the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*
2. Rates shown for Medical Office land use are calculated using the ITE fitted curve equations for the weekday AM and PM peak hour.
3. Rates shown for the Assisted Living land use are calculated using the average ITE trip rate.
4. Rates shown for the Townhouses land use are calculated using the average ITE trip rate.
5. Rates shown for the Retail land use are calculated using the average ITE trip rate during the weekday AM peak hour and the ITE fitted curve equation for the weekday PM peak hour.
6. Rates shown for the Residential land use are calculated using the average ITE trip rate.

Table 11-24

2023 No Action and With Action Conditions Level of Service Analysis – Proposed Project

Intersection	Weekday AM								Weekday PM							
	2023 No Action				2023 With Action				2023 No Action				2023 With Action			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections																
Route 6 and Dayton Lane																
Eastbound	L	0.04	5.4	A	L	0.04	5.4	A	L	0.11	10.4	B	L	0.11	10.8	B
	TR	0.35	10.6	B	TR	0.37	10.5	B	TR	0.63	23.5	C	TR	0.68	25.4	C
Westbound	L	0.14	5.7	A	L	0.15	5.8	A	L	0.45	14.2	B	L	0.49	15.9	B
	TR	0.24	10.4	B	TR	0.24	10.4	B	TR	0.40	18.4	B	TR	0.42	19.5	B
Northbound	L	0.44	33.7	C	L	0.53	37.1	D	L	0.84	49.9	D	L	0.90	57.5	E
	TR	0.25	27.9	C	TR	0.25	27.9	C	TR	0.13	23.5	C	TR	0.12	23.1	C
Southbound	LT	0.57	37.4	D	LT	0.57	37.4	D	LT	0.08	22.8	C	LT	0.08	22.6	C
	R	0.32	19.9	B	R	0.32	19.9	B	R	0.07	14.2	B	R	0.07	14.0	B
	Intersection		15.2	B	Intersection		15.5	B	Intersection		24.8	C	Intersection		27.8	C
Route 6 and Conklin Avenue																
Eastbound	L	0.01	2.7	A	L	0.01	2.9	A	L	0.02	3.6	A	L	0.02	4.0	A
	TR	0.23	5.4	A	TR	0.23	5.4	A	TR	0.34	7.0	A	TR	0.34	8.0	A
Westbound	L	0.29	3.9	A	L	0.34	4.4	A	L	0.39	6.2	A	L	0.45	7.9	A
	TR	0.20	3.4	A	TR	0.20	3.4	A	TR	0.26	4.6	A	TR	0.27	5.7	A
Northbound	LT	0.24	55.1	E	LT	0.23	54.7	D	LT	0.37	57.8	E	LT	0.34	55.5	E
	R	0.71	19.7	B	R	0.72	19.6	B	R	0.73	18.2	B	R	0.77	17.7	B
Southbound	LTR	0.24	32.3	C	LTR	0.24	31.9	C	LTR	0.43	39.2	D	LTR	0.41	37.2	D
	Intersection		7.6	A	Intersection		7.8	A	Intersection		9.5	A	Intersection		10.4	A
Route 6 and Bear Mountain Parkway Eastbound Ramps																
Eastbound	L	0.41	18.0	B	L	0.41	18.3	B	L	0.41	20.0	C	L	0.41	20.0	C
	TR	0.52	21.5	C	TR	0.53	21.8	C	TR	0.75	28.0	C	TR	0.79	30.0	C
Westbound	L	0.17	15.8	B	L	0.17	15.9	B	L	0.30	13.7	B	L	0.31	14.6	B
	TR	0.67	25.6	C	TR	0.68	25.9	C	TR	0.86	28.1	C	TR	0.86	28.6	C
Northbound	LT	0.55	56.2	E	LT	0.55	56.2	E	LT	0.64	66.2	E	LT	0.64	66.2	E
	R	0.16	1.0	A	R	0.16	1.0	A	R	0.18	1.4	A	R	0.18	1.4	A
Southbound	L	0.70	47.7	D	L	0.70	47.7	D	L	0.77	50.5	D	L	0.77	50.6	D
	T	0.70	47.1	D	T	0.70	47.2	D	T	0.76	49.6	D	T	0.76	49.7	D
	R	0.23	1.2	A	R	0.28	2.9	A	R	0.11	0.5	A	R	0.16	0.7	A
	Intersection		27.0	C	Intersection		27.0	C	Intersection		31.3	C	Intersection		32.0	C
Route 6 and Lexington Avenue																
Eastbound	L	0.36	18.1	B	L	0.35	17.8	B	L	0.95	98.3	F	L	0.95	97.8	F
	TR	0.94	54.4	D	TR	0.94	54.5	D	TR	1.07	85.2	F	TR	1.11	100.9	F
Westbound	L	0.53	24.8	C	L	0.54	25.9	C	L	0.50	35.4	D	L	0.52	36.5	D
	TR	0.84	42.8	D	TR	0.83	41.9	D	TR	1.20	140.1	F	TR	1.21	141.1	F
Northbound	L	0.40	40.4	D	L	0.41	41.2	D	L	1.01	110.3	F	L	1.04	116.0	F
	TR	0.95	92.3	F	TR	0.97	98.3	F	TR	0.68	71.2	E	TR	0.72	72.9	E
Southbound	L	0.58	46.8	D	L	0.60	48.5	D	L	0.35	45.5	D	L	0.36	45.8	D
	TR	0.69	63.7	E	TR	0.71	65.2	E	TR	0.97	109.3	F	TR	0.97	109.8	F
	Intersection		54.1	D	Intersection		55.1	E	Intersection		105.0	F	Intersection		110.7	F
Route 202/35 and Gyrodyne/NYPH Driveway																
Eastbound	Intersection Unsignalized in No Action Condition				L	0.24	5.1	A	Intersection Unsignalized in No Action Condition				L	0.16	6.9	A
					TR	0.52	5.9	A					TR	0.50	9.0	A
Westbound					L	0.39	2.5	A					L	0.22	2.4	A
					TR	0.55	2.9	A					TR	0.71	8.5	A
					LT	0.23	43.4	D					LT	0.59	47.5	D
Northbound					R	0.30	13.2	B					R	0.57	10.6	B
					Intersection		5.4	A					Intersection		11.6	B
Route 202/35 and Lafayette Avenue/NYPH Driveway																
Eastbound	TR	0.64	23.2	C	TR	0.71	22.5	C	TR	0.76	32.1	C	TR	1.15	106.2	F
Westbound	L	0.15	13.5	B	L	0.18	14.1	B	L	0.40	19.9	B	L	0.60	23.7	C
	T	0.60	21.9	C	T	0.76	30.4	C	T	0.65	30.4	C	T	0.79	35.3	D
Northbound	LTR	0.62	21.1	C	LTR	0.65	23.7	C	LTR	0.87	49.0	D	LTR	0.89	54.7	D
Southbound	LT	0.79	85.0	F	LT	0.76	80.9	F	LT	1.47	280.6	F	LT	1.44	271.5	F
	R	0.15	1.0	A	R	0.15	1.0	A	R	0.39	10.1	B	R	0.39	10.2	B
	Intersection		24.9	C	Intersection		28.2	C	Intersection		55.2	D	Intersection		80.5	F

Table 11-24 (cont'd)
2023 No Action and With Action Conditions Level of Service Analysis – Proposed Project

Intersection	Weekday AM								Weekday PM							
	2023 No Action				2023 With Action				2023 No Action				2023 With Action			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections (continued)																
Route 202/35 and Conklin Avenue/Evergreen Driveway																
Eastbound	L	0.38	2.4	A	L	0.43	3.8	A	L	0.45	3.1	A	L	0.55	2.7	A
	T	0.38	1.7	A	TR	0.44	3.8	A	T	0.39	1.1	A	T	0.60	3.5	A
Westbound	TR	0.55	14.2	B	LTR	0.74	20.6	C	TR	0.66	19.0	B	LTR	0.92	36.3	D
Northbound	L	-	-	-	L	0.51	67.3	E	L	-	-	-	L	0.53	62.3	E
	TR	-	-	-	TR	0.20	17.2	B	TR	-	-	-	TR	0.24	15.8	B
Southbound	L	0.49	51.6	D	L	0.55	54.0	D	L	0.46	51.2	D	L	0.50	50.5	D
	R	0.54	16.4	B	TR	0.64	12.4	B	R	0.34	9.3	A	TR	0.53	12.7	B
	Intersection		11.2	B	Intersection		15.1	B	Intersection		12.0	B	Intersection		19.7	B
Route 202/35 and Bear Mountain Parkway																
Eastbound	LT	1.08	107.0	F	LT	1.53	283.6	F	LT	1.38	224.3	F	LT	2.80	839.3	F
Westbound	T	0.47	19.8	B	T	0.59	22.8	C	T	0.59	18.3	B	T	0.70	39.9	D
	R	0.47	6.1	A	R	0.49	9.5	A	R	0.66	15.4	B	R	0.68	18.9	B
Southbound	LR	1.40	230.9	F	LR	1.40	231.4	F	LR	1.00	118.7	F	LR	1.00	119.5	F
	Intersection		113.7	F	Intersection		154.8	F	Intersection		89.7	F	Intersection		274.7	F
Route 202/35 and Croton Avenue/Maple Row																
Eastbound	L	0.14	2.8	A	L	0.18	3.1	A	L	0.34	29.0	C	L	0.34	25.8	C
	T	1.05	61.7	E	T	1.10	64.7	E	T	0.87	59.5	E	T	1.01	58.8	E
	R	0.25	1.7	A	R	0.27	2.2	A	R	0.14	1.6	A	R	0.19	2.9	A
Westbound	L	1.04	124.6	F	L	1.04	124.6	F	L	0.52	14.2	B	L	0.82	74.0	E
	TR	0.70	22.0	C	TR	0.79	26.7	C	TR	1.07	81.7	F	TR	1.15	105.8	F
Northbound	L	1.67	376.8	F	L	1.98	505.9	F	L	0.96	118.1	F	L	1.10	149.7	F
	TR	0.42	27.7	C	TR	0.42	27.7	C	TR	0.43	38.1	D	TR	0.43	38.0	D
Southbound	LTR	1.01	111.6	F	LTR	1.01	111.6	F	LTR	0.74	71.9	E	LTR	0.73	70.8	E
	Intersection		69.0	E	Intersection		80.2	F	Intersection		66.4	E	Intersection		79.2	E
Route 202/35 and Lexington Avenue																
Eastbound	L	0.20	7.6	A	L	0.30	10.2	B	L	0.57	24.4	C	L	0.63	28.8	C
	TR	1.21	122.9	F	TR	1.24	135.3	F	TR	1.10	81.7	F	TR	1.24	138.7	F
Westbound	L	0.11	7.3	A	L	0.11	7.4	A	L	0.20	8.7	A	L	0.20	9.0	A
	T	0.85	27.9	C	T	0.96	42.5	D	T	1.39	206.1	F	T	1.49	249.4	F
	R	0.11	2.9	A	R	0.11	2.9	A	R	0.25	4.4	A	R	0.26	5.0	A
Northbound	LTR	0.14	29.1	C	LTR	0.18	30.5	C	LTR	0.23	32.6	C	LTR	0.27	34.5	C
Southbound	LT	0.76	50.7	D	LT	0.78	53.5	D	LT	0.74	52.7	D	LT	0.75	54.1	D
	R	0.22	9.3	A	R	0.25	11.3	B	R	0.18	6.2	A	R	0.21	8.6	A
	Intersection		72.6	E	Intersection		82.7	F	Intersection		121.3	F	Intersection		159.9	F
Route 6 and Bear Mountain Parkway Westbound Ramps																
Eastbound	LTR	0.58	6.8	A	LTR	0.59	7.3	A	LTR	0.98	38.2	D	LTR	1.02	46.4	D
Westbound	L	0.51	12.6	B	L	0.52	13.1	B	L	0.78	39.4	D	L	0.80	43.3	D
	TR	0.31	3.7	A	TR	0.32	3.7	A	TR	0.46	9.2	A	TR	0.46	9.3	A
Northbound	L	0.41	46.8	D	L	0.41	46.9	D	L	0.71	68.9	E	L	0.71	68.9	E
	TR	0.25	22.2	C	TR	0.25	22.2	C	TR	0.23	21.6	C	TR	0.23	21.6	C
Southbound	LTR	0.64	31.9	C	LTR	0.64	32.0	C	LTR	0.67	35.9	D	LTR	0.67	35.9	D
	Intersection		8.9	A	Intersection		9.1	A	Intersection		29.0	C	Intersection		33.4	C

Table 11-24 (cont'd)

2023 No Action and With Action Conditions Level of Service Analysis – Proposed Project

Intersection	Weekday AM								Weekday PM							
	2023 No Action				2023 With Action				2023 No Action				2023 With Action			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Unsignalized Intersections																
Dayton Lane and Beach Shopping Center North Driveway																
Westbound	LR	0.17	11.3	B	LR	0.18	11.6	B	LR	0.27	14.6	B	LR	0.31	16.1	C
Southbound	L	0.04	7.6	A	L	0.05	7.7	A	L	0.06	8.4	A	L	0.06	8.6	A
Dayton Lane and Beach Shopping Center South Driveway																
Westbound	LR	0.10	11.6	B	LR	0.10	12.1	B	LR	0.97	84.9	F	LR	1.12	135.4	F
Southbound	L	0.02	7.7	A	L	0.02	7.7	A	L	0.14	9.4	A	L	0.15	9.7	A
Route 202/35 and Dayton Lane																
Eastbound	L	0.13	8.9	A	L	0.14	9.2	A	L	0.18	10.6	B	L	0.22	11.9	B
Southbound	LR	1.44	276.3	F	LR	2.09	564.2	F	LR	1.77	404.2	F	LR	2.92	933.2	F
Route 202/35 and Buttonwood Avenue																
Westbound	L	0.01	9.4	A	L	0.01	10.0	A	L	0.00	8.8	A	L	0.00	9.1	A
Northbound	LR	0.20	24.4	C	LR	0.26	31.6	D	LR	0.01	18.2	C	LR	0.02	23.8	C
Route 202/35 and Cortlandt Medical Driveway/NYPH Driveway																
Eastbound	0.14	10.0	A	0.14	Intersection Signalized in Action Condition				L	0.06	10.1	B	Intersection Signalized in Action Condition			
Westbound	0.04	9.0	A	0.04					L	0.01	8.6	A				
Northbound	0.04	17.7	C	0.04					LTR	0.15	18.3	C				
Route 202/35 and Tamarack Drive																
Westbound	L	0.00	8.7	A	L	0.00	8.9	A	L	0.04	9.1	A	L	0.04	10.1	B
Northbound	LR	0.14	20.3	C	LR	0.21	28.1	D	LR	0.10	20.0	C	LR	0.19	35.3	E
Route 202/35 and Dimond Avenue/Shipley Drive																
Eastbound	L	0.00	0.0	A	L	0.00	0.0	A	L	0.02	9.2	A	L	0.02	9.7	A
Westbound	L	0.01	8.8	A	L	0.01	9.1	A	L	0.03	8.8	A	L	0.03	9.7	A
Northbound	LTR	0.13	15.1	C	LTR	0.15	17.4	C	LTR	0.50	30.6	D	LTR	0.83	88.6	F
Southbound	LTR	0.03	11.5	B	LTR	0.04	12.8	B	LTR	0.00	0.0	A	LTR	0.00	0.0	A
Route 202/35 and Locust Avenue																
Eastbound	L	0.01	8.4	A	L	0.01	8.9	A	L	0.03	9.1	A	L	0.04	9.6	A
Southbound	LTR	0.44	32.9	D	LTR	0.61	56.3	F	LTR	0.09	14.4	B	LTR	0.12	17.1	C
Route 202/35 and Crestview Avenue																
Westbound	L	0.00	8.8	A	L	0.00	9.0	A	L	0.00	8.8	A	L	0.00	9.6	A
Northbound	LTR	0.10	21.1	C	LTR	0.14	27.3	D	LTR	0.03	17.4	C	LTR	0.04	24.9	C
Route 202/35 and Forest Avenue																
Westbound	L	0.01	8.9	A	L	0.01	9.1	A	L	0.01	8.9	A	L	0.01	9.9	A
Northbound	LR	0.05	16.3	C	LR	0.06	19.1	C	LR	0.06	19.1	C	LR	0.09	27.9	D
Route 202/35 and Rick Lane																
Westbound	L	0.01	8.9	A	L	0.01	9.1	A	L	0.01	8.9	A	L	0.01	9.8	A
Northbound	LR	0.05	19.5	C	LR	0.06	24.3	C	LR	0.04	18.9	C	LR	0.07	27.6	D
Route 202/35 and Arlo Lane																
Eastbound	L	0.01	8.6	A	L	0.02	9.0	A	L	0.04	9.3	A	L	0.06	9.8	A
Southbound	LR	0.09	13.7	B	LR	0.13	15.9	C	LR	0.07	18.2	C	LR	0.13	23.0	C
Bear Mountain Parkway and Locust Avenue																
Westbound	L	0.01	8.9	A	L	0.01	8.9	A	L	0.00	9.1	A	L	0.00	9.2	A
Northbound	R	0.03	12.6	B	R	0.03	12.7	B	R	0.02	13.5	B	R	0.02	13.6	B
Bear Mountain Parkway and Arlo Lane																
Eastbound	L	0.01	8.6	A	L	0.01	8.6	A	L	0.01	9.5	A	L	0.01	9.5	A
Westbound	L	0.00	9.7	A	L	0.00	9.7	A	L	-	0.0	A	L	-	0.0	A
Northbound	LTR	0.47	71.6	F	LTR	0.52	77.9	F	LTR	0.74	119.8	F	LTR	0.95	171.0	F
Southbound	LTR	0.35	38.2	E	LTR	0.35	39.1	E	LTR	0.13	20.7	C	LTR	0.13	20.9	C
Lafayette Avenue and Ridge Road																
Westbound	LR	0.04	9.1	A	LR	0.04	9.1	A	LR	0.06	9.7	A	LR	0.06	9.8	A
Southbound	L	0.01	7.5	A	L	0.01	7.5	A	L	0.03	7.6	A	L	0.03	7.7	A

Notes: L = Left Turn, T = Through, R = Right Turn, LOS = Level of Service
= Indicates notable deterioration in operating conditions

- Route 202/35 and Shipley Drive—the northbound approach would deteriorate from LOS D to LOS F during the Weekday PM peak hour.
- Route 202/35 and Locust Avenue—the southbound approach would deteriorate from LOS D to LOS F during the Weekday AM peak hour.
- Bear Mountain Parkway and Arlo Lane—the northbound approach would deteriorate within LOS F during the Weekday PM peak hour.

MEASURES OF EFFECTIVENESS

For the 2023 With Action condition, several locations along the NYS Route 202/35 corridor exceed LOS D, the minimum acceptable LOS for state roadways as identified in Chapter 5 of the NYSDOT *Highway Design Manual (HDM)*. Variance from standard accepted values requires additional justification to warrant design trade-offs. In addition, additional Measures of Effectiveness (MOEs), quantitative where possible, are necessary to properly evaluate a corridor nearing or at fully saturated conditions. Based guidance provided in the HDM, queue lengths and corridor delay were also evaluated.

QUEUE CONDITIONS

Queue lengths are a quantitative measure of traffic demand. In saturated conditions, as is the case on the Route 202/35 corridor, queue lengths represent the unmet demand where a building queue indicates a worsening of congestion. A review of the Synchro 95th Percentile queue data shows that under 2023 With Action conditions the majority of intersection approaches and turning lanes which under 2023 No Action conditions extend to or beyond the storage length would be improved or continue to exceed the storage length under 2023 With Action conditions. Locations where the 95th percentile queues would exceed the storage capacity only under the 2023 With Action Condition (as a result of the Proposed Project) and would be considered an impact are listed below.

- The eastbound and westbound shared through/right turn lane at the intersection of Route 202/35 and Gyrodyne Driveway/NYPH Driveway
- The westbound through lane at the intersection of Route 202/35 and Lafayette Avenue/NYPH Driveway
- The eastbound approach at the intersection of Route 202/35 and Bear Mountain Parkway
- The westbound left turn lane at the intersection of Route 202/35 and Croton Avenue/Maple Row
- The northbound approach at the intersection of Route 202/35 and Lexington Avenue
- The southbound approach at the intersection of Route 202/35 and Dayton Lane

For the detailed queue results see **Appendix VII**.

CORRIDOR DELAY

Delay is a quantitative measure describing the additional time it takes to travel through a segment. Lane group delays as shown in **Table 11-24** identify the additional time it takes to make individual movements throughout the study area, but does not provide information on the additional travel time through a series of movements along a route. The total delay along a route, usually measured in minutes per vehicle, includes control, queue and geometric (due to added roadway curvature, increased travel distance, etc.) delay which represent the additional time for the average vehicle to travel a segment in each direction.

As the Proposed Project does not include changes in the alignment of Route 202/35 or other geometric modifications, the geometric delays are not anticipated to increase. Therefore, as only

the queue and control delay would be affected by the Proposed Project, the Synchro approach delays were summarized for the 2023 No Action and 2023 With Action condition to identify the additional travel time for the Route 202/35 corridor in the study area with the Proposed Project. **Table 11-25** presents a comparison of the 2023 No Action and 2023 With Action corridor delays for the Proposed Project.

Table 11-25
2023 No Action and With Action Conditions Corridor Delay – Proposed Project

Intersection	Weekday AM			Weekday PM		
	2023 No Action Delay (mins/veh)	2023 With Action Delay (mins/veh)	Difference	2023 No Action Delay (mins/veh)	2023 With Action Delay (mins/veh)	Difference
Route 202/35 Dayton Lane to Conklin Avenue						
Eastbound	00:44.0	00:41.3	-00:02.7	00:54.4	02:10.3	01:15.9
Westbound	00:53.9	01:02.8	00:08.9	01:05.2	01:27.0	00:21.8
Total	01:34.9	01:42.0	**00:06.2**	01:59.6	03:37.3	**01:37.7**
Route 202/35 Dayton Lane to Arlo Lane						
Eastbound	01:01.0	00:59.2	-00:01.8	01:22.0	02:39.4	01:17.4
Westbound	01:38.0	01:48.0	00:10.0	01:49.7	02:16.1	00:26.4
Total	02:39.0	02:47.2	**00:08.2**	03:11.7	04:55.5	**01:43.8**
Route 202/35 Bear Mountain Parkway to Lexington Avenue						
Eastbound	04:35.3	07:45.9	32:10.6	05:51.7	16:56.9	11:05.2
Westbound	01:16.9	01:36.4	00:19.5	04:25.4	05:44.1	01:18.7
Total	05:52.2	09:22.3	**03:30.1**	10:17.1	22:41.0	**12:23.9**
Route 202/35 Dayton Lane to Lexington Avenue						
Eastbound	05:36.3	08:45.1	03:08.8	07:13.7	19:36.3	12:22.6
Westbound	02:54.9	03:24.4	00:29.5	06:15.1	08:00.2	01:45.1
Total	08:31.2	12:09.5	**03:38.3**	13:28.8	27:36.5	**14:07.7**

PARKING

The Proposed Project would provide approximately 644 parking spaces (341 surface lot spaces and 303 spaces located in a parking structure) on the Gyrodyne Project Site and 587 surface parking spaces on the Evergreen Project Site.

Parking generation rates and time-of-day distributions provided by the *ITE Parking Generation Manual, 5th Edition* were used to estimate the parking demand throughout a typical weekday for each land use on the Gyrodyne and Evergreen Project Sites. As the parking lots for Gyrodyne and Evergreen Projects are not connected, parking for each site was considered separately. In addition, based on the layout of the Gyrodyne Project Site parking spaces are considered shared for all land uses whereas the Evergreen Project Site provides separate parking for the retail land uses (75 parking spaces), the assisted living (77 parking spaces), the town houses (191 parking spaces) and residential apartments (244 parking spaces).

As shown in **Table 11-26** it is estimated that the peak period parking demand for a typical weekday would be 625 parking spaces on the Gyrodyne Project Site. As the Gyrodyne Project Site provides 644 parking spaces, the available parking supply would exceed the parking demand and it is not anticipated that the Gyrodyne project would result in a parking shortfall.

Table 11-26
Gyrodyne Project Site Time-of-Day Distribution of Parking Demand[1]

Hour Beginning	Land Use	Total
	Medical Office[2]	
12:00 AM	0	0
1:00 AM	0	0
2:00 AM	0	0
3:00 AM	0	0
4:00 AM	0	0
5:00 AM	0	0
6:00 AM	0	0
7:00 AM	75	75
8:00 AM	269	269
9:00 AM	550	550
10:00 AM	619	619
11:00 AM	625	625
12:00 PM	519	519
1:00 PM	463	463
2:00 PM	588	588
3:00 PM	581	581
4:00 PM	538	538
5:00 PM	338	338
6:00 PM	0	0
7:00 PM	0	0
8:00 PM	0	0
9:00 PM	0	0
10:00 PM	0	0
11:00 PM	0	0

Notes:
1. Parking Demand was calculated using average rates or fitted curve equations and time-of-day distributions from the ITE Parking Generation Manual, 5th Edition
2. Medical Office peak period parking demand is based on the fitted curve equation for land use code 720.

As shown in **Table 11-27** it is estimated that the peak period parking demand for a typical weekday would be 318 parking spaces on the Evergreen Project Site which is less than the 587 parking spaces provided. The peak period parking demand for the parking associated with the assisted living land use would be 47 parking spaces, less than the 77 parking spaces provided. In addition, both the low-rise (townhouse) residential peak period parking demand of 78 parking spaces and the mid-rise residential peak period parking demand of 214 parking spaces are less than the 191 and 244 parking spaces provided, respectively. However, the peak parking demand for the parking associated with the retail land use would be 110 parking spaces, exceeding the 75 parking spaces provided. As the Evergreen Project Site provides 587 parking spaces, the available parking supply would exceed the parking demand. However, because the Evergreen Project Site provides distinct parking lots, the dedicated parking for the retail use may require additional parking to avoid a parking shortfall.

Table 11-27
Evergreen Project Site Time-of-Day Distribution of Parking Demand[1]

Hour Beginning	Land Use				Total
	Assisted Living[2]	Retail[3]	Residential (Low-Rise)[4]	Residential (Mid-Rise)[5]	
12:00 AM	0	0	78	214	292
1:00 AM	0	0	78	214	292
2:00 AM	0	0	78	214	292
3:00 AM	0	0	78	214	292
4:00 AM	0	0	78	214	292
5:00 AM	0	0	76	201	277
6:00 AM	0	0	70	178	248
7:00 AM	24	0	60	152	236
8:00 AM	29	17	44	131	221
9:00 AM	37	36	35	118	226
10:00 AM	39	60	31	116	246
11:00 AM	44	79	29	113	265
12:00 PM	45	110	28	107	290
1:00 PM	47	111	28	105	291
2:00 PM	45	100	29	105	279
3:00 PM	40	92	34	107	273
4:00 PM	35	90	35	124	284
5:00 PM	32	93	43	137	305
6:00 PM	29	95	51	143	318
7:00 PM	0	89	57	150	296
8:00 PM	0	70	60	163	293
9:00 PM	0	47	67	178	292
10:00 PM	0	17	72	193	282
11:00 PM	0	0	76	199	275

Notes:
1. Parking Demand was calculated using average rates or fitted curve equations and time-of-day distributions from the ITE Parking Generation Manual, 5th Edition
2. Assisted Living peak period parking demand is based on the average rate for land use code 254.
3. Retail peak period parking demand is on the fitted curve equation of the average peak parking demand for a non-Friday weekday (non-December) for land use code 820.
4. Residential peak period parking demand is based on the fitted curve equation for general urban/suburban apartments not nearby rail transit for land use code 220.
5. Residential peak period parking demand is based on the fitted curve equation for general urban/suburban apartments not nearby rail transit for land use code 221.

TRAFFIC SAFETY CONDITIONS

With increased traffic volumes in the study area from the Proposed Project, it is possible that there would be an increase in the accident experience in the study area under 2023 With Action Conditions. Based on the anticipated increase in traffic due to the Proposed Project, and absent any improvement measures, the following intersections are estimated to have one or more additional accidents per year as compared to the 2023 No Action Condition:

- Route 202/35 and Medical Center Driveway/NY Presbyterian Driveway (estimated 1.3 additional accidents/year)
- Route 202/35 and Conklin Avenue (estimated 1.7 additional accidents/year)
- Route 202/35 and Bear Mountain Parkway (estimated 1.7 additional accidents/year)
- Route 202/35 and Croton Avenue/Maple Row (estimated 1.0 additional accidents/year)

The estimated increases in accidents/year at the study area intersections are not anticipated to create or exacerbate traffic safety conditions without the Proposed Project (2023 No Action Condition).

PEDESTRIAN AND BICYCLE CONDITIONS

As part of the Proposed Project, pedestrian facilities providing connectivity between the Gyrodyne and Evergreen Project Sites as well as the NYPH are proposed. As shown on the Evergreen Site Plan, the internal sidewalks and crosswalks will provide accessibility throughout the site and will provide connection to Route 202/35 via a sidewalk along the west side of the proposed driveway to Route 202/35 at its intersections with Conklin Avenue. The Evergreen Project Site sidewalk will continue along the south side of Route 202/35 from Conklin Avenue to Lafayette Avenue. At the intersection of Route 202/35 and Lafayette Avenue/NYPH exit driveway, a crosswalk will be provided across the Lafayette Avenue approach to connect the Evergreen Project's sidewalk with the Gyrodyne Project's sidewalk. As shown on the Gyrodyne Site Plan, Gyrodyne will construct sidewalk along the south side of Route 202/35 from Lafayette Avenue to the Gyrodyne driveway/NYPH entrance driveway and continue into the Gyrodyne Project Site along the west side of the driveway with accessibility throughout the site. At the intersection of Route 202/35 and the Gyrodyne driveway/NYPH entrance driveway, crosswalks will be provided on all approaches.

PUBLIC TRANSPORTATION

No significant changes are expected in the study area's public transportation conditions under 2023 With Action Condition with the Proposed Project.

G. TRAFFIC MITIGATION

For the impacted locations described in **Table 11-1**, mitigation measures, such as signal installation or retiming and roadway restriping, were examined as a means to improve traffic operating conditions. In addition, improvement measure for impacts to queue lengths and deterioration of corridor delay were also assessed. A discussion of the recommended mitigation measures is provided below.

MITIGATION MEASURES

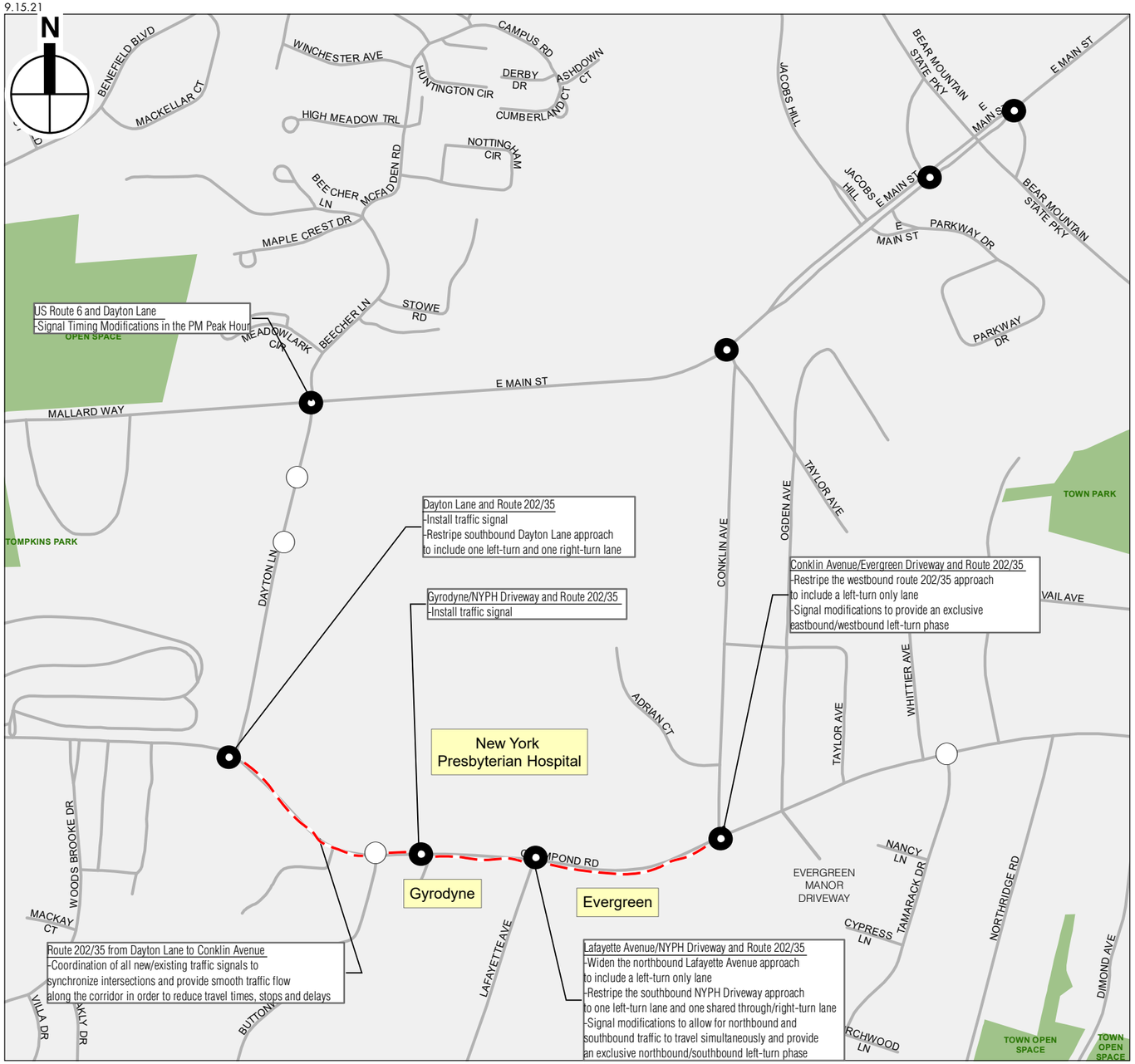
Table 11-28 and **Figure 11-11** presents the recommended mitigation measures that address the identified impacts with the proposed MOD Development Plan.

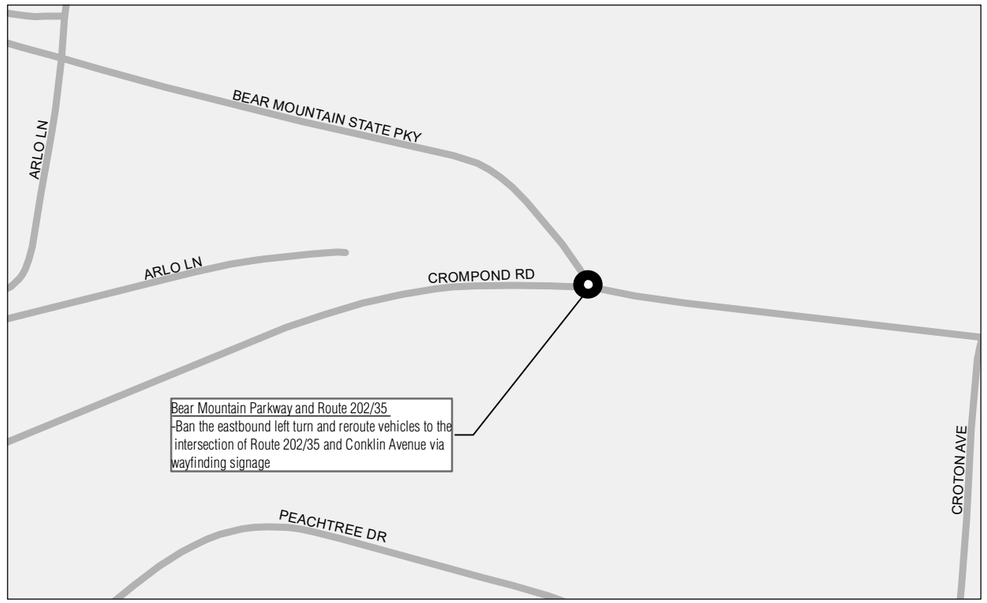
With the implementation of these mitigation measures which are subject to review and approval by the Town and NYSDOT, the significant adverse traffic impacts identified above in Section F could be fully mitigated except for the signalized intersections of US Route 6 and Lexington Avenue (Weekday PM peak hour), Route 202/35 and Croton Avenue/Maple Row (Weekday AM and PM peak hours) and Route 202/35 and Lexington Avenue (Weekday PM peak hour). In addition, the unsignalized intersections of Dayton Lane and Beach Shopping Center south driveway (weekday PM peak hour), Route 202/35 and Shipley Drive/Dimond Avenue (Weekday PM peak hour), and Route 202/35 and Locust Avenue (Weekday AM peak hour) could not be fully mitigated.

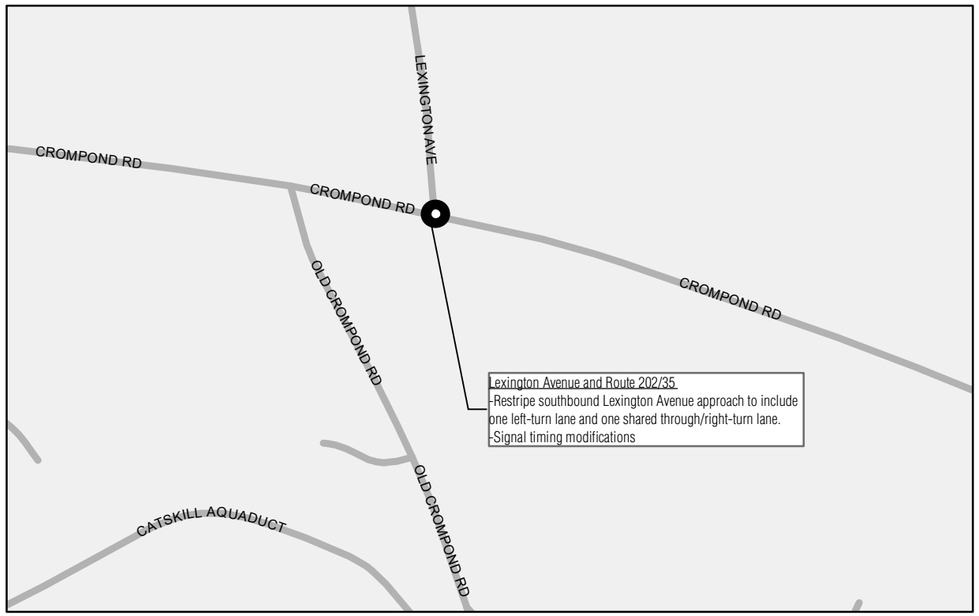
ROUTE 202/35 AND BEAR MOUNTAIN PARKWAY AND CROTON AVENUE/MAPLE ROW

The intersections of Route 202/35 and Bear Mountain Parkway and Route 202/35 and Croton Avenue/Maple Row are located approximately 1.2 miles from the MOD Development Plan, however under existing conditions are operating at or over capacity. The 2023 No Action Condition shows considerable deterioration to the Route 202/35 and Bear Mountain Parkway approaches without any proposed improvements to increase capacity. In addition, these locations are not currently included on the Statewide Transportation Improvements Plan (STIP), a comprehensive list of projects in New York State proposed to receive federal funding for

9.15.21







Legend

- ● *Signalized intersection*
- ○ *Unsignalized intersection*

0 500 FEET

CORTLANDT MOD

Proposed Mitigation Measures

Figure 11-11

improvements. As such, they represent an existing choke point along the corridor. Furthermore, as the two intersections are closely spaced and operate as a single traffic signal, signal retiming is not feasible unless coupled with increasing the roadway capacity. Increasing the roadway capacity for the critical eastbound approach is not feasible as sufficient right-of-way does not exist due to the NYCDEP aqueduct in the vicinity of the approach.

With signal retiming and increasing capacity being unfeasible mitigation measures, diverting trips away from the area of congestion would be the most cost effective and practical improvement to operating conditions. As shown in **Figures 11-2** and **11-3**, approximately 27 and 30 vehicles currently make an eastbound left turn from Route 202/35 to the Bear Mountain Parkway during the Weekday AM and PM peak hours, respectively. However, the limited vehicles making a left turn have the potential to create substantial delay for the larger number of eastbound through vehicles as the eastbound approach of Route 202/35 is not wide enough to accommodate vehicles maneuvering around waiting left turn vehicles. In addition, the eastbound left turn is a difficult maneuver due to the alignment of Route 202/35 with the Bear Mountain Parkway, a factor which may be contributing to the high crash rate at this location. After consultation with the Town of Cortlandt and NYSDOT, it is recommended that the eastbound left turn be banned and the limited number of vehicles wishing to travel northbound on Bear Mountain Parkway from Route 202/35 be rerouted via wayfinding signage to Conklin Avenue where vehicles can turn right onto U.S. Route 6 and then turn right onto the Bear Mountain Parkway northbound ramp. This rerouting creates a safe, effective route for vehicles traveling to the Bear Mountain Parkway and greatly reduces eastbound congestion at the Route 202/35 and Bear Mountain Parkway intersection.

LEVEL OF SERVICE CONDITIONS

Table 11-29 presents a comparison of the 2023 No Action, With Action and Mitigation Conditions for the study area intersections with the MOD Development Plan for the Weekday AM and PM peak hours. Synchro 10 outputs for the 2023 Mitigation condition are provided in **Appendix VII**.

MEASURES OF EFFECTIVENESS

As several locations along the NYS Route 202/35 corridor exceed LOS D under the 2023 With Action condition (with the Proposed Project), addition MOEs including queue length and corridor delay were used to evaluate the corridor. Similarly, these additional MOEs were evaluated for the 2023 With Mitigation condition to assess the proposed mitigation measures along the corridor.

QUEUE CONDITIONS

A review of the Synchro 95th Percentile queue data shows that under 2023 With Mitigation Conditions, the majority of queues impacted under the 2023 With Action Condition would be mitigated by the proposed mitigation measures listed in **Table 11-28**. An assessment of the remaining impacted queues under the 2023 With Action Condition identified improvements which would increase the storage capacity for the impacted movements and mitigate the 95th Percentile queues with the Proposed Project for all approaches with the exception of the left turn lane at the intersection of Route 202/35 and Bear Mountain Parkway which is constricted by available right-of-way as discussed above. The additional improvement measures are listed below.

- The westbound left turn lane at the intersection of Route 202/35 and Croton Avenue/Maple Row would be increased in length from 100 feet to 225 feet.

For the detailed queue results see **Appendix VII**.

Table 11-28
Recommended Intersection Mitigation Measures

Intersection/Roadway Segment	Recommended Mitigation Measures	
	Weekday AM Peak Hour	**Weekday PM Peak Hour**
Signalized Intersections		
US Route 6 and Dayton Lane	No significant Impact	1) Signal Timing Modifications
US Route 6 and Lexington Avenue	No significant Impact	Unmitigated[8]
Route 202/35 and Dayton Lane	1) Restripe the SB Dayton Lane approach from one lane to one left turn only lane and one right turn only lane 2) Signalize the intersection[1]	1) Restripe the SB Dayton Lane approach from one lane to one left turn only lane and one right turn only lane 2) Signalize the intersection[1]
Route 202/35 and Lafayette Avenue / NY Presbyterian Driveway	1) Widen the NB Lafayette Avenue approach from one lane to one 100-foot left turn only lane and one through/right turn lane 2) Restripe the SB NY Presbyterian driveway approach from one left turn/through lane and one right turn lane to one left turn lane and one through/right turn lane 3) Signal phasing modifications to allow for protected/permitted NB/SB left turns[6]	1) Widen the NB Lafayette Avenue approach from one lane to one 100-foot left turn only lane and one through/right turn lane 2) Restripe the SB NY Presbyterian driveway approach from one left turn/through lane and one right turn lane to one left turn lane and one through/right turn lane 3) Signal phasing modifications to allow for protected/permitted NB/SB left turns
Route 202/35 from Dayton Lane to Conklin Avenue	Coordinate the corridor with optimized offsets[7]	Coordinate the corridor with optimized offsets[7]
Route 202/35 and Bear Mountain Parkway	Ban the EB left turn, reroute to the intersection of Route 202/35 and Conklin Avenue via wayfinding signage	Ban the EB left turn, reroute to the intersection of Route 202/35 and Conklin Avenue via wayfinding signage
Route 202/35 and Croton Avenue/Maple Row	Unmitigated	Unmitigated
Route 202/35 and Lexington Avenue	1) Restripe the SB Lexington Avenue approach from one left turn/through lane and one right turn lane to one left turn lane and one through/right turn lane 2) Signal Timing Modifications	1) Restripe the SB Lexington Avenue approach from one left turn/through lane and one right turn lane to one left turn lane and one through/right turn lane 2) Signal Timing Modifications[2]
Unsignalized Intersections		
Dayton Lane and South Shopping Center Driveway[3]	No significant impact	Unmitigated
Route 202/35 and Shipley Drive[3,4]	No significant impact	Unmitigated
Route 202/35 and Locust Avenue[3,4]	Unmitigated	No significant impact

Notes: EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound.
(1) Traffic Signal is warranted with or without the Proposed Action.
(2) Does not fully mitigate the intersection
(3) Unsignalized intersection which does not meet signal warrant criteria under With Action Condition.
(4) Not uncommon for unsignalized minor approaches/driveways on a state/city roadway to operate at LOS E and F
(6) Mitigation not necessary for peak hour
(7) Coordination and offsets synchronize traffic signals together in order to provide smooth flow of traffic along a segment with closely spaced intersections in order to reduce travel time, stops and delay.
(8) The Proposed Action would only add six vehicles to eastbound through/right-tun movement, however, since this approach is already above capacity in the No Action condition, any additional vehicle would result in large increases in delay. It should be noted that the analysis does not reflect potential improvements from the implementation of an Adaptive Traffic Control System.

Table 11-29
2023 No Action, With Action and Mitigation Conditions Analysis

Intersection	Weekday AM												Weekday PM											
	2023 No Action				2023 With Action				2023 Mitigation				2023 No Action				2023 With Action				2023 With Action			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections																								
Route 6 and Dayton Lane																								
Eastbound	L	0.04	5.4	A	L	0.04	5.4	A	L	0.04	4.5	A	L	0.11	10.4	B	L	0.11	10.8	B	L	0.12	12.0	B
	TR	0.35	10.6	B	TR	0.37	10.5	B	TR	0.35	9.3	A	TR	0.63	23.5	C	TR	0.68	25.4	C	TR	0.72	27.6	C
Westbound	L	0.14	5.7	A	L	0.15	5.8	A	L	0.13	4.8	A	L	0.45	14.2	B	L	0.49	15.9	B	L	0.51	17.5	B
	TR	0.24	10.4	B	TR	0.24	10.4	B	TR	0.22	9.2	A	TR	0.40	18.4	B	TR	0.42	19.5	B	TR	0.44	20.9	C
Northbound	L	0.44	33.7	C	L	0.53	37.1	D	L	0.48	33.1	C	L	0.84	49.9	D	L	0.90	57.5	E	L	0.87	49.9	D
	TR	0.25	27.9	C	TR	0.25	27.9	C	TR	0.21	25.4	C	TR	0.13	23.5	C	TR	0.12	23.1	C	TR	0.12	21.2	C
Southbound	LT	0.57	37.4	D	LT	0.57	37.4	D	LT	0.48	31.7	C	LT	0.08	22.8	C	LT	0.08	22.6	C	LT	0.07	20.6	C
	R	0.32	19.9	B	R	0.32	19.9	B	R	0.29	18.1	B	R	0.07	14.2	B	R	0.07	14.0	B	R	0.07	12.4	B
	Intersection		15.2	B	Intersection		15.5	B	Intersection		13.7	B	Intersection		24.8	C	Intersection		27.8	C	Intersection		27.8	C
Route 6 and Conklin Avenue																								
Eastbound	L	0.01	2.7	A	L	0.01	2.9	A	L	0.01	2.6	A	L	0.02	3.6	A	L	0.02	4.0	A	L	0.02	4.8	A
	TR	0.23	5.4	A	TR	0.23	5.4	A	TR	0.22	5.0	A	TR	0.34	7.0	A	TR	0.34	8.0	A	TR	0.35	8.9	A
Westbound	L	0.29	3.9	A	L	0.34	4.4	A	L	0.33	4.0	A	L	0.39	6.2	A	L	0.45	7.9	A	L	0.46	9.0	A
	TR	0.20	3.4	A	TR	0.20	3.4	A	TR	0.20	3.1	A	TR	0.26	4.6	A	TR	0.27	5.7	A	TR	0.27	6.5	A
Northbound	LT	0.24	55.1	E	LT	0.23	54.7	D	LT	0.17	49.4	D	LT	0.37	57.8	E	LT	0.34	55.5	E	LT	0.30	51.7	D
	R	0.71	19.7	B	R	0.72	19.6	B	R	0.72	16.1	B	R	0.73	18.2	B	R	0.77	17.7	B	R	0.81	17.9	B
Southbound	LTR	0.24	32.3	C	LTR	0.24	31.9	C	LTR	0.19	28.4	C	LTR	0.43	39.2	D	LTR	0.41	37.2	D	LTR	0.37	34.0	C
	Intersection		7.6	A	Intersection		7.8	A	Intersection		7.1	A	Intersection		9.5	A	Intersection		10.4	B	Intersection		11.3	B
Route 6 and Bear Mountain Parkway Eastbound Ramps																								
Eastbound	L	0.41	18.0	B	L	0.41	18.3	B	L	0.33	14.3	B	L	0.41	20.0	C	L	0.41	20.0	C	L	0.41	20.0	C
	TR	0.52	21.5	C	TR	0.53	21.8	C	TR	0.52	19.8	B	TR	0.75	28.0	C	TR	0.79	30.0	C	TR	0.85	38.2	D
Westbound	L	0.17	15.8	B	L	0.17	15.9	B	L	0.15	13.3	B	L	0.30	13.7	B	L	0.31	14.6	B	L	0.31	14.6	B
	TR	0.67	25.6	C	TR	0.68	25.9	C	TR	0.61	21.7	C	TR	0.86	28.1	C	TR	0.86	28.6	C	TR	0.86	28.6	C
Northbound	LT	0.55	56.2	E	LT	0.55	56.2	E	LT	0.55	54.1	D	LT	0.64	66.2	E	LT	0.64	66.2	E	LT	0.64	66.2	E
	R	0.16	1.0	A	R	0.16	1.0	A	R	0.16	1.0	A	R	0.18	1.4	A	R	0.18	1.4	A	R	0.18	1.4	A
Southbound	L	0.70	47.7	D	L	0.70	47.7	D	L	0.63	41.1	D	L	0.77	50.5	D	L	0.77	50.6	D	L	0.77	50.8	D
	T	0.70	47.1	D	T	0.70	47.2	D	T	0.63	40.7	D	T	0.76	49.6	D	T	0.76	49.7	D	T	0.76	49.8	D
	R	0.23	1.2	A	R	0.28	2.9	A	R	0.26	2.6	A	R	0.11	0.5	A	R	0.16	0.7	A	R	0.16	0.7	A
	Intersection		27.0	C	Intersection		27.0	C	Intersection		23.5	C	Intersection		31.3	C	Intersection		32.0	C	Intersection		35.0	D

Table 11-29 (cont'd)
2023 No Action, With Action and Mitigation Conditions Analysis

Intersection	Weekday AM												Weekday PM											
	2023 No Action				2023 With Action				2023 Mitigation				2023 No Action				2023 With Action				2023 Mitigation			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections (continued)																								
Route 6 and Lexington Avenue																								
Eastbound	L	0.36	18.1	B	L	0.35	17.8	B	L	0.31	15.8	B	L	0.95	98.3	F	L	0.95	97.8	F	L	0.95	97.8	F
	TR	0.94	54.4	D	TR	0.94	54.5	D	TR	0.92	50.0	D	TR	1.07	85.2	F	TR	1.11	100.9	F	TR	1.11	100.9	F
Westbound	L	0.53	24.8	C	L	0.54	25.9	C	L	0.47	20.5	C	L	0.50	35.4	D	L	0.52	36.5	D	L	0.52	36.5	D
	TR	0.84	42.8	D	TR	0.83	41.9	D	TR	0.81	39.2	D	TR	1.20	140.1	F	TR	1.21	141.1	F	TR	1.21	141.1	F
Northbound	L	0.40	40.4	D	L	0.41	41.2	D	L	0.37	38.2	D	L	1.01	110.3	F	L	1.04	116.0	F	L	1.04	116.0	F
	TR	0.95	92.3	F	TR	0.97	98.3	F	TR	0.91	82.0	F	TR	0.68	71.2	E	TR	0.72	72.9	E	TR	0.72	72.9	E
Southbound	L	0.58	46.8	D	L	0.60	48.5	D	L	0.52	42.5	D	L	0.35	45.5	D	L	0.36	45.8	D	L	0.36	45.8	D
	TR	0.69	63.7	E	TR	0.71	65.2	E	TR	0.66	60.5	E	TR	0.97	109.3	F	TR	0.97	109.8	F	TR	0.97	109.8	F
	Intersection		54.1	D	Intersection		55.1	E	Intersection		49.4	D	Intersection		105.0	F	Intersection		110.7	F	Intersection		110.7	F
Route 202/35 and Dayton Lane																								
Eastbound	Intersection Unsignalized in No Action Condition				Intersection Unsignalized in Action Conditions				L	0.25	6.0	A	Intersection Unsignalized in No Action Condition				Intersection Unsignalized in Action Conditions				L	0.62	22.7	C
									T	0.53	7.6	A									T	0.38	6.2	A
Westbound									TR	0.39	3.4	A									TR	0.75	8.7	A
Southbound									L	0.66	49.5	D									L	0.67	52.8	D
									R	0.20	9.5	A									R	0.44	8.7	A
									Intersection		11.5	B									Intersection		13.3	B
Route 202/35 and Gyrodyne/NYPH Driveway																								
Eastbound	Intersection Unsignalized in No Action Condition				L	0.24	5.1	A	L	0.24	3.7	A	Intersection Unsignalized in No Action Condition				L	0.16	6.9	A	L	0.16	4.9	A
					TR	0.52	5.9	A	TR	0.51	3.8	A					TR	0.50	9.0	A	TR	0.50	6.4	A
Westbound					L	0.39	2.5	A	L	0.39	3.6	A					L	0.22	2.4	A	L	0.22	3.4	A
					TR	0.55	2.9	A	TR	0.54	3.0	A					TR	0.71	8.5	A	TR	0.71	6.1	A
Northbound					LT	0.23	43.4	D	LT	0.21	41.9	D					LT	0.59	47.5	D	LT	0.59	47.5	D
					R	0.30	13.2	B	R	0.28	12.5	B					R	0.57	10.6	B	R	0.57	9.7	A
					Intersection		5.4	A	Intersection		4.5	A					Intersection		11.6	B	Intersection		9.7	A
Route 202/35 and Lafayette Avenue/NYPH Driveway																								
Eastbound	TR	0.64	23.2	C	TR	0.71	22.5	C	TR	0.54	8.0	A	TR	0.76	32.1	C	TR	1.15	106.2	F	TR	0.98	45.1	D
Westbound	L	0.15	13.5	B	L	0.18	14.1	B	L	0.12	2.7	A	L	0.40	19.9	B	L	0.60	23.7	C	L	0.65	36.7	D
	T	0.60	21.9	C	T	0.76	30.4	C	T	0.62	4.1	A	T	0.65	30.4	C	T	0.79	35.3	D	T	0.71	6.1	A
Northbound	LTR	0.62	21.1	C	LTR	0.65	23.7	C	L	0.31	38.8	D	LTR	0.87	49.0	D	LTR	0.89	54.7	D	L	0.46	37.5	D
									TR	0.20	1.0	A									TR	0.39	3.3	A
Southbound	LT	0.79	85.0	F	LT	0.76	80.9	F	L	0.32	38.9	D	LT	1.47	280.6	F	LT	1.44	271.5	F	L	0.57	40.0	D
	R	0.15	1.0	A	R	0.15	1.0	A	TR	0.39	26.4	C	R	0.39	10.1	B	R	0.39	10.2	B	TR	0.57	20.8	C
	Intersection		24.9	C	Intersection		28.2	C	Intersection		8.6	A	Intersection		55.2	E	Intersection		80.5	F	Intersection		27.0	C

Table 11-29 (cont'd)
2023 No Action, With Action and Mitigation Conditions Analysis

Intersection	Weekday AM												Weekday PM											
	2023 No Action				2023 With Action				2023 Mitigation				2023 No Action				2023 With Action				2023 Mitigation			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections (continued)																								
Route 202/35 and Conklin Avenue/Evergreen Driveway																								
Eastbound	L	0.38	2.4	A	L	0.43	3.8	A	L	0.60	13.3	B	L	0.45	3.1	A	L	0.55	2.7	A	L	0.85	30.2	C
	T	0.38	1.7	A	TR	0.44	3.8	A	TR	0.42	5.7	A	T	0.39	1.1	A	T	0.60	3.5	A	TR	0.58	13.2	B
Westbound	TR	0.55	14.2	B	LTR	0.74	20.6	C	LTR	0.72	17.3	B	TR	0.66	19.0	B	LTR	0.92	36.3	D	LTR	0.93	37.4	D
Northbound	L	-	-	-	L	0.51	67.3	E	L	0.23	38.1	D	L	-	-	-	L	0.53	62.3	E	L	0.27	38.2	D
	TR	-	-	-	TR	0.20	17.2	B	TR	0.24	20.8	C	TR	-	-	-	TR	0.24	15.8	B	TR	0.32	20.9	C
Southbound	L	0.49	51.6	D	L	0.55	54.0	D	L	0.44	43.6	D	L	0.46	51.2	D	L	0.50	50.5	D	L	0.40	41.4	D
	TR	0.54	16.4	B	TR	0.64	12.4	B	TR	0.65	13.4	B	TR	0.34	9.3	A	TR	0.53	12.7	B	TR	0.62	17.7	C
	Intersection		11.2	B	Intersection		15.1	B	Intersection		14.8	B	Intersection		12.0	B	Intersection		19.7	B	Intersection		26.9	C
Route 202/35 and Bear Mountain Parkway																								
Eastbound	LT	1.08	107.0	F	LT	1.53	283.6	F	-	-	-	-	LT	1.38	224.3	F	LT	2.80	839.3	F	-	-	-	-
	-	-	-	-	-	-	-	-	T	0.96	73.3	E	-	-	-	-	-	-	-	-	T	1.17	135.3	F
Westbound	T	0.47	19.8	B	T	0.59	22.8	C	T	0.58	22.2	C	T	0.59	18.3	B	T	0.70	39.9	D	T	0.70	39.9	D
	R	0.47	6.1	A	R	0.49	9.5	A	R	0.48	9.0	A	R	0.66	15.4	B	R	0.68	18.9	B	R	0.68	18.9	B
Southbound	LR	1.40	230.9	F	LR	1.40	231.4	F	LR	1.38	219.9	F	LR	1.00	118.7	F	LR	1.00	119.5	F	LR	1.00	119.5	F
	Intersection		113.7	F	Intersection		154.8	F	Intersection		98.5	F	Intersection		89.7	F	Intersection		274.7	F	Intersection		77.9	E
Route 202/35 and Croton Avenue/Maple Row																								
Eastbound	L	0.14	2.8	A	L	0.18	3.1	A	L	0.17	2.5	A	L	0.34	29.0	C	L	0.34	25.8	C	L	0.34	25.7	C
	T	1.05	61.7	E	T	1.10	64.7	E	T	1.09	61.0	E	T	0.87	59.5	E	T	1.01	58.8	E	T	1.01	56.6	E
	R	0.25	1.7	A	R	0.27	2.2	A	R	0.26	1.6	A	R	0.14	1.6	A	R	0.19	2.9	A	R	0.19	2.8	A
Westbound	L	1.04	124.6	F	L	1.04	124.6	F	L	0.97	105.2	F	L	0.52	14.2	B	L	0.82	74.0	E	L	0.82	74.0	E
	TR	0.70	22.0	C	TR	0.79	26.7	C	LTR	0.79	25.6	C	TR	1.07	81.7	F	TR	1.15	105.8	F	TR	1.15	105.8	F
Northbound	L	1.67	376.8	F	L	1.98	505.9	F	L	1.92	480.5	F	L	0.96	118.1	F	L	1.10	149.7	F	L	1.10	149.7	F
	TR	0.42	27.7	C	TR	0.42	27.7	C	TR	0.41	26.7	C	TR	0.43	38.1	D	TR	0.43	38.0	D	TR	0.43	38.0	D
Southbound	LTR	1.01	111.6	F	LTR	1.01	111.6	F	LTR	0.96	100.2	F	LTR	0.74	71.9	E	LTR	0.73	70.8	E	LTR	0.73	70.8	E
	Intersection		69.0	E	Intersection		80.2	F	Intersection		74.8	E	Intersection		66.4	E	Intersection		79.2	E	Intersection		78.4	E

Table 11-29 (cont'd)
2023 No Action, With Action and Mitigation Conditions Analysis

Intersection	Weekday AM												Weekday PM											
	2023 No Action				2023 With Action				2023 Mitigation				2023 No Action				2023 With Action				2023 Mitigation			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections (continued)																								
Route 202/35 and Lexington Avenue																								
Eastbound	L	0.20	7.6	A	L	0.30	10.2	B	L	0.23	7.1	A	L	0.57	24.4	C	L	0.63	28.8	C	L	0.74	42.5	D
	TR	1.21	122.9	F	TR	1.24	135.3	F	TR	1.14	91.3	F	TR	1.10	81.7	F	TR	1.24	138.7	F	TR	1.18	109.7	F
Westbound	L	0.11	7.3	A	L	0.11	7.4	A	L	0.10	6.2	A	L	0.20	8.7	A	L	0.20	9.0	A	L	0.22	8.6	A
	T	0.85	27.9	C	T	0.96	42.5	D	T	0.88	28.0	C	T	1.39	206.1	F	T	1.49	249.4	F	T	1.37	193.7	F
	R	0.11	2.9	A	R	0.11	2.9	A	R	0.11	2.4	A	R	0.25	4.4	A	R	0.26	5.0	A	R	0.24	3.0	A
Northbound	LTR	0.14	29.1	C	LTR	0.18	30.5	C	LTR	0.17	31.7	C	LTR	0.23	32.6	C	LTR	0.27	34.5	C	LTR	0.25	36.5	D
Southbound	LT	0.76	50.7	D	LT	0.78	53.5	D	L	0.67	47.1	D	LT	0.74	52.7	D	LT	0.75	54.1	D	L	0.72	56.5	E
	R	0.22	9.3	A	R	0.25	11.3	B	TR	0.34	13.0	B	R	0.18	6.2	A	R	0.21	8.6	A	TR	0.32	15.0	B
	Intersection		72.6	E	Intersection		82.7	F	Intersection		56.4	E	Intersection		121.3	F	Intersection		159.9	F	Intersection		126.6	F
Route 6 and Bear Mountain Parkway Westbound Ramps																								
Eastbound	LTR	0.58	6.8	A	LTR	0.59	7.3	A	LTR	0.61	7.9	A	LTR	0.98	38.2	D	LTR	1.02	46.4	D	LTR	1.07	62.4	E
Westbound	L	0.51	12.6	B	L	0.52	13.1	B	L	0.51	13.3	B	L	0.78	39.4	D	L	0.80	43.3	D	L	0.81	44.1	D
	TR	0.31	3.7	A	TR	0.32	3.7	A	TR	0.31	3.4	A	TR	0.46	9.2	A	TR	0.46	9.3	A	TR	0.46	9.3	A
Northbound	L	0.41	46.8	D	L	0.41	46.9	D	L	0.38	44.6	D	L	0.71	68.9	E	L	0.71	68.9	E	L	0.71	68.9	E
	TR	0.25	22.2	C	TR	0.25	22.2	C	TR	0.23	21.3	C	TR	0.23	21.6	C	TR	0.23	21.6	C	TR	0.23	21.6	C
Southbound	LTR	0.64	31.9	C	LTR	0.64	32.0	C	LTR	0.59	28.7	C	LTR	0.67	35.9	D	LTR	0.67	35.9	D	LTR	0.67	35.9	D
	Intersection		8.9	A	Intersection		9.1	A	Intersection		9.1	A	Intersection		29.0	C	Intersection		33.4	C	Intersection		41.8	D
Unsignalized Intersections																								
Dayton Lane and Beach Shopping Center North Driveway																								
Westbound	LR	0.17	11.3	B	LR	0.18	11.6	B	LR	0.18	11.6	B	LR	0.27	14.6	B	LR	0.31	16.1	C	LR	0.31	16.1	C
Southbound	L	0.04	7.6	A	L	0.05	7.7	A	L	0.05	7.7	A	L	0.06	8.4	A	L	0.06	8.6	A	L	0.06	8.6	A
Dayton Lane and Beach Shopping South Center South Driveway																								
Westbound	LR	0.10	11.6	B	LR	0.10	12.1	B	LR	0.10	12.1	B	LR	0.97	84.9	F	LR	1.12	135.4	F	LR	1.12	135.4	F
Southbound	L	0.02	7.7	A	L	0.02	7.7	A	L	0.02	7.7	A	L	0.14	9.4	A	L	0.15	9.7	A	L	0.15	9.7	A
Route 202/35 and Dayton Lane																								
Eastbound	L	0.13	8.9	A	L	0.14	9.2	A	Intersection Signalized in Mitigation Condition				L	0.18	10.6	B	L	0.22	11.9	B	Intersection Signalized in Mitigation Condition			
Southbound	LR	1.44	276.3	F	LR	2.09	564.2	F					LR	1.77	404.2	F	LR	2.92	933.2	F				
Route 202/35 and Buttonwood Avenue																								
Westbound	L	0.01	9.4	A	L	0.01	10.0	A	L	0.01	10.0	A	L	0.00	8.8	A	L	0.00	9.1	A	L	0.00	9.1	A
Northbound	LR	0.20	24.4	C	LR	0.26	31.6	D	LR	0.26	31.6	D	LR	0.01	18.2	C	LR	0.02	23.8	C	LR	0.02	23.8	C
Route 202/35 and Cortlandt Medical Driveway/NYPH Driveway																								
Eastbound	L	0.14	10.0	A	Intersection Signalized in With Action Condition				Intersection Signalized in Mitigation Condition				L	0.06	10.1	B	Intersection Signalized in With Action Condition				Intersection Signalized in Mitigation Condition			
Westbound	L	0.04	9.0	A									L	0.01	8.6	A								
Northbound	LTR	0.04	17.7	C									LTR	0.15	18.3	C								

Table 11-29 (cont'd)
2023 No Action, With Action and Mitigation Conditions Analysis

Intersection	Weekday AM												Weekday PM											
	2023 No Action				2023 With Action				2023 Mitigation				2023 No Action				2023 With Action				2023 Mitigation			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Unsignalized Intersections (continued)																								
Route 202/35 and Tamarack Drive																								
Westbound	L	0.00	8.7	A	L	0.00	8.9	A	L	0.00	8.8	A	L	0.04	9.1	A	L	0.04	10.1	B	L	0.04	9.7	A
Northbound	LR	0.14	20.3	C	LR	0.21	28.1	D	LR	0.20	25.9	D	LR	0.10	20.0	C	LR	0.19	35.3	E	LR	0.17	30.7	D
Route 202/35 and Dimond Avenue/Shipley Drive																								
Eastbound	L	-	0.0	A	L	-	0.0	A	L	-	0.0	A	L	0.02	9.2	A	L	0.02	9.7	A	L	0.02	9.7	A
Westbound	L	0.01	8.8	A	L	0.01	9.1	A	L	0.01	8.9	A	L	0.03	8.8	A	L	0.03	9.7	A	L	0.03	9.3	A
Northbound	LTR	0.13	15.1	C	LTR	0.15	17.4	C	LTR	0.14	16.4	C	LTR	0.50	30.6	D	LTR	0.83	88.6	F	LTR	0.73	63.4	F
Southbound	LTR	0.03	11.5	B	LTR	0.04	12.8	B	LTR	0.04	12.8	B	LTR	-	0.0	A	LTR	-	0.0	A	LTR	-	0.0	A
Route 202/35 and Locust Avenue																								
Eastbound	L	0.01	8.4	A	L	0.01	8.9	A	L	0.01	8.9	A	L	0.03	9.1	A	L	0.04	9.6	A	L	0.04	9.6	A
Southbound	LTR	0.44	32.9	D	LTR	0.61	56.3	F	LTR	0.57	48.9	E	LTR	0.09	14.4	B	LTR	0.12	17.1	C	LTR	0.12	16.7	C
Route 202/35 and Crestview Avenue																								
Westbound	L	0.00	8.8	A	L	0.00	9.0	A	L	0.00	8.8	A	L	0.00	8.8	A	L	0.00	9.6	A	L	0.00	9.3	A
Northbound	LTR	0.10	21.1	C	LTR	0.14	27.3	D	LTR	0.13	25.4	D	LTR	0.03	17.4	C	LTR	0.04	24.9	C	LTR	0.04	22.5	C
Route 202/35 and Forest Avenue																								
Westbound	L	0.01	8.9	A	L	0.01	9.1	A	L	0.01	9.0	A	L	0.01	8.9	A	L	0.01	9.9	A	L	0.01	9.5	A
Northbound	LR	0.05	16.3	C	LR	0.06	19.1	C	LR	0.06	18.1	C	LR	0.06	19.1	C	LR	0.09	27.9	D	LR	0.08	25.2	D
Route 202/35 and Rick Lane																								
Westbound	L	0.01	8.9	A	L	0.01	9.1	A	L	0.01	9.0	A	L	0.01	8.9	A	L	0.01	9.8	A	L	0.01	9.5	A
Northbound	LR	0.05	19.5	C	LR	0.06	24.3	C	LR	0.06	22.9	C	LR	0.04	18.9	C	LR	0.07	27.6	D	LR	0.06	24.8	C
Route 202/35 and Arlo Lane																								
Eastbound	L	0.01	8.6	A	L	0.02	9.0	A	L	0.00	0.0	A	L	0.04	9.3	A	L	0.06	9.8	A	L	0.00	0.0	A
Southbound	LR	0.09	13.7	B	LR	0.13	15.9	C	LR	0.13	15.5	C	LR	0.07	18.2	C	LR	0.13	23.0	C	LR	0.11	20.3	C
Bear Mountain Parkway and Locust Avenue																								
Westbound	L	0.01	8.9	A	L	0.01	8.9	A	L	0.01	8.9	A	L	0.00	9.1	A	L	0.00	9.2	A	L	0.00	9.2	A
Northbound	R	0.03	12.6	B	R	0.03	12.7	B	R	0.03	12.7	B	R	0.02	13.5	B	R	0.02	13.6	B	R	0.02	13.6	B
Bear Mountain Parkway and Arlo Lane																								
Eastbound	L	0.01	8.6	A	L	0.01	8.6	A	L	0.01	8.5	A	L	0.01	9.5	A	L	0.01	9.5	A	L	0.01	9.3	A
Westbound	L	0.00	9.7	A	L	0.00	9.7	A	L	0.00	9.7	A	L	0.00	0.0	A	L	0.00	0.0	A	L	0.00	0.0	A
Northbound	LTR	0.47	71.6	F	LTR	0.52	77.9	F	LTR	0.24	50.5	F	LTR	0.74	119.8	F	LTR	0.95	171.0	F	LTR	0.14	50.3	F
Southbound	LTR	0.35	38.2	E	LTR	0.35	39.1	E	LTR	0.34	36.5	E	LTR	0.13	20.7	C	LTR	0.13	20.9	C	LTR	0.12	19.9	C
Lafayette Avenue and Ridge Road																								
Westbound	LR	0.04	9.1	A	LR	0.04	9.1	A	LR	0.04	9.1	A	LR	0.06	9.7	A	LR	0.06	9.8	A	LR	0.06	9.8	A
Southbound	L	0.01	7.5	A	L	0.01	7.5	A	L	0.01	7.5	A	L	0.03	7.6	A	L	0.03	7.7	A	L	0.03	7.7	A

Notes: * Indicates exceeds Synchro capacity using HCM 2010

CORRIDOR DELAY

As identified in **Table 11-25**, there would be an increase in corridor delays with the Proposed Action. With the proposed mitigation measures identified in **Table 11-28**, the delay associated with the Proposed Action would be greatly reduced, however an increase in delay along the Route 202/35 corridor would still be experienced as compared to the 2023 No Action Condition. Therefore, additional mitigation measures listed below are proposed to reduce travel time along the corridor with the Proposed Action.

- Route 202/35 and Lafayette Avenue/NY Presbyterian Hospital Driveway—signal phasing modifications to make the westbound left-turn a lagging phase.
- Route 202/35 from Dayton Lane to Conklin Avenue—Adjustments to the signal offsets to smooth traffic flow and progression between intersections.

With the implementation of these additional improvement measures, as well as the partial mitigation measures at the intersections of Route 202/35 and Bear Mountain Parkway and Route 202/35 and Lexington Avenue (see **Table 11-30**), additional storage capacity for turning vehicles would be provided and would improve the flow of through traffic along Route 202/35.

Table 11-30
2023 No Action, With Action and Mitigation Conditions Corridor Delay
Proposed Project

	Weekday AM					Weekday PM				
	2023 No Action	2023 With Action		2023 With Mitigation		2023 No Action	2023 With Action		2023 With Mitigation	
Intersection	Delay (mins/ veh)	Delay (mins /veh)	Difference (mins/ veh)	Delay (mins/ veh)	Difference (mins/ veh)	Delay (mins/ veh)	Delay (mins/ veh)	Difference (mins /veh)	Delay (mins/ veh)	Difference (mins/ veh)
Route 202/35 Dayton Lane to Conklin Avenue										
Eastbound	00:44.0	00:41.3	-00:02.7	00:25.8	-00:18.2	00:54.4	02:10.3	01:15.9	00:55.3	00:00.9
Westbound	00:53.9	01:02.8	00:08.9	00:38.0	-00:15.9	01:05.2	01:27.0	00:21.8	01:09.6	00:04.4
Total	01:37.9	01:44.1	00:06.2	01:03.8	-00:34.1	01:59.6	03:37.3	01:37.7	02:04.9	00:05.3
Route 202/35 Dayton Lane to Arlo Lane										
Eastbound	01:01.0	00:59.2	-00:01.8	00:34.7	-00:26.3	01:22.0	02:39.4	01:17.4	01:14.6	-00:07.4
Westbound	01:38.0	01:48.0	00:10.0	01:22.5	-00:15.5	01:49.7	02:16.1	00:26.4	01:56.9	00:07.2
Total	02:39.0	02:47.2	00:08.2	01:57.2	-00:41.8	03:11.7	04:55.5	01:43.8	03:11.5	-00:00.2
Route 202/35 Bear Mountain Parkway to Lexington Avenue										
Eastbound	04:35.3	07:45.9	03:10.6	03:30.1	-01:05.2	05:51.7	16:56.9	11:05.2	04:46.3	-01:05.4
Westbound	01:16.9	01:36.4	00:19.5	01:19.0	00:02.1	04:25.4	05:44.1	01:18.7	04:56.7	00:31.3
Total	05:52.2	09:22.3	03:30.1	04:49.1	-01:03.1	10:17.1	22:41.0	12:23.9	09:43.0	-00:34.1
Route 202/35 Dayton Lane to Lexington Avenue										
Eastbound	05:36.3	08:45.1	03:08.8	04:04.8	-01:31.5	07:13.7	19:36.3	12:22.6	06:00.9	-01:12.8
Westbound	02:54.9	03:24.4	00:29.5	02:41.5	-00:13.4	06:15.1	08:00.2	01:45.1	06:53.6	00:38.5
Total	08:31.2	12:09.5	03:38.3	06:46.3	-01:44.9	13:28.8	27:36.5	14:07.7	12:54.5	-00:34.3

The ATCS which is also proposed as an improvement measure and has the potential to further improve vehicle delay and number of stops along a congested arterial by approximately 10 percent (during the peak periods) when implemented correctly. In addition, as an ATCS adjusts traffic signal timing (offsets, cycle lengths and splits) based on real-time conditions it is better able to adapt to the variations in traffic volumes throughout the day, leading to a better driver experience through the corridor. Within the Town of Cortlandt, the U.S. Route 6 corridor from Jerome Avenue to Lexington Avenue currently operates under the control of an ATCS and has shown improvements to travel times of approximately 10 percent during the peak periods, and greater improvements during the shoulder and weekend hours.

TRAFFIC SAFETY CONDITIONS

Although the Proposed Project is not anticipated to exacerbate traffic safety conditions, the following improvements, included as mitigation measures above, would also be beneficial to traffic safety conditions:

- Route 202/35 and Dayton Lane— Installation of a new red/yellow/green signal (CMF of 0.78 for all crashes and 0.75 for left turn crashes) and Installation of a left turn only lane for the southbound Dayton Lane approach (CMF of 0.75 for all crashes)
- Route 202/35 and Conklin Avenue—Installation of a left turn lane for westbound Route 202/35 approach and signal timing modifications to provide protected/permitted eastbound, westbound, northbound and southbound left turns (CMF of 0.62 for left turn crashes along Route 202/35)
- Route 202/35 and Bear Mountain Parkway—Installation of a left turn lane along the Route 202/35 eastbound approach (CMF of 0.88 for all crashes) In addition, for the left turn prohibition discussed above there would be a CMF of 0.40 for left turn crashes, and 0.77 for rear end crashes.
- Route 202/35 corridor from Dayton Lane to Conklin Avenue—Coordinate arterial signals (CMF of 0.79 for all crashes)

H. GYRODYNE ALTERNATIVE PROGRAM

PROJECT DESCRIPTION

An alternative development program was also developed for the Gyrodyne site. The proposed alternative provides approximately 83,500 gsf of medical office use and 160 apartments in place of the proposed 188,600 gsf of exclusive medical office use. The Evergreen development would remain unchanged with the proposed Gyrodyne alternative development program.

PROJECT TRIP GENERATION

Similar to the methodology used for the Proposed Project, the estimated number of trips generated by the proposed alternative was based on trip generation rates provided by the *Institute of Transportation Engineers* (*ITE) Trip Generation Manual (10th Edition)*. Based on discussions with NYSDOT, the Weekday AM and PM Peak Hour of Adjacent Street Traffic was used for all land uses without any adjustments.

The alternative program proposed for the Gyrodyne site combined with the Evergreen development program would reduce the Weekday AM and PM peak hours by approximately 149 and 286 trips respectively (as compared to the build out of the Proposed Project). As shown in **Table 11-31**, it is estimated that the build out of both sites with the proposed alternative on the Gyrodyne site would generate approximately 288 net new trips during the Weekday AM peak hour (144 entering, 144 exiting) and 473 net new trips during the Weekday PM peak hour (213 entering, 260 exiting).

Table 11-31
Proposed Project Trip Generation

Building Component	Development Size		Peak Hour	ITE Data				Trip Generation				
				ITE Land Use		Independent Variable	ITE Trip Rate[1]	% In	% Out	Total Trips		Total Trips
				#	Name					In	Out	
Medical Office[2]	83.5	Ksf	AM	720	Medical-Dental Office Building	1,000 SF Gross Floor Area	2.78	0.78	0.22	148	42	190
			PM	720	Medical-Dental Office Building	1,000 SF Gross Floor Area	3.46	0.28	0.72	80	205	285
Residential[6] (Apartments)	160	Units	AM	221	Multifamily Housing (Mid-Rise)	Dwelling Units	0.36	0.26	0.74	14	40	54
			PM	221	Multifamily Housing (Mid-Rise)	Dwelling Units	0.44	0.61	0.39	43	27	70
Medical Office[2] (To Be Removed)	*30*	*Ksf*	*AM*	*720*	*Medical-Dental Office Building*	*1,000 SF Gross Floor Area*	*-2.78*	*0.78*	*0.22*	*-59*	*-17*	*-76*
			PM	*720*	*Medical-Dental Office Building*	*1,000 SF Gross Floor Area*	*-3.46*	*0.28*	*0.72*	*-29*	*-75*	*-104*
									Gyrodyne AM Net Trips	103	65	168
									Gyrodyne PM Net Trips	94	157	251
Evergreen												
Assisted Living[3]	120	Beds	AM	254	Assisted Living	Beds	0.19	0.63	0.37	14	9	23
			PM	254	Assisted Living	Beds	0.26	0.38	0.62	12	19	31
Townhouses[4]	70	Units	AM	220	Multifamily Housing (Low-Rise)	Dwelling Units	0.46	0.23	0.77	8	26	34
			PM	220	Multifamily Housing (Low-Rise)	Dwelling Units	0.56	0.63	0.37	27	16	43
Retail[5]	7	Ksf	AM	820	Shopping Center	1,000 SF Leasable Area	0.94	0.62	0.38	4	3	7
			PM	820	Shopping Center	1,000 SF Leasable Area	3.81	0.48	0.52	36	40	76
Residential[6] (Apartments)	166	Units	AM	221	Multifamily Housing (Mid-Rise)	Dwelling Units	0.36	0.26	0.74	15	41	56
			PM	221	Multifamily Housing (Mid-Rise)	Dwelling Units	0.44	0.61	0.39	44	28	72
									Evergreen AM Net Trips	41	79	120
									Evergreen PM Net Trips	119	103	222
									Total AM Trips	**144**	**144**	**288**
									Total PM Trips	**213**	**260**	**473**

Notes:
ksf = 1,000 square feet
1. Based on discussions with NYSDOT, rates shown are peak hour of adjacent street traffic rates from the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*
2. Rates shown for Medical Office land use are calculated using the ITE fitted curve equations for the weekday AM and PM peak hour.
3. Rates shown for the Assisted Living land use are calculated using the average ITE trip rate.
4. Rates shown for the Townhouses land use are calculated using the average ITE trip rate.
5. Rates shown for the Retail land use are calculated using the average ITE trip rate during the weekday AM peak hour and the ITE fitted curve equation for the weekday PM peak hour.
6. Rates shown for the Residential land use are calculated using the average ITE trip rate.

PROJECT VEHICLE TRIP DISTRIBUTION AND ASSIGNMENT

Similar to the Proposed Project, the directional distribution of vehicle trips for the proposed alternative utilized the existing travel patterns in the study area for each peak hour and assigned trips to project driveways based the anticipated development locations. These trip distribution patterns are shown in **Figure 11-6** and represent the most logical approach and departure paths to and from the project site. **Figures 11-12** and **11-13** show the project generated vehicle trips with the proposed alternative for the Weekday AM and PM peak hours, respectively.

LEVEL OF SERVICE CONDITIONS

The project generated vehicle trips for proposed alternative described above were added to the No Action traffic volumes in order to estimate the With Action traffic volumes. **Figures 11-14** and **11-15** show the 2023 With Action traffic volumes for the Weekday AM and PM peak hours, respectively, for the proposed alternative. **Table 11-32** presents a comparison of the 2023 No Action and 2023 With Action LOS conditions for the proposed alternative. Synchro 10 outputs for the 2023 With Action condition are provided in **Appendix VII**.

Under the 2023 With Action condition, absent any additional improvements beyond those specified for the proposed alternative, there would be impacts at the following locations;

9.15.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

Project Generated Increments - Gyrodyne Build Alternative
Weekday AM Peak Hour

Figure 11-12A

CORTLANDT MOD

9.15.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

Project Generated Increments - Gyrodyne Build Alternative
Weekday AM Peak Hour

CORTLANDT MOD

Figure 11-12B

9.15.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

CORTLANDT MOD

Project Generated Increments - Gyrodyne Build Alternative
Weekday PM Peak Hour
Figure 11-13A

9.15.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

Project Generated Increments - Gyrodyne Build Alternative
Weekday PM Peak Hour

CORTLANDT MOD

Figure 11-13B

9.15.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

2023 With Action Traffic Volumes - Gyrodyne Build Alternative
Weekday AM Peak Hour

Figure 11-14A

CORTLANDT MOD

9.15.21

0 500 FEET

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

2023 With Action Traffic Volumes - Gyrodyne Build Alternative
Weekday AM Peak Hour

CORTLANDT MOD

Figure 11-14B

9.15.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

2023 With Action Traffic Volumes - Gyrodyne Build Alternative
Weekday PM Peak Hour

CORTLANDT MOD

Figure 11-15A

9.15.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

2023 With Action Traffic Volumes - Gyrodyne Build Alternative
Weekday PM Peak Hour

CORTLANDT MOD

Figure 11-15B

- Route 6 and Lexington Avenue—the eastbound through/right turn movement would deteriorate within LOS F during the Weekday PM peak hour.
- Route 202/35 and Bear Mountain State Parkway—the eastbound approach would deteriorate within LOS F during the Weekday AM and PM peak hours.

Table 11-32
2023 No Action and With Action Conditions Level of Service Analysis – Alternative

	Weekday AM								Weekday PM							
	2023 No Action				2023 With Action				2023 No Action				2023 With Action			
Intersection	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections																
Route 6 and Dayton Lane																
Eastbound	L	0.04	5.4	A	L	0.04	5.4	A	L	0.11	10.4	B	L	0.11	10.7	B
	TR	0.35	10.6	B	TR	0.36	10.5	B	TR	0.63	23.5	C	TR	0.66	24.7	C
Westbound	L	0.14	5.7	A	L	0.15	5.7	A	L	0.45	14.2	B	L	0.48	15.2	B
	TR	0.24	10.4	B	TR	0.24	10.4	B	TR	0.40	18.4	B	TR	0.41	19.1	B
Northbound	L	0.44	33.7	C	L	0.53	37.1	D	L	0.84	49.9	D	L	0.88	53.4	D
	TR	0.25	27.9	C	TR	0.25	27.9	C	TR	0.13	23.5	C	TR	0.13	23.2	C
Southbound	LT	0.57	37.4	D	LT	0.57	37.4	D	LT	0.08	22.8	C	LT	0.08	22.6	C
	R	0.32	19.9	B	R	0.32	19.9	B	R	0.07	14.2	B	R	0.07	14.0	B
	Intersection		15.2	B	Intersection		15.6	B	Intersection		24.8	C	Intersection		26.4	C
Route 6 and Conklin Avenue																
Eastbound	L	0.01	2.7	A	L	0.01	2.9	A	L	0.02	3.6	A	L	0.02	3.9	A
	TR	0.23	5.4	A	TR	0.23	5.4	A	TR	0.34	7.0	A	TR	0.34	7.7	A
Westbound	L	0.29	3.9	A	L	0.32	4.2	A	L	0.39	6.2	A	L	0.44	7.4	A
	TR	0.20	3.4	A	TR	0.20	3.4	A	TR	0.26	4.6	A	TR	0.27	5.4	A
Northbound	LT	0.24	55.1	E	LT	0.23	54.7	D	LT	0.37	57.8	E	LT	0.35	56.4	E
	R	0.71	19.7	B	R	0.72	19.6	B	R	0.73	18.2	B	R	0.75	17.8	B
Southbound	LTR	0.24	32.3	C	LTR	0.24	31.9	C	LTR	0.43	39.2	D	LTR	0.42	38.0	D
	Intersection		7.6	A	Intersection		7.8	A	Intersection		9.5	A	Intersection		10.1	A
Route 6 and Bear Mountain Parkway Eastbound Ramps																
Eastbound	L	0.41	18.0	B	L	0.41	18.2	B	L	0.41	20.0	C	L	0.41	20.0	C
	TR	0.52	21.5	C	TR	0.53	21.7	C	TR	0.75	28.0	C	TR	0.77	28.9	C
Westbound	L	0.17	15.8	B	L	0.17	15.8	B	L	0.30	13.7	B	L	0.31	14.6	B
	TR	0.67	25.6	C	TR	0.67	25.7	C	TR	0.86	28.1	C	TR	0.86	28.5	C
Northbound	LT	0.55	56.2	E	LT	0.55	56.2	E	LT	0.64	66.2	E	LT	0.64	66.2	E
	R	0.16	1.0	A	R	0.16	1.0	A	R	0.18	1.4	A	R	0.18	1.4	A
Southbound	L	0.70	47.7	D	L	0.70	47.7	D	L	0.77	50.5	D	L	0.77	50.6	D
	T	0.70	47.1	D	T	0.70	47.2	D	T	0.76	49.6	D	T	0.76	49.6	D
	R	0.23	1.2	A	R	0.26	2.1	A	R	0.11	0.5	A	R	0.15	0.7	A
	Intersection		27.0	C	Intersection		27.0	C	Intersection		31.3	C	Intersection		31.6	C
Route 6 and Lexington Avenue																
Eastbound	L	0.36	18.1	B	L	0.35	17.9	B	L	0.95	98.3	F	L	0.95	97.5	F
	TR	0.94	54.4	D	TR	0.94	54.4	D	TR	1.07	85.2	F	TR	1.11	99.7	F
Westbound	L	0.53	24.8	C	L	0.53	24.9	C	L	0.50	35.4	D	L	0.51	36.0	D
	TR	0.84	42.8	D	TR	0.84	42.3	D	TR	1.20	140.1	F	TR	1.21	140.7	F
Northbound	L	0.40	40.4	D	L	0.41	40.9	D	L	1.01	110.3	F	L	1.02	112.0	F
	TR	0.95	92.3	F	TR	0.97	97.1	F	TR	0.68	71.2	E	TR	0.70	72.1	E
Southbound	L	0.58	46.8	D	L	0.60	48.0	D	L	0.35	45.5	D	L	0.35	45.6	D
	TR	0.69	63.7	E	TR	0.70	64.5	E	TR	0.97	109.3	F	TR	0.97	109.9	F
	Intersection		54.1	D	Intersection		54.9	D	Intersection		105.0	F	Intersection		110.0	F
Route 202/35 and Gyrodyne/NYPH Driveway																
Eastbound	Intersection Unsignalized in No Action Condition				L	0.24	5.1	A	Intersection Unsignalized in No Action Condition				L	0.13	5.0	A
					TR	0.47	5.4	A					TR	0.45	6.3	A
Westbound					L	0.19	1.2	A					L	0.12	1.5	A
					TR	0.55	3.1	A					TR	0.67	5.4	A
					LT	0.22	43.2	D					LT	0.38	45.8	D
Northbound					R	0.29	13.4	B					R	0.45	11.6	B
					Intersection		5.2	A					Intersection		7.6	A

Table 11-32 (cont'd)
2023 No Action and With Action Conditions Level of Service Analysis – Alternative

Intersection	Weekday AM								Weekday PM							
	2023 No Action				2023 With Action				2023 No Action				2023 With Action			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections (continued)																
Route 202/35 and Lafayette Avenue/NYPH Driveway																
Eastbound	TR	0.64	23.2	C	TR	0.70	22.5	C	TR	0.76	32.1	C	TR	0.96	51.9	D
Westbound	L	0.15	13.5	B	L	0.17	14.2	B	L	0.40	19.9	B	L	0.60	24.8	C
	T	0.60	21.9	C	T	0.69	26.8	C	T	0.65	30.4	C	T	0.75	32.8	C
Northbound	LTR	0.62	21.1	C	LTR	0.64	22.7	C	LTR	0.87	49.0	D	LTR	0.89	52.6	D
Southbound	LT	0.79	85.0	F	LT	0.77	83.2	F	LT	1.47	280.6	F	LT	1.47	280.6	F
	R	0.15	1.0	A	R	0.15	1.0	A	R	0.39	10.1	B	R	0.39	10.2	B
	Intersection		24.9	C	Intersection		26.6	C	Intersection		55.2	D	Intersection		60.7	E
Route 202/35 and Conklin Avenue/Evergreen Driveway																
Eastbound	L	0.38	2.4	A	L	0.40	3.3	A	L	0.45	3.1	A	L	0.49	1.7	A
	T	0.38	1.7	A	TR	0.44	3.9	A	T	0.39	1.1	A	T	0.52	1.8	A
Westbound	TR	0.55	14.2	B	LTR	0.66	17.9	B	TR	0.66	19.0	B	LTR	0.86	29.6	C
Northbound	L	-	-	-	L	0.51	66.5	E	L	-	-	-	L	0.49	58.1	E
	TR	-	-	-	TR	0.20	17.2	B	TR	-	-	-	TR	0.24	15.8	B
Southbound	L	0.49	51.6	D	L	0.55	54.0	D	L	0.46	51.2	D	L	0.50	50.5	D
	R	0.54	16.4	B	TR	0.62	11.9	B	R	0.34	9.3	A	TR	0.51	12.6	B
	Intersection		11.2	B	Intersection		13.8	B	Intersection		12.0	B	Intersection		17.2	B
Route 202/35 and Bear Mountain Parkway																
Eastbound	LT	1.08	107.0	F	LT	1.35	207.4	F	LT	1.38	224.3	F	LT	2.19	571.6	F
Westbound	T	0.47	19.8	B	T	0.53	21.1	C	T	0.59	18.3	B	T	0.68	31.9	C
	R	0.47	6.1	A	R	0.48	8.1	A	R	0.66	15.4	B	R	0.68	18.2	B
Southbound	LR	1.40	230.9	F	LR	1.40	231.7	F	LR	1.00	118.7	F	LR	1.00	119.0	F
	Intersection		113.7	F	Intersection		137.9	F	Intersection		89.7	F	Intersection		185.6	F
Route 202/35 and Croton Avenue/Maple Row																
Eastbound	L	0.14	2.8	A	0.16	3.0	A	0.16	L	0.34	29.0	C	L	0.34	26.9	C
	T	1.05	61.7	E	1.10	64.5	E	1.10	T	0.87	59.5	E	T	0.94	59.1	E
	R	0.25	1.7	A	0.26	2.2	A	0.26	R	0.14	1.6	A	R	0.17	2.3	A
Westbound	L	1.04	124.6	F	1.04	124.6	F	1.04	L	0.52	14.2	B	L	0.69	40.5	D
	TR	0.70	22.0	C	0.75	24.1	C	0.75	TR	1.07	81.7	F	TR	1.13	99.1	F
Northbound	L	1.67	376.8	F	1.82	438.6	F	1.82	L	0.96	118.1	F	L	1.07	142.6	F
	TR	0.42	27.7	C	0.42	27.7	C	0.42	TR	0.43	38.1	D	TR	0.43	38.0	D
Southbound	LTR	1.01	111.6	F	1.01	111.6	F	1.01	LTR	0.74	71.9	E	LTR	0.73	70.8	E
	Intersection		69.0	E	Intersection		74.4	E	Intersection		66.4	E	Intersection		75.7	E
Route 202/35 and Lexington Avenue																
Eastbound	L	0.20	7.6	A	0.26	8.8	A	0.26	L	0.57	24.4	C	L	0.60	26.6	C
	TR	1.21	122.9	F	1.24	135.0	F	1.24	TR	1.10	81.7	F	TR	1.18	111.3	F
Westbound	L	0.11	7.3	A	0.11	7.4	A	0.11	L	0.20	8.7	A	L	0.20	8.8	A
	T	0.85	27.9	C	0.92	35.7	D	0.92	T	1.39	206.1	F	T	1.47	238.1	F
	R	0.11	2.9	A	0.11	2.9	A	0.11	R	0.25	4.4	A	R	0.25	4.8	A
Northbound	LTR	0.14	29.1	C	0.17	30.2	C	0.17	LTR	0.23	32.6	C	LTR	0.26	34.0	C
Southbound	LT	0.76	50.7	D	0.78	53.5	D	0.78	LT	0.74	52.7	D	LT	0.75	53.5	D
	R	0.22	9.3	A	0.24	10.3	B	0.24	R	0.18	6.2	A	R	0.21	8.1	A
	Intersection		72.6	E	Intersection		81.0	F	Intersection		121.3	F	Intersection		145.5	F
Route 6 and Bear Mountain Parkway Westbound Ramps																
Eastbound	LTR	0.58	6.8	A	LTR	0.59	7.3	A	LTR	0.98	38.2	D	LTR	1.00	42.7	D
Westbound	L	0.51	12.6	B	L	0.51	13.0	B	L	0.78	39.4	D	L	0.79	41.5	D
	TR	0.31	3.7	A	TR	0.31	3.7	A	TR	0.46	9.2	A	TR	0.46	9.3	A
Northbound	L	0.41	46.8	D	L	0.41	46.9	D	L	0.71	68.9	E	L	0.71	68.9	E
	TR	0.25	22.2	C	TR	0.25	22.2	C	TR	0.23	21.6	C	TR	0.23	21.6	C
Southbound	LTR	0.64	31.9	C	LTR	0.64	31.9	C	LTR	0.67	35.9	D	LTR	0.67	35.9	D
	Intersection		8.9	A	Intersection		9.2	A	Intersection		29.0	C	Intersection		31.4	C

Table 11-32 (cont'd)
2023 No Action and With Action Conditions Level of Service Analysis – Alternative

Intersection	Weekday AM								Weekday PM							
	2023 No Action				2023 With Action				2023 No Action				2023 With Action			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Unsignalized Intersections																
Dayton Lane and Beach Shopping Center North Driveway																
Westbound	LR	0.17	11.3	B	LR	0.18	11.5	B	LR	0.27	14.6	B	LR	0.29	15.4	C
Southbound	L	0.04	7.6	A	L	0.05	7.7	A	L	0.06	8.4	A	L	0.06	8.5	A
Dayton Lane and Beach Shopping Center South Driveway																
Westbound	LR	0.10	11.6	B	LR	0.10	11.9	B	LR	0.97	84.9	F	LR	1.06	113.6	F
Southbound	L	0.02	7.7	A	L	0.02	7.7	A	L	0.14	9.4	A	L	0.15	9.5	A
Route 202/35 and Dayton Lane																
Eastbound	L	0.13	8.9	A	0.14	9.2	A	0.14	L	0.18	10.6	B	L	0.20	11.2	B
Southbound	LR	1.44	276.3	F	1.80	432.6	F	1.80	LR	1.77	404.2	F	LR	2.42	704.0	F
Route 202/35 and Buttonwood Avenue																
Westbound	L	0.01	9.4	A	L	0.01	9.7	A	L	0.00	8.8	A	L	0.00	9.0	A
Northbound	LR	0.20	24.4	C	LR	0.23	28.6	D	LR	0.01	18.2	C	LR	0.02	21.6	C
Route 202/35 and Cortlandt Medical Driveway/NYPH Driveway																
Eastbound	0.14	10.0	A	0.14	Intersection Signalized in Action Condition				L	0.06	10.1	B	Intersection Signalized in Action Condition			
Westbound	0.04	9.0	A	0.04					L	0.01	8.6	A				
Northbound	0.04	17.7	C	0.04					LTR	0.15	18.3	C				
Route 202/35 and Tamarack Drive																
Westbound	L	0.00	8.7	A	L	0.00	8.9	A	L	0.04	9.1	A	L	0.04	9.6	A
Northbound	LR	0.14	20.3	C	LR	0.18	24.6	C	LR	0.10	20.0	C	LR	0.16	28.9	D
Route 202/35 and Dimond Avenue/Shipley Drive																
Eastbound	L	0.00	0.0	A	L	0.00	0.0	A	L	0.02	9.2	A	L	0.02	9.6	A
Westbound	L	0.01	8.8	A	L	0.01	9.0	A	L	0.03	8.8	A	L	0.03	9.2	A
Northbound	LTR	0.13	15.1	C	LTR	0.14	16.9	C	LTR	0.50	30.6	D	LTR	0.68	54.0	F
Southbound	LTR	0.03	11.5	B	LTR	0.03	12.1	B	LTR	0.00	0.0	A	LTR	0.00	0.0	A
Route 202/35 and Locust Avenue																
Eastbound	L	0.01	8.4	A	L	0.01	8.6	A	L	0.03	9.1	A	L	0.04	9.5	A
Southbound	LTR	0.44	32.9	D	LTR	0.55	46.5	E	LTR	0.09	14.4	B	LTR	0.11	16.2	C
Route 202/35 and Crestview Avenue																
Westbound	L	0.00	8.8	A	L	0.00	9.0	A	L	0.00	8.8	A	L	0.00	9.2	A
Northbound	LTR	0.10	21.1	C	LTR	0.12	25.0	D	LTR	0.03	17.4	C	LTR	0.04	21.4	C
Route 202/35 and Forest Avenue																
Westbound	L	0.01	8.9	A	L	0.01	9.1	A	L	0.01	8.9	A	L	0.01	9.4	A
Northbound	LR	0.05	16.3	C	LR	0.06	18.2	C	LR	0.06	19.1	C	LR	0.08	23.7	C
Route 202/35 and Rick Lane																
Westbound	L	0.01	8.9	A	L	0.01	9.1	A	L	0.01	8.9	A	L	0.01	9.4	A
Northbound	LR	0.05	19.5	C	LR	0.06	22.5	C	LR	0.04	18.9	C	LR	0.06	23.5	C
Route 202/35 and Arlo Lane																
Eastbound	L	0.01	8.6	A	L	0.02	8.8	A	L	0.04	9.3	A	L	0.05	9.7	A
Southbound	LR	0.09	13.7	B	LR	0.11	14.9	B	LR	0.07	18.2	C	LR	0.11	20.8	C
Bear Mountain Parkway and Locust Avenue																
Westbound	L	0.01	8.9	A	L	0.01	8.9	A	L	0.00	9.1	A	L	0.00	9.2	A
Northbound	R	0.03	12.6	B	R	0.03	12.6	B	R	0.02	13.5	B	R	0.02	13.6	B
Bear Mountain Parkway and Arlo Lane																
Eastbound	L	0.01	8.6	A	L	0.01	8.6	A	L	0.01	9.5	A	L	0.01	9.5	A
Westbound	L	0.00	9.7	A	L	0.00	9.7	A	L	-	0.0	A	L	-	0.0	A
Northbound	LTR	0.47	71.6	F	LTR	0.52	77.9	F	LTR	0.74	119.8	F	LTR	0.85	146.6	F
Southbound	LTR	0.35	38.2	E	LTR	0.35	38.8	E	LTR	0.13	20.7	C	LTR	0.13	20.8	C
Lafayette Avenue and Ridge Road																
Westbound	LR	0.04	9.1	A	LR	0.04	9.1	A	LR	0.06	9.7	A	LR	0.06	9.7	A
Southbound	L	0.01	7.5	A	L	0.01	7.5	A	L	0.03	7.6	A	L	0.03	7.6	A

Notes: L = Left Turn, T = Through, R = Right Turn, LOS = Level of Service
= Indicates notable deterioration in operating conditions

- Route 202/35 and Croton Avenue/Maple Row—The westbound through/right turn movement would deteriorate within LOS F during the Weekday PM peak hour. The northbound left turn movement would deteriorate within LOS F during the Weekday AM and PM peak hours.
- Route 202/35 and Lexington Avenue—the eastbound through/right turn movement would deteriorate within LOS F during the Weekday PM peak hour. The westbound through movement would deteriorate within LOS F during the Weekday PM peak hour.
- Dayton Lane and Beach Shopping Center South Driveway—the westbound left turn/right turn movement would deteriorate within LOS F during the Weekday PM peak hour.
- Route 202/35 and Dayton Lane—the southbound approach would deteriorate within LOS F during the Weekday AM and PM peak hours.
- Route 202/35 and Shipley Drive—the northbound approach would deteriorate from LOS D to LOS F during the Weekday PM peak hour.
- Route 202/35 and Locust Avenue—the southbound approach would deteriorate from LOS D to LOS E during the Weekday AM peak hour.
- Bear Mountain Parkway and Arlo Lane—the northbound approach would deteriorate within LOS F during the Weekday PM peak hour.

I. SATURDAY QUALITATIVE ASSESSMENT

Based on discussions with NYSDOT and due to the unique characteristics of the Proposed Project, an assessment of Saturday traffic conditions was conducted to ensure additional impacts to traffic operations would not be expected during the weekend peak hour.

EXISTING CONDITIONS

As discussed in Section C above, ATR counts were conducted on Route 202/35 east of Lafayette Avenue for one full week during October 2017. **Table 11-33** presents a comparison of the 2017 Existing Volumes. As shown, the existing Saturday peak hour volumes along the Route 202/35 corridor adjacent to the Proposed Project are less than both the existing Weekday AM and PM peak hour volumes in both directions.

Table 11-33
Existing 2017 ATR Volume Comparison

ATR Location	Direction of Travel	Traffic Volumes		
		Weekday AM Peak Hour (7:45AM-8:45AM)	Weekday PM Peak Hour (5:00PM-6:00PM)	Saturday Peak Hour (11:45AM-12:45PM)
Route 202/35 east of Lafayette Avenue	Eastbound	503	669	502
	Westbound	514	577	456

TRIP GENERATION

Similar to the methodology used for the Weekday AM and PM peak hours, the estimated number of trips generated by the Proposed Project was based on trip generation rates provided by the *Institute of Transportation Engineers* (*ITE) Trip Generation Manual (10th Edition)* using the Saturday Peak Hour Generator.

The Proposed Project for the Saturday peak hour would generate approximately 498 trips. As shown in **Table 11-34**, the Saturday peak hour trip generation estimates are less than the weekday PM peak hour trip generation estimates.

Table 11-34
Trip Generation Comparison – Proposed Project

Project Component	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Peak Hour[1]		
	In	Out	Total	In	Out	Total	In	Out	Total
Gyrodyne	248	69	317	150	387	537	181	136	317
Evergreen	41	79	120	119	103	222	91	90	181
Total	**289**	**148**	**437**	**269**	**490**	**759**	**272**	**226**	**498**

Note:(1) Conservatively, no internal trips were considered for the Saturday peak hour

J. ROADWAY CONVERSION FEASIBILITY ASSESSMENT

The Route 202/35 and Dimond Avenue/Shipley Drive unsignalized intersection remains unmitigated during the Weekday PM peak hour. While a signal could improve operations for the intersection and create gaps for the adjacent unsignalized intersections accessing Route 202/35, the peak hour volumes do not meet a signal warrant. To meet a signal warrant at this location, thus mitigating an impact and improving safety by providing a signalized intersection for vehicles to exit onto Route 202/35, some of the adjacent side streets would need to be converted to one-way streets to re-route vehicles to Dimond Avenue/Shipley Drive.

To achieve this, the following roadway operations could be modified as there are alternative routes to access Route 202/35:

- John Dorsey Drive – convert to one-way northbound between Route 202/45 and Douglas Mombray Road. Vehicles traveling southbound would be re-routed to Douglas Mombray Road to southbound on Shipley Drive
- Crestview Avenue – convert to one-way southbound between Route 202/35 and Edgewood Road. Vehicles traveling northbound would be rerouted to Edgewood Road/Habitat Lane to northbound on Dimond Avenue or to Cross Lane to northbound on Forest Avenue. This would also require the opening the connection between Edgewood Road and Habitat Lane that are currently dead-end streets.

While the roadway conversions could result in a signal being warranted at Dimond Avenue/Shipley Drive, this would result in traffic diversions on some of the local neighborhood streets.

K. POST CONSTRUCTION TRAFFIC MONITORING PLAN

The intersection analysis and associated mitigation measures are based on vehicle trip estimates anticipated to be generated by the Proposed Project. In order to ensure sufficient mitigation measures are identified and implemented, a post construction traffic monitoring plan will be conducted to determine if additional improvements beyond those identified in Section G would be needed. The mitigations identified in Section G will be implemented independent of the results of the post construction monitoring plan.

Twice a year for the first two years following full occupancy of the Proposed Project, Weekday AM and PM peak period driveway counts will be collected at each of the project site driveways. For each data collection period, traffic counts will be collected on a Tuesday, Wednesday, and

Thursday to capture any fluctuations in traffic generated by the Proposed Project. Prior to data collection, a data collection protocol will be submitted to the Town for approval.

Following each data collection period, a memorandum will be submitted to the Town presenting a comparison of the driveway counts to the trip generation estimates presented in this study. If the driveway peak hour counts exceed the trip generation estimates, the Town may require additional traffic analyses to be conducted at the study intersections to determine if additional improvements should be implemented. Any future analysis will be coordinated and approved by the Town and could include collecting intersection peak hour traffic turning movement counts and conducting peak hour intersection operations analyses to identify additional improvements.

- The zoning was revised to include a requirement that 10 percent of all new housing units in the MOD (excluding assisted living, memory care, and senior independent living with services) meet the definition of affordable per the Town of Cortlandt Zoning Code.

The proposed revisions to the MOD Zoning as presented in this FGEIS would be expected to reduce the potential for environmental impacts compared to the original MOD Zoning analyzed in the DGEIS for the following reasons:

- The revised MOD Zoning would apply to a smaller study area and would limit the number of residential parcels rezoned to MOD
- The revised MOD Zoning would eliminate hotel uses reducing the potential for community character impacts on the surrounding residential neighborhoods.
- Any development proposed in the MOD that is not analyzed as part of this environmental impact statement would be required to conduct a separate site-specific SEQR analysis.

The adoption and implementation of the Proposed MOD Zoning analyzed as part of the Generic Environmental Impact Statement by the Town of Cortlandt will not in and of itself result in any significant adverse impacts because it does not directly authorize any particular development project. However, since the proposed zoning would allow for the development of the Evergreen Manor and Gyrodyne site plans the potential for environmental impacts related to the development of these two projects are analyzed in this environmental impact statement. Any other projects that could potentially be permitted under the proposed MOD Zoning but are not analyzed in this MOD GFEIS/FEIS would be required to undergo additional site-specific SEQR review before receiving Town approvals. Similar to the original MOD Zoning analyzed in the DGEIS/DEIS, the revised FGEIS MOD Zoning could potentially induce growth in the MOD Zoning Area. However, the potential build-out anticipated by the revised MOD Zoning District would be smaller in scale compared to the original proposed MOD build-out analyzed in the DGEIS. Therefore, the revised MOD Zoning would be expected to reduce the potential for adverse environmental impacts compared with the original MOD Zoning contemplated in the MOD DGEIS.

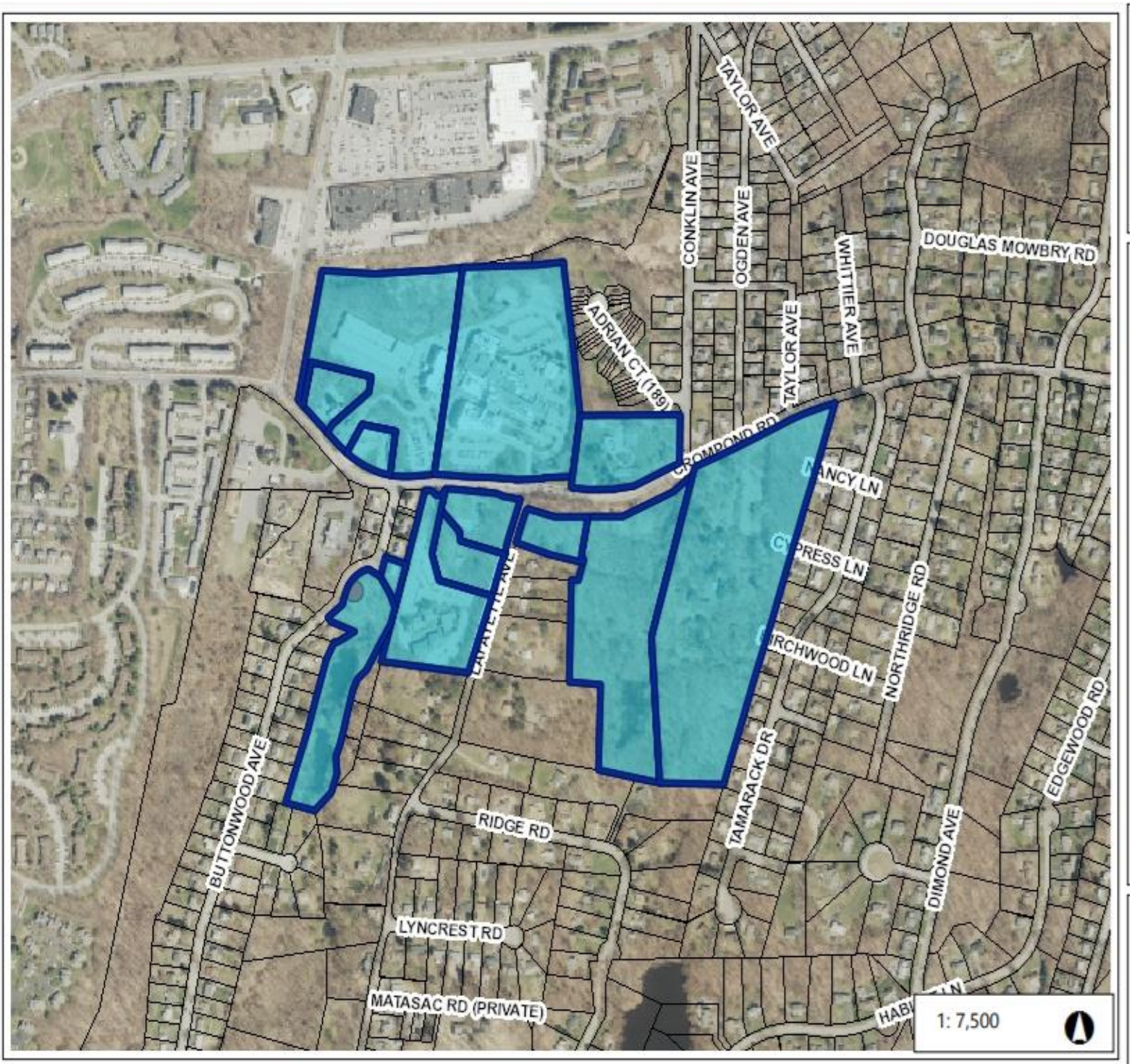
EVERGREEN

A comparison of the Evergreen Manor FEIS Plan to the DEIS Plan in each of the environmental impact areas studied in the DGEIS/DEIS is described in the applicable subsection below.

1. Land Use, Zoning and Public Policy

The proposed five-story 100-room hotel and two-story retail and medical/dental laboratory previously proposed on the Evergreen Manor Site have been eliminated. Instead, 70 two-story for-sale townhouses are proposed.

Similar to the Evergreen Manor DEIS Plan, the Evergreen Manor FEIS Plan achieves and supports the community character goals established in the *Envision Cortlandt* comprehensive plan. The FEIS Plan will fulfill *Envision Cortlandt*'s goal of providing "mixed-use housing developments that could include continuum of care for senior residents around the New York Presbyterian Hudson Valley Hospital on Route 202" (Envision Cortlandt at 51, Policy 36). The multifamily apartments, townhouses,



Revised
MOD Zoning District

Medical Oriented District (MOD)
Final Generic Environmental Impact Statement (FGEIS)

Figure II-1

Legend

Revised MOD Zoning District boundary

*Not to scale

N

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independent and assisted living units will provide for a continuum of care in a highly-amenitized setting in close proximity to the medical care available at the Hospital and the MOD's medical office use.

The Evergreen Manor FEIS Plan further fulfills the twin goals in *Envision Cortlandt* of "creat[ing] workforce housing for employees of the hospital area of the MOD" and adding "locations for additional multifamily and middle-housing throughout the Town" (Envision Cortlandt, at 51, Policies 32 and 37). The 166 rental apartments will offer convenient housing options for the Hospital and MOD workforce, as well as provide additional variety in the Town's housing stock that would attract Town residents looking to downsize as well as young professionals who want to live in the suburbs (an accelerating trend in light of the COVID-19 pandemic (2020-2021)) but who are not yet ready or able to purchase a single-family home.

2. Community Services

Under the theoretical build-out, the DGEIS/DEIS estimated 718 new residents in the Town, or a 1.7% increase in the Town's population. This included the residential dwelling units on both the Evergreen Site and the Gyrodyne Site.

In response to the comments on the DGEIS/DEIS, the formerly proposed 100-room hotel and medical/dental lab were removed from the Evergreen Site. The 200-unit residential building proposed on the Gyrodyne Site has also be eliminated. In lieu of these uses, the Evergreen Manor FEIS Plan proposes 70 townhouses. At full build-out, the proposed revisions to the Gyrodyne Site and Evergreen Site have reduced the anticipated increase in the residential population in the Town of Cortlandt to approximately 598 new residents, or a 1.4% increase in the Town's population.

Schools

Based on the modifications to both MOD Development Plan Sites, the Evergreen Manor FEIS Plan is now the only potential source of school-aged children anticipated to be added to the Lakeland Central School District (LCSD) from its 166-unit multifamily apartment building and 70 townhouses. Utilizing Rutgers University Residential Demographic Multipliers, it is estimated that the Evergreen Manor FEIS Plan will generate approximately 25 public school-age children, as shown in **Table II-1.** This increase represents an approximately 3% increase in the number of students at Lincoln Titus Elementary School, 0.4% increase at Copper Beach Middle School and a 0.7% increase at Walter Panas High School. The projected public school-aged children is similar to the 29 evaluated under the DGEIS/DEIS plan.

Table II-1: Updated Estimated Public School-Age Children

Type of Unit	Unit Count	Multiplier[1]	Public School-Aged Children
Multifamily (5+ units, rental)			
1 Bedroom	132	0.07	9.24
2 Bedroom	34	0.16	5.44
Townhouses (single-family, attached)			
2 Bedroom	60	0.11	6.6
2 Bedroom + Den	10	0.28[2]	2.8
Total	236		24.08

Rounded			**25**

(1) Residential Demographic Multipliers. Center for Urban Policy Research, Rutgers University. Table 3--1 New York, All Public School Age Children: School-Age Children in Public School (PSAC) June 2006.
(2) Based on demographic multiplier for single-family attached, three-bedroom unit for the purposes of school children generation estimates.

As discussed in the DGEIS/DEIS, LCSD enrollment has declined each year since the 2009-2010 school year. School enrollment has decreased approximately 14% from 6,354 in 2009-2010 to 5,510 in 2019-2020, as shown in **Table II-2**. The estimated public school-aged children that could be generated by the Evergreen Manor project will account for less than 0.6% of the school district's current enrollment.

Table II-2: School District Enrollment (Pre-K through 12)[1]

School Year	Enrollment	% Change
2009-2010	6,354	--
2010-2011	6,282	-1.1%
2011-2012	6,075	-3.4%
2012-2013	6,046	-0.5%
2013-2014	5,967	-1.3%
2014-2015	5,797	-2.9%
2015-2016	5,709	-1.5%
2016-2017	5,638	-1.3%
2017-2018	5,594	-0.8%
2018-2019	5,528	-1.2%
2019-2020	5,510	-0.3%

According to LCSD budget notices, the property tax levy to support the total budget accounts for approximately 70% of the total revenues to the District. Applying the 70% figure to the cost per pupil for the Program component results a cost of approximately $15,300 per pupil raised by property tax revenue. Therefore, the estimated total cost for the 33 potential public school-age children that could be generated by the Project will be approximately $382,500.[2] It is estimated that the LCSD would receive approximately $1,600,000 in tax revenue from the Evergreen Manor Project.

Emergency Services

The DEIS found that the development plan would have a minimal incremental impact to the existing emergency services. The Evergreen Manor FEIS Plan would result in a reduction in the proposed population compared to the DEIS Plan. It is not expected that the FEIS Plan

[1] New York State Education Department, New York State Report Card, Lakeland CSD Data, https://data.nysed.gov.

[2] Based on multiplying the property tax levy/per pupil by the number of projected students.

would have significant additional incremental impacts on emergency services compared to the DEIS Plan.

3. Geology, Soils, and Topography

Similar to the Evergreen Manor DEIS Plan, the Evergreen Manor FEIS Plan maintains a substantially balanced proposed amount of topographic cut and fill. Importation of soil fill material would be minimized to the extent practicable by processing as much existing materials as possible on-site. Compared to the DEIS Plan, the FEIS Plan would result in approximately three additional acres of disturbance.

Similar to the DEIS Plan, the design of the FEIS Plan includes the following elements that reduce or eliminate potential adverse impacts associated with geology:

- Soil erosion and sedimentation control measures that meet the NYSDEC New York State Standards and Specifications for Erosion and Sediment Control requirements, and the Town of Cortlandt requirements;
- A Soil Management Plan developed during construction activities to address the detection of soil and groundwater contaminants within the limit of disturbance;
- If dewatering is necessary, a filter system would be required to remove the identified contaminants;
- An asbestos and lead-based paint survey completed prior to the demolition of the existing structures on the Project Site; and
- If necessary, a Blasting Control and Monitoring Plan developed and implemented prior to commencement of any blasting activities, including a pre-blast survey for all homes and buildings within 500 feet of proposed blasting activities.

With the implementation of the above measures as part of the design, the Evergreen Manor FEIS Plan would not result in any significant adverse geological impacts and no additional mitigation measures, as compared to the DEIS Plan, are required.

4. Natural Resources

As discussed in Chapter 5 of the DEIS, a substantial part of the site was previously cleared and open landscape for residential use, and as recently as 1990 the majority of the northern half of the site was maintained lawn and managed landscape. Much of the proposed development will occur in these areas.

During preliminary discussions as stakeholders in the MOD process, several different scenarios were considered for development of the Evergreen Manor parcels. One concept, which required the elimination of the wetland at the north portion of the site in order to locate all development closer to the Route 202 corridor, was modified following comments by the Army Corps of Engineers and Town wetland consultant. The proposed FEIS Plan preserves all but a small portion of the northern wetland (approximately ¼ acre) and provides a wetland mitigation/replacement plan that will offset the loss of wetland at a ratio of 2:1. It was acknowledged in the Town consultant Stephen Coleman report that wetland and wetland buffer encroachment will still be required, but this section of wetland is the least valuable from a habitat function.

The majority of the vegetation and wildlife habitat area to be disturbed is either the former developed area or second growth scrub/shrub following the cessation of landscape

management. While the buildings and hardscape offer only limited habitat value, the second growth areas do provide habitat for the more common suburban species. The surrounding residential and institutional properties offer similar habitat and following completion of construction it is expected that a continuity of habitat will continue to exist for these more adaptable species.

As discussed in the DEIS Chapter 6, entitled "Surface Water Resources and Wetlands", mitigation efforts will focus on expansion, restoration and enhancement of the two wetland systems. This also includes invasive species management, cleanup of former debris areas, aggressive re-planting with native ground covers, shrubs and trees, and initiatives to improve wetland and wetland buffer functions

5. Surface Water Resources and Wetlands

As mentioned above and discussed in Chapter 5 of the DGEIS/DEIS, the Town's wetland consultant Stephen Coleman observed that most of the vegetation and wildlife habitat area to be disturbed is either the former developed area or second growth scrub/shrub following the cessation of landscape management. A majority of the wetland buffer in the southern half of the property consists of several extensive debris piles of materials from former residential activities. Much of the existing understory vegetation in and around the perimeter of the outbuildings consists of well-established invasive plant species. As recently as 1990, most of the northern half of the site (which represents most of the area to be developed) was maintained as lawn and managed landscape.

In order to develop the Evergreen Manor Project wetland disturbance and wetland buffer modifications are required to construct the main entry drive, provide access to Parcel 1 and 7, and create building pads and parking areas for Parcel 1, 2, 5 and 7. In total, the DEIS Plan proposed approximately 0.35 acres of wetland disturbance and 3.4 acres of wetland buffer modifications associated with the remaining wetlands. The FEIS Plan proposed mitigation in the form of approximately 0.82 acres of wetland creation/expansion along with buffer enhancement. The proposed mitigation also includes invasive species management, cleanup of former debris areas, aggressive re-planting with native ground covers, shrubs and trees, and initiatives to improve wetland and wetland buffer functions. The proposed landscaping plan for the site will include native species wherever feasible, and the water quality/bioretention features will be planted to mimic wetland vegetation to provide additional habitat, particularly to bird species.

The FEIS Plan would result in similar wetland and wetland buffer disturbance as evaluated in the DEIS, with approximately 0.35 acres of wetland disturbance and 3.3 acres of wetland buffer modifications associated with the remaining wetlands.

Pursuant to § 179-6B. of the Cortlandt Town Code, the following criteria apply for the approval, disapproval, or approving with modifications for wetland or wetland buffer disturbance:

i. The environmental impact of the proposed action.

The Project is the subject of a full Environmental Impact Statement with evaluation of all potential significant adverse environmental impacts.

ii. The alternatives to the proposed action.

Three alternatives for the Evergreen Manor Project Site are evaluated in Chapter 19 of the DGEIS/DEIS. The No Action Alternative and Development Under Existing Zoning Alternative would not be consistent with the Town's Comprehensive Plan, which recommends the establishment of a MOD as one of the Town's four strategic planning initiatives. A Reduced Residential Alternative would impact the goal of the MOD to provide a range of housing options that would be proximate to the hospital. In the Applicant's opinion, the alternatives evaluated would not be considered feasible.

iii. Irreversible and irretrievable commitments of resources that would be involved in the proposed activity.

Irreversible and irretrievable commitments of resources are evaluated in Chapter 22 of the DGEIS/DEIS.

iv. The character and degree of injury to or interference with safety, health or the reasonable use of property that is caused or threatened.

Most of the vegetation and wildlife habitat area to be disturbed is either the former developed area or second growth scrub/shrub following the cessation of landscape management. A majority of the wetland buffer in the southern half of the property consists of several extensive debris piles of materials from former residential activities. Much of the existing understory vegetation in and around the perimeter of the outbuildings consists of well-established invasive plant species. The FEIS Plan proposed mitigation in the form of approximately 0.82 acres of wetland creation/expansion along with buffer enhancement. The proposed mitigation also includes invasive species management, cleanup of former debris areas, aggressive re-planting with native ground covers, shrubs and trees, and initiatives to improve wetland and wetland buffer functions.

v. *The suitability or unsuitability of such activity to the area for which it is proposed*.

The development of the Evergreen Manor Project Site is consistent with the goals of the MOD in the Town's Comprehensive Plan Envision Cortlandt to encourage economic development and provide a range of housing options that allow for a continuum of care (aging in place) by centralizing medical services and ancillary uses around the hospital. A substantial part of the site was previously cleared and open landscape for residential use, and as recently as 1990 the majority of the northern half of the site was maintained lawn and managed landscape. Most of the proposed development will occur in these areas.

vi. The effect of the proposed activity with reference to the protection or enhancement of several functions of wetlands, water bodies and watercourses.

The majority of the vegetation and wildlife habitat area to be disturbed is either the former developed area or second growth scrub/shrub following the cessation of landscape management. The wetland in the northern portion of the site, which will be partially filled, does provide functions related to groundwater discharge and habitat, but these functions are compromised by the presence of invasive and non-native vegetation. Most of the wetland buffer in the southern half of the property

consists of several extensive debris piles of materials from former residential activities. Much of the existing understory vegetation in and around the perimeter of the outbuildings consists of well-established invasive plant species.

vii. *The availability of preferable alternative locations of the subject parcel or proposed action.*

Three alternatives to the Project are evaluated in Chapter 19 of the DGEIS/DEIS. Additionally, during preliminary discussions as stakeholders in the MOD process, several different scenarios were considered for development of the Evergreen Manor parcels. One concept, which required the elimination of the wetland at the north end of the site in order to locate all development closer to the Route 202 corridor, was modified following comments by the Army Corps of Engineers and Town Wetland Consultant. The proposed plan preserves all but a small portion of the northern wetland (approximately ¼ acre) and provides a wetland mitigation/replacement plan that will offset the loss of wetland at a ratio of 2:1. It was acknowledged in the Town wetland consultant's report that wetland and wetland buffer encroachment will still be required, but this section of wetland is the least valuable from a habitat function.

viii. *The availability of mitigation measures that could feasibly be added to the plan or action. Mitigation measures for the wetland and wetland buffer impacts have been included as part of the site plan design.*

Mitigation efforts will focus on expansion, restoration, and enhancement of the two wetland systems on the Evergreen Manor Site. This also includes invasive species management, cleanup of former debris areas, aggressive re-planting with native ground covers, shrubs and trees, and initiatives to improve wetland and wetland buffer functions.

ix. *The extent to which the exercise of property rights and the public benefit derived from such use may outweigh or justify the possible degradation of the wetland, water body or watercourse, the interference with the exercise of other property rights and the impairment or endangerment of the public health, safety or welfare.*

Overall, the land use changes associated with the Evergreen Manor Project will have a positive effect on the Town of Cortlandt by allowing for the redevelopment of underutilized property, providing a range of housing options, and encouraging economic growth. The Project will include improvements to the sanitary sewer system in the vicinity of the Project and has been designed to accommodate sanitary sewer flows from the adjacent neighborhood, which could provide for the revival of a potential Tamarack Sewer District. Traffic operational and safety improvements are also proposed as part of the overall MOD Development Plan.

x. *The functional assessment, if required by the approval authority.*

The wetland functions of the wetlands are described in the DGEIS/DEIS in Chapters 5 and 6. The portions of the wetlands that would be disturbed provide lower functions related to habitat, wetland vegetation, stormwater storage and aesthetic value. It is anticipated that the expansion, enhancement, and restoration of the remainder of these wetlands will improve the function of the wetlands.

6. Stormwater management

The Evergreen Manor DEIS Plan proposed would have resulted in an impervious coverage of approximately 9.5 acres. The Evergreen Manor FEIS Plan would result in approximately 11 acres of impervious coverage.

As discussed in Chapter 7 of the DEIS, the Storm Water Pollution Prevention Plan (SWPPP) for the Evergreen Manor Site consists of a combination of Stormwater Management Practices (SMP), Green Infrastructure Practices, and Alternative Treatment Practices. Standard Treatment Practices such as bioretention basins and underground infiltration basins will be used to treat stormwater runoff from roads, walks, driveways and parking areas. Stormwater planters will be used to treat roof runoff. The proposed Stormwater Management Practices will be designed to meet the New York State Stormwater Management Design Manual (NYSSMDM) requirements in order to provide 80% Total Suspended Solids (TSS) removal and 40% Total Phosphorous (TP) removal.

Similar to proposed under the DEIS Plan, the Evergreen Manor FEIS Plan will be developed and will be implemented so that the peak rate of runoff (velocity) and the quantity (volume) and quality of stormwater runoff during construction and after development are not significantly altered from pre-construction conditions. Primary stormwater management objectives are to replicate, as close as possible, pre-development hydrology and to avoid causing downstream flooding and flood damage and to employ all means practicable to mitigate increases in pollutant (TSS and TP) loads that will occur as a result of the proposed Project. In addition to maintaining stormwater runoff flow from the proposed watershed areas in a manner similar to existing drainage patterns, the peak rates of runoff at each storm event up to a 100-year storm frequency will be less than or equal to existing conditions through the implementation of proposed stormwater detention and infiltration practices.

7. Water

The DEIS Plan conservatively estimated an average daily water demand of approximately 81,411 gallons per day (gpd), as shown in DEIS Table 8-2. As discussed in Chapter 8 of the DGEIS/DEIS, The Northern Westchester Joint Water Work has a maximum plant capacity of 14.5 MGD. In 2018, NWJWW produced an average daily demand of 6.9 million gallons per day (MGD) with a maximum daily demand of 8.3 MGD. Additionally, the available water pressure and flow in the Town of Cortlandt water mains appears adequate to meet the estimated maximum peak flow demand of 283 gallons per minute (gpm) and an average demand flow of 57 gpm for the DEIS Plan.

The Evergreen Manor FEIS Plan remains substantially similar with an estimated average daily water demand of approximately 58,377 gpd, as shown on **Table II-3**. As described above, the available water supply within the NWJWW water supply system currently exceeds the estimated average daily demand for the Evergreen Site and the available water pressure and flow in the Town of Cortlandt water mains appear adequate to meet a maximum peak flow demand of 203 gpm and an average demand flow of 41 gpm for the FEIS Plan.

Table II-3: Evergreen FEIS Plan Estimated Water Demands (NYSDEC Flow Values)

Use Type	Amount		Units	Unit Flow (gpd[1])	Water Demand	
	No.	Beds			Unit Flow[2] (10% additional)	Average Daily Flow (gpd)
Apartments[3]	166	200	Bed	110	121 gal/unit	24,200
Townhouses[4]	70	150	Bed	110	121 gal/unit	18,150
Retail	7,000	--	SF	0.10	0.11 gal/unit	770
Assisted Living Residents [5]	83	83	Bed	110	121 gal/unit	10,043
Independent Living Residents [5]	31	39	Bed	110	121 gal/unit	4,719
Assisted Living Employees	30	--	Emp.	15	17 gal/unit	495
Total Daily Flow (gpd)						**58,337**
Total Daily Flow (gpm)[6]						**41**
Design Peak rate of Flow (gpm)[7]						**203**

Notes:

[1] Unit flow values based on NYSDEC Design Standards for Wastewater Treatment Works, § B.6.b, Design Flow, March 2014.

[2] 10 percent added to NYSDEC Design Standards for Wastewater Treatment Works, March 2014 unit flow rate to obtain water demand flow rate.

[3] Includes 132 one-bedroom/studio and 34 two-bedroom units; total of 200 bedrooms.

[4] Includes 70 townhouses, 60 two-bedroom with loft and 10 two-bedroom with den (calculated as three bedrooms for purposes of water and sewer demand)

[5] Includes 83 studio/one-bedroom memory care and AL units and 23 IL one-bedroom units and 8 IL two-bedroom units

[6] Flow based on 24-hour day

[7] Peaking Factor, Instantaneous =5.0 for water and 4.0 for sanitary, Mixed Use Project

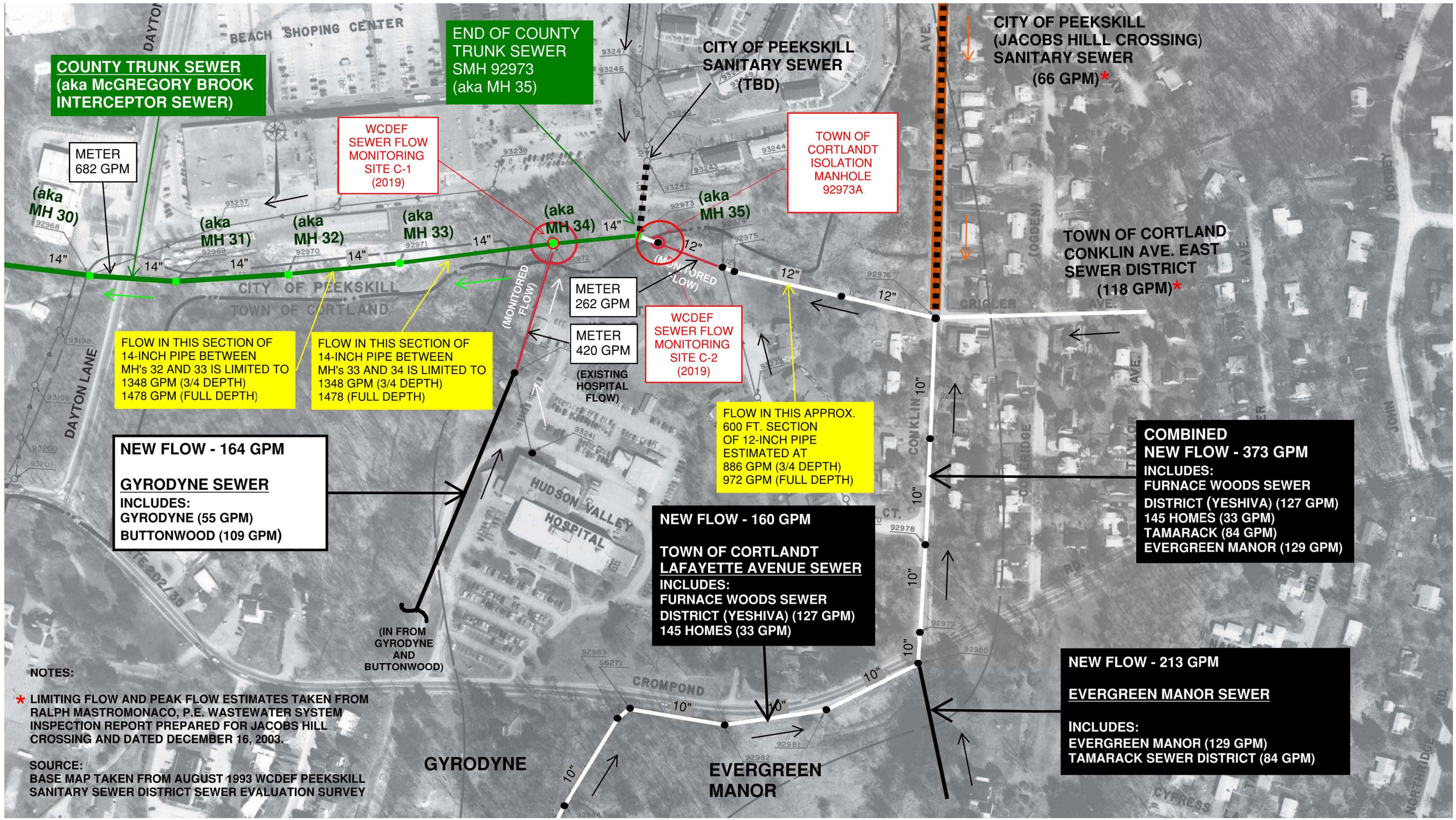

Figure II-2

Schematic Sewer System Layout Plan

Medical Oriented District (MOD)
Final Environmental Impact Statement (FEIS)

Prepared by:
DIVNEY • TUNG • SCHWALBE
Intelligent Land Use

0 200 400 FEET 1"=200'

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8. Sanitary Sewer Service

As discussed in Chapter 9 of the DGEIS/DEIS, the proposed mixed-use development on the Evergreen Manor site will result in an increase in sanitary flows to the existing 10" Town of Cortlandt sewer main located in Route 202/35/Crompond Road. However, the estimated flow for the Evergreen Manor FEIS Plan is substantially less than the flow studied in the DEIS Plan.

The DEIS estimated average daily sanitary flow for the Evergreen Site was approximately 74,000 gpd or approximately 51 gpm with an estimated peak flow of approximately 180 gpm based on a peaking factor of 3.5. See DEIS Table 9-1, Estimated Water and Wastewater Demands (NYSDEC Flow Values) for a summary of this flow estimate.

The estimated average daily sanitary flow for the FEIS Plan is approximately 53,070 gpd or approximately 37 gpm with an estimated peak flow of approximately 148 gpm based on a peaking factor of 4.0. See **Table II-4**, Estimated Water and Wastewater Demands (NYSDEC Flow Values) for a summary of this flow estimate.

The Applicant has evaluated off-site sanitary flows contributory to Westchester County's McGregor Brook Interceptor Sewer and finds the County trunk sewer has adequate capacity to convey both existing sewage flows and flows estimated to be generated by both the Gyrodyne and Evergreen Manor proposed developments. Existing flows include sewage conveyances from the Hudson Valley Hospital Center, the Furnace Woods Sewer District (including the pumped discharge from Yeshiva and 51 homes), and other existing homes and businesses through the City of Peekskill Sanitary Sewer, the Jacobs Hill Crossing Sanitary Sewer, and the Conklin Avenue East Sewer District. Future development was also studied and found to be within the capacity of the trunk sewer. Future development included the expansion of the Furnace Woods District, the addition of Buttonwood residences, and the formation of the Tamarack Sewer District. Refer to the Schematic Sewer System Layout Plan, **Figure II-2**.

In anticipation of the possible future expansion, the proposed Evergreen Manor on-site sanitary sewers will be designed to accommodate the estimated peak flows from the planned Tamarack Sewer District.

The Applicant is also aware of a bottleneck point in the system downstream at Field Street in the City of Peekskill and the County's plans to correct the deficiency under its Capital project SPK26 slated for design in 2026.

Further, the Applicant will work with the Town to reduce inflow and infiltration at a rate of 3:1 for non-affordable units and 1:1 for affordable units to offset any impacts from its new construction.

Table II-4: Evergreen Estimated Water and Wastewater Demands (NYSDEC Flow Values)

Use Type	Amount		Units	Unit Flow (gpd[1])	Water Demand		Sanitary Load	
	No.	Beds			Unit Flow[2] (10% additional)	Average Daily Flow (gpd)	Unit Flow[1]	Average Daily Flow (gpd)
Apartments[3]	166	200	Bed	110	121 gal/unit	24,200	110 gal/unit	22,000
Townhouses[4]	70	150	Bed	110	121 gal/unit	18,150	110 gal/unit	16,500
Retail	7,000	--	SF	0.10	0.11 gal/unit	770	0.10 gal/unit	700
Assisted Living Residents [5]	83	83	Bed	110	121 gal/unit	10,769	110 gal/unit	9,790
Independent Living Residents [5]	31	39	Bed	110	121 gal/unit	7,502	110 gal/unit	6,820
Assisted Living Employees	30		Emp.	15	17 gal/unit	495	15 gal/unit	450
Total Daily Flow (gpd)						**58,377**		**53,070**
Total Daily Flow (gpm)[6]						**41**		**37**
Design Peak rate of Flow (gpm)[7]						**203**		**148**

Notes:

[1] Unit flow values based on NYSDEC Design Standards for Wastewater Treatment Works, § B.6.b, Design Flow, March 2014.

[2] 10 percent added to NYSDEC Design Standards for Wastewater Treatment Works, March 2014 unit flow rate to obtain water demand flow rate.

[3] Includes 132 one-bedroom/studio and 34 two-bedroom units; total of 200 bedrooms.

[4] Includes 70 townhouses, 60 two-bedroom with loft and 10 two-bedroom with den (calculated as three bedrooms for purposes of water and sewer demand)

[5] Includes 83 studio/one-bedroom memory care and AL units and 23 IL one-bedroom units and 8 IL two-bedroom units

[6] Flow based on 24-hour day

[7] Peaking Factor, Instantaneous =5.0 for water and 4.0 for sanitary, Mixed Use Project

9. Energy and Telecommunications

The DEIS Plan estimated that the Evergreen Manor project would result an electric load of 4,503 kilowatts (kW) and gas load of 28,796 cubic feet per hour (CFH).

Based on the changes to the proposed mix of uses for the Evergreen Manor Site, it is estimated that the Evergreen Manor FEIS Plan would result in a slight increase in the estimated electric load of 4,604 kW and an increase in the estimated gas load of 39,188 CFH, as shown in **Table II-5** below.

Table II-5: Proposed Electric and Gas Demand for Evergreen Manor FEIS Plan

Proposed Use	Square Footage (Approximate)	Estimated Electric Load Kilowatts (KW)	Estimated Gas Load Cubic Feet per Hour (CFH)
Retail	7,000 SF	157 KW	2,777 CFH
Assisted Living & Independent Living (114 Units)	135,500 SF	836 KW	11,062 CFH
Multifamily Residential (166 Units)	168,000 SF	1,584 KW	11,629 CFH
Townhouses (70 Units)	130,600 SF	2,100 KW	13,720 CFH
Total		**4,604 KW**	**39,188 CFH**

10. Traffic and Transportation

Traffic is discussed in a revised Chapter 11, "Traffic and Transportation" which has been updated to reflect the FEIS project changes. The revised Chapter 11 is included as an Attachment to this section **(see Attachment 1: Chapter 11, "Traffic and Transportation")**.

Parking Analysis

The Evergreen Manor DEIS Plan proposed 605 surface parking spaces to serve the mixed of uses on the site, which met the number of spaces required by the draft MOD Ordinance. In response to the public comments submitted for the DGEIS/DEIS, the FEIS Plan has revised some of the uses as follows.

- Elimination of 100-room hotel.
- Elimination of 30,000 square foot Medical/Dental Lab and commercial/retail, space.
- 70 townhouses.
- 7,000 square foot retail building
- 114 unit Assisted Living and Independent Living buildings.
- 166-unit multifamily building with 132 studio/one-bedroom, and 34 two-bedroom units.

Based on the draft MOD Ordinance the Evergreen FEIS Plan would require 450 parking spaces. The FEIS plan proposes 569 surface parking spaces and townhome garage spaces to serve the mix of uses, as shown in **Table II-6**.

Table II-6: Evergreen FEIS Plan Parking Calculations

Use	Square Feet /Units	Parking Calc.	Required	Proposed
Retail/Commercial	7000	1 per 250 gsf	28	75
Multifamily One Bedroom	132	1.3 (+ 10% for Guests)	189	
Multifamily Two Bedroom	34	1.6 (+ 10% for Guests)	60	
Apt Total			249	244
Townhouses Bedroom	70	1.6	112	171
Assisted Living & Independent Living	114 (122 bedrooms)	0.5	61	79
Total			**450**	**569**

11. Air Quality

This section considers the potential for the Proposed Project to result in any new significant adverse air quality impacts compared to the findings from the Draft Environmental Impact Statement (DEIS). As discussed in the DGEIS/DEIS Chapter 1, "Project Description," the Proposed Project is the Medical Oriented District (MOD) Development Plan proposed by the Applicants, Gyrodyne, LLC and VS Construction which includes a mix of medical, residential, and commercial uses as well as on multiple parcels within the MOD.

The Proposed Project under the current design includes approximately 184,600 gsf of new medical spaces as well as approximately 939 parking spaces across surface lots and a parking structure on the Gyrodyne Site, and a mix of uses including an 120-unit assisted living facility, 70 senior townhouses, 166 multi-family residential units and 7,000 sf of accessory retail uses on the Evergreen Site. The Evergreen Site will also include 427 surface parking spaces.

The potential for impacts from stationary sources (e.g., fossil-fuel-fired equipment) and from mobile sources (i.e., traffic and parking demands) generated by the Proposed Project were considered in Chapter 12, "Air Quality," of the DEIS for the analysis year 2021. This section considers any new potential impacts based on the current development program of

the Proposed Project on ambient air quality for an analysis year of 2023 in the future conditions.

As discussed below, the Proposed Project would not result in potential significant adverse air quality impacts from stationary and parking sources. Similarly, traffic generated by the Proposed Project would not result in an exceedance of New York State Department of Transportation's (NYSDOT) screening criteria for mobile source air quality impacts. Therefore, the Proposed Project, as with the DEIS, would not have significant adverse air quality impacts.

STATIONARY SOURCE ANALYSIS

The Proposed Project includes the development of two sites, Gyrodyne and Evergreen. Under the current design, the Gyrodyne Project would include medical office spaces on a site directly across Route 202/35 from the existing New York Presbyterian Hospital (NYPH). Residential uses on the Gyrodyne Project Site that were considered in the DEIS have been removed from the current development program.

The Evergreen Project would result in a mix of uses that include an assisted living facility, townhouses, multi-family residential units, as well as accessory retail uses. On this site, the hotel, medical, and restaurant uses considered in the DEIS have been removed from the development plan.

The stationary sources of air pollutants associated with the Proposed Project would not be a major source of stationary source emissions. However, a screening analysis was performed for the DEIS to assess potential 1-hour average NO_2 and 24-hour and annual average $PM_{2.5}$ impacts from both Proposed Project's and the existing NYPH facility's heat and hot water systems since there would be potential green space on the roof of the medical office building on the Gyrodyne Project Site. The current plan no longer includes this green space on the roof.

Since the DEIS, it has also been determined that the newly constructed buildings would utilize natural gas-fired heat and hot water systems to provide space heating, air conditioning, and domestic hot water.

The heat and hot water systems for each building would potentially locate sources of pollutant emissions proximate to nearby sensitive receptors—locations that contain sensitive uses (i.e., residential) in buildings of similar or greater height than the proposed buildings. The potential impacts on existing sensitive receptors from the one-story retail building and the cluster of townhouses on the Evergreen Site were considered since these structures would be the most similar in height to the existing single-family residences located between the Gyrodyne Site and the Evergreen Site. The minimum distance to an existing sensitive receptor between a nearby single-family residence and the one-story retail building on the Evergreen Site, is approximately 160 feet.

Based on the size of the one-story retail building (7,000 sf) and the anticipated fuel type to be used by the proposed heat and hot water systems, the retail building itself is not anticipated to result in adverse air quality impacts at nearby receptors. In addition, based on experience with similarly sized sources in much denser urban areas (i.e., where background concentrations are higher), and the relatively low pollutant concentrations projected in the DEIS from the proposed buildings, sources of this size would not cause any exceedances of NO_2 and $PM_{2.5}$ standards at the nearest residential locations to the Project Site.

Also, there would no longer be the potential for significant adverse air quality impacts from the NYPH facility on the proposed project. The current development plan would not include the green space on the roof that was previously analyzed as the nearest sensitive receptor introduced by the Proposed Project. This nearest sensitive receptor at a similar or greater height to the Proposed Project would now be over 1,000 feet from the existing NYPH facility. Since this distance exceeds the 1,000-foot radius recommended in the *City Environmental Quality Review Technical Manual* when considering major or large sources which can be used as a guide for this analysis, no significant adverse air quality impacts would be expected from the NYPH facility on the Proposed Project.

Therefore, with the consideration of the background concentrations (shown in **Table II-7**), the level of emissions expected from the Proposed Project, and the distance to nearby sensitive receptors, no significant adverse air quality impacts would be expected from the Proposed Project.

Table II-7
Maximum Background Pollutant Concentrations

Pollutant	Average Period	Location	Concentration ($\mu g/m^3$)	NAAQS ($\mu g/m^3$)
NO_2	1-hour	Botanical Gardens	100.5	188
	Annual		28.1	100
$PM_{2.5}$	24-hour		19.8	35
	Annual		7.8	12

Source: New York State Air Quality Report Ambient Air Monitoring System, NYSDEC, 2017–2019.

MOBILE SOURCES

An assessment of the potential air quality effects of carbon monoxide (CO) emissions that would result from vehicles arriving at and departing from the Project Site with the Proposed Project was performed following the procedures outlined in the NYSDOT *The Environmental Manual (TEM)*, and summarized in the section, "Mobile Source Screening Analysis" of the DEIS.

LOS SCREENING ANALYSIS

Results of the traffic capacity analysis performed for the 2023 build year condition based on the current program 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 for the current program, the same five intersections as determined in the DEIS Project were projected to operate at a LOS D or worse on approaches for the AM or PM peak traffic periods:

- Lexington Avenue and Main Street / Route 6
- Lafayette Avenue / NY Presbyterian Driveway and Route 202/35
- Route 202/35 and Bear Mountain Parkway
- Croton Avenue / Maple Row and Route 202/35
- Route 202/35 and Lexington Avenue

CAPTURE CRITERIA SCREENING ANALYSIS

Further screening of the intersections identified in the LOS Screening Analysis was conducted using the Capture Criteria. This screening indicated that for all five of the above intersections, one of the listed Capture Criteria would be met. For the segments where speed data were not available, it was conservatively assumed that the criterion was met for reduction of speed. Therefore, a volume threshold screening analysis was conducted for all five intersections.

VOLUME THRESHOLD SCREENING

The intersection with the highest peak-hour With Action volume projected for 2023 would be at Croton Avenue/Maple Row and Route 202/35 in the PM peak with an intersection total of 3,232 vehicles, which is below the Volume Threshold criteria of 4,000 vehicles per hour for each approach. Emission Factors obtained from the United States Environmental Protection Agency (EPA) Motor Vehicle Emissions Simulator (MOVES) model were used to determine the volume threshold for each location, and accounting for the new signals at signalized intersections, volume thresholds would not be exceeded at any of the evaluated locations in the build year.

Since the volume thresholds establish traffic volumes in which a violation of the National Ambient Air Quality Standards (NAAQS) for CO is extremely unlikely, microscale air quality analysis is also not required for any intersection where approach volumes are equal to or less than the applicable thresholds. Therefore, a CO microscale air quality analysis is not warranted, and the Proposed Project, as with the DEIS, would not cause significant adverse air quality impacts from mobile sources on CO.

For particulate matter (PM), as with the program considered for the DEIS, the percentage of diesel vehicles traveling to the area would not meaningfully increase as a result of the Proposed Project, and the Proposed Project overall is not expected to cause significant adverse air quality impacts from mobile sources on PM, therefore a microscale analysis for PM is not warranted.

PARKING ANALYSIS

Potential impacts from the parking facilities for both the Gyrodyne and Evergreen Project Sites on CO and PM concentrations at receptor locations were evaluated for the current program. Emissions from vehicles entering, parking, and exiting the garages were updated according to the revised build year using the latest version of EPA's MOVES model. The assumptions and methodology described in the DEIS were used in the updated analysis. Background concentrations have also been updated from the DEIS to represent the most recent data available, with the exception of data from 2020, as it is not considered a typical year due to effects of COVID-19.

Based on the updated analysis, the maximum predicted eight-hour average CO concentration for any site is 2.8 ppm. This value includes a predicted concentration of 1.5 ppm from the proposed parking facilities and a background level of 1.3 ppm. The maximum predicted concentration is substantially below the applicable NAAQS of 9 ppm.

The maximum predicted 24-hour and annual average $PM_{2.5}$ concentrations are 25.9 µg/m3 and 7.9 µg/m3, respectively. These values include the background concentrations of 19.8 µg/m3 and 7.8 µg/m3, respectively, and are below the respective applicable NAAQS of 35µg/m3 for the 24-hour average concentration and 12 µg/m3 for the annual

concentration. Therefore, the proposed parking lots would not result in any significant adverse air quality impacts.

Since these predicted values are below the respective NAAQS, no significant adverse impacts are predicted for CO or $PM_{2.5}$ from the Proposed Project as a result of emissions from the parking facilities.

12. Noise

The DEIS Noise analysis found that the Proposed Action would not be expected to result in significant adverse noise impacts at residences or other receptors immediately adjacent to the project site according to the NYSDEC noise impact criteria or the Town of Cortlandt's code restrictions on noise, and that future noise levels at the buildings included in the proposed development would experience noise levels in the range considered acceptable for residential use according to NYSDEC's noise exposure guidelines. An updated noise analysis accounting for the revised Development Plan yielded the same conclusions, i.e., that the Proposed Action would not have the potential to result in any significant adverse noise impacts.

13. Economic Conditions

Existing Conditions

As discussed in Chapter 14 of the DGEIS/DEIS, "Economic Conditions", The Evergreen Manor Project Site is predominantly undeveloped except for existing structures located in the northeast portion of the property consisting of the former Evergreen Manor hotel, a caretaker's residence, and an old barn. As shown in **Table II-9**, the three tax parcels that comprise the Evergreen Manor Project Site had a total assessed value of $28,200 in 2020.

Table II-9: Assessed Value Evergreen Manor Project Site

Parcel	Land Value	Total Assessed Value
33.12-2-8	$6,500	$21,375
33.12-2-1	$1,725	$1,725
33.12-2-7	$5,050	$5,100
Total	**$13,275**	**$28,200**
Source: 2021 Town of Cortlandt Tax Roll		

Based on the Site's total assessed value of $28,200 and current mill rates, the Evergreen Manor Project Site generated an estimated total of $58,818 in property taxes in 2020 (see **Table II-10**). Of that amount, over 70 percent ($42,035) was for the LCSD. The Town's general budget received an estimated total of $880 from the properties, and the Town's highway fund received an estimated $5,185.

Table II-10, Existing Property Tax Revenues Evergreen Manor Project Site

Jurisdiction	Taxable Assessed Value	Rate per $1,000	Tax Amount
Town	$28,200	31.22	$880
County	$28,200	198.57	$5,600
Highway	$28,200	183.87	$5,185
Library	$28,200	7.54	$213
Ambulance #3	$28,200	8.39	$237
County Refuse	$28,200	18.58	$524
Mohegan Fire	$28,200	97.21	$2,741
Peekskill Sanitary Sewer	$28,200	34.33	$968
Cortlandt Consolidated Water	$28,200	15.43	$435
Lakeland Central School District	$28,200	1,490.61	$42,035
Total	$28,200	2,085.75	$58,818

Notes: Property tax rates are estimates based on assessed value and mill rates, and may differ from actual tax bills; values are rounded and therefor may not sum to total.

Sources: 2020 Town of Cortlandt Tax Roll and 2020 mill rates, AKRF.

Proposed FEIS Plan

The Evergreen Manor FEIS Plan includes approximately 7,000 gross square feet (gsf) of retail space, a 114-unit assisted living and independent living, 180,000 gsf of multifamily apartments with 166 dwelling units (DUs); and 70 townhouses. The FEIS Plan at full build-out includes a total of approximately 438,000 gsf of floor area in the MOD. The FEIS Plan provides 569 parking spaces to service the mix of uses.

As shown in **Table II-11**, the Evergreen Manor FEIS Plan would potentially generate an estimated 598 new residents. No dwelling units are proposed on the Gyrodyne FEIS Plan and all DUs are located on the Evergreen Site. The potential population estimate of the revised plans represent an approximate 1.4 percent increase in the Town's residential population. The proposed FEIS Plan results in a net reduction of 120 estimated residents from the 718 residents that were estimated in the DGEIS/DEIS for both the Evergreen and Gyrodyne sites, which would have increased the population by an estimated 1.7 percent.

Table II-11: Total Residential Population Generated by Proposed Action (Exclusively located on the Evergreen Manor FEIS Plan)

Type of Unit	Unit Count	Multiplier	Total Persons
Multifamily (5+ units, rental)			
1 Bedroom	132	1.67[1]	220.4
2 Bedroom	34	2.31[1]	78.5
Townhouses (single-family, attached)			
2 Bedroom	60	2.09[1]	125.4

2 Bedroom + Den	10	2.83[1,2]	28.3
Assisted Living/Independent Living			
Assisted Living	83	1.0	83.0
Independent Living	31	2.0	62.0
Total	350		**597.7**
Rounded			**598**

(1) Residential Demographic Multipliers. Center for Urban Policy Research, Rutgers University.
(2) Based on demographic multiplier for single-family attached, three-bedroom unit for the purposes of school children generation estimates.

Projected Tax Revenues

The DEIS estimated a market value of $67.0 million and taxable assessed value of approximately $1.1 million (see DEIS Table 14-44). As shown in **Table II-12,** the built improvements associated with the Evergreen Manor FEIS Plan would result in a similar estimated total market value of approximately $74.0 million and taxable assessed value of approximately $1.2 million.

Table II-12, Evergreen FEIS Plan – Estimated Assessed Value

Use	Cost per SF or Parking Space	Units / SF / Parking Spaces	Total Cost/ Market Value	Assessed Value[1]
Assisted and Independent Living				
Structure	$224.00	106,000	$23,744,000	$363,283
Parking Improvements	$5,000.00	79	$395,000	$6,044
Sub-Total			$24,139,000	$369,327
Apartments				
Structure	$150.00	180,000	$27,000,000	$413,100
Parking Improvements	$5,000.00	244	$1,220,000	$18,666
Sub-Total			$28,220,000	$431,766
Townhouses				
Townhouses	--	70	$17,500,000	$267,750
Retail				
Structure	$150.00	7,000	$1,050,000	$16,065
Parking Improvements	$5,000.00	75	$375,000	$5,738
Sub-Total			$1,425,000	$21,803
Total			**71,284,000**	**1,090,645**

Notes: [1]Estimated assessed value applies the current 1.53% equalization rate to market value.

Townhouse value based on average market rate of $250,000 per unit within the Hollow Brook Mews townhouse development.

Sources: Divney Tung and Schwalbe, Preliminary Fiscal Analysis, Evergreen Manor, 2018.

Based on current equalization and tax rates, the development associated with the Evergreen DEIS Plan would have generated approximately $2.3 million annually in property tax revenues (See DEIS Table 14-45). The proposed Evergreen Manor FEIS Plan would generate approximately $2.5 million annually in property tax revenues. Both projected property tax figures represent a significant increase from the existing property tax revenue of the undeveloped site, which was $62,480 in 2018). **Table II-13** provides a breakdown of property tax revenue by taxing jurisdiction. As discussed in Section B, above, in accordance with Town requirements, up to ten percent of the multifamily and townhouse dwelling units would be designated as affordable. The final total market value and assessed value would be determined by the Town of Cortlandt Assessor. With the inclusion of affordable units, it is anticipated that the projected tax revenue would still represent a significant increase over the existing taxes generated by the property.

Table II-13, **Evergreen Manor Project – Projected Tax Revenues**

Jurisdiction	Assessed Value	Rate per $1,000	Tax Amount
Town	$1,090,645	31.22	$34,050
County	$1,090,645	198.57	$216,569
Highway	$1,090,645	183.87	$200,537
Library	$1,090,645	7.54	$8,223
Ambulance #3	$1,090,645	8.39	$9,151
County Refuse	$1,090,645	18.58	$20,264
Mohegan Fire	$1,090,645	97.21	$106,022
Peekskill Sanitary Sewer	$1,090,645	34.33	$37,442
Cortlandt Consolidated Water	$1,090,645	15.43	$16,829
Lakeland Central School District	$1,090,645	1,490.61	$1,625,727
Total		**2,085.75**	**$2,274,813**
Notes: Values are rounded and therefore may not sum to total.			

Certain components of the Evergreen Manor project would seek financial incentives from the Westchester County Industrial Development Agency (IDA) that could include sales tax exemptions, mortgage tax exemptions and potentially PILOT agreements. The purposed of IDA benefits are typically to incentivize the creation of new construction and permanent jobs as well as to assist in lowering construction costs and allow for the phase in of full property taxes during the period when a project is "stabilizing," or becoming fully operational. It is expected that payments would represent significant increase over that which the property is currently generating for each of the various taxing jurisdictions and are sufficient to cover the costs of municipal services provided.

Economic Impacts of Construction Activities

Similar to the DEIS Project the Evergreen Manor FEIS Plan would result in economic benefits from construction activities to construct the new infrastructure, roadways, structures and parking. As the Evergreen Manor FEIS Plan features a similar layout to the DEIS Plan, it is anticipated that the construction activities and benefits would be comparable to that studied in

the DEIS creating an estimated 343 direct person-years of employment in Westchester County, mainly in the construction sector, as well as architecture, engineering, and related services. Indirect and induced spending would support an additional 141 person-years of employment in the County.

Projected Fiscal Costs

The Evergreen Manor Project would generate demand for municipal services from each of the affected taxing jurisdictions. As detailed below, these fiscal costs include general municipal service costs, but also costs to the ambulance district, library, fire department, sanitary sewer, and other utilities.

Town of Cortlandt (Including Highway)

The Evergreen FEIS Plan provides a modification of the mixed-use development with residential and commercial uses. The projected fiscal costs to the Town were estimated using the proportional valuation method discussed in Chapter 14, Section B – Methodology, of the DGEIS/DEIS. As shown in **Table II-14** approximately $1,610 in costs are associated with non-residential development at $0.23 per gsf and $75,740 in costs are associated with the proposed residential development at $126.65 per resident. The total cost of the Evergreen Manor Project to the Town (including the Highway fund) is anticipated to be $77,350 annually, which is similar to the $75,969 estimated in the DEIS.

Table II-14, **Projected Annual Cost to the Town (including General and Highway Funds)**

Project	**Fiscal Cost**
Non-residential Costs	$1,610
Residential Costs	$75,740
Evergreen Manor Total	$77,350

Library

The library has a total fiscal expenditure of approximately $605,000 per annum. Based on the library district's population of 33,524 residents (the total population of the Town of Cortlandt, minus the population of the Village of Croton-Harmon), the library's existing per capita expenditure totals approximately $18 per resident. The DEIS Plans for Evergreen and Gyrodyne combined had a projected population of approximately 718 residents, and the revenue from both projects was estimated to be roughly equivalent to the costs. With the elimination of residential units on the Gyrodyne site in its FEIS Plan, the total population, which will be limited to the Evergreen Manor Project Site, would decrease to 598 residents. It is anticipated that estimated library cost of approximately $10,764 would be covered by the combined tax revenues of $8,223 from the Evergreen Site (see Table I-16 above) and tax revenue from the Gyrodyne Site that no longer proposes any residential uses or new dwelling units.

Ambulance

The Evergreen Manor DEIS Plan estimated $5,883 in property tax revenue from the originally proposed development for the EMS ambulance district (see DEIS Table 14-45). The Evergreen Manor FEIS Plan is substantially similar to the DEIS Plan with regards to the anticipated increase in residents, workers, and visitors who may require emergency medical services (EMS). The costs associated with an increased demand for EMS would not be substantial, as EMS service already exists in the area and the incremental demand for EMS services would not require substantial new investment. The incremental costs associated with EMS service are expected to be more than offset by the $9,151 in additional tax revenues collected by the Ambulance district.

County Refuse

The DEIS Plan estimated $18,344 in property tax revenue from the originally proposed development for County Refuse (see DEIS Table 14-45). The FEIS Plan is substantially similar to the DEIS Plan with regards to the anticipated demand for waste carting services as a result of the additional population introduced. The costs associated with increased refuse collection by the County as a result of the development would not be substantial, as collection in the MOD already exists and the incremental refuse would not require additional capital investment in equipment. Any additional costs would be more than offset by the additional $20,264 in estimated property tax revenue that the County would receive for refuse collection from the Evergreen Manor Project.

Mohegan Fire

The DEIS Plan estimated $101,718 in property tax revenue from the originally proposed development for the Mohegan Fire District (see DEIS Table 14-45). The FEIS Plan is substantially similar to the DEIS Plan with regards to the anticipated demand for fire protection services as a result of the additional population and development introduced. The costs associated with increased fire protection services is not expected to be substantial as the fire protection infrastructure already exists, and the incremental increase in development is not expected to require additional investment in equipment from the Mohegan Fire District. Additional costs are expected to be more than offset by the estimated $106,022 in property tax revenue that the Mohegan Fire District would receive as a result of development associated with the Evergreen Manor Project.

Peekskill Sanitary Sewer

The DEIS Plan estimated $43,378 in property tax revenue from the originally proposed development for the Peekskill Sanitary Sewer District (see DEIS Table 14-45). The FEIS Plan results in a reduction in sanitary flows compared to the DEIS Plan The costs associated with the increased demand for sewer services would not be substantial, as the sewer infrastructure already exists and the incremental increase in development would not require additional investment in equipment from the Peekskill Sanitary Sewer District. Some of the additional costs are expected to be offset by the estimated $37,442 in property tax revenue the sewer district would receive for sanitary services from development associated with the Evergreen Manor Project.

Cortlandt Consolidated Water (CCW)

The DEIS Plan estimated $20,379 in property tax revenue from the originally proposed development for the Northern Westchester Joint Water Works (NWJWW)/ Cortlandt

Consolidated Water (CCW) (see DEIS Table 14-45). The FEIS Plan would result in a decrease in water demand compared to the DEIS Plan. Although water infrastructure already exists, the incremental increase in development could require additional investment in water infrastructure and equipment. Some of the additional costs could be offset by the additional $16,826 (see FEIS Table I-16 above) in property tax revenue that the NWJWW/Cortlandt Consolidated Water district would receive from development associated with the Evergreen Manor Project.

While the NWJWW/Cortlandt Consolidated Water District has the capacity to supply the anticipated water needed to service the Evergreen Manor Project, the developer would be responsible for necessary on-site conveyance for potable and fire protection via local water district extension.

Lakeland Central School District

As discussed in Chapter 3 of the DGEIS/DEIS, entitled "Community Services", the Evergreen Plan was projected to generate an estimated 13 public school-aged children who could be enrolled in the Lakeland Central School District. The FEIS Plan is substantially similar to the DEIS Plan and estimates an increase of 15 additional school aged students as a result of the additional population and development introduced (see FEIS Table I-3).

The marginal cost of educating an additional student is less than the overall average cost, because many items in the school budget are not directly affected by the additional students. Although 15 additional students would not likely result in the need for significant program changes, utilizing the Program component expenditures provides a conservative estimate of costs to educate the additional students. As detailed in Chapter 3, "Community Resources" of the DGEIS/DEIS, the Program expenditure component has averaged approximately $21,800 per pupil over the past four budgets. According to LCSD budget notices, the property tax levy to support the total budget accounts for approximately 70 percent of the total revenues to the District. Applying the 70 percent figure to the cost per pupil for the Program component results in a cost of approximately $15,300 per pupil raised by property tax revenue. Therefore, the estimated total cost for the 33 potential public school-age children that could be generated by the Project will be approximately $382,500.[1] It is estimated that the LCSD would receive approximately $1,600,000 in tax revenue from the Evergreen Manor Project.

Mitigation

The MOD Development Plan is not anticipated to result in any significant adverse economic or fiscal impacts. The MOD Development Plan, consisting of the Evergreen Manor and Gyrodyne projects, would result in new commercial uses, including professional offices, as well as new residential development that would attract and retain residents and consumer expenditure associated with those residents. Upon full build-out the projected annual property tax revenues generated for each affected taxing jurisdiction is expected to exceed the estimated costs to those jurisdictions, particularly for the LCSD. The MOD Development Plan would therefore have overall net positive economic and fiscal effects, and no further mitigation measures are required.

[1] Based on multiplying the property tax levy/per pupil by the number of projected students.

14. Cultural Resources

On September 27, 2019 the Division of Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP) determined that "there are no prudent and feasible alternatives to the demolition of the National Register eligible property on the site for the proposed medical oriented district. Although we agree the Manor is in an advanced state of deterioration, the removal of these buildings remains, in the OPRHP's opinion, an Adverse Impact on historic resources." A Letter of Resolution (LOR) was subsequently executed by VS Construction, OPRHP and the NYS Department of Environmental Conservation (DEC), which identified mitigation measures to mitigate the Adverse Impact.

The proposed mitigation measures include a Structure Documentation report, A kiosk and/or interpretive panel that will be developed in coordination with OPRHP and displayed in or outside one or more of the new buildings, and the incorporation of key architectural design elements from the former Evergreen Manor Hotel into the building architecture and/or as display artifacts. The Structure Documentation report was submitted to OPRHP in May 2020. The Evergreen Manor Project Alternative Analysis, OPRHP correspondence, executed LOR, and Structure Documentation report are included in the appendix of this FGEIS/FEIS.

Twenty-seven of the proposed townhouses will be constructed within the southern portion of the Evergreen Manor site, where no improvements were previously proposed under the Evergreen Manor Project DEIS plan. The southern portion of the site was evaluated as part of the *Phase 1A Literature Search and Sensitivity Assessment & Phase 1B Archaeological Field Reconnaissance Survey, Evergreen Manor, A Medical Oriented District Project,* and no historic or pre-historic resources were identified.

15. Visual Resources

The Evergreen Manor Project has been designed to provide a vibrant mix of uses that is consistent with the goals of the MOD to encourage economic development and provide a range of housing options proximate to the hospital.

The Evergreen Manor FEIS Plan eliminates the five-story 100-room hotel and the multi-story retail and medical/dental lab buildings proposed in the DEIS Plan. The FEIS Plan proposes 70 two-story townhouses. As previously proposed in the DEIS Plan, the Evergreen Manor FEIS Plan will feature evergreen, deciduous, and flowering trees and shrubs throughout the Site to provide both screening and visual interest from within and outside of the Property. Existing vegetation would be maintained between the proposed assisted and independent living facility and the eastern property boundary. Existing vegetation within and adjacent to the existing wetland areas in the northern and southern portions of the property will be maintained.

Topographical changes between the adjacent neighborhoods and the proposed buildings along with the proposed landscaping partially obscure lower levels of the proposed buildings. Existing vegetation that would remain along the Evergreen Manor Project Site perimeter and proposed landscaping would further screen views of the proposed buildings during summer months. Site landscaping, retaining walls in earth tone colors, and proposed architecture featuring a neutral color palette and architectural detailing are proposed to break up the massing of the various elements and provide visual interest. The existing wetland along the Evergreen Manor Project Site frontage would be preserved and enhanced through the removal of invasive species improving the views into the site.

16. Hazardous Materials

Based on the proposed FEIS Plan there are no substantial changes to potential impacts or proposed mitigation efforts for hazardous materials that were discussed and/or studied in Chapter 17 of the DGEIS/DEIS.

17. Construction

The construction phasing of FEIS Plan is substantially similar to the proposed phasing previously presented in Chapter 18 of the DGEIS/DEIS. The first phase of construction will include the Project's main entry road and related stormwater and utility improvements. The next phase contemplates the rental apartments and assisted/independent living. The townhouses and the retail components would be developed in the final phase of the Project.

18. Alternatives

In response to comments made during the DGEIS/DEIS public hearings and comment period, the Town Board requested the Applicants to review the comments and provide amended plans for the Projects. Based on the proposed FEIS Plan there are no substantial changes to potential impacts or proposed mitigation efforts for that require additional analysis of the Alternatives studied in Chapter 19 of the DGEIS/DEIS. The Environmental Analysis above discussed the revisions associated with the Evergreen Manor FEIS Plan and any potential mitigation measures.

19. Unavoidable Adverse Impacts

Based on the proposed FEIS Plan there are no substantial changes to potential impacts or proposed mitigation efforts for unavoidable adverse impacts that were discussed and/or studied in Chapter 20 the DGEIS/DEIS.

20. Mitigation

Based on the proposed FEIS Plan there are no substantial changes to potential impacts to proposed mitigation plans that were discussed and/or studied in Chapter 21 of the DGEIS/DEIS.

21. Irreversible and Irretrievable

Based on the proposed FEIS Plan there are no substantial changes to potential impacts or proposed mitigation efforts for irreversible and irretrievable commitment of resources that were discussed and/or studied in Chapter 22 the DGEIS/DEIS.

22. Growth Inducing

The proposed Evergreen FEIS Plan is projected to have a population of approximately 598 residents and would be the only MOD Development Plan site with new residential dwelling units. The proposed 598 residents is a reduction from the 718 residents studied in the DGEIS/DEIS generated from both the Evergreen DEIS Plan and the Gyrodyne DEIS Plan. The addition of 598 residents will result in an approximately 1.4% increase in the Town's overall population of 42,967 (based on the 2017 US Census populations estimate) if all residents were new to the Town of Cortlandt.

23. Impacts on the Use of and Conservation of Energy

Based on the proposed FEIS Plan there are no substantial changes to potential impacts or proposed mitigation efforts for the use of and conservation of energy that were discussed and/or studied in Chapter 24 the DGEIS/DEIS. As studied above, based on the changes to the proposed mix of uses for the Evergreen Site, the FEIS Plan calculates a slight decrease in the estimated electric load in kilowatts (kW) and a marginal increase in the estimated gas load in cubic feet per hour (CFH). See **Table II-5** above.

GYRODYNE

A comparison of the Gyrodyne FEIS Site Plan and Alternative Mixed Use Site Plan to the DEIS Plan in each of the environmental impact areas studied in the DGEIS/DEIS is described in the applicable subsection below.

1. Land Use, Zoning and Public Policy

Under the proposed Gyrodyne FEIS Site Plan, the previously proposed 200-unit multi-family residential structure has been eliminated. In lieu, an additional 84,600 square feet of medical office space is now proposed on 'Parcel 2' of the Gyrodyne Site for a total of 184,600 square feet of medical office space. This modification results in both a change in land use from the DEIS Plan (from mixed-use to commercial), as well as an overall reduction in development scale and overall building heights. No additional land use or zoning impacts have been identified with the reduced-scale FEIS Site Plan.

The proposed Gyrodyne FEIS Site Plan is consistent with the Town's Medical Oriented District planning strategy and numerous policies described in the Town of Cortlandt's 2016 Sustainable Comprehensive Plan, entitled "Envision Cortlandt," which was adopted by the Town on March 15, 2016. The Gyrodyne FEIS Plan would directly meet the following goals and objectives of the MOD:

- Provides development around the NYPH Hospital Center along Route 202/35 that includes Class A medical office space and facilities that offer a variety of medically oriented uses. The proposed medical office building would provide 184,600 square feet of medical office space that would complement the medical services already provided at the hospital.
- Improves the walkability of the area.

Gyrodyne FEIS Alternative Mixed Use Site Plan

Under the proposed Gyrodyne FEIS Alternative Mixed Use Site Plan, the previously proposed 200-unit multi-family residential structure has been reduced to a 160 units (located on 'Parcel 2') and the 100,000 square foot medical office structure has been reduced to 83,500 square feet (located on 'Parcel 1'. This modification retains a similar land use mix as presented in the DEIS Plan (mixed-use campus), as well as an overall reduction in development scale and overall building heights. No additional land use or zoning impacts have been identified with the reduced-scale FEIS Alternative Mixed Use Site Plan.

The Alternative Mixed Use Site Plan is also consistent with the Town's Medical Oriented District planning strategy and numerous policies described in the Town of Cortlandt's 2016 Sustainable

Comprehensive Plan, entitled "Envision Cortlandt," which was adopted by the Town on March 15, 2016. The Gyrodyne Project would directly meet the following goals and objectives of the MOD:

- Provides development around the NYPH Hospital Center along Route 202/35 that includes Class A medical office space and facilities that offer a variety of medically oriented uses. The proposed medical office building would provide 83,500 square feet of medical office space that would complement the medical services already provided at the hospital.
- Provides new multi-family housing that can serve the needs of different population groups in the Town.
- Provides mixed-use development and streetscape amenities.
- Improves the walkability of the area.
- Provides workforce housing for employees of the hospital. The proposed multi-family residential units are located within walking distance to the hospital as well as the other medical uses that will be located on the Gyrodyne Project Site. The proposed housing units will be ideal for employees of the hospital or other local workers.

2. Community Services

Population

Under the theoretical build-out of the Gyrodyne DEIS Plan, the DGEIS/DEIS estimated 280 new residents in the Town, or a 0.7% increase in the Town's population. In response to the comments on the DGEIS/DEIS, the 200-unit residential building proposed on the Gyrodyne Site was eliminated under the proposed 100% medical office FEIS Site Plan. There would be no new residents associated with the proposed FEIS Site Plan.

Gyrodyne FEIS Alternative Mixed Use Site Plan

At its full respective build-out, the Gyrodyne FEIS Alternative Mixed Use Site Plan could increase the residential population of the Town of Cortlandt by approximately 224 new residents, or a 0.5% increase in the Town's population.

Schools

The proposed Gyrodyne FEIS Site Plan eliminates the previously-proposed (DEIS Plan) 200-unit residential component and as the FEIS Site Plan is 100% medical office, would not generate new school children at the site. During the first year of occupancy and based on the method of deriving assessment value and tax levies, total school tax revenues associated with Phase I amount to $1.9 million and $1.5 million with Phase II.

Gyrodyne FEIS Alternative Mixed Use Site Plan

The Gyrodyne FEIS Alternative Mixed Use Site Plan represents a 20% reduction in residential density compared to the previously-proposed DEIS Plan (160 units vs. 200 units).

In association with buildout of the FEIS Alternative Plan, an estimated 13 school-aged children could be anticipated to be added to the Lakeland Central School District (LCSD) from the 160-unit multifamily structure (as shown in **Table II-15)**. The projected 13 public school-aged children is similar to the 16 evaluated under the Gyrodyne DEIS Plan.

Table II-15: Gyrodyne FEIS Alternative Mixed Use Site Plan - Updated Estimated Public School-Age Children

Type of Unit	Unit Count	Multiplier[1]	Public School-Aged Children
Multifamily (5+ units, rental)			
1 Bedroom	144	0.07	10.08
2 Bedroom	16	0.16	2.56
Total	160	-	12.64
Rounded			**13**
Cumulative Number of School Children in MOD (Evergreen Manor Site and Gyrodyne Site)			**28[2]**

Note:

(1) Residential Demographic Multipliers. Center for Urban Policy Research, Rutgers University. Table 3--1 New York, All Public School Age Children: School-Age Children in Public School (PSAC) June 2006.

(2) If both the Evergreen Manor Site and the Gyrodyne FEIS Alternative Mixed Use Site Plan are constructed a total of 28 public school-aged children would be added to the district.

As discussed in the DGEIS/DEIS, LCSD enrollment has declined each year since the 2009-2010 school year. School enrollment has decreased approximately 14% from 6,354 in 2009-2010 to 5,510 in 2019-2020, as shown in **Table II-16**. The estimated public school-aged children that could be generated by the Gyrodyne project will account for less than 0.3% of the school district's current enrollment.

Table II-16: School District Enrollment (Pre-K through 12)[1]

School Year	Enrollment	% Change
2009-2010	6,354	--
2010-2011	6,282	-1.1%
2011-2012	6,075	-3.4%
2012-2013	6,046	-0.5%
2013-2014	5,967	-1.3%
2014-2015	5,797	-2.9%
2015-2016	5,709	-1.5%
2016-2017	5,638	-1.3%
2017-2018	5,594	-0.8%
2018-2019	5,528	-1.2%
2019-2020	5,510	-0.3%

[1] New York State Education Department, New York State Report Card, Lakeland CSD Data, https://data.nysed.gov.

According to LCSD budget notices, the property tax levy to support the total budget accounts for approximately 70% of the total revenues to the District. Applying the 70% figure to the cost per pupil for the Program component results a cost of approximately $15,300 per pupil raised by property tax revenue. Therefore, the estimated total cost for the 13 potential public school-age children that could be generated by the Project will be approximately $198,900.[1] During the first year of occupancy and based on the method of deriving assessment value and tax levies, school tax revenues associated with the medical office component is estimated at $1.5-million, with over $1-million in additional school tax revenue associated with the residential component.

Emergency Services

The DEIS found that the development plan would have a minimal incremental impact to the existing emergency services. The Gyrodyne FEIS Site Plan (and Alternative Mixed Use Site Plan) would result in a reduction in the proposed population compared to the DEIS Plan. It is not expected that FEIS Site Plan (or FEIS Alternative Plan) would have significant additional incremental impacts on emergency services compared to the DEIS Plan.

3. Geology, Soils, and Topography

Responding to community and Town Board input, the revised FEIS Site Plan (and Alternative Mixed Use Site Plan) overall development footprint has been reduced, resulting in an approximately 6 percent net increase in open space. Further, under the revised Site Plan (and Alternative Site Plan), the natural areas around Orchard Lake would be preserved in their current natural state, reducing overall disturbance to wetland areas by approximately 64%. Disturbance of wetlands is now limited to 12,000 square feet. Approximately one acre of natural areas would be developed; the area around Orchard Lake would be preserved in its natural state. There will be no impacts related directly to Orchard Lake. The Gyrodyne Project proposes to keep the lake in its natural state without any disturbance to its function or flow system.

Given the reduced scale and development footprint of the proposed FEIS Site Plan, the analyses and conclusions from the DGEIS/DEIS regarding geology, soils and topography on the Gyrodyne remain valid, with further reductions in impacts anticipated with the FEIS Site Plan (and Alternative Mixed Use Site Plan. With the reduced footprint and elimination of walking trails near Orchard Lake, grading activities have been reduced across the project. In addition, construction operations are not anticipated to result in significant adverse impacts to soils and the presence of soils with limitations on development is not anticipated to impede the intended uses of the site.

Gyrodyne FEIS Alternative Mixed Use Site Plan

Similar to the DEIS Plan, implementation of the FEIS Plan (or Alternative Mixed Use Site Plan) would incorporate the following mitigative elements to reduce or eliminate potential impacts associated with geology, soils and topography:

- Storm Water Pollution Prevention Plan (SWPPP): The SWPPP will include Erosion and Sediment Control plans that will specify the types, locations, and maintenance of

[1] Based on multiplying the property tax levy/per pupil by the number of projected students.

any erosion control measures;

- Final site design will also incorporate methods to control erosion and sedimentation and limit the transport of sediment to offsite areas. Guidance will be taken from the Best Management Practices (BMPs) recommended in the latest "New York Guidelines for Urban Erosion and Sediment Control" as well as the NYSDEC's "Urban Stormwater Management Practices Catalogue";

- An extensive erosion control plan will reduce runoff during construction. A controlled sequence of measures will ensure that runoff and sediment receiving areas are prepared in advance of major site disturbances. An erosion-control seed mixture will be used that contains 50% annual ryegrass and 50% perennial ryegrass for a quick and effective stabilization of the soils. A series of hay bales and silt fencing will be placed to capture coarse and fine sediment. Silt fencing will also be installed to prevent material from washing away;

- Maintenance of the erosion control measures will include removal of accumulated sediment and trash from all control structures and the basin, repair or replacement of damaged swales, diversions, silt fencing, hay bales, and reseeding where necessary. The construction entrance will be stabilized with crushed stone to prevent soil and debris from being carried onto roads.

Conclusion

With the implementation of the above measures as part of the proposed project (and Alternative project), the Gyrodyne FEIS Site Plan would not result in any significant adverse impacts and no additional mitigation measures (beyond those identified above and within the DEIS Plan) are required.

4. Natural Resources

Under both the Gyrodyne FEIS Site Plan and Alternative Mixed Use Site Plan development programs, approximately one acre of natural areas would be developed; the area around Orchard Lake would be preserved in its natural state, and the wetland area would remain largely undisturbed and in its natural state. Only a limited portion of the wetland area (approximately 12,000 square feet) would be developed in connection with the proposed parking area. This is a reduction in wetland disturbance of approximately 64% as compared to the DEIS Plan. There will be no impacts related directly to Orchard Lake. The Gyrodyne Project proposes to keep the lake in its natural state without any disturbance to its function or flow system. The proposed Gyrodyne FEIS Plan and FEIS Alternative Plan will not have any adverse impacts on any aquifer or on the local water table level. However, stormwater runoff will be contained onsite and discharged into Orchard Lake, providing for natural ground infiltration. This process will help ensure that a healthy water level is maintained in the lake that will support the surrounding natural environment.

As stated in the DEIS, a substantial part of the site was previously cleared and open landscape for medical office and residential uses, and the areas of the site not containing buildings or parking area were largely maintained lawn and managed landscape. Nearly all of the proposed development has been directed towards these areas.

To reduce any potential impacts associated with the removal of existing trees, potential mitigation includes invasive species management and the revegetation of the site with native landscaping, including over 400 trees, comprising of evergreen trees, as well as Maple, Beech and Oak trees that will be 10-14 feet in height at the time of planting. The landscape plan (see Figure 5-4 and Table 5-5 of the DEIS) also includes flowering trees, and 24"-36" shrubs.

Lastly, as no endangered, threatened, or rare species or significant ecological communities are known to be present on the Gyrodyne Site; no impacts to endangered, threatened, or rare species or significant ecological communities will result from the Gyrodyne FEIS Site Plan or Alternative Mixed Use Site Plan.

5. Surface Water Resources and Wetlands

As stated above, a substantial part of the site was previously cleared and landscaped for medical office and residential uses, and the areas of the site not containing buildings or parking area were largely maintained lawn and managed landscape. Nearly all of the proposed development has been directed towards these areas.

Under both the Gyrodyne Site Plan and Alternative Site Plan development programs, the area around Orchard Lake would be preserved in its natural state, and the wetland area would remain largely undisturbed and in its natural state. In response to Town Board and public input, the limits of wetland disturbance have been reduced by approximately 64% from 33,000 square feet to 12,000 square feet. Only the limited 12,000 square foot portion of the wetland area would be developed in connection with the proposed parking area. There will be no impacts related directly to Orchard Lake. The Gyrodyne Project proposes to keep the lake in its natural state without any disturbance to its function or flow system.

Also, in direct response to feedback from Buttonwood Avenue residents, all walking paths and recreational components have been removed from the proposed project, which further reduces disturbances in natural areas.

The Gyrodyne Site has also been designed to maintain the lake's existing flows and function. As it currently exists, surface water enters Orchard Lake from a culvert system underneath Crompond Road and travels in a north to south direction through freshwater wetlands located at the base of the lake on the northwesterly end, enters the Lake and discharges at the easterly end of the second pond area. Drainage from the surrounding roads the Lake directly either via a stormwater drainage system or open drainage channels to the Lake. As such, the proposed Gyrodyne FEIS Site Plan (or Alternative Mixed Use Site Plan) will not have any adverse impacts on wetland systems, any aquifer or on the local water table level. Stormwater runoff will be contained on-site and discharged into Orchard Lake, providing for natural ground infiltration. This process will help ensure that a healthy water level is maintained in the lake that will support the surrounding natural environment.

Lastly, neither the FEIS Plan nor FEIS Alternative Plan will produce any impacts that will create areas of increased flooding risk on the Project Site.

6. Stormwater Management

The proposed stormwater management plan for the Gyrodyne Site (under both the proposed FEIS Site Plan and Alternative Mixed Use Site Plan would include several mechanisms for improving water quality, including structural water quality pretreatment units as well as vegetated bioswales and permeable pavement. Most notably, construction activities and build-out at the Gyrodyne site will not impact the function or flow associated with Orchard Lake. The proposed Stormwater Management Practices will be designed to meet the New York State Stormwater Management Design Manual (NYSSMDM) requirements in order to provide 80% Total Suspended Solids (TSS) removal and 40% Total Phosphorous (TP) removal.

Similar to the stormwater management plan proposed in the DEIS for the Gyrodyne Development Plan, the stormwater management plan proposed for the Gyrodyne FEIS Plan and Alternative Mixed Use Plan will be developed and implemented so that the peak rate of runoff (velocity) and the quantity (volume) and quality of stormwater runoff during construction and after development are not significantly altered from pre-construction conditions. Primary stormwater management objectives are to replicate, as close as possible, pre-development hydrology and to avoid causing downstream flooding and flood damage and to employ all means practicable to mitigate increases in pollutant (TSS and TP) loads that will occur as a result of the proposed Project. In addition to maintaining stormwater runoff flow from the proposed watershed areas in a manner similar to existing drainage patterns, the peak rates of runoff at each storm event up to a 100-year storm frequency will be less than or equal to existing conditions through the implementation of proposed stormwater detention and infiltration practices. The multiple techniques utilized will permit the pre-treatment of stormwater prior to the discharge into Orchard Lake by reducing floatable debris, Phosphorus, Nitrogen, some metals, and pathogens. Additionally, the integration of permeable pavements will reduce the volume of snow melt products thereby reducing discharge into Orchard Lake.

Gyrodyne FEIS Alternative Mixed Use Site Plan

Additionally, under both the revised Gyrodyne FEIS Site Plan and Alternative Mixed Use Site Plan, the limits of disturbance to town-regulated wetlands adjacent to Orchard Lake have been reduced by 64% to approximately 12,000 square feet, which will further aid in effective stormwater management.

7. Water

The DEIS Plan conservatively estimated an average daily water demand of approximately 53,035 gallons per day (gpd), as shown in DEIS Table 8-3. As discussed in Chapter 8 of the DGEIS/DEIS, The Northern Westchester Joint Water Works has a maximum plant capacity of 14.5 MGD. In 2018, NWJWW produced an average daily demand of 6.9 million gallons per day (MGD) with a maximum daily demand of 8.3 MGD. Additionally, the available water pressure and flow in the Town of Cortlandt water mains appears adequate to meet the estimated maximum peak flow demand of 195 gallons per minute (gpm) and an average demand flow of 39 gpm for the DEIS Plan.

Water usage under both the Gyrodyne FEIS Site Plan and Alternative Mixed Use Site Plan is reduced compared to the DEIS Plan. Utilizing NYSDEC Flow Values, the Gyrodyne FEIS Site Plan and Alternative Mixed Use Site Plan would result in estimated average daily water demands of approximately 45,414 gpd 41,877 gpd, as shown in **Tables II-17 and II-18, respectively**. As described above, the available water supply within the NWJWW water supply system currently exceeds the estimated average daily demand for the Gyrodyne Site and the available water pressure and flow in the Town of Cortlandt water mains appear adequate to meet a maximum peak flow demand of 158 gpm and an average demand flow of 32 gpm for the FEIS Site Plan and a maximum peak flow demand of 148 gpm and an average demand flow of 29 gpm for the Alternative Mixed Use Site Plan.

Table II-17: Gyrodyne FEIS Site Plan Est. Water Demands (NYSDEC Flow Values)

Use Type	Amount		Units	Unit Flow (gpd[1])	Water Demand	
	No.	Beds			Unit Flow[2] (10% additional)	Average Daily Flow (gpd)
Medical Offices (Doctors)	163	--	Emp.	250	275 gal/unit	44,825
Retail (Café)	4,000	--	SF	0.10	0.11 gal/unit	440
Retail Employees	9	--	Emp	15	16.5 gal/unit	149
Total Daily Flow (gpd)						**45,414**
Total Daily Flow (gpm)[3]						**32**
Design Peak rate of Flow (gpm)[4]						**158**

[1] Unit flow values based on NYSDEC Design Standards for Wastewater Treatment Works, § B.6.b, Design Flow, March 2014.

[2] 10 percent added to NYSDEC Design Standards for Wastewater Treatment Works, March 2014 unit flow rate to obtain water demand flow rate.

[3] Flow based on 24-hour day

[4] Peaking Factor, Instantaneous =5.0 for water and 4.0 for sanitary

Table II-18: Gyrodyne FEIS Alternative Mixed Use Site Plan Est. Water Demands
(NYSDEC Flow Values)

Use Type	Amount		Units	Unit Flow (gpd[1])	Water Demand	
	No.	Beds			Unit Flow[2] (10% additional)	Average Daily Flow (gpd)
Apartments[3]	160	176	Bed	110	121 gal/unit	21,296
Retail (Café)	1,500	--	SF	0.10	0.11 gal/unit	165
Retail Employees	4	--	Emp	15	16.5 gal/unit	66
Medical Offices (Doctors)	74	--	Emp.	250	275 gal/unit	20,350
Total Daily Flow (gpd)						**41,877**
Total Daily Flow (gpm)[4]						**29**
Design Peak rate of Flow (gpm)[5]						**145**

Notes:

[1] Unit flow values based on NYSDEC Design Standards for Wastewater Treatment Works, § B.6.b, Design Flow, March 2014.

[2] 10 percent added to NYSDEC Design Standards for Wastewater Treatment Works, March 2014 unit flow rate to obtain water demand flow rate.

[3] Includes 144 one-bedroom/studio and 16 two-bedroom units; total of 176 bedrooms.

[4] Flow based on 24-hour day

[5] Peaking Factor, Instantaneous =5.0 for water and 4.0 for sanitary

8. **Sanitary Sewer Service**

As discussed in Chapter 9 of the DGEIS/DEIS, estimated average daily sanitary flow for the Gyrodyne Site was approximately 53,035 gpd or approximately 37 gpm with an estimated peak flow of approximately 145 gpm based on a peaking factor of 4.0. See DEIS Table 9-4, Estimated Water and Wastewater Demands (NYSDEC Flow Values) for a summary of this flow estimate.

The estimated average daily sanitary flow for the Gyrodyne FEIS Site Plan is approximately 41,285 gpd or approximately 27 gpm with an estimated peak flow of approximately 108 gpm based on a peaking factor of 4.0. See **Table II-19**, Estimated Water and Wastewater Demands (NYSDEC Flow Values) for a summary of this flow estimate.

Gyrodyne FEIS Alternative Mixed Use Site Plan

The estimated average daily sanitary flow for the Gyrodyne FEIS Alternative Mixed Use Site Plan is approximately 38,070 gpd or approximately 26 gpm with an estimated peak flow of approximately 104 gpm based on a peaking factor of 4.0. See **Table II-20**, Estimated Water and Wastewater Demands (NYSDEC Flow Values) for a summary of this flow estimate.

Table II-19: Gyrodyne FEIS Site Plan Estimated Water and Wastewater Demands (NYSDEC Flow Values)

Use Type	Amount		Units	Unit Flow (gpd[1])	Water Demand		Sanitary Load	
	No.	Beds			Unit Flow[2] (10% additional)	Average Daily Flow (gpd)	Unit Flow[1]	Average Daily Flow (gpd)
Medical Offices (Doctors)	163	--	Emp.	250	275 gal/unit	44,825	250 gal/unit	40,750
Retail (Café)	4,000	--	SF	0.10	0.11 gal/unit	440	0.10 gal/unit	400
Retail Employees	9	--	Emp	15	16.5 gal/unit	149	15 gal/unit	135
Total Daily Flow (gpd)						**45,414**		**41,285**
Total Daily Flow (gpm)[3]						**32**		**27**
Design Peak rate of Flow (gpm)[4]						**158**		**108**

Notes:

[1] Unit flow values based on NYSDEC Design Standards for Wastewater Treatment Works, § B.6.b, Design Flow, March 2014.

[2] 10 percent added to NYSDEC Design Standards for Wastewater Treatment Works, March 2014 unit flow rate to obtain water demand flow rate.

[3] Flow based on 24-hour day

[4] Peaking Factor, Instantaneous =5.0 for water and 4.0 for sanitary, Mixed Use Project

Table II-20: Gyrodyne Alternative Mixed Use Site Plan Estimated Water and Wastewater Demands (NYSDEC Flow Values)

Use Type	Amount		Units	Unit Flow (gpd[1])	Water Demand		Sanitary Load	
	No.	Beds			Unit Flow[2] (10% additional)	Average Daily Flow (gpd)	Unit Flow[1]	Average Daily Flow (gpd)
Apartments[3]	160	176	Bed	110	121 gal/unit	21,296	110 gal/unit	19,360
Retail (Café)	1,500	--	SF	0.10	0.11 gal/unit	165	0.10 gal/unit	150
Retail Employees	4	--	Emp	15	16.5 gal/unit	66	15 gal/unit	60
Medical Offices (Doctors)	74	--	Emp.	250	275 gal/unit	20,350	250 gal/unit	18,500
Total Daily Flow (gpd)						**41,877**		**38,070**
Total Daily Flow (gpm)[3]						**29**		**26**
Design Peak rate of Flow (gpm)[4]						**145**		**104**

Notes:

[1] Unit flow values based on NYSDEC Design Standards for Wastewater Treatment Works, § B.6.b, Design Flow, March 2014.

[2] 10 percent added to NYSDEC Design Standards for Wastewater Treatment Works, March 2014 unit flow rate to obtain water demand flow rate.

[3] Includes 144 one-bedroom/studio and 16 two-bedroom units; total of 176 bedrooms.

[4] Flow based on 24-hour day

[5] Peaking Factor, Instantaneous =5.0 for water and 4.0 for sanitary, Mixed Use Project

Gyrodyne and representatives of the proposed Evergreen Manor development have evaluated off-site sanitary flows contributory to Westchester County's McGregor Brook Interceptor Sewer and find the County trunk sewer has adequate capacity to convey both existing sewage flows and flows estimated to be generated by both the Gyrodyne and Evergreen Manor proposed developments. Existing flows include sewage conveyances from the Hudson Valley Hospital Center, the Furnace Woods Sewer District (including the pumped discharge from Yeshiva and 51 homes), and other existing homes and businesses through the City of Peekskill Sanitary Sewer, the Jacobs Hill Crossing Sanitary Sewer, and the Conklin Avenue East Sewer District. Future development was also studied and found to be within the capacity of the trunk sewer. Future development included the expansion of the Furnace Woods District, the addition of Buttonwood residences, and the formation of the Tamarack Sewer District. Refer to the Schematic Sewer System Layout Plan, **Figure II-2.**

The 14" diameter segment of pipe between manholes 32 and 33 was identified as the portion which has the least capacity based primarily on existing pipe slope.

The on-site sanitary systems for both the Gyrodyne FEIS Site Plan (100% medical office) and the Evergreen proposal include pipe capacity for potential future connection to the out of district

neighborhoods of both Tamarack Drive and Buttonwood Avenue. The modeling of the McGregor Brook Interceptor includes in district existing values, proposed Gyrodyne FEIS Site Plan and Evergreen Manor project flows, and that of the approved Yeshiva (including the 51 homes).

The analysis concludes that the combined existing flows with that of the proposed Gyrodyne FEIS Site Plan, Evergreen, and Yeshiva flows result in a maximum pipe peak flow of 68%, which is below the Ten State Standard of 75% threshold recommendation of remediation.

A second analysis was performed using the Gyrodyne FEIS Alternative Mixed Use Site Plan, which resulted in a maximum pipe peak flow of 69%, which is below the Ten State Standard of 75% threshold recommendation of remediation.

In summary, the analysis performed concludes that the Gyrodyne and Evergreen projects in conjunction with the approved in-district Yeshiva project (including the 51 homes) does not exceed the 75% pipe capacity within the segments of the McGregor Brook Interceptor between manholes 30 and 35.

Both project Applicants are also aware of a bottleneck point in the system downstream at Field Street in the City of Peekskill and the County's proposed plans to correct the deficiency under its Capital project SPK26 slated for design in 2026.

10. Energy and Telecommunications

The DGEIS/DEIS estimated that the Gyrodyne DEIS Plan would result an electric load of 3,405 kilowatts (kW) and gas load of 40,460 cubic feet per hour (CFH).

Based on the changes to the proposed mix of uses for the Gyrodyne Site, it is estimated that the Gyrodyne FEIS Site Plan would result in a significant decrease in energy consumption, with an estimated electric load of 2,215 kW and an estimated natural gas load of 9,878 CFH, as shown in **Table II-21** below. Similarly, energy consumption associated with the Gyrodyne FEIS Alternative Mixed Use Site Plan is also significantly below usage contemplated in the DGEIS/DEIS. For the FEIS Alternative Plan, electric load is estimated at 2,672 kW and natural gas load is estimated at 32,228 CFH, as shown in **Table II-22** below. While residential use adds a significant amount to the estimated natural gas load (conservative estimate of anticipated natural gas demand to feed heating, hot water, laundry, pool, cooking equipment etc.), the re-designed Alternative Mixed-Use Site Plan still reduces consumption significantly as compared to the DEIS Plan. ConEdison has already agreed to serve the Gyrodyne Project Site based upon the DEIS Plan estimate that was submitted. As such, no adverse energy impacts are anticipated from the construction of either the FEIS Site Plan or Alternative Mixed-Use Site Plan.

FEIS Table II-21: Gyrodyne FEIS Site Plan Electric and Gas Demand

Proposed Use	Square Footage (Approximate)	Estimated Electric Load Kilowatts (kW)	Estimated Gas Load Cubic Feet per Hour (CFH)
Medical Office/Café	184,600 SF	2,215 kW	9,878 CFH
Total		**2,215 kW**	**9,878 CFH**

FEIS Table II-22: Gyrodyne FEIS Alternative Mixed Use Site Plan Electric and Gas Demand

Proposed Use	Square Footage (Approximate)	Estimated Electric Load Kilowatts (KW)	Estimated Gas Load Cubic Feet per Hour (CFH)
Medical Office/Café	83,500 SF	1,002 KW	4,468 CFH
Multifamily Residential (160 Units)	160,000 SF	1,760 KW	27,760 CFH
Total		**2,762 KW**	**32,228 CFH**

9. Traffic

Traffic is discussed in a revised Chapter 11, "Traffic and Transportation" which has been updated to reflect the FEIS project changes. The revised Chapter 11 is included as an Attachment to this section **(see Attachment 1: Chapter 11, "Traffic and Transportation")**.

Parking Analysis

The Gyrodyne DEIS Plan proposed 563 parking spaces (383 surface lot spaces and 180 spaces located in a parking structure) to serve the mix of uses on the site, which exceeded the number of spaces required by the draft MOD Ordinance. In response to the public comments submitted for the DGEIS/DEIS, the FEIS Site Plan (and Alternative Mixed Use Site Plan) have been developed with several key modifications that impact on-site parking, as follows:

FEIS Site Plan

- Elimination of 200-unit multi-family building.
- Addition of an 84,600 square foot medical office building and connected parking structure.
- Increased size of parking garage on Parcel 1 from 190 spaces to 303 spaces.

Alternative Mixed Use Site Plan

- Reduced multi-family density from 200 units to 160 units.
- Reduced medical office building size from 100,000 square feet to 83,500 square feet.

Based on the draft MOD Ordinance the Gyrodyne FEIS Site Plan would require 840 parking spaces. The FEIS Site Plan proposes 939 surface parking spaces to serve the Gyrodyne Site as shown in **Table II-23**.

Table II-23: Gyrodyne FEIS Site Plan Parking Calculations

Use	Square Feet /Units	Parking Calc.	Required	Proposed
Parcel 1: Medical Office/Café	100,000	1 per 220 gsf	455	513
Parcel 2: Medical Office	84,600	1 per 220 gsf	385	426
Total			**840**	**939**

* Café use is limited to support of primary on-site medical office use.

Based on the draft MOD Ordinance the Gyrodyne FEIS Site Plan would require 593 parking spaces. The FEIS Alternative Mixed Use Site Plan proposes 650 surface parking spaces to serve the site as shown in **Table II-24**.

Table II-24: Gyrodyne FEIS Alternative Mixed Use Site Plan Parking Calculations

Use	Square Feet /Units	Parking Calc.	Required	Proposed
Parcel 1: Medical Office/Café*	83,500	1 per 220 gsf	380	521
Parcel 2: Multi-Family Residential	160 units	1.2 per studio 1.3 per 1BR 1.6 per 2 BR	213	129
Total			**593**	**650**

* Café use is limited to support of primary on-site medical office use.

10. Air Quality

This section considers the potential for the Proposed Project to result in any new significant adverse air quality impacts compared to the findings from the Draft Environmental Impact Statement (DEIS). As discussed in the DGEIS/DEIS Chapter 1, "Project Description," the Proposed Project is the Medical Oriented District (MOD) Development Plan proposed by the Applicants, Gyrodyne, LLC and VS Construction which includes a mix of medical, residential, and commercial uses as well as on multiple parcels within the MOD.

The Proposed Project under the current design includes approximately 184,600 gsf of new medical spaces as well as approximately 939 parking spaces across surface lots and a parking structure on the Gyrodyne Site, and a mix of uses including an 120-unit assisted living facility, 70 senior townhouses, 166 multi-family residential units and 7,000 sf of accessory retail uses on the Evergreen Site. The Evergreen Site will also include 427 surface parking spaces.

The potential for impacts from stationary sources (e.g., fossil-fuel-fired equipment) and from mobile sources (i.e., traffic and parking demands) generated by the Proposed Project were considered in Chapter

12, "Air Quality," of the DEIS for the analysis year 2021. This section considers any new potential impacts based on the current development program of the Proposed Project on ambient air quality for an analysis year of 2023 in the future conditions.

As discussed below, the Proposed Project would not result in potential significant adverse air quality impacts from stationary and parking sources. Similarly, traffic generated by the Proposed Project would not result in an exceedance of New York State Department of Transportation's (NYSDOT) screening criteria for mobile source air quality impacts. Therefore, the Proposed Project, as with the DEIS, would not have significant adverse air quality impacts.

STATIONARY SOURCE ANALYSIS

The Proposed Project includes the development of two sites, Gyrodyne and Evergreen. Under the current design, the Gyrodyne Project would include medical office spaces on a site directly across Route 202/35 from the existing New York Presbyterian Hospital (NYPH). Residential uses on the Gyrodyne Project Site that were considered in the DEIS have been removed from the current development program.

The Evergreen Project would result in a mix of uses that include an assisted living facility, townhouses, multi-family residential units, as well as accessory retail uses. On this site, the hotel, medical, and restaurant uses considered in the DEIS have been removed from the development plan.

The stationary sources of air pollutants associated with the Proposed Project would not be a major source of stationary source emissions. However, a screening analysis was performed for the DEIS to assess potential 1-hour average NO_2 and 24-hour and annual average $PM_{2.5}$ impacts from both Proposed Project's and the existing NYPH facility's heat and hot water systems since there would be potential green space on the roof of the medical office building on the Gyrodyne Project Site. The current plan no longer includes this green space on the roof. Since the DEIS, it has also been determined that the newly constructed buildings would utilize natural gas-fired heat and hot water systems to provide space heating, air conditioning, and domestic hot water.

The heat and hot water systems for each building would potentially locate sources of pollutant emissions proximate to nearby sensitive receptors—locations that contain sensitive uses (i.e., residential) in buildings of similar or greater height than the proposed buildings. The potential impacts on existing sensitive receptors from the one-story retail building and the cluster of townhouses on the Evergreen Site were considered since these structures would be the most similar in height to the existing single-family residences located between the Gyrodyne Site and the Evergreen Site. The minimum distance to an existing sensitive receptor between a nearby single-family residence and the one-story retail building on the Evergreen Site, is approximately 160 feet.

Based on the size of the one-story retail building (7,000 sf) and the anticipated fuel type to be used by the proposed heat and hot water systems, the retail building itself is not anticipated to result in adverse air quality impacts at nearby receptors. In addition, based on experience with similarly sized sources in much denser urban areas (i.e., where background concentrations are higher), and the relatively low pollutant concentrations projected in the DEIS from the proposed buildings, sources of this size would not cause any exceedances of NO_2 and $PM_{2.5}$ standards at the nearest residential locations to the Project Site.

Also, there would no longer be the potential for significant adverse air quality impacts from the NYPH facility on the proposed project. The current development plan would not include

the green space on the roof that was previously analyzed as the nearest sensitive receptor introduced by the Proposed Project. This nearest sensitive receptor at a similar or greater height to the Proposed Project would now be over 1,000 feet from the existing NYPH facility. Since this distance exceeds the 1,000-foot radius recommended in the *City Environmental Quality Review Technical Manual* when considering major or large sources which can be used as a guide for this analysis, no significant adverse air quality impacts would be expected from the NYPH facility on the Proposed Project.

Therefore, with the consideration of the background concentrations (shown in **Table I-25**), the level of emissions expected from the Proposed Project, and the distance to nearby sensitive receptors, no significant adverse air quality impacts would be expected from the Proposed Project.

Table I-25
Maximum Background Pollutant Concentrations

Pollutant	Average Period	Location	Concentration ($\mu g/m^3$)	NAAQS ($\mu g/m^3$)
NO_2	1-hour	Botanical Gardens	100.5	188
	Annual		28.1	100
$PM_{2.5}$	24-hour		19.8	35
	Annual		7.8	12

Source: New York State Air Quality Report Ambient Air Monitoring System, NYSDEC, 2017–2019.

MOBILE SOURCES

An assessment of the potential air quality effects of carbon monoxide (CO) emissions that would result from vehicles arriving at and departing from the Project Site with the Proposed Project was performed following the procedures outlined in the NYSDOT *The Environmental Manual (TEM),* and summarized in the section, "Mobile Source Screening Analysis" of the DEIS.

LOS SCREENING ANALYSIS

Results of the traffic capacity analysis performed for the 2023 build year condition based on the current program 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 for the current program, the same five intersections as determined in the DEIS Project were projected to operate at a LOS D or worse on approaches for the AM or PM peak traffic periods:

- Lexington Avenue and Main Street / Route 6
- Lafayette Avenue / NY Presbyterian Driveway and Route 202/35
- Route 202/35 and Bear Mountain Parkway
- Croton Avenue / Maple Row and Route 202/35
- Route 202/35 and Lexington Avenue

CAPTURE CRITERIA SCREENING ANALYSIS

Further screening of the intersections identified in the LOS Screening Analysis was conducted using the Capture Criteria. This screening indicated that for all five of the above intersections, one of the listed Capture Criteria would be met. For the segments where speed data were not available,

it was conservatively assumed that the criterion was met for reduction of speed. Therefore, a volume threshold screening analysis was conducted for all five intersections.

VOLUME THRESHOLD SCREENING

The intersection with the highest peak-hour With Action volume projected for 2023 would be at Croton Avenue/Maple Row and Route 202/35 in the PM peak with an intersection total of 3,232 vehicles, which is below the Volume Threshold criteria of 4,000 vehicles per hour for each approach. Emission Factors obtained from the United States Environmental Protection Agency (EPA) Motor Vehicle Emissions Simulator (MOVES) model were used to determine the volume threshold for each location, and accounting for the new signals at signalized intersections, volume thresholds would not be exceeded at any of the evaluated locations in the build year.

Since the volume thresholds establish traffic volumes in which a violation of the National Ambient Air Quality Standards (NAAQS) for CO is extremely unlikely, microscale air quality analysis is also not required for any intersection where approach volumes are equal to or less than the applicable thresholds. Therefore, a CO microscale air quality analysis is not warranted, and the Proposed Project, as with the DEIS, would not cause significant adverse air quality impacts from mobile sources on CO.

For particulate matter (PM), as with the program considered for the DEIS, the percentage of diesel vehicles traveling to the area would not meaningfully increase as a result of the Proposed Project, and the Proposed Project overall is not expected to cause significant adverse air quality impacts from mobile sources on PM, therefore a microscale analysis for PM is not warranted.

PARKING ANALYSIS

Potential impacts from the parking facilities for both the Gyrodyne and Evergreen Project Sites on CO and PM concentrations at receptor locations were evaluated for the current program. Emissions from vehicles entering, parking, and exiting the garages were updated according to the revised build year using the latest version of EPA's MOVES model. The assumptions and methodology described in the DEIS were used in the updated analysis. Background concentrations have also been updated from the DEIS to represent the most recent data available, with the exception of data from 2020, as it is not considered a typical year due to effects of COVID-19.

Based on the updated analysis, the maximum predicted eight-hour average CO concentration for any site is 2.8 ppm. This value includes a predicted concentration of 1.5 ppm from the proposed parking facilities and a background level of 1.3 ppm. The maximum predicted concentration is substantially below the applicable NAAQS of 9 ppm.

The maximum predicted 24-hour and annual average $PM_{2.5}$ concentrations are 25.9 µg/m3 and 7.9 µg/m3, respectively. These values include the background concentrations of 19.8 µg/m3 and 7.8 µg/m3, respectively, and are below the respective applicable NAAQS of 35µg/m3 for the 24-hour average concentration and 12 µg/m3 for the annual concentration. Therefore, the proposed parking lots would not result in any significant adverse air quality impacts.

Since these predicted values are below the respective NAAQS, no significant adverse impacts are predicted for CO or $PM_{2.5}$ from the Proposed Project as a result of emissions from the parking facilities.

11. Noise

The DEIS Noise analysis found that the Proposed Action would not be expected to result in significant adverse noise impacts at residences or other receptors immediately adjacent to the project site according to the NYSDEC noise impact criteria or the Town of Cortlandt's code restrictions on noise, and that future noise levels at the buildings included in the proposed development would experience noise levels in the range considered acceptable for residential use according to NYSDEC's noise exposure guidelines. An updated noise analysis accounting for the revised Development Plan yielded the same conclusions, i.e., that the Proposed Action would not have the potential to result in any significant adverse noise impacts.

12. Economic Conditions

This economic analysis focuses primarily on the Gyrodyne FEIS Site Plan (100% medical office) to provide more information related to potential impacts associated with the shift to 100% medical office, as well as potential impacts associated with proposed project phasing. The Gyrodyne FEIS Alternative Mixed Use Site Plan would result in fairly similar economic impacts as identified for the DEIS Plan (including construction occurring in one phase), as the proportional land use mix remained very similar. It would be anticipated that the reduction in multi-family units and medical office square footage would result in slightly reduced tax revenues (adjusting for inflation) as compared to the DEIS. However, it would also be anticipated that service costs are reduced through the FEIS Alternative Plan (i.e., fewer residents, fewer school children, reduced infrastructure demands).

Projected Tax Revenues

The Gyrodyne FEIS Site Plan has an estimated cost/market value of $81,051,586 for Phase I and $64,948,263 for Phase II, for a total cost/value of $145,999,849. As shown in **Table II-26,** the built improvements associated with the Evergreen Manor FEIS Plan would result in a similar estimated total market value of approximately $146 million and taxable assessed value of approximately $2.2 million (based on municipal equalization rate).

Table II-26: **Gyrodyne FEIS Site Plan – Estimated Assessed Value**

	Total Cost/ Market Value	**Assessed Value: Municipal[1]**	**Assessed Value: School District[2]**
Phase I: Medical Office/Café	$81,051586	$1,240,089	$1,264,405
Phase II: Medical Office/Café	$64,948,263	$993,708	$1,013,193
Total	**$145,999,849**	**$2,233,797**	**$2,277,598**

[1] Estimated assessed value applies the current 1.53% non-school district equalization rate to market value.
[2] Estimated assessed value applies the current 1.56% school district equalization rate to market value.

Based on current equalization and tax rates, the development associated with the Gyrodyne FEIS Site Plan will generate approximately $2.6 million annually in property tax revenues for Phase I (with $1.9 million in projected school tax revenue) and approximately $2.1 million annually in property taxes for Phase II (with $1.5 million in projected school tax revenue).

The projected property tax revenues far exceeds the existing property tax revenue from the site, which was $220,237 in 2018. **Tables II-27 and II-28** provides a breakdown of estimated property tax revenue by taxing jurisdiction by project Phase.

Table II-27, Gyrodyne FEIS Site Plan: Phase I – Projected Tax Revenues

Jurisdiction	Assessed Value (Municipal Rate /School Rate)	Rate per $1,000	Tax Amount
Town	$1,240,089	31.20	$38,691
County	$1,240,089	200.19	$248,253
Highway	$1,240,089	183.83	$227,966
Library	$1,240,089	7.17	$8,891
Ambulance #3	$1,240,089	8.37	$10,380
County Refuse	$1,240,089	16.56	$20,536
Mohegan Fire	$1,240,089	94.72	$117,461
Peekskill Sanitary Sewer	$1,240,089	44.40	$55,060
Cortlandt Consolidated Water	$1,240,089	15.50	$19,221
Lakeland Central School District	$1,264,405	1,490.61	$1,884,734
Total		**2092.55**	**$2,631,194**
Notes: Values are rounded and therefore may not sum to total.			

Table II-28, Gyrodyne FEIS Site Plan: Phase II – Projected Tax Revenues

Jurisdiction	Assessed Value (Municipal Rate /School Rate)	Rate per $1,000	Tax Amount
Town	$993,708	31.20	$31,004
County	$993,708	200.19	$198,930
Highway	$993,708	183.83	$182,673
Library	$993,708	7.17	$7,125
Ambulance #3	$993,708	8.37	$8,317
County Refuse	$993,708	16.56	$16,456
Mohegan Fire	$993,708	94.72	$94,124
Peekskill Sanitary Sewer	$993,708	44.40	$44,121
Cortlandt Consolidated Water	$993,708	15.50	$15,402
Lakeland Central School District	$1,013,193	1,490.61	$1,510,275
Total		**2092.55**	**$2,108,428**
Notes: Values are rounded and therefore may not sum to total.			

Economic Impacts of Construction Activities

The Gyrodyne FEIS Site Plan would result in economic benefits during both project construction and operation. Construction activities would include new infrastructure, landscaping, roadways, buildings and parking (including structured and surface parking). During the estimated six years of project construction (Phase I and Phase II construction), the Gyrodyne FEIS Site Plan project is expected to support an average of 187 total temporary jobs (includes direct, indirect, and induced), and generate $93.7 million in total labor income (includes employee compensation and proprietor income), $121.2 million in total value added (includes labor income plus other property income and taxes on production and imports less subsidies), and $191.2 million in total output (includes value added and intermediate expenditures) within the County. During construction, for every $1.00 in investment in the Gyrodyne FEIS Site Plan project ($144.3 million in construction costs), another $1.33 is generated in output within the County.

Economic Impacts of Operation

By 2028, when both phases are complete, the Gyrodyne FEIS Site Plan project is expected to support approximately 1,325 direct, indirect and induced total permanent jobs, and generate $137.4 million in total labor income, $174.4 million in total value added, and $247.1 million in total output within the County.

Projected Fiscal Costs

The Gyrodyne FEIS Site Plan would generate demand and associated service costs from various taxing jurisdictions.

As detailed below, these fiscal costs include general municipal service costs, but also costs to the ambulance district, library, fire department, sanitary sewer, and other utilities.

Town of Cortlandt (Including Highway)

The revised Gyrodyne FEIS Site Plan would result in 100% medical office development, projected fiscal costs to the Town associated with this commercial development were estimated using the proportional valuation method discussed in Chapter 14, Section B – Methodology, of the DGEIS/DEIS[1].

The estimated Town costs attributable to the incremental non-residential development would be approximately $0.35 per gsf. As shown in **Table II-29** below, the total fiscal cost of the Gyrodyne Project to the Town (including the Highway fund) is anticipated to total $64,610, which is less than the $71,350 estimated in the DEIS.

[1] The Proportional Valuation Method employs a two-step process to assign a share of municipal costs to a new commercial or industrial use. First, a share of total municipal cost is given to all local nonresidential uses. Second, a portion of these nonresidential costs is allocated to incoming (project) nonresidential uses. The share of total municipal cost assigned to residential uses is the basis for a per capita cost estimate for new residents.

Table II-29: Gyrodyne FEIS Site Plan Projected Annual Cost to the Town (including General and Highway Funds)

Project	Fiscal Cost
Non-residential Costs	$64,610
Residential Costs	$0
Gyrodyne FEIS Site Plan	$64,610

Library

Service costs associated with the library district are based upon residential population and as such, would not be attributed to the build-out of the Gyrodyne FEIS Site Plan. The Gyrodyne project will contribute significant tax revenue (estimated at $16,016 in total) to the library district with minimal service costs as compared to mixed-use plan presented in the DEIS (which proposed 200 units of multi-family housing, anticipated to generate 280 new residents within the library district.)

Ambulance

The Gyrodyne DEIS Plan estimated $5,385 in property tax revenue from the originally proposed development for the EMS ambulance district (see DEIS Table 14-38). The costs associated with an increased demand for EMS would not be substantial, as EMS service already exists in the area and the incremental demand for EMS services would not require substantial new investment. The incremental costs associated with EMS service are expected to be more than offset by the $18,697 in additional tax revenues collected by the Ambulance district from the Gyrodyne FEIS Site Plan project.

County Refuse

The DEIS Plan estimated $16,792 in property tax revenue from the originally proposed development for County Refuse (see DEIS Table 14-38). The FEIS Site Plan is substantially similar to the DEIS Plan with regards to the anticipated demand for waste carting services as a result of the medical office activity on-site. The costs associated with increased refuse collection by the County as a result of the development would not be substantial, as collection in the MOD already exists and the incremental refuse would not require additional capital investment in equipment. Any additional costs would be more than offset by the additional $36,992 in estimated property tax revenue that the County would receive for refuse collection from the Gyrodyne FEIS Site Plan project.

Mohegan Fire

The DEIS Plan estimated $ $93,113 in property tax revenue from the originally proposed development for the Mohegan Fire District (see DEIS Table 14-38). The FEIS Site Plan is substantially similar to the DEIS Plan with regards to the anticipated demand for fire protection services. The costs associated with increased fire protection services is not expected to be substantial as the fire protection infrastructure already exists, and the incremental increase in development is not expected to require additional investment in equipment from the Mohegan Fire District. Additional costs are expected to be more than offset by the estimated $211,585 in property tax revenue that the Mohegan Fire District would receive as a result of development associated with the Gyrodyne FEIS Site Plan project.

Peekskill Sanitary Sewer

The DEIS Plan estimated $39,709 in property tax revenue from the originally proposed development for the Peekskill Sanitary Sewer District (see DEIS Table 14-38). The FEIS Site Plan results in a reduction in sanitary flows compared to the DEIS Plan The costs associated with the increased demand for sewer services would not be substantial, as the sewer infrastructure already exists and the incremental increase in development would not require additional investment in equipment from the Peekskill Sanitary Sewer District. Some of the additional costs are expected to be offset by the estimated $99,181 in property tax revenue the sewer district would receive for sanitary services from development associated with the Gyrodyne FEIS Site Plan project.

While the Peekskill Sanitary Sewer District appears to have adequate capacity, local and county infrastructure (e.g., sewer mains, pump stations, etc.) may require enhancements and improvements to convey wastewater to the plant. The developer would be responsible for constructing the improvements needed to carry wastewater from the project site to the plant.

Cortlandt Consolidated Water (CCW)

The DEIS Plan estimated $18,655 in property tax revenue from the originally proposed development for the Northern Westchester Joint Water Works (NWJWW)/ Cortlandt Consolidated Water (CCW) (see DEIS Table 14-38). The FEIS Site Plan would result in a decrease in water demand compared to the DEIS Plan. Although water infrastructure already exists, the incremental increase in development could require additional investment in water infrastructure and equipment. Some of the additional costs could be offset by the additional $34,623 in property tax revenue that the NWJWW/Cortlandt Consolidated Water district would receive from development associated with the Evergreen Manor Project.

While the NWJWW/Cortlandt Consolidated Water District has the capacity to supply the anticipated water needed to service the Gyrodyne Project, the developer would be responsible for necessary on-site conveyance for potable and fire protection via local water district extension.

Lakeland Central School District

The Gyrodyne FEIS Site Plan no longer includes residential uses and therefore, would not introduce any additional service costs for the Lakeland Central School District (an analysis of the Gyrodyne FEIS Alternative Mixed Use Site Plan and its potential impacts to the Lakeland Central School District is provided in Section 2, above). Approximately $3.4 million in estimated property tax revenue would go to the school district from the build-out of the Gyrodyne FEIS Site Plan project.

Mitigation

The Gyrodyne FEIS Site Plan is not anticipated to result in any significant adverse economic or fiscal impacts. It is anticipated that the annual property tax revenues will exceed estimated community service impacts and any other public costs. As such, no mitigation is required.

13. Cultural Resources

No buildings on the Gyrodyne Project Site are currently listed (or designated as eligible) on the National Register of Historic Places. Similarly, no significant cultural material or archaeological sites were identified as a result of the field investigations completed at the Gyrodyne Project Site and no further action recommended. Based on the proposed FEIS Site Plan and Alternative Mixed Use Site Plan there are no substantial changes to the conclusions or analyses discussed in Chapter 15 of the DGEIS/DEIS.

14. Visual Resources

In response to Town Board and public input, additional design considerations were developed to further reduce potential impacts associated with visual resources. Both the 100% medical office Gyrodyne FEIS Site Plan and the Gyrodyne Alternative Mixed Use Site Plan have been reduced from the original mixed-use plan analyzed within the DGEIS/DEIS. Both plans utilize a reduced development footprint, reduced overall building heights (45-foot maximum proposed height vs. 60-foot maximum heights as proposed in the DEIS Plan), increased buffers and would construct a perimeter landscape treatment that encircles the entire site. Under the revised Development Plan, the property line setbacks have been increased, the landscaped buffer areas enlarged, and additional natural areas preserved. Combined, these elements would create significant buffers and space between the Gyrodyne Project and the surrounding residential uses. The surface parking area proximate to Buttonwood Avenue

would be entirely screened by deciduous and evergreen trees and not visible from the street. This combination of plant selection would provide for overlapping screening, as well as seasonal coverage. In addition, the proposed Gyrodyne FEIS Site Plan and Alternative Mixed Use Site Plan would plant over 400 new trees, comprising of evergreen trees, as well as Maple, Beech and Oak trees that will be 10-14 feet in height at the time of planting.

15. Hazardous Materials

Based on the proposed FEIS Site Plan and Alternative Mixed Use Site Plan there are no substantial changes to potential impacts or proposed mitigation efforts for hazardous materials that were discussed and/or studied in Chapter 17 of the DGEIS/DEIS.

16. Construction

In response to comments made during the DGEIS/DEIS public hearings and comment period, the Gyrodyne FEIS Site Plan has been revised to incorporate two phases of construction. This would allow continued operation of the existing medical office operations located on 'Parcel 2' of the Gyrodyne Site as the first medical office building and parking structure are constructed on 'Parcel 1'. It is anticipated that each phase of construction would last approximately two years.

It is anticipated that the construction phasing of FEIS Alternative Mixed Use Site Plan would remain similar to the proposed one-phase construction previously presented in Chapter 18 of the DGEIS/DEIS. As the FEIS Alternative Plan presents a similar mix of uses that are significantly reduced in size and scale compared to the DEIS Plan, no additional construction impacts or mitigation measures have been identified with the FEIS Alternative Plan.

17. Alternatives

In response to comments made during the DGEIS/DEIS public hearings and comment period, the Town Board requested the Applicants to review the comments and provide amended plans for the Projects. Two reduced-scale development plans were developed for the Gyrodyne Site: the Gyrodyne FEIS Site Plan (100% medical office use) and the Gyrodyne FEIS Alternative Mixed Use Site Plan. Based on analysis of the proposed FEIS Site Plan and FEIS Alternative Mixed Use Site Plan, there are no substantial changes to potential impacts or proposed mitigation efforts for that require additional analysis of the Alternatives studied in Chapter 19 of the DGEIS/DEIS. The Environmental Analysis above discussed the revisions associated

with the Gyrodyne FEIS Site Plan and Alternative Mixed Use Site Plan and any potential mitigation measures.

18. Unavoidable Adverse Impacts

Based on the proposed FEIS Site Plan and Alternative Mixed Use Site Plan there are no substantial changes to potential impacts or proposed mitigation efforts for unavoidable adverse impacts that were discussed and/or studied in Chapter 20 the DGEIS/DEIS.

19. Mitigation

Based on the proposed FEIS Site Plan and Alternative Mixed Use Site Plan there are no substantial changes to potential impacts to proposed mitigation plans that were discussed and/or studied in Chapter 21 of the DGEIS/DEIS.

20. Irreversible and Irretrievable

Based on the proposed FEIS Site Plan and Alternative Mixed Use Site Plan there are no substantial changes to potential impacts or proposed mitigation efforts for irreversible and irretrievable commitment of resources that were discussed and/or studied in Chapter 22 the DGEIS/DEIS.

21. Growth Inducing

The proposed Gyrodyne FEIS Site Plan eliminates the previously-proposed (DEIS Plan) 200-unit residential component and as the FEIS Site Plan is 100% medical office, would not generate new residents at the site.

The Gyrodyne FEIS Alternative Mixed Use Site Plan represents a 20% reduction in residential density compared to the previously-proposed DEIS Plan (160 units vs. 200 units). As such, the Alternative Mixed Use Site Plan could generate up to 224 residents. The potential 224 residents is a reduction from the 280 residents studied in the DGEIS/DEIS generated from the Gyrodyne DEIS Plan. The addition of 224 residents will result in an approximately 0.5% increase in the Town's overall population of 42,967 (based on the 2017 US Census populations estimate) if all residents were new to the Town of Cortlandt.

22. Impacts on the Use of and Conservation of Energy

Based on analysis of the proposed FEIS Site Plan and Alternative Mixed Use Site Plan there are no substantial changes to potential impacts or proposed mitigation efforts for the use of and conservation of energy that were analyzed in Chapter 24 the DGEIS/DEIS. As studied above, based on the changes to the proposed mix of uses and reduced overall scale and intensity at the Gyrodyne Site, the FEIS Site Plan calculates a decrease in both the estimated electric load in kilowatts (kW) and the estimated gas load in cubic feet per hour (CFH). See FEIS **Tables II-21 and II-22** above.

Attachment 1

Revised Chapter 11, “Traffic”

Chapter 11: Traffic and Transportation

A. INTRODUCTION

This chapter considers the potential transportation impacts from the Proposed Action. As described in Chapter 1, "Project Description," the Proposed Action includes; 1) the adoption of the MOD Zoning (the "Proposed Zoning Action") to establish a Medical Oriented District (MOD) in the area surrounding the existing New York Presbyterian Hospital (NYPH) facility recommended as part of *Envision* Cortlandt, the Town's Sustainable Comprehensive Plan; and 2) site plan approval for the MOD Development Plan (the "Proposed Project") proposed by the Applicants, Gyrodyne, LLC and VS Construction, including a mix of medical, residential, and commercial uses as well as parking and public amenities on multiple parcels within the MOD.

The Proposed Project includes the development of two sites, Gyrodyne and Evergreen, located on the south side of Route 202/35 opposite the NYPH. The Gyrodyne Project is proposed as a Class A medical office space with approximately 184,600 gsf on a 13.8 acre site directly across Route 202/35 from the NYPH entrance. The Gyrodyne Project would provide approximately 939 parking spaces (346 surface lot spaces and 593 spaces located in a parking structure.) Under existing conditions, the Gyrodyne site has 30,000 gsf of medical office that will be removed as part of the Gyrodyne Project. The Gyrodyne Project Site's driveway would utilize the existing driveway to the medical offices across from the NYPH entrance driveway on Route 202/35 forming a four-leg intersection. The proposed full access driveway would be improved to provide one shared left turn/through lane and one right turn only lane and would be signalized.

The Evergreen Project is proposed as a mix of uses including an 120 unit assisted living facility, 70 townhouses, 166 multi-family residential units and 7,000 sf of accessory retail uses. The site will also contain is proposed with an 120 unit assisted living facility, 166 residential units, 70 townhouses, and 7,427 surface parking spaces located across Route 202/35 from the NYPH campus between Lafayette and Conklin Avenues and adjacent to the Gyrodyne Project. Access to the Evergreen Project Site would be provided by a full access driveway at Route 202/35 opposite Conklin Avenue to create a four-leg intersection. The driveway would provide one left turn only lane and one shared through/right turn lane.

This chapter examines the potential effects of the Proposed Action on the study area transportation system, describing existing conditions within the Study Area and comparing future conditions in 2023 both without the Proposed Action (the "No Action" analysis), and with the Proposed Project (the "With Action" analyses). In addition, an Alternatives Build Program for the Gyrodyne site was analyzed.

PRINCIPAL CONCLUSIONS

Traffic conditions were evaluated at 25 intersections for the Weekday AM and PM peak hours. Under the 2023 With Action Condition

Table 11-1 identifies the locations of potential traffic impacts with the Proposed Action and where mitigation measures have been proposed to fully mitigate the impact. In addition, at two

intersections, mitigation measures were recommended to mitigate the projected impacts to one or more impacted movements to provide improvements where possible. No impacts were identified for vehicular and pedestrian safety, parking, pedestrians and transit.

Table 11-1
Summary of Traffic Impacts

Intersection		Proposed Action			
		Weekday AM		Weekday PM	
EB/WB Street	NB/SB Street	Traffic Impact	Mit	Traffic Impact	Mit
Route 6	Dayton Lane	Not Impacted	N/A	NB-L	Yes
Route 6	Lexington Avenue	Not Impacted	N/A	EB - TR	No
Route 202/35	Lafayette Avenue/NYPH driveway	Not Impacted	N/A	EB-TR	Yes
Route 202/35	Bear Mountain Parkway	EB-LT	Yes	EB-LT	Yes
Route 202/35	Croton Avenue/ Maple Row	NB-L	No	WB-L WB-TR NB-L	No No No
Route 202/35	Lexington Avenue	EB-TR	Yes	EB-TR WB-T	No Yes
South Driveway	Dayton Lane	Not Impacted	N/A	WB-LR	No
Route 202/35	Dayton Lane	SB-LR	Yes	SB-LR	Yes
Route 202/35	Tamarack Drive	Not Impacted	N/A	NB-LR	Yes
Route 202/35	Shipley Drive/Dimond Avenue	Not Impacted	N/A	NB-LTR	No
Route 202/35	Locust Avenue	SB-LTR	No	Not Impacted	N/A
Bear Mountain Parkway	Arlo Lane	Not Impacted	N/A	NB-LTR	Yes
Total Impacted Intersections/Lane Groups		**5/5**		**11/14**	

Notes: L = Left Turn, T = Through, R = Right Turn, EB = Eastbound, WB = Westbound, NB = Northbound, SB = Southbound, Mit = Mitigation Provided, NA = Not Applicable

The impacts and mitigation shown in **Table 11-1** are based on the additional time it would take to make an individual movement at an intersection under the proposed action. However, while some individual movements may experience an increase in delay, the total increase in delay through a series of movements along a route is not identified. For this reason, the total delay along the Route 202/35 corridor in the study area was also evaluated.

With the mitigation measures proposed the delay associated with the Proposed Project would be greatly reduced, however an increase in delay along the Route 202/35 corridor would still be experienced as compared to the 2023 No Action Condition. Therefore, additional mitigation measures are proposed to reduce travel time along the corridor with the Proposed Action:

- Route 202/35 and Lafayette Avenue/NY Presbyterian Hospital Driveway—signal phasing modifications to make the westbound left-turn a lagging phase.
- Route 202/35 from Dayton Lane to Conklin Avenue—Adjustments to the signal offsets to smooth traffic flow and progression between intersections.

With the implementation of these additional improvement measures, as well as the partial mitigation measures at the intersections of Route 202/35 and Bear Mountain Parkway and Route 202/35 and Lexington Avenue, additional storage capacity for turning vehicles would be provided and would improve the flow of through traffic along Route 202/35.

An Adaptive Traffic Control System (ATCS) is also proposed as an improvement measure and has the potential to further improve vehicle delay and number of stops along a congested arterial by approximately 10 percent (during the peak periods) when implemented correctly. In addition, as an ATCS adjusts traffic signal timing (offsets, cycle lengths and splits) based on real-time conditions it is better able to adapt to the variations in traffic volumes throughout the day, leading to a better driver experience through the corridor. Within the Town of Cortlandt, the U.S. Route 6 corridor from Jerome Avenue to Lexington Avenue currently operates under the control of an

ATCS and has shown improvements to travel times of approximately 10 percent during the peak periods, and greater improvements during the shoulder and weekend hours.

In addition to operational traffic improvements, the proposed mitigation measures for the Proposed Action would provide added safety benefits to many of the intersections along the Route 202/35 corridor in the study area. The proposed Project's Site Plan would also provide additional pedestrian facilities, including sidewalks and crosswalks, providing pedestrian connectivity between the Project Sites as well as the NYPH.

B. CAPACITY ANALYSIS METHODOLOGY

SIGNALIZED INTERSECTIONS

The operation of signalized intersections in the study area was analyzed by applying the Percentile Delay Methodology included in the Synchro 10 traffic signal software. The Percentile Delay Methodology differs from the *Highway Capacity Manual (HCM)* Methodology by calculating vehicle delays for five different percentile scenarios (10th, 30th, 50th, 70th and 90th) and taking the volume weighted average of the scenarios as compared to HCM which calculates delay for a single average scenario. In addition, the Percentile Delay Methodology includes an additional queue delay component to account for the effects of queues and blocking on short links and turning bays. The methodology evaluates signalized intersections for average delay per vehicle and level of service (LOS).

LOS can be characterized for the entire intersection, each intersection approach, and each lane group. Delay alone is used to characterize LOS for the entire intersection or an approach. Total delay and volume-to-capacity (v/c) ratio are used to characterize LOS for a lane group. The volume-to-capacity ratio quantifies the degree to which a phase's capacity is utilized by a lane group.

LOS A describes operation with a delay of 10 seconds per vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B describes operation with delay between 10 and 20 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C describes operation with delay between 20 and 35 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

LOS D describes operation with delay between 35 and 55 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

LOS E describes operation with delay between 55 and 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity

ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

LOS F describes operation with delay exceeding 80 seconds per vehicle or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

A lane group can incur a delay less than 80 seconds per vehicle when the volume-to-capacity ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and volume-to-capacity ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicates that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80 seconds per vehicle represents failure from a delay perspective).

The delay criteria for the range of service levels for signalized intersections are shown in **Table 11-2**.

Table 11-2
LOS Criteria for Signalized Intersections

Total Delay Per Vehicle	Level-of-Service (LOS)[1]	
	v/c ratio ≤ 1.0	v/c ratio > 1.0
≤ 10.0 seconds	A	F
>10.0 and ≤ 20.0 seconds	B	F
>20.0 and ≤ 35.0 seconds	C	F
>35.0 and ≤ 55.0 seconds	D	F
>55.0 and ≤ 80.0 seconds	E	F
>80.0 seconds	F	F

Note: (1) For approach-based and intersection-wide assessments, LOS is defined solely by delay.
Source: Transportation Research Board. *2010 Highway Capacity Manual*.

UNSIGNALIZED INTERSECTIONS

LOS for a two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections is determined by the computed or measured control delay using HCM Methodology. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns at TWSC intersections and for all movements at AWSC intersections. LOS is not defined for the intersection as a whole for TWSC intersections.

The LOS criteria for both TWSC and AWSC unsignalized intersections are summarized in **Table 11-3**.

Table 11-3
LOS Criteria for Unsignalized Intersections

Control Delay Per Vehicle	Level-of-Service (LOS)[1]	
	v/c ratio ≤ 1.0	v/c ratio > 1.0
≤ 10.0 seconds	A	F
>10.0 and ≤ 15.0 seconds	B	F
>15.0 and ≤ 25.0 seconds	C	F
>25.0 and ≤ 35.0 seconds	D	F
>35.0 and ≤ 50.0 seconds	E	F
>50.0 seconds	F	F

Note: (1) For TWSC intersections, the LOS criteria apply to each lane on a given approach and to each approach on the minor street (for TWSC intersections). LOS is not calculated for major-street approaches or for the intersection as a whole.
Source: Transportation Research Board. *2010 Highway Capacity Manual*.

Note that the LOS criteria for unsignalized intersections are somewhat different from the criteria used in signalized intersections. At TWSC intersections, drivers on the stop-controlled approaches are required to select gaps in the major-street flow in order to execute crossing or turning maneuvers. In the presence of a queue, each driver on the controlled approach must also use some time to move into the front-of-queue position and prepare to evaluate gaps in the major-street flow. AWSC intersections require drivers on all approaches to stop before proceeding into the intersection.

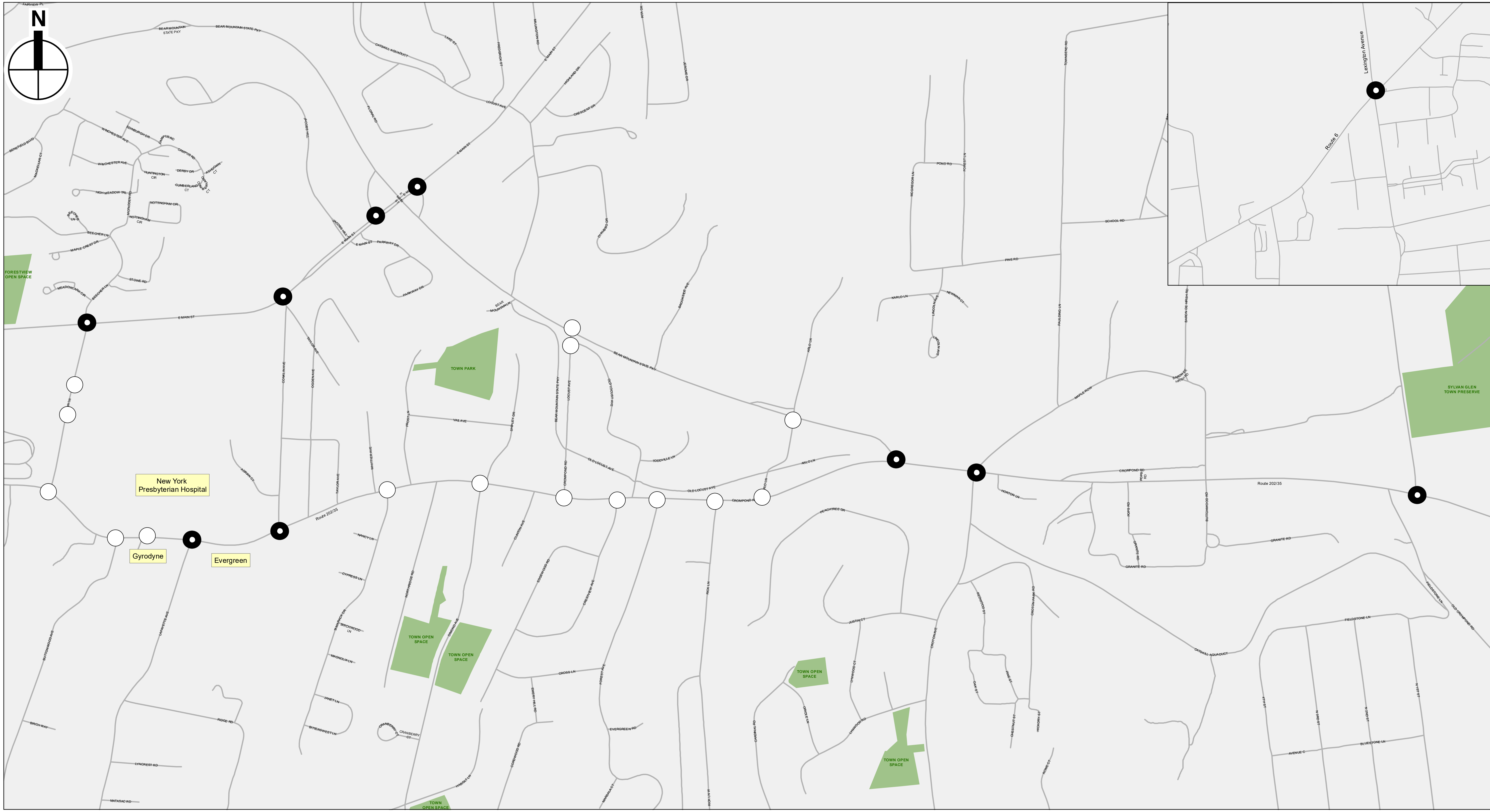
C. 2017 EXISTING CONDITIONS

To assess the traffic impacts associated with the Proposed Action, a Study Area was identified that considered key intersections that might be affected by project generated trips. As presented in **Figure 11-1,** a total of 25 locations were identified for analysis:

1. Route 202/35 and Dayton Lane
2. Route 202/35 and Buttonwood Avenue
3. Route 202/35 and Conklin Avenue
4. Route 202/35 and Tamarack Drive
5. Route 6 and Dayton Lane
6. Dayton Lane and Beach Shopping Center (North)
7. Dayton Lane and Beach Shopping Center (South)
8. Route 202/35 and Dimond Avenue/Shipley Drive
9. Route 202/35 and Locust Avenue
10. Route 202/35 and Crestview Avenue
11. Route 202/35 and Bear Mountain Parkway
12. Route 202/35 and Croton Avenue/Maple Row
13. Route 202/35 and Lexington Avenue
14. Route 202/35 and Medical Center Driveway/NYPH Driveway
15. Route 202/35 and Lafayette Avenue/NYPH Driveway
16. Route 6 and Conklin Avenue
17. Bear Mountain Parkway and Locust Avenue
18. Route 202/35 and Forest Avenue
19. Route 202/35 and Rick Lane
20. Bear Mountain Parkway and Arlo Lane
21. Route 202/35 and Arlo Lane
22. Route 6 and Lexington Avenue
23. Lafayette Avenue and Ridge Road
24. Route 6 and Bear Mountain Parkway Eastbound Ramps
25. Route 6 and Bear Mountain Parkway Westbound Ramps

Manual turning movement counts and vehicle classification counts were collected at all the study area intersections during the Weekday AM (7:00 AM to 9:00 AM) and Weekday PM (4:00 PM to 6:00 PM) peak periods. Existing traffic conditions at intersections 1 through 4 listed above were established based on traffic counts conducted in February 2016 and intersections 5 through 13 collected in May 2016. Traffic counts for intersections 14 and 15 were conducted in May 2017, intersections 16 through 22 were collected in October 2017 and intersection 23 was collected in October 2018. Traffic counts for intersections 24 and 25 were obtained from the Gasland Cortlandt Traffic Impact Study collected in March 2019. Traffic counts collected in 2016 were grown by two percent per year, consistent with historical data along the corridor and recent traffic studies in Cortlandt, for a baseline analysis year of 2017. Data collection sheets are provided in **Appendix VII**.

9.2.21



Legend

Signalized intersection

Unsignalized intersection

0 — 2,000 FEET

CORTLANDT MOD

Study Area

Figure 11-1

In addition to the manual turning movement counts at study area intersections, Automatic Traffic Recorder (ATR) counts were conducted for one full week during the months of February 2017 on Route 202/35 (both east and west of Croton Avenue), October 2017 on Route 202/35 east of Lafayette Avenue, and September 2018 on Lafayette Avenue between Ridge Road and Route 202/35. Field inventories of roadway geometry and signal timings/phasings were also conducted to provide the appropriate inputs to the operational analyses and are provided in **Appendix VII**.

ROADWAY AND INTERSECTION CHARACTERISTICS

The following is a brief description of the major roadways and intersections within the study area.

ROUTE 202/35

U.S. Route 202 and NYS Route 35 ("Route 202/35"), also designated as Crompond Road, is a principal arterial roadway under the jurisdiction of the New York State Department of Transportation (NYSDOT) that generally traverses in an east-west direction. Route 202/35 within the Study Area generally provides one moving lane in each direction with two-way traffic volumes ranging from approximately 785 to 1,980 vehicles per hour (vph) and varies in width between approximately 32 and 50 feet. The shoulders along Route 202/35 in the study area are generally 6 feet wide or less. Based on field observations, the pavement along Route 202/35 in the study area is in good condition, as also reported by NYSDOT's *Highway Sufficiency Ratings*. Route 202/35 has a posted speed limit of 40 mph in the western portion of the study area and 45 mph in the eastern portion of the study area.

ROUTE 6

U.S. Route 6 ("Route 6"), also designated as Main Street, is a principal arterial roadway under the jurisdiction of NYSDOT that generally traverses in an east-west direction. Within the Study Area, Route 6 generally provides one moving lane in each direction with two-way traffic volumes ranging from approximately 700 to 2,130 vph and varies in width between approximately 50 and 60 feet without shoulders. Based on field observations, the pavement along Route 6 in the study area is in good condition, as also reported by NYSDOT's *Highway Sufficiency Ratings*. Route 6 has a posted speed limit of 30 mph in the western portion of the study area and 40 mph in the eastern portion of the study area.

BEAR MOUNTAIN STATE PARKWAY

Bear Mountain State Parkway is a limited-access principal arterial roadway under the jurisdiction of NYSDOT. Although generally an east-west roadway, Bear Mountain State Parkway intersects with Route 202/35 in a north-south direction. Bear Mountain State Parkway generally provides one moving lane in each direction within the Study Area and has a pavement width of approximately 30 feet in the vicinity of its intersection with Route 202/35. At its intersection with Route 202/35, Bear Mountain State Parkway has a gravel shoulder on the west side and provides no shoulder on the east side. At its interchange with Route 6, Bear Mountain State Parkway provides two moving lanes in the eastbound direction and one moving lane in the westbound direction. The eastbound and westbound on- and off-ramps at Route 6 provide one lane in each direction with two off-ramp lanes at the intersections. Based on field observations, the pavement along the Bear Mountain Parkway in the study area is in good condition. Bear Mountain State Parkway has a posted speed limit of 45 mph in the study area and two-way traffic volumes of approximately 755 to 1,145 vph.

LAFAYETTE AVENUE

Lafayette Avenue is classified by NYSDOT as a minor arterial roadway. Lafayette Avenue generally traverses in a north-south direction and provides one moving lane in each direction with two-way traffic volumes of approximately 180 to 345 vph. At its intersection with Route 202/35, Lafayette Avenue provides a single shared left turn/right turn lane. The north leg of the intersection provides egress from the NYPH campus. The pavement width along Lafayette Avenue is approximately 24 feet wide within the Study Area. The shoulders along Lafayette Avenue in the study area are generally 2 feet wide or less. Based on field observations, the pavement along Lafayette Avenue in the study area is in fair condition. Lafayette Avenue is under the jurisdiction of the Town of Cortlandt. Lafayette Avenue has a posted speed limit of 30 mph in the Study Area.

CROTON AVENUE

Croton Avenue is classified by NYSDOT as a minor arterial roadway that generally traverses in a north-south direction within the study area. Croton Avenue generally provides one moving lane in each direction with a two-way traffic volume of approximately 560 to 740 vph. At the northern end of Croton Avenue at its intersection with Route 202/35, Croton Avenue has a northbound left turn lane and a shared through/right turn lane to facilitate movements at the intersection. The pavement width along Croton Avenue varies between approximately 22 and 41 feet. The shoulders along Croton Avenue in the study area are generally less than 6 feet wide. Based on field observations, the pavement along Croton Avenue in the study area is in good condition. Croton Avenue is under the jurisdiction of the Town of Cortlandt within the study area. Croton Avenue has a posted speed limit of 30 mph within the study area.

LEXINGTON AVENUE

Lexington Avenue is classified by NYSDOT as a minor arterial roadway. Lexington Avenue generally traverses in a north-south direction and provides one moving lane in each direction with two-way traffic volumes of approximately 375 to 735 vph. At its intersection with Route 202/35, Lexington Avenue provides a dedicated right turn lane and a shared left turn/through lane. The pavement width along Lexington Avenue is approximately 24 feet wide within the study area and no shoulders are provided. Based on field observations, the pavement along Lexington Avenue in the study area is in fair condition. Lexington Avenue is under the jurisdiction of the Town of Cortlandt. Lexington Avenue has a posted speed limit of 30 mph in the study area.

MAPLE ROW

Maple Row is classified by NYSDOT as a major collector roadway. Maple Row generally traverses in a north-south direction and generally provides one moving lane in each direction with two-way traffic volumes of approximately 295 to 340 vph. The pavement width along Maple Row is approximately 33 feet wide within the study area. The shoulders along Maple Row in the study area are generally less than 2 feet wide. Based on field observations, the pavement along Maple Row in the study area is in good condition. Maple Row is under the jurisdiction of the Town of Cortlandt within the study area. Maple Row has a posted speed limit of 30 mph in the study area.

DAYTON LANE

Dayton Lane is classified by NYSDOT as a local roadway. Dayton Lane generally traverses in a north-south direction and provides one moving lane in each direction with two-way traffic volumes of approximately 360 to 780 vph. At its intersection with Route 202/35, Dayton Lane provides a single shared left turn/right turn lane. The pavement width along Dayton Lane is approximately 38 feet wide within the study area and no shoulders are provided. Based on field

observations, the pavement along Dayton Lane in the study area is in fair condition. Dayton Lane is under the jurisdiction of the City of Peekskill. Dayton Lane has a speed limit of 30 mph in the study area.

BEACH SHOPPING CENTER DRIVEWAYS

The Beach Shopping Center Driveways are private driveways. The Beach Shopping Center Driveways generally traverse in an east-west direction and provide access to the Beach Shopping Center. Both the northern and southern driveways provide one moving lane in each direction and centerline striping is provided on the pavement to designate the travel lanes. The pavement width along approximately 24 and 27 feet wide along the northern and southern driveway, respectively. Based on field observations, the pavement along the Beach Shopping Center Driveways in the study area is in fair condition.

BUTTONWOOD AVENUE

Buttonwood Avenue is classified by NYSDOT as a local roadway with a two-way traffic volume of approximately 10 to 25 vph. Buttonwood Avenue generally traverses in a north-south direction and provides one moving lane in each direction; however, centerline striping is not provided on the pavement to designate the travel lanes. At its intersection with Route 202/35, Buttonwood Avenue provides a single shared left turn/right turn lane. The pavement width along Buttonwood Avenue is approximately 35 feet wide within the study area and no shoulders are provided. Based on field observations, the pavement along Buttonwood Avenue in the study area is in fair condition. Buttonwood Avenue is under the jurisdiction of the Town of Cortlandt. Buttonwood Avenue has a posted speed limit of 30 mph in the study area.

NYPH DRIVEWAYS, CORTLANDT MEDICAL CENTER DRIVEWAYS

The NYPH and Cortlandt Medical Center Driveways are private driveways. The driveways generally traverse in a north-south direction and provide access to New York-Presbyterian Hudson Valley Hospital to the north of Route 202/35 and Cortlandt Medical Center to the south of Route 202/35. On the south side of Route 202/35, the Cortlandt Medical Center driveway provides one moving lane in each direction; however, centerline striping is not provided on the pavement to designate the travel lanes. On the north side of Route 202/35, the westernmost New York Presbyterian driveway provides two receiving lanes for access to NYPH campus and egress is provided at the easternmost driveway at the intersection of Route 202/35 and Lafayette Avenue. The pavement width for each of the driveways is approximately 24 feet wide and no shoulders are provided. Based on field observations, the pavement of the NY Presbyterian and Medical Center Driveways in the study area is in fair condition. The driveways have a posted speed limit of 10 mph.

RIDGE ROAD

Ridge Road is classified by NYSDOT as a local roadway with two-way traffic volumes of approximately 50 to 90 vph. Ridge Road generally traverses in an east-west direction and provides one moving lane in each direction; however, centerline striping is not provided on the pavement to designate the travel lanes. At its intersection with Lafayette Avenue, Ridge Road provides a single shared left turn/right turn lane. The pavement width along Ridge Road is approximately 30 feet wide within the study area and no shoulders are provided. Based on field observations, the pavement along Ridge Road in the study area is in fair condition. Ridge Road is under the jurisdiction of the Town of Cortlandt. Ridge Road has a speed limit of 30 mph in the study area.

CONKLIN AVENUE

Conklin Avenue is classified by NYSDOT as a local roadway with two-way traffic volumes of approximately 420 to 460 vph. Conklin Avenue generally traverses in a north-south direction and provides one moving lane in each direction. At its intersection with Route 202/35, Conklin Avenue provides a dedicated left turn lane and a dedicated right turn lane. The pavement width along Conklin Avenue is approximately 24 feet wide within the study area. The shoulders along Conklin Avenue in the study area are generally 4 feet wide or less. Based on field observations, the pavement along Conklin Avenue in the study area is in fair condition. Conklin Avenue is under the jurisdiction of the Town of Cortlandt. Conklin Avenue has a posted speed limit of 30 mph in the study area.

TAMARACK DRIVE

Tamarack Drive is classified by NYSDOT as a local roadway with two-way traffic volumes of approximately 35 to 55 vph. Tamarack Drive generally traverses in a north-south direction and provides one moving lane in each direction; however, centerline striping is not provided on the pavement to designate the travel lanes. At its intersection with Route 202/35, Tamarack Drive provides a single shared left turn/right turn lane. The pavement width along Tamarack Drive is approximately 30 feet wide within the study area and no shoulders are provided. Based on field observations, the pavement along Tamarack Drive in the study area is in fair condition. Tamarack Drive is under the jurisdiction of the Town of Cortlandt. Tamarack Drive has a posted speed limit of 30 mph in the study area.

DIMOND AVENUE

Dimond Avenue is classified by NYSDOT as a local roadway with two-way traffic volumes of approximately 40 to 145 vph. Dimond Avenue generally traverses in a north-south direction and provides one moving lane in each direction; however, centerline striping is not provided on the pavement to designate the travel lanes. At its intersection with Route 202/35, Dimond Avenue provides a single shared left turn/right turn lane. The pavement width along Dimond Avenue is approximately 26 feet wide within the study area. The shoulders along Dimond Avenue in the study area are generally 4 feet wide or less. Based on field observations, the pavement along Dimond Avenue in the study area is in fair condition. Dimond Avenue is under the jurisdiction of the Town of Cortlandt. Dimond Avenue has a posted speed limit of 30 mph in the study area.

SHIPLEY DRIVE

Shipley Drive is classified by NYSDOT as a local roadway with two-way traffic volumes of approximately 10 vph. Shipley Drive generally traverses in a north-south direction and provides one moving lane in each direction; however, centerline striping is not provided on the pavement to designate the travel lanes. At its intersection with Route 202/35, Shipley Drive provides a single shared left turn/right turn lane. The pavement width along Shipley Drive is approximately 30 feet wide within the study area and no shoulders are provided. Based on field observations, the pavement along Shipley Drive in the study area is in fair condition. Shipley Drive is under the jurisdiction of the Town of Cortlandt. Shipley Drive has a speed limit of 30 mph in the study area.

LOCUST AVENUE

Locust Avenue is classified by NYSDOT as a local roadway with two-way of volumes of approximately 40 to 90 vph. Locust Avenue generally traverses in a north-south direction and provides one moving lane in each direction. At its intersection with Route 202/35, Locust Avenue provides a single shared left turn/right turn lane. The pavement width along Locust Avenue is

approximately 22 feet wide within the study area. The shoulders along Locust Avenue in the study area are generally 3 feet wide or less. Based on field observations, the pavement along Locust Avenue in the study area is in fair condition. Locust Avenue is under the jurisdiction of the Town of Cortlandt. Locust Avenue has a posted speed limit of 30 mph in the study area.

CRESTVIEW AVENUE

Crestview Avenue is classified by NYSDOT as a local roadway with two-way traffic volumes of 10 to 20 vph. Crestview Avenue generally traverses in a north-south direction and provides one moving lane in each direction; however, centerline striping is not provided on the pavement to designate the travel lanes. At its intersection with Route 202/35, Crestview Avenue provides a single shared left turn/right turn lane. The pavement width along Crestview Avenue is approximately 24 feet wide within the study area and no shoulders are provided. Based on field observations, the pavement along Crestview Avenue in the study area is in fair condition. Crestview Avenue is under the jurisdiction of the Town of Cortlandt. Crestview Avenue has a posted speed limit of 30 mph in the study area.

FOREST AVENUE

Forest Avenue is classified by NYSDOT as a local roadway with two-way traffic volumes of approximately 20 vph. Forest Avenue generally traverses in a north-south direction and provides one moving lane in each direction; however, centerline striping is not provided on the pavement to designate the travel lanes. At its intersection with Route 202/35, Forest Avenue provides a single shared left turn/right turn lane. The pavement width along Forest Avenue is approximately 30 feet wide within the study area and no shoulders are provided. Based on field observations, the pavement along Forest Avenue in the study area is in fair condition. Forest Avenue is under the jurisdiction of the Town of Cortlandt. Forest Avenue has a posted speed limit of 30 mph in the study area.

RICK LANE

Rick Lane is classified by NYSDOT as a local roadway with two-way traffic volumes of 10 to 20 vph. Rick Lane generally traverses in a north-south direction and provides one moving lane in each direction; however, centerline striping is not provided on the pavement to designate the travel lanes. At its intersection with Route 202/35, Rick Lane provides a single shared left turn/right turn lane. The pavement width along Rick Lane is approximately 24 feet wide within the study area and no shoulders are provided. Based on field observations, the pavement along Rick Lane in the study area is in fair condition. Rick Lane is under the jurisdiction of the Town of Cortlandt. Rick Lane has a posted speed limit of 30 mph in the study area.

ARLO LANE

Arlo Lane is classified by NYSDOT as a local roadway with two-way traffic volumes of 20 to 60 vph. Arlo Lane generally traverses in a north-south direction and provides one moving lane in each direction; however, centerline striping is not provided on the pavement to designate the travel lanes. At its intersection with Route 202/35, Arlo Lane provides a single shared left turn/right turn lane. The pavement width along Arlo Lane is approximately 26 feet wide within the study area and no shoulders are provided. Based on field observations, the pavement along Arlo Lane in the study area is in fair condition. Arlo Lane is under the jurisdiction of the Town of Cortlandt. Arlo Lane has a speed limit of 30 mph in the study area.

LEVEL OF SERVICE CONDITIONS

Based on a review of all the traffic count data, the peak hours for the study area were determined to be 7:45 AM to 8:45 AM and 5:00 PM to 6:00 PM for the Weekday AM and Weekday PM peak hours, respectively. Traffic volumes for the 2017 existing peak hours analyzed are presented in **Figures 11-2** and **11-3**.

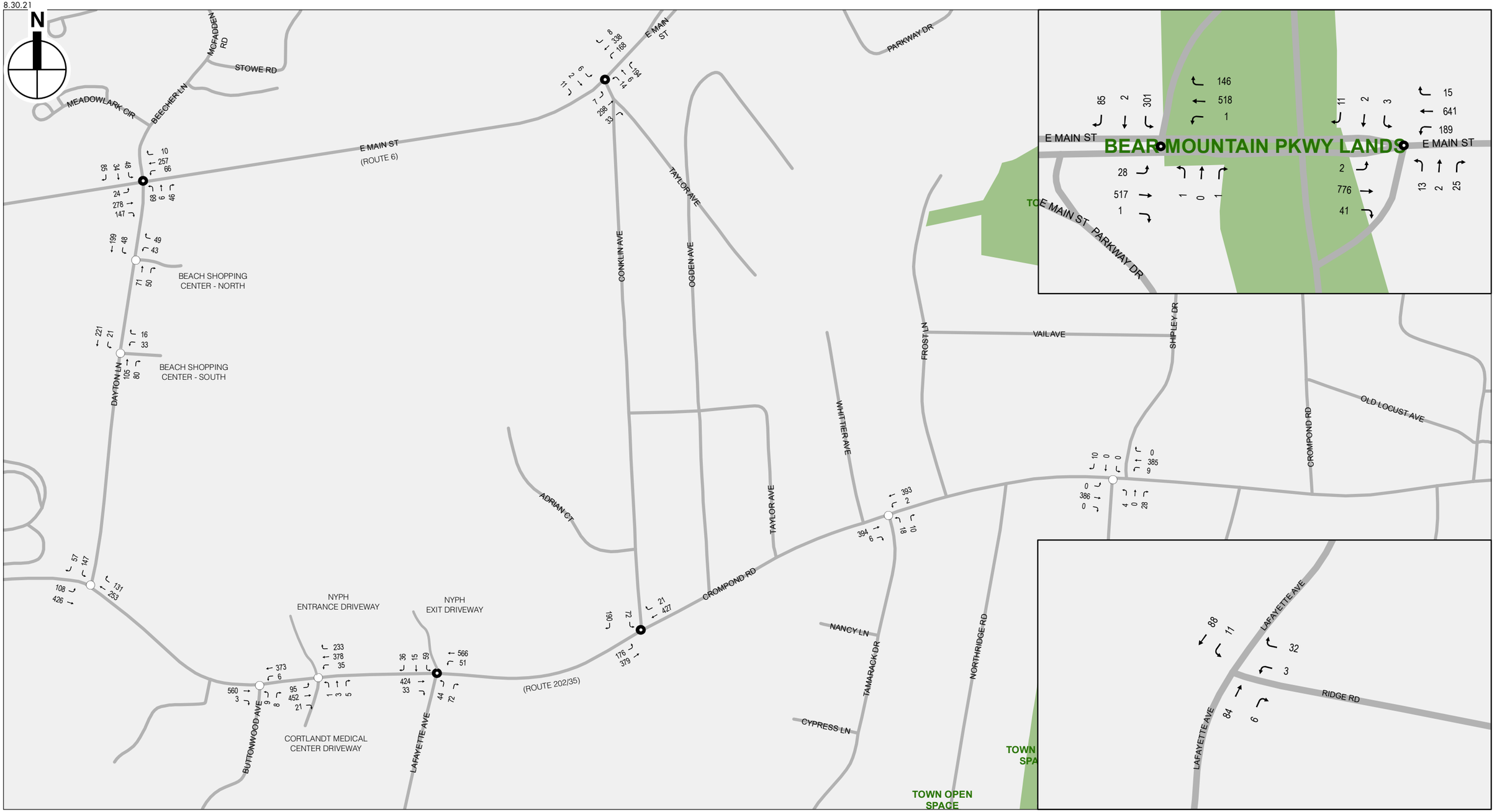
Traffic operating conditions at each study area intersection were analyzed using the Synchro 10 Percentile delay and *HCM2010* methodology (see **Appendix VII** for Synchro 10 outputs for all study area intersections) to compute delays, v/c ratios, and LOS as described in Section B above.

During peak hours, LOS D operations are generally considered to be acceptable operating conditions for signalized and unsignalized intersections. As shown in **Table 11-4** most of the study area intersection lane groups/approaches operate at LOS D or better under 2017 Existing Conditions during the peak hours analyzed. The following are exceptions:

- Route 6 and Conklin Avenue—the northbound left turn/through movement operates at LOS E during the Weekday PM peak hour.
- Route 6 and Lexington Avenue—the eastbound left turn operates at LOS F during the Weekday PM peak hour. The westbound through/right turn movement operates at LOS E during the Weekday PM peak hour. The northbound left turn operates at LOS E during the Weekday PM peak hour. The northbound through/right turn movement operates at LOS E during the Weekday AM and Weekday PM peak hours. The southbound through/right turn movement operates at LOS F during the Weekday PM peak hour.
- Route 202/35 and Lafayette Avenue/NYPH Driveway—the southbound left turn/through movement operates at LOS F during the Weekday AM and Weekday PM peak hours.
- Route 202/35 and the Bear Mountain State Parkway—the southbound approach operates at LOS F and LOS E during the Weekday AM and Weekday PM peak hours, respectively.
- Route 202/35 and Croton Avenue/Maple Row—the northbound left turn operates at LOS F during the Weekday AM and Weekday PM peak hours. The southbound approach operates at LOS F and LOS E during the Weekday AM and Weekday PM peak hours, respectively.
- Route 6 and Bear Mountain Parkway Westbound Ramps – the northbound left turn operates at LOS F during the Weekday AM and Weekday PM peak hours. The southbound approach operates at LOS F during the Weekday PM peak hour.
- Dayton Lane and Beach Shopping Center Driveway (South)—the westbound approach operates at LOS F during the Weekday PM peak hour.
- Route 202/35 and Dayton Lane—the southbound approach operates at LOS F during the Weekday AM and Weekday PM peak hours.
- The Bear Mountain State Parkway and Arlo Lane—the northbound approach operates at LOS E during the Weekday AM and Weekday PM peak hours.

The Route 202/35 corridor has long standing traffic congestion concerns, particularly for the segment of the corridor from Yorktown to Cortlandt where the Bear Mountain Parkway merges with Route 202/35. This segment of Route 202/35 is primarily one lane in either direction with turning lanes. The intersections of Route 202/35 and Bear Mountain Parkway and Croton Avenue/Maple Row are at the western end of this segment and are closely spaced, operating with a single traffic controller. As shown in **Table 11-4**, these intersections currently operate at or above capacity under existing conditions and any additional traffic would further exacerbate these conditions.

8.30.21



Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

2017 Existing Traffic Volumes
Weekday AM Peak Hour
Figure 11-2A

CORTLANDT MOD

8.31.21

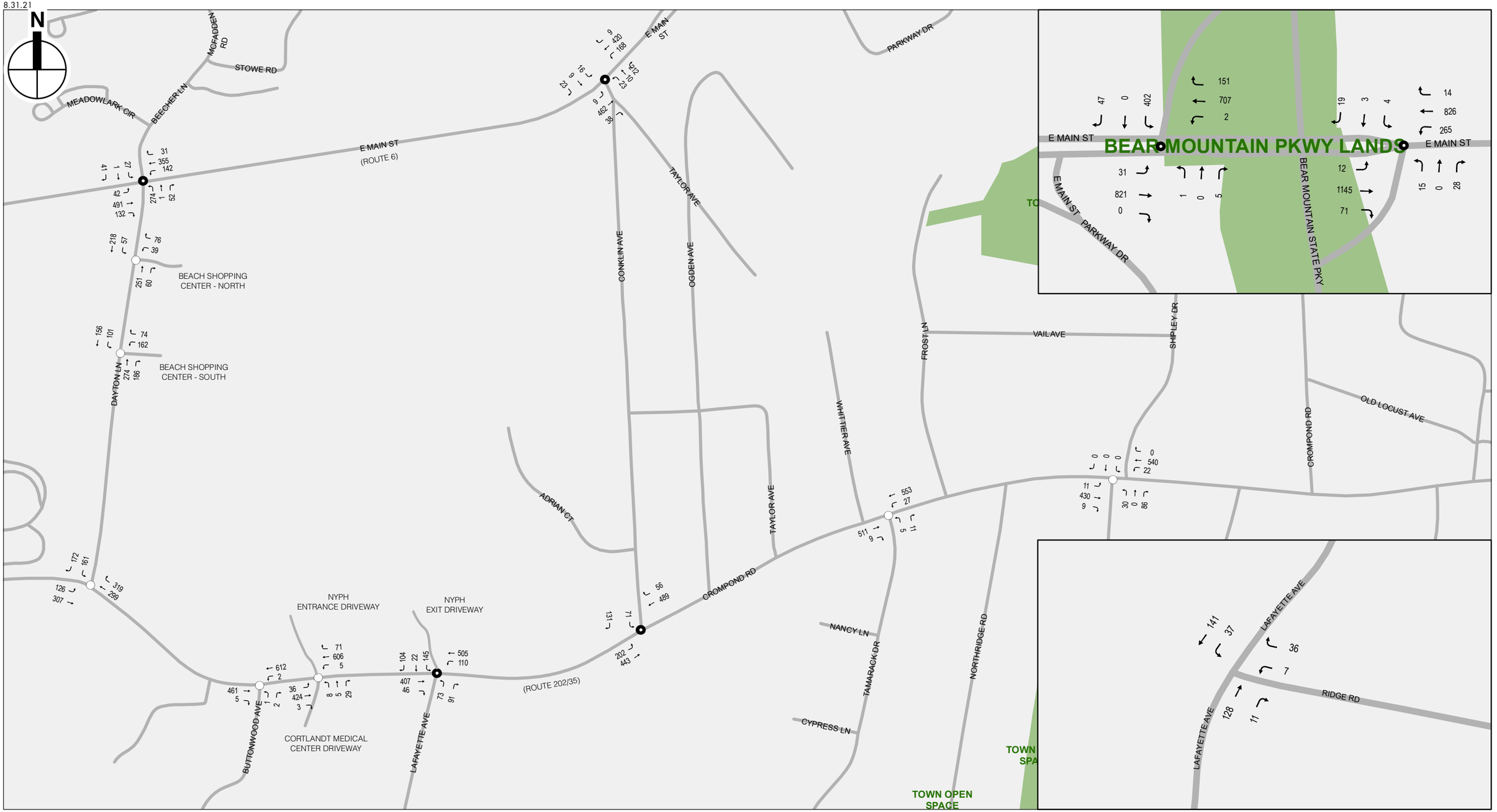
Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

2017 Existing Traffic Volumes
Weekday AM Peak Hour
Figure 11-2B

CORTLANDT MOD

8.31.21



Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

CORTLANDT MOD

2017 Existing Traffic Volumes
Weekday PM Peak Hour
Figure 11-3A

8.31.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

2017 Existing Traffic Volumes
Weekday PM Peak Hour

CORTLANDT MOD

Figure 11-3B

Table 11-4
2017 Existing Conditions Level of Service Analysis

Intersection	Weekday AM				Weekday PM			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections								
Route 6 and Dayton Lane								
Eastbound	L	0.04	5.2	A	L	0.08	9.7	A
	TR	0.24	8.0	A	TR	0.46	19.1	B
Westbound	L	0.11	5.3	A	L	0.33	11.3	B
	TR	0.14	9.6	A	TR	0.25	15.8	B
Northbound	L	0.39	32.2	C	L	0.81	47.3	D
	TR	0.22	27.6	C	TR	0.13	23.7	C
Southbound	LT	0.53	35.8	D	LT	0.08	23.1	C
	R	0.30	19.6	B	R	0.07	14.4	B
	Intersection		14.8	B	Intersection		22.4	C
Route 6 and Conklin Avenue								
Eastbound	L	0.01	2.6	A	L	0.01	3.0	A
	TR	0.15	4.8	A	TR	0.24	5.7	A
Westbound	L	0.23	3.1	A	L	0.29	4.2	A
	TR	0.14	3.1	A	TR	0.17	3.6	A
Northbound	LT	0.23	55.0	D	LT	0.35	57.3	E
	R	0.70	19.9	B	R	0.72	18.6	B
Southbound	LTR	0.23	33.6	C	LTR	0.41	38.8	D
	Intersection		8.0	A	Intersection		9.4	A
Route 6 and Bear Mountain Parkway Eastbound Ramps								
Eastbound	L	0.16	35.2	D	L	0.22	40.6	D
	TR	0.42	12.6	B	TR	0.57	16.0	B
Westbound	LTR	0.67	20.5	C	LTR	0.82	28.7	C
Northbound	LTR	0.01	0.0	A	LTR	0.02	0.2	A
Southbound	L	0.62	27.2	C	L	0.68	31.9	C
	TR	0.17	7.1	A	TR	0.06	0.1	A
	Intersection		18.7	B	Intersection		24.0	C
Route 6 and Lexington Avenue								
Eastbound	L	0.28	17.2	B	L	0.87	80.4	F
	TR	0.91	51.9	D	TR	0.89	44.8	D
Westbound	L	0.43	21.1	C	L	0.32	17.6	B
	TR	0.79	38.7	D	TR	1.01	71.0	E
Northbound	L	0.29	33.8	C	L	0.85	75.8	E
	TR	0.81	65.1	E	TR	0.65	69.7	E
Southbound	L	0.43	36.4	D	L	0.31	44.9	D
	TR	0.55	52.1	D	TR	0.91	99.2	F
	Intersection		46.2	D	Intersection		64.3	E
Route 202/35 and Lafayette Avenue/NYPH Driveway								
Eastbound	TR	0.49	18.8	B	TR	0.59	25.3	C
Westbound	L	0.11	13.1	B	L	0.28	17.4	B
	T	0.51	19.1	B	T	0.51	23.4	C
Northbound	LTR	0.57	17.5	B	LTR	0.82	41.8	D
Southbound	LT	0.78	87.2	F	LT	1.41	259.7	F
	R	0.13	0.9	A	R	0.34	7.6	A
	Intersection		22.3	C	Intersection		50.6	D
Route 202/35 and Conklin Avenue								
Eastbound	L	0.32	1.9	A	L	0.36	1.7	A
	T	0.28	1.6	A	T	0.31	1.1	A
Westbound	TR	0.44	10.9	B	TR	0.49	11.6	B
Southbound	L	0.47	51.3	D	L	0.45	50.9	D
	R	0.48	9.2	A	R	0.34	6.7	A
	Intersection		9.3	A	Intersection		8.6	A
Route 202/35 and Bear Mountain Parkway								
Eastbound	LT	0.76	53.0	D	LT	0.71	47.6	D
Westbound	T	0.38	19.1	B	T	0.45	13.5	B
	R	0.39	2.1	A	R	0.53	9.8	A
Southbound	LR	1.15	129.4	F	LR	0.83	60.1	E
	Intersection		63.3	E	Intersection		31.9	C
Route 202/35 and Croton Avenue/Maple Row								
Eastbound	L	0.10	1.7	A	L	0.16	2.9	A
	T	0.81	18.5	B	T	0.64	7.2	A
	R	0.23	0.6	A	R	0.13	1.0	A
Westbound	L	0.53	12.8	B	L	0.27	7.1	A
	TR	0.56	17.5	B	TR	0.79	26.1	C
Northbound	L	1.44	287.0	F	L	0.94	114.7	F
	TR	0.38	26.2	C	TR	0.41	36.5	D
Southbound	LTR	0.89	86.1	F	LTR	0.71	69.5	E
	Intersection		39.9	D	Intersection		27.3	C

Table 11-4 (cont'd)
2017 Existing Conditions Level of Service Analysis

Intersection	Weekday AM				Weekday PM			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections (continued)								
Route 202/35 and Lexington Avenue								
Eastbound	L	0.12	6.2	A	L	0.53	21.1	C
	TR	0.92	32.1	C	TR	0.82	23.7	C
Westbound	L	0.08	6.6	A	L	0.11	6.0	A
	T	0.67	18.2	B	T	1.02	54.8	D
	R	0.10	3.0	A	R	0.21	2.5	A
Northbound	LTR	0.14	29.3	C	LTR	0.23	32.9	C
Southbound	LT	0.74	50.1	D	LT	0.69	49.9	D
	R	0.21	8.1	A	R	0.18	5.5	A
	Intersection		26.2	C	Intersection		35.7	D
Unsignalized Intersections								
Bear Mountain Parkway Westbound Ramps and Route 6								
Eastbound	L	0.00	9.0	A	L	0.02	9.7	A
Westbound	L	0.26	11.3	B	L	0.49	17.4	C
Northbound	L	0.18	61.7	F	L	0.77	386.7	F
	TR	0.08	15.1	C	TR	0.07	13.8	B
Southbound	LTR	0.11	30.3	D	LTR	0.46	111.4	F
Dayton Lane and Beach Shopping Center North Driveway								
Westbound	LR	0.15	10.9	B	LR	0.23	13.7	B
Southbound	L	0.04	7.6	A	L	0.05	8.3	A
Dayton Lane and Beach Shopping Center South Driveway								
Westbound	LR	0.09	11.4	B	LR	0.83	55.0	F
Southbound	L	0.02	7.7	A	L	0.13	9.2	A
Route 202/35 and Dayton Lane								
Eastbound	L	0.11	8.5	A	L	0.15	9.6	A
Southbound	LR	0.93	80.3	F	LR	1.13	127.4	F
Route 202/35 and Buttonwood Avenue								
Westbound	L	0.01	8.9	A	L	0.00	8.4	A
Northbound	LR	0.13	17.8	C	LR	0.01	14.7	B
Route 202/35 and Cortlandt Medical Driveway/NYPH Driveway								
Eastbound	L	0.11	9.3	A	L	0.04	9.3	A
Westbound	L	0.04	8.6	A	L	0.01	8.2	A
Northbound	LTR	0.03	14.3	B	LTR	0.11	14.6	B
Route 202/35 and Tamarack Drive								
Westbound	L	0.00	8.3	A	L	0.03	8.7	A
Northbound	LR	0.10	15.9	C	LR	0.07	16.1	C
Route 202/35 and Dimond Avenue/Shipley Drive								
Eastbound	L	0.00	0.0	A	L	0.01	8.7	A
Westbound	L	0.01	8.3	A	L	0.02	8.4	A
Northbound	LTR	0.09	12.7	B	LTR	0.34	19.6	C
Southbound	LTR	0.03	10.7	B	LTR	0.00	0.0	A
Route 202/35 and Locust Avenue								
Eastbound	L	0.01	8.2	A	L	0.03	8.6	A
Southbound	LTR	0.29	21.2	C	LTR	0.07	12.5	B
Route 202/35 and Crestview Avenue								
Westbound	L	0.00	8.4	A	L	0.00	8.4	A
Northbound	LTR	0.07	16.1	C	LTR	0.02	14.3	B
Route 202/35 and Forest Avenue								
Westbound	L	0.01	8.4	A	L	0.01	8.5	A
Northbound	LR	0.04	13.6	B	LR	0.04	15.4	C
Route 202/35 and Rick Lane								
Westbound	L	0.01	8.5	A	L	0.01	8.5	A
Northbound	LR	0.03	15.6	C	LR	0.03	15.3	C
Route 202/35 and Arlo Lane								
Eastbound	L	0.01	8.3	A	L	0.03	8.7	A
Southbound	LR	0.07	12.2	B	LR	0.05	14.8	B
Bear Mountain Parkway and Locust Avenue								
Westbound	L	0.00	8.4	A	L	0.00	8.6	A
Northbound	R	0.02	11.3	B	R	0.01	11.8	B
Bear Mountain Parkway and Arlo Lane								
Eastbound	L	0.01	8.3	A	L	0.01	8.8	A
Westbound	L	0.00	9.1	A	L	0.00	0.0	A
Northbound	LTR	0.30	39.3	E	LTR	0.38	41.2	E
Southbound	LTR	0.23	25.0	D	LTR	0.08	15.4	C
Lafayette Avenue and Ridge Road								
Westbound	LR	0.06	9.1	A	LR	0.09	10.0	B
Southbound	L	0.01	7.4	A	L	0.03	7.7	A

Notes: L = Left Turn, T = Through, R = Right Turn, LOS = Level of Service
= Indicates poor operating conditions.

PARKING CONDITIONS

Off-street parking facilities are provided for most of the land uses in the study area.

On-street parking is prohibited along most of the study area roadways, including the Route 202/35, Route 6, and Lexington Avenue corridors.

PEDESTRIAN AND BICYCLE CONDITIONS

Pedestrian and bicycle volumes were generally observed to be low in the study area. Pedestrian infrastructure (sidewalks, crosswalks, etc.) does not exist along Route 202/35 within the study area from Dayton Lane to Lexington Avenue. At the intersection of Dayton Lane and Route 202/35, sidewalk exists along the northern portion of Route 202/35 in the City of Peekskill and connects to the sidewalk on the west side of Dayton Lane which continues to connect to the sidewalk at U.S. Route 6. Sidewalks are provided along most of the length of Route 6 within the study area and pedestrian crosswalks are provided at the study area intersections along Route 6 (at Dayton Lane, Conklin Avenue, and Lexington Avenue). At the intersection of Route 202/35 and Lexington Avenue there exists a short segment of sidewalk on the southern side of the roadway from Old Crompond Road to approximately 300 feet east of Lexington Avenue and on the west side of Lexington Avenue for approximately 100 feet to provide access to the bus stop for the Westchester County Bee- Line Route 15. South and west crosswalks are provided at the intersection to connect the sidewalks. Bicycles and Pedestrians are prohibited on Bear Mountain Parkway.

PUBLIC TRANSPORTATION

The Westchester County Bee-Line Bus System operates the following bus routes within the study area: Routes 10 (“Croton Commuter”), 14 (“Peekskill-Yorktown-White Plains”), 15 (“Peekskill-Yorktown-White Plains”), 16 (“Peekskill-Yorktown”), 17 (“Peekskill-White Plains”), and 18 (“Peekskill Commuter”). Routes 10, 14, 15 and 17 operate along U.S. Route 6 in the study area. Route 16 operates between the Cortlandt Town Center and NYPH via Westbrook Drive, North Division Street and Route 202/35. Route 18 operates to/from the Peekskill Metro-North station along U.S. Route 6 to Conklin Avenue, along Route 202/35, and to Broad Avenue to return to Peekskill. The bus routes which service the study area offer service to various municipalities in northern and central Westchester County as well as target destinations in the study area, such as the Cortlandt Train Station and the Cortlandt Town Center Shopping Center.

The Metropolitan Transportation Authority’s (MTA) Metro-North Railroad offers commuter rail service near the study area via its Hudson Line. The Cortlandt train station is located approximately 3 miles southwest of the proposed MOD. The Peekskill train station is located approximately 2 miles west of the proposed MOD. There are approximately 1 to 2 trains stop in each direction at both the Cortlandt and Peekskill stations during the AM and PM commuter hours. Both the Cortlandt and Peekskill train stations have commuter parking lots.

D. EXISTING CRASH HISTORY AND SAFETY ASSESSMENT

Table 11-5 summarizes the most recent three year’s traffic crash data for each of the study area intersections compiled from the NYSDOT records for the period of January 1, 2016 through December 31, 2018 (see **Appendix VII** for NYSDOT crash data records).

Table 11-5
Intersection Crash Summary

Intersection		Study Period							
		All Vehicle Crashes by Year				Crash Rate[1]			
East-West Roadway	North-South Roadway	2016	2017	2018	Total	2016-2018 (Acc/MEV)[2]	2017-2018 State Average (Acc/MEV)[2]	Total Fatalities	Total Injuries
Route 6	**Dayton Lane**	**11**	**10**	**13**	**34**	**1.59**	**0.23**	**0**	**10**
Route 6	**Conklin Avenue**	**7**	**5**	**12**	**24**	**1.25**	**0.23**	**0**	**15**
Route 6	**Bear Mountain Parkway Eastbound Ramps**	**8**	**8**	**7**	**23**	**0.78**	**0.15**	**1**	**5**
Route 6	**Bear Mountain Parkway Westbound Ramps**	**5**	**6**	**4**	**15**	**0.47**	**0.07**	**0**	**5**
Route 6	**Lexington Avenue**	**11**	**10**	**18**	**39**	**1.09**	**0.23**	**0**	**13**
Beach Shopping Center Driveway (North)	Dayton Lane	0	1	0	1	0.10	0.18	0	0
Beach Shopping Center Driveway (South)	Dayton Lane	0	0	0	0	0.00	0.05	0	0
Route 202/35	**Dayton Lane**	**6**	**1**	**3**	**10**	**0.50**	**0.12**	**0**	**4**
Route 202/35	Buttonwood Avenue	1	1	0	2	0.12	0.12	0	2
Route 202/35	Medical Center Driveway/NY Presbyterian Driveway	1	3	3	7	0.43	0.15	0	3
Route 202/35	Lafayette Avenue/NY Presbyterian Driveway	0	3	2	5	0.24	0.23	0	2
Route 202/35	**Conklin Avenue**	**3**	**5**	**5**	**13**	**0.67**	**0.15**	**0**	**5**
Route 202/35	Tamarack Drive	0	0	1	1	0.07	0.18	0	1
Route 202/35	Dimond Avenue/Shipley Drive	2	0	2	4	0.31	0.15	0	2
Route 202/35	Locust Avenue	2	3	1	6	0.49	0.18	0	3
Route 202/35	Crestview Avenue	0	0	0	0	0.00	0.18	0	0
Route 202/35	Forest Avenue	3	0	0	3	0.22	0.18	0	2
Route 202/35	Rick Lane	1	0	0	1	0.07	0.18	0	0
Route 202/35	Arlo Lane	0	1	2	3	0.21	0.18	0	1
Route 202/35	**Bear Mountain State Parkway**	**5**	**15**	**13**	**33**	**1.12**	**0.31**	**0**	**5**
Route 202/35	**Croton Avenue/Maple Row**	**9**	**6**	**9**	**24**	**0.70**	**0.23**	**0**	**9**
Route 202/35	**Lexington Avenue**	**6**	**8**	**6**	**20**	**0.68**	**0.23**	**0**	**7**
Bear Mountain State Parkway	Locust Avenue	0	0	0	0	0.00	0.12	0	0
Bear Mountain State Parkway	Arlo Lane	2	0	1	3	0.20	0.20	0	0
Ridge Road	Lafayette Avenue	0	0	0	0	0.00	0.18	0	0
	Total	**70**	**72**	**91**	**233**	**-**	**-**	**1**	**94**

Notes:
(1) A crash rate is the number of crashes that occur at a given location for a specified time period divided by a measure of exposure for the same period.
(2) Acc/MEV is the accident for the time period identified divided by Million Entering Vehicles (MEV) which uses the total number of vehicles entering an intersection as the measure of exposure.
Bold intersections have crash rates exceeding the statewide average crash rates for similar facilities and have five or more reported crashes in a 12-month period.
Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data and January 1, 2017 through December 31, 2018 Average Accident Rates

INTERSECTION CRASHES

During the January 1, 2016 through December 31, 2018 three-year period, a total of 271 reportable and non-reportable crashes with no fatalities and 86 injuries occurred at the study area intersections.

As shown in **Table 11-5**, 16 intersections exceed the statewide average crash rate. For the purpose of this safety assessment, ten intersections that have crash rates exceeding the statewide average

crash rates for similar facilities and have five or more reported crashes in a 12-month period are discussed in detail below:

1. Route 6 and Dayton Lane
2. Route 6 and Conklin Avenue
3. Route 6 and Bear Mountain Parkway Eastbound Ramps
4. Route 6 and Bear Mountain Parkway Westbound Ramps
5. Route 6 and Lexington Avenue
6. Route 202/35 and Dayton Lane
7. Route 202/35 and Conklin Avenue
8. Route 202/35 and Bear Mountain State Parkway
9. Route 202/35 and Croton Avenue/Maple Row
10. Route 202/35 and Lexington Avenue

Intersections with fewer than five crashes in a 12-month period were not examined further as the sample size is insufficient for identifying predominant crash patterns or geometric deficiencies.

Potential safety improvements and their safety improvement factors are provided where a crash pattern was identified and potential safety improvements are feasible. The primary safety improvement factor is a Crash Modification Factors (CMF) which is a factor for a given countermeasure that when multiplied by the existing crashes provides an estimate of the future crashes with the countermeasure. For example, if 100 crashes exist today and an improvement measure has a CMF of 0.8, it is anticipated that there would be 80 crashes if the proposed countermeasure was implemented. CMFs were derived from the *FHWA Crash Modification Factors Clearinghouse* and the 2018 *NYSDOT PIES - Reduction Factor Report*.

ROUTE 6 AND DAYTON LANE

As shown in **Table 11-5**, during the three-year period, 34 crashes occurred at the Route 6 and Dayton Lane intersection, resulting in ten injuries. The crash rate for this intersection is 1.59 Accidents/MEV.

As shown in **Table 11-6**, the predominant crash type at the intersection is a rear end collision with right turn and left turn crashes secondary. In addition, dark-road lighted conditions (24 percent of the total crashes) and wet road surface conditions (18 percent of total crashes) were common contributing environmental conditions. 85 percent of the crashes at the intersection were attributed to driver error.

Table 11-6
Route 6 and Dayton Lane Crash Types

Crash Type	Number	Percentage
Rear End	11	32%
Right Turn	6	18%
Left Turn	5	15%
Sideswipe	4	12%
Right Angle	4	12%
Overtaking	1	3%
Fixed Object	1	3%
Head On	1	3%
Animal	0	0%
Other/Unknown	1	3%
Total	**34**	**-**
Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.		

Potential Safety Improvements

- Install a "Signal Ahead" anticipatory warning sign along Route 6 eastbound and westbound (CMF of 0.83 for rear-end crashes and 0.85 for left turn crashes)
- Improve roadway lighting at the intersection (CMF of 0.32 for nighttime crashes)

ROUTE 6 AND CONKLIN AVENUE

As shown in **Table 11-5**, during the three-year period, 24 crashes occurred at the Route 6 and Conklin Avenue intersection, resulting in 12 injuries and three serious injuries. The crash rate for this intersection is 1.25 Accidents/MEV.

As shown in **Table 11-7**, the predominant crash type at the intersection is a rear end collision with right turn and left turn crashes secondary. In addition, dark-road lighted conditions (13 percent of total crashes) and wet or snow/ice road surface conditions (17 percent of total crashes) were common contributing environmental conditions.79 percent of the crashes at the intersection were attributed to driver error.

Table 11-7
Route 6 and Conklin Avenue Crash Types

Crash Type	Number	Percentage
Rear End	12	50%
Right Turn	3	13%
Left Turn	4	17%
Sideswipe	1	4%
Right Angle	1	4%
Overtaking	1	4%
Fixed Object	1	4%
Head On	1	4%
Animal	0	0%
Other/Unknown	0	0%
Total	**24**	**-**
Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.		

Potential Safety Improvements

- Install yellow retroreflective signal backplates to improve signal visibility (CMF of 0.85 for all crashes)
- Install left turn flashing yellow arrow signals with supplemental traffic signs with text "Left Turn Yield on Flashing Yellow Arrow" (CMF of 0.86 for left turn crashes)

ROUTE 6 AND BEAR MOUNTAIN PARKWAY EASTBOUND RAMPS

As shown in **Table 11-5**, during the three-year period, 23 crashes occurred at the Route 6 and Bear Mountain Parkway Eastbound Ramps intersection, resulting in 1 fatality and 5 injuries. The crash rate for this intersection is 0.78 Accidents/MEV.

As shown in **Table 11-8**, the predominant crash type at the intersection is a rear end collision with overtaking and left turn crashes secondary. In addition, dark-road lighted conditions (13 percent of total crashes) and wet or snow/ice road surface conditions (22 percent of total crashes) were common contributing environmental conditions. 87 percent of the crashes at the intersection were attributed to driver error.

Table 11-8
Route 6 and Bear Mountain Parkway Eastbound Ramps
Crash Types

Crash Type	Number	Percentage
Rear End	16	70%
Right Turn	1	4%
Left Turn	2	9%
Sideswipe	0	0%
Right Angle	1	4%
Overtaking	3	13%
Fixed Object	0	0%
Head On	0	0%
Animal	0	0%
Other/Unknown	0	0%
Total	**23**	**-**

Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.

Potential Safety Improvements

- Coordinate adjacent traffic signals (CMF of 0.79 for all crashes)
- Install yellow retroreflective signal backplates to improve signal visibility (CMF of 0.85 for all crashes)

ROUTE 6 AND BEAR MOUNTAIN PARKWAY WESTBOUND RAMPS

As shown in **Table 11-5**, during the three-year period, 15 crashes occurred at the Route 6 and Bear Mountain Parkway Westbound Ramps intersection, resulting in 5 injuries. The crash rate for this intersection is 0.47 Accidents/MEV.

As shown in **Table 11-9**, the predominant crash types at the intersection are a left turn crash and an overtaking crash with rear end collision crashes secondary. In addition, dark-road lighted conditions (40 percent of total crashes) and wet or snow/ice road surface conditions (20 percent of total crashes) were common contributing environmental conditions. 87 percent of the crashes at the intersection were attributed to driver error.

Table 11-9
Route 6 and Bear Mountain Parkway Westbound Crash Types

Crash Type	Number	Percentage
Rear End	3	20%
Right Turn	0	0%
Left Turn	5	33%
Sideswipe	0	0%
Right Angle	1	7%
Overtaking	5	33%
Fixed Object	0	0%
Head On	1	7%
Animal	0	0%
Other/Unknown	0	0%
Total	**15**	**-**

Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.

Potential Safety Improvements

- Install yellow retroreflective signal backplates to improve signal visibility (CMF of 0.85 for all crashes)
- Improve roadway lighting at the intersection (CMF of 0.32 for nighttime crashes)
- Installation of a new red/yellow/green signal (CMF of 0.78 for all crashes and 0.75 for left turn crashes) (proposed as part of the Gasland Cortlandt transportation improvements)

ROUTE 6 AND LEXINGTON AVENUE

As shown in **Table 11-5**, during the three-year period, 39 crashes occurred at the Route 6 and Lexington Avenue intersection, resulting in 12 injuries and one serious injury. The crash rate for this intersection is 1.25 Accidents/MEV.

As shown in **Table 11-10**, the predominant crash type at the intersection is a rear end collision with left turn and overtaking secondary. Nearly half of all rear end collisions occur in the eastbound direction. In addition, 23 percent of total accidents occurred at night in dark-road lighted or unlighted conditions and 15 percent occurred during wet or snow/ice road surface conditions. 90 percent of crashes at the intersection are attributed to driver error.

Table 11-10
Route 6 and Lexington Avenue Crash Types

Crash Type	Number	Percentage
Rear End	20	51%
Right Turn	1	3%
Left Turn	5	13%
Sideswipe	0	0%
Right Angle	0	0%
Overtaking	7	18%
Fixed Object	1	3%
Head On	1	3%
Animal	0	0%
Other/Unknown	4	10%
Total	**39**	**-**
Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.		

Potential Safety Improvement Measures

An Adaptive Traffic Control System (ATCS) was installed along a portion of the Route 6 corridor including the intersection of Lexington Avenue and Route 6 in spring of 2018. An ATCS system has a CMF of 0.87 for all crash types. In addition, the following measures could provide additional improvements:

- Improve roadway lighting at the intersection (CMF of 0.32 for nighttime crashes)
- Install yellow retroreflective signal backplates to improve signal visibility (CMF of 0.85 for all crashes)

ROUTE 202/35 AND DAYTON LANE

As shown in **Table 11-5**, during the three-year period, ten crashes occurred at the Route 202/35 and Dayton Lane intersection, resulting in zero injuries. The crash rate for this intersection is 0.5 Accidents/MEV.

As shown in **Table 11-11**, the predominant crash type at the intersection is a left turn collision with the remaining crashes being either rear end or fixed object collisions. In addition, 30 percent of crashes

occurred at night in dark-road lighted or unlighted conditions. All of the crashes at the intersection are attributed to driver error, with the majority due to a vehicle failing to yield right-of-way.

Table 11-11
Route 202/35 and Dayton Lane Crash Types

Crash Type	Number	Percentage
Rear End	1	10%
Right Turn	0	0%
Left Turn	8	80%
Sideswipe	0	0%
Right Angle	0	0%
Overtaking	0	0%
Fixed Object	1	10%
Head On	0	0%
Animal	0	0%
Other/Unknown	0	0%
Total	**10**	**-**
Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.		

Potential Safety Improvement Measures

- Installation of a new red/yellow/green signal (CMF of 0.78 for all crashes and 0.75 for left turn crashes)
- Install left turn only lane for the southbound Dayton Lane approach (CMF of 0.75 for all crashes)

ROUTE 202/35 AND CONKLIN AVENUE

As shown in **Table 11-5**, during the three-year period, 13 crashes occurred at the Route 202/35 and Conklin Avenue intersection, resulting in no injuries. The intersection crash rate is 0.67 Accidents/MEV.

As shown in **Table 11-12**, the predominant crash types at the intersection are rear end and fixed object collisions. Of the fixed object collisions, two occurred making a right turn onto Conklin Avenue two occurred traveling eastbound on Route 202/35 and one occurred traveling westbound on Route 202/35 involving the stone wall on the northwest corner and the majority involved dark-road lighted conditions. A majority of the crashes at the intersection (69 percent) are attributed to driver error, most commonly following too closely and improper turning. In addition, dark-road lighted or unlighted conditions (38 percent of total crashes) and wet or snow/ice road surface conditions (23 percent of total crashes) were common contributing environmental conditions.

Table 11-12
Route 202/35 and Conklin Avenue

Crash Type	Number	Percentage
Rear End	5	38%
Right Turn	0	0%
Left Turn	2	15%
Sideswipe	0	0%
Right Angle	0	0%
Overtaking	0	0%
Fixed Object	5	38%
Head On	0	0%
Animal	0	0%
Other/Unknown	1	8%
Total	**13**	**-**
Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.		

Potential Safety Improvement Measures

- Install a "Signal Ahead" anticipatory warning sign along Route 202/35 westbound (CMF of 0.83 for rear-end crashes and 0.85 for left turn crashes)
- Improve roadway lighting at the intersection (CMF of 0.32 for nighttime crashes and 0.44 for fixed object crashes occurring at night)

ROUTE 202/35 AND BEAR MOUNTAIN STATE PARKWAY

As shown in **Table 11-5**, during the three-year period, 33 crashes occurred at the Route 202/35 and Bear Mountain State Parkway intersection, resulting in four injuries and one serious injury. The crash rate for this intersection is 1.12 Accidents/MEV.

As shown in **Table 11-13**, the predominant crash type at the intersection is rear end collisions with left turn and overtaking being secondary. Of the rear end crashes, 63 percent occur in the eastbound direction. The majority of crashes at the intersection (88 percent) are attributed to driver error, with following too closely being the most frequent factor. In addition, common contribution environmental conditions included dark-road lighted or unlighted conditions (36 percent) and wet road surface condition (18 percent).

Table 11-13
Route 202/35 and Bear Mountain State Parkway

Crash Type	Number	Percentage
Rear End	19	58%
Right Turn	0	0%
Left Turn	5	15%
Sideswipe	1	3%
Right Angle	0	0%
Overtaking	5	15%
Fixed Object	2	6%
Head On	0	0%
Animal	1	3%
Other/Unknown	0	0%
Total	**33**	**-**
Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.		

Potential Safety Improvement Measures

- Install a "Signal Ahead" anticipatory warning sign along Route 202/35 eastbound (CMF of 0.83 for rear-end crashes)
- Install yellow retroreflective signal backplates to improve signal visibility (CMF of 0.85 for all crashes)
- Install left turn lane along the Route 202/35 eastbound approach (CMF of 0.88 for all crashes)
- Improve roadway lighting at the intersection (CMF of 0.32 for nighttime crashes)

ROUTE 202/35 AND CROTON AVENUE/MAPLE ROW

As shown in **Table 11-5**, during the three-year period, 24 crashes occurred at the Route 202/35 and Croton Avenue/Maple Row intersection, resulting in nine injuries. The crash rate for this intersection is 0.70 Accidents/MEV.

As shown in **Table 11-14**, the predominant crash type for the intersection is rear end collisions. 88 percent of the total crashes being attributed to driver error with following too closely being the

most frequent factor. In addition, wet road surface conditions (17 percent of total crashes) was a common contributing environmental condition.

Table 11-14
Route 202/35 and Croton Avenue/Maple Row

Crash Type	Number	Percentage
Rear End	15	63%
Right Turn	4	17%
Left Turn	4	17%
Sideswipe	0	0%
Right Angle	0	0%
Overtaking	0	0%
Fixed Object	1	4%
Head On	0	0%
Animal	0	0%
Other/Unknown	0	0%
Total	**24**	**-**
Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.		

Potential Safety Improvement Measures

- Install a "Signal Ahead" anticipatory warning sign along Route 202/35 westbound (CMF of 0.83 for rear-end crashes and 0.85 for left turn crashes)
- Install yellow retroreflective signal backplates to improve signal visibility (CMF of 0.85 for all crashes)
- Install pavement markings to better delineate and channelize Croton Avenue northbound left turn lane (CMF of 0.65 for left turn crashes)

ROUTE 202/35 AND LEXINGTON AVENUE

As shown in **Table 11-5**, during the three-year period, 20 crashes occurred at the Route 202/35 and Lexington Avenue intersection, resulting in six injuries and one serious injury. The crash rate for this intersection is 0.68.

As shown in **Table 11-15**, the predominant crash type for this intersection is rear end collisions. A majority of the crashes (85 percent) are attributed to driver error with following too closely being the most frequent factor. In addition, 20 percent of the total crashes occurred at night in dark-road lighted conditions.

Table 11-15
Route 202/35 and Lexington Avenue

Crash Type	Number	Percentage
Rear End	10	50%
Right Turn	0	0%
Left Turn	3	15%
Sideswipe	0	0%
Right Angle	2	10%
Overtaking	3	15%
Fixed Object	2	10%
Head On	0	0%
Animal	0	0%
Other/Unknown	0	0%
Total	**20**	**-**
Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.		

Potential Safety Improvement Measures

- Add a "Signal Ahead" anticipatory warning sign along Route 202/35 westbound and Lexington Avenue southbound (CMF of 0.83 for rear-end crashes and 0.85 for left turn crashes)
- Install yellow retroreflective signal backplates to improve signal visibility (CMF of 0.85 for all crashes)

ROADWAY SEGMENT CRASHES

During the January 1, 2016 through December 31, 2018 three-year period, a total of 150 reportable and non-reportable crashes with no fatalities, 51 injuries, and 6 serious injuries occurred along the 1.56-mile Route 202/35 corridor from Dayton Lane to Croton Avenue/Maple Row, as shown in **Table 11-16**.

Table 11-16
Segment Crash Summary

Segment			Study Period							
			All Vehicle Crashes by Year				Crash Rate[1]			
Roadway	To	From	2016	2017	2018	Total	2016-2018 (Acc/MVM)[2]	State Average (Acc/MVM)[2]	Total Fatalities	Total Injuries
Route 202/35	**Dayton Lane**	**Conklin Avenue**	**13**	**12**	**12**	**37**	**6.97**	**3.50**	**0**	**19**
Route 202/35	Conklin Avenue	Arlo Lane	12	9	11	32	3.01	3.50	0	9
Route 202/35	**Arlo Lane**	**Croton Avenue/Maple Row**	**20**	**31**	**30**	**81**	**10.44**	**3.50**	**0**	**29**
		Total	**45**	**52**	**53**	**150**	**-**	**-**	**0**	**57**

Notes:
(1) A crash rate is the number of crashes that occur at a given location for a specified time period divided by a measure of exposure for the same period.
(2) Acc/MVM is the accidents for the time period identified divided by Million Vehicle Miles (MVM) which uses the number of vehicles traveling on a roadway segment, expressed as vehicle miles traveled or VMT, as the measure of exposure.
Bold segments have crash rates exceeding the statewide average crash rates for similar facilities and have five or more reported crashes in a 12-month period.
Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.

The crash data identified two segments, Route 202/35 between Dayton Lane and Conklin Avenue and Route 202/35 between Arlo Lane and Croton Avenue/Maple Row, where the crash rates exceeding the statewide average crash rates for similar facilities and there are five or more reported crashes in a 12-month period.

ROUTE 202/35 BETWEEN DAYTON LANE AND CONKLIN AVENUE

As shown in **Table 11-16**, during the three-year period, 37 crashes occurred along the 0.40-mile long segment of Route 202/35 between Dayton Lane and Conklin Avenue, resulting in 15 injuries and four serious injuries. The crash rate for this roadway segment is 6.97 Accidents/MVM.

As shown in **Table 11-17**, the predominant crash type for the roadway segment is left turn collisions with fixed object and rear end collisions being secondary. Of the left turn collisions, approximately half occurred at or near the intersection of Dayton Lane and Route 202/35 and involved driver error failing to yield right of way at a stop sign control. The majority of the fixed object collisions occurred near the intersection of Conklin Avenue and Route 202/35 of which 30 percent were attributed to speeding in the westbound direction and 40 percent occurred at night or at dawn and can be attributed to poor visibility and lack of roadway lighting at the intersection. The majority of rear end collisions occurred near the intersection of Lafayette Avenue and Route 202/35 with 70 percent of crashes occurring in the westbound direction and all crashes citing following too closely as the factor.

Table 11-17
Route 202/35 between Dayton Lane and Conklin Avenue Crash Types

Crash Type	Number	Percentage
Rear End	9	24%
Right Turn	0	0%
Left Turn	13	35%
Sideswipe	1	3%
Right Angle	3	8%
Overtaking	1	3%
Fixed Object	10	27%
Head On	0	0%
Animal	0	0%
Other/Unknown	0	0%
Total	**37**	**-**
Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.		

Potential Safety Improvement Measures

As the majority of crashes (62 percent) along this segment of roadway occur as a result of deficiencies at the intersections of Route 202/35 and Dayton Lane and Route 202/35 and Conklin Avenue, the potential intersection safety improvement measures listed above would also reduce the crash rate along this segment of roadway.

ROUTE 202/35 BETWEEN ARLO LANE AND CROTON AVENUE/MAPLE ROW

As shown in **Table 11-16**, during the three-year period, 81 crashes occurred along the 0.36-mile long segment of Route 202/35 between Arlo Lane and Croton Avenue/Maple Row, resulting in 27 injuries and two serious injuries. The crash rate for this roadway segment is 10.44 Accidents/MVM.

As shown in **Table 11-18**, the predominant crash type for the roadway segment is rear end collisions with left turn collisions being secondary. Of the rear-end collisions, 58 percent occurred in the eastbound direction with 26 percent occurring in the westbound direction and the remaining coming from the north or south. The majority of rear end crashes were attributed to following too closely with unsafe speed also being a contributing factor. More than half of the left turn collisions occurred at night or at dawn and can be attributed to poor visibility and lack of roadway lighting at the intersection.

Table 11-18
Route 202/35 between Arlo Lane and Croton Avenue/Maple Row

Crash Type	Number	Percentage
Rear End	46	57%
Right Turn	4	5%
Left Turn	9	11%
Sideswipe	1	1%
Right Angle	1	1%
Overtaking	8	10%
Fixed Object	4	5%
Head On	3	4%
Animal	4	5%
Other/Unknown	1	1%
Total	**81**	**-**
Source: NYSDOT, January 1, 2016 through December 31, 2018 crash data.		

Potential Safety Improvement Measures

As the majority of crashes (86 percent) along this segment of roadway occur at or between the intersections of Route 202/35 and Bear Mountain Parkway and Route 202/35 and Croton Avenue/Maple Row, the potential intersection safety improvement measures listed above would also reduce the crash rate along this segment of roadway.

VEHICLE SPEED DATA

Vehicle speed data was collected at two locations along Route 202/35 in the vicinity of the MOD developments and at one location along Lafayette Avenue between Ridge Road and Route 202/35 to determine the 85th percentile speed on these corridors. **Table 11-19** presents a comparison of collected 85th percentile speeds and the posted speed limits. As shown in **Table 11-19**, the 85th percentile speeds are greater than the respective posted speed limits by between 2 and 13 mph.

Table 11-19
Speed Data Summary[1]

ATR Location	Direction	85th Percentile Speed (mph)	Posted Speed Limit (mph)
Crompond Road (Route 202/35) - from Taylor Ave. to Whittier Ave.	Eastbound	43	40[2]
	Westbound	42	40
Crompond Road (Route 202/35) - from Forest Avenue to Rick Lane	Eastbound	49	45
	Westbound	53	40
Lafayette Avenue - from Ridge Road to Crompond Road (Route 202/35)	Northbound	38	30
	Southbound	39	30

Notes:
1. Based on ATR counts collected from September 21 through October 3, 2018.
2. 35 mph warning sign on this segment. Standard posted speed limit is 40 mph.

POTENTIAL TRAFFIC CALMING MEASURES

As described above, speeding occurs along both the Route 202/35 and Lafayette Avenue corridors. Potential traffic calming measures and their associated CMFs are presented below.

Route 202/35

- Narrow travel lane widths to 11 feet using shoulder striping at locations where the travel lanes are currently greater than 11 feet (CMF of 0.69 for all crashes)
- Driver speed feedback signs (e.g., fixed location radar speed signs) (CMF of 0.95 for all crashes)
- After implementing traffic calming measures, reassess speed limits

Lafayette Avenue

- Driver speed feedback signs (e.g., fixed location radar speed signs) (CMF of 0.95 for all crashes)
- Installation of centerline rumble strips (CMF of 0.91 for all crashes)

Along the Route 202/35 corridor, a speed limit change would have a CMF of 0.57 for wet road crashes. The installation of speed advisory panels would have a CMF 0.58 for wet road crashes, 0.68 for rear-end crashes, and 0.72 for speed-related crashes.

INTERSECTION SIGHT DISTANCE

The required intersection sight distances (ISD) for selected unsignalized intersections along Route 202/35 in the study area were determined based on guidelines presented in *A Policy on Geometric Design of Highways and Streets, 2011*, published by the American Association of State Highway Transportation Officials (AASHTO) and NYSDOT design guidance (EB 17-007).

Table 11-20 presents the AASHTO recommended sight distances for unsignalized intersections along Route 202/35 in the areas where the 85th Percentile Speeds were recorded (as presented in **Table 11-19**). The existing sight distances for the unsignalized intersections within the study area should be confirmed to comply with the recommended distances below and where necessary brush and other landscaping should be trimmed to improve sight distance (CMF of 0.74 for all crashes). In addition, to improve the visibility and warn drivers of the presence of unsignalized intersections from Route 202/35, advanced intersection warning signs should be considered where appropriate along Route 202/35 (CMF of 0.73 for all crashes).

Table 11-20
Intersection Sight Distance Summary
Typical Unsignalized Intersections on Route 202/35

Route 202/35 Segment	Side Street Location		Intersection Sight Distance (feet)[1]		
			Right Turn from Side Street	Left Turn from Side Street	
			Looking Left	Looking Left	Looking Right
Taylor Avenue to Whittier Avenue	North Side of Route 202/35		405	465	475
	Side Streets:	Taylor Avenue			
		Whittier Avenue			
Forest Avenue to Rick Lane	South Side of Route 202/35		470	545	585
	Side Streets:	Forest Avenue			
		Rick Lane			

Note: 1. Based on AASHTO recommended sight distances and 85th Percentile Speeds presented in Table 6.

E. 2023 NO ACTION CONDITIONS

The Future without the Proposed Action, or "No Action," traffic condition is an interim scenario that establishes a future baseline condition without the Proposed Action. The No Action year is the same year as the build year of the MOD Development Plan (2023). No Action traffic conditions were ascertained based on the following procedure:

- Increase the 2017 Existing Conditions traffic volumes by 1.0 percent per year from 2017 (existing year) to 2023 (build year) for background growth, resulting in an overall compounded growth rate of 6.15 percent. The use of 1.0 percent per year was based historical data for the corridor.
- Manually add trips from pending developments ("No Action projects") located in the vicinity of the Proposed Action.
- Consideration of major roadway improvements in the vicinity of study area.

The Cortlandt Planning Office, Yorktown Planning Office and Peekskill Planning Office were contacted for a list of pending developments located in the vicinity of the project site. **Table 11-21** (approved for use in this study by the Town of Cortlandt) lists the 46 pending projects identified by the three municipalities. Where possible, information was provided about the project build year and the project status. **Table 11-21** indicates which developments were included as part of the background growth factor and which developments have discrete trips added to the No Action traffic network. Any discrete trips generated by these developments were either provided by the corresponding published traffic studies or calculated utilizing trip generation rates contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*. The trips generated and trip rates for these developments are included in **Appendix VII**.

Based on available information, there are no other major roadway improvements scheduled through 2023 which would affect traffic patterns along the study area roadways.

Table 11-21
No Action Projects Expected to be Complete by 2023

Development	Location	Size	Development Type	Build Year	Status	Action
Town of Cortlandt						
Valeria	341 Furnace Dock Road	147 Units	Townhouse/Condo	2021	Under Construction	Analyzed in No Action
Picciano	Intersection of Maple Avenue & Furnace Dock Road	2 Units	Single Family	2014	Approved	Included in Background Growth
Maple Avenue Partners	Maple Avenue	4 Units	Single Family	Unknown	Approved	Included in Background Growth
Rustic Meadows	South and west side of Croton Avenue at intersection of Jacob Street	4 Units	Single Family	Unknown	Approved	Included in Background Growth
Khan	Lexington Avenue	3 Units	Single Family	Unknown	Approved	Included in Background Growth
Cortlandt Crossing	U.S. Route 6	130,000 SF	Commercial	2021	Under Construction	Analyzed in No Action
GasLand	U.S. Route 6	12 Fueling Positions 2,600 SF Convenience Store	Gas Station	2021	Approved	Analyzed in No Build
Palisades Fuel	U.S. Route 6	12 Fueling Positions 2,600 SF Convenience Store	Gas Station	2022	Approval Pending	Analyzed in No Build
Pondview Commons	U.S. Route 6 and Regina Avenue	56 Units	Single Family	2019	Approval Pending	Analyzed in No Action
Dimension Energy, LLC	Croton Avenue between Route 202/35 and Furnace Dock Road	5 Acres	Solar Farm	2016	Constructed	Included in Background Growth
Town of Yorktown						
Lowe's (formerly Costco)	3200 Crompond Road	120,663 SF 12,500 SF 5,783 SF 4,000 SF	Home Improvement Specialty Grocer Coffee Shop w/ drive through Retail/Bank	2021	Under Construction	Analyzed in No Action
BJ's/Staples Shopping Center	3303-3399 Crompond Road	2,500 SF	Restaurant	2020	Under Construction	Included in Background Growth
RPG/Mohegan Court	3574 Lexington Avenue	8 Units	Townhouse	2020	Under Construction	Included in Background Growth
Mohegan Audi Expansion	1791 & 1805 East Main Street (U.S. Route 6)	11,000 SF	Service Center Addition	2020	Constructed	Included in Background Growth
Faith Bible Church	3500 Mohegan Avenue	352 Seats	Church	Unknown	Approved	Included in Background Growth
Fieldstone Manor Subdivision	3680 Lexington Avenue	7 Units 14 Units	Apartments Single Family	Unknown	Approved	Analyzed in No Action
Granite Knolls Sports Complex	Stony Street	N/A	Park	2018	Constructed	Analyzed in No Action
Shrub Oak International School	3151 Stony Street	521 Employees	Private School	2018	Constructed	Analyzed in No Action
CVS/pharmacy	3320 Crompond Road	14,698 SF	Pharmacy	2021	Approved	Analyzed in No Action
Taco Bell	3605 Crompond Road	3,102 SF 1,698 SF	Restaurant Restaurant/Retail	2021	Approved	Included in Background Growth
McDonald's remodel	3418 Crompond Road	Proposed 886 SF addition for cold storage and 2nd drive-thru lane	Restaurant	2021	Pending Approval	Included in Background Growth
Americo Realty	3320 Old Crompond Road	6,750 SF 20 Units 12 Units	Retail Apartments Townhouses	Unknown	Pending Approval	Analyzed in No Action

Table 11-21 (cont'd)
No Action Projects Expected to be Complete by 2023

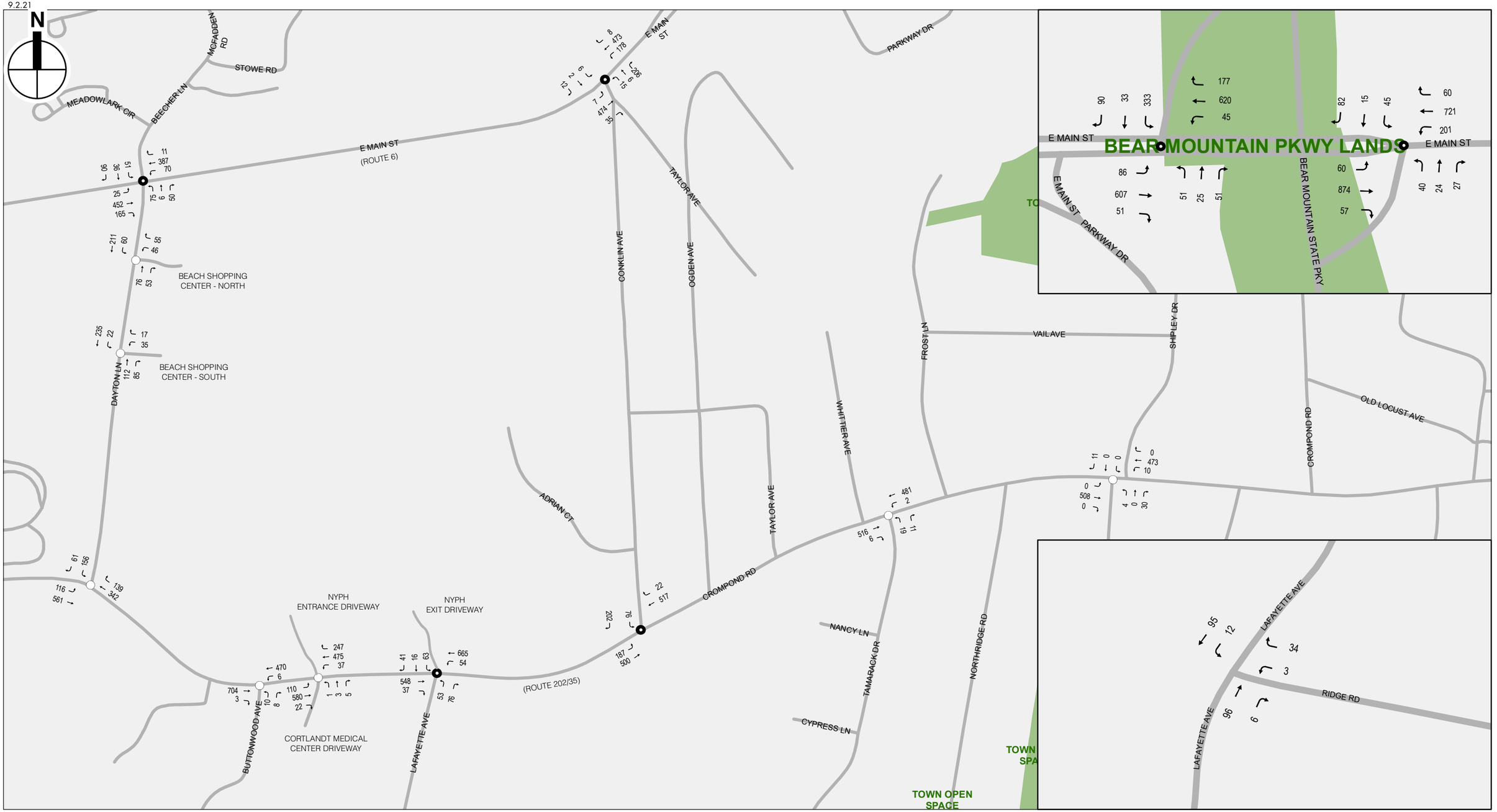
Development	Location	Size	Development Type	Build Year	Status	Action
City of Peekskill						
Fort Hill Apartments	St Mary's Convent	178 Units	Apartments	2018	Constructed	Analyzed in No Action
Gateway Townhomes	Main and Spring Street	16 Units	Apartments	2018	Constructed	Analyzed in No Action
Lofts at Main	Main and Diven Street	75 Units	Apartments	2019	Constructed	Analyzed in No Action
Senior Independent Living	1847 Crompond Road	53 Units	Senior Living	2021	Under Construction	Analyzed in No Action
One Park Place	Park and Brown Street	181 Units	Apartments	2021	Under Construction	Analyzed in No Action
216 S. Division Street	216 S. Division Street	22 Units	Apartments	2021	Under Construction	Analyzed in No Action
645 Main Street	645 Main Street	82 Units	Apartments	2022	Under Construction	Analyzed in No Action
505 South Street	505 South Street	51 Units	Condominiums	2022	Approved	Analyzed in No Action
653 Central Avenue	653 Central Avenue	78 Units	Apartments	2023	Pending Approval	Analyzed in No Action
Museum and Visitor Center	10 S. Water Street Lincoln Depot	--	Museum and Visitor Center	2020	Constructed	Included in Background Growth
Urban Farm	800 Main Street	--	Urban Farm	2021	Under Construction	Included in Background Growth
Craftsman Spaces	190 N Water Street	--	Renovation	2021	Under Construction	Included in Background Growth
104 S. Division Street	104 S. Division Street	9 Units	Renovation	2021	Under Construction	Included in Background Growth
400 S. Division Street	400 S. Division Street	--	School Use Renovation	2021	Under Construction	Included in Background Growth
108 N. Division Street	108 N. Division Street	13 units	Apartments and retail space	2021	Under Construction	Included in Background Growth
Credit Union	3 N. Broad Street	--	Credit Union	2022	Pending Approval	Included in Background Growth
Lockwood Drive	Lockwood Drive	47 units	Subdivision	2023	Pending Approval	Included in Background Growth
125 Vail Avenue	125 Vail Avenue	8 units	Attached Housing	2023	Pending Approval	Included in Background Growth
Grocery Store	630 Washington Street	--	Renovation	2022	Pending Approval	Included in Background Growth
701 Washington Street	701 Washington Street	--	Kitchen incubator business space	2022	Pending Approval	Included in Background Growth
Boys & Girls Club	709 Main Street	--	Renovation	2023	Pending Approval	Included in Background Growth
41 N. Division Street	41 N. Division Street	--	Renovation	2023	Pending Approval	Included in Background Growth
823 South Street	823 South Street	9 Units	Apartments and retail space	2023	Pending Approval	Included in Background Growth
Central Firehouse	Main and Broad Street	30,000 SF	Firehouse	2018	Under Construction	Included in Background Growth

Sources: Town of Cortlandt Planning Department, Town of Yorktown Planning Department, City of Peekskill Planning Department

LEVEL OF SERVICE CONDITIONS

The traffic from the No Action projects were added to the grown 2023 traffic volumes to develop the 2023 No Action volumes. Traffic volumes for the 2023 No Action peak hours analyzed are shown in **Figures 11-4** and **11-5**. **Table 11-22** presents a comparison of 2017 Existing and 2023 No Action LOS Conditions for the study area intersections for the Weekday AM and PM peak hours. Synchro 10 outputs for the 2023 No Action Condition are provided in **Appendix VII**.

9.2.21



Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

CORTLANDT MOD

2023 No Action Traffic Volumes
Weekday AM Peak Hour
Figure 11-4A

8.31.21

0 500 FEET

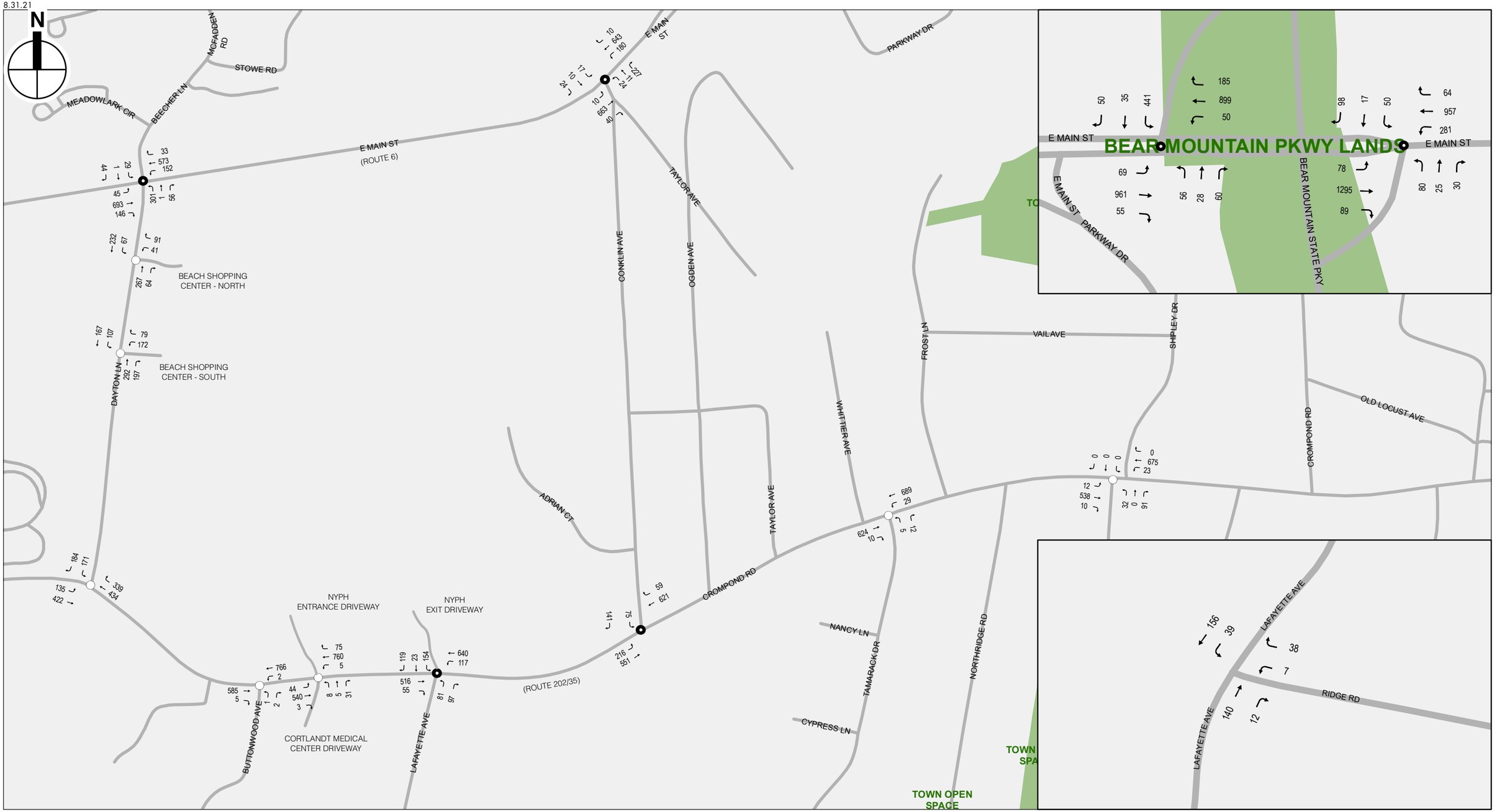
Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

2023 No Action Traffic Volumes
Weekday AM Peak Hour
Figure 11-4B

CORTLANDT MOD

8.31.21



Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

2023 No Action Traffic Volumes
Weekday PM Peak Hour
Figure 11-5A

CORTLANDT MOD

8.31.21

0 500 FEET

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

2023 No Action Traffic Volumes
Weekday PM Peak Hour

CORTLANDT MOD

Figure 11-5B

Table 11-22
2017 Existing and 2023 No Action Conditions Level of Service Analysis

Intersection	Weekday AM								Weekday PM							
	2017 Existing				2023 No Action				2017 Existing				2023 No Action			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections																
Route 6 and Dayton Lane																
Eastbound	L	0.04	5.2	A	L	0.04	5.4	A	L	0.08	9.7	A	L	0.11	10.4	B
	TR	0.24	8.0	A	TR	0.35	10.6	B	TR	0.46	19.1	B	TR	0.63	23.5	C
Westbound	L	0.11	5.3	A	L	0.14	5.7	A	L	0.33	11.3	B	L	0.45	14.2	B
	TR	0.14	9.6	A	TR	0.24	10.4	B	TR	0.25	15.8	B	TR	0.40	18.4	B
Northbound	L	0.39	32.2	C	L	0.44	33.7	C	L	0.81	47.3	D	L	0.84	49.9	D
	TR	0.22	27.6	C	TR	0.25	27.9	C	TR	0.13	23.7	C	TR	0.13	23.5	C
Southbound	LT	0.53	35.8	D	LT	0.57	37.4	D	LT	0.08	23.1	C	LT	0.08	22.8	C
	R	0.30	19.6	B	R	0.32	19.9	B	R	0.07	14.4	B	R	0.07	14.2	B
	Intersection		14.8	B	Intersection		15.2	B	Intersection		22.4	C	Intersection		24.8	C
Route 6 and Conklin Avenue																
Eastbound	L	0.01	2.6	A	L	0.01	2.7	A	L	0.01	3.0	A	L	0.02	3.6	A
	TR	0.15	4.8	A	TR	0.23	5.4	A	TR	0.24	5.7	A	TR	0.34	7.0	A
Westbound	L	0.23	3.1	A	L	0.29	3.9	A	L	0.29	4.2	A	L	0.39	6.2	A
	TR	0.14	3.1	A	TR	0.20	3.4	A	TR	0.17	3.6	A	TR	0.26	4.6	A
Northbound	LT	0.23	55.0	D	LT	0.24	55.1	E	LT	0.35	57.3	E	LT	0.37	57.8	E
	R	0.70	19.9	B	R	0.71	19.7	B	R	0.72	18.6	B	R	0.73	18.2	B
Southbound	LTR	0.23	33.6	C	LTR	0.24	32.3	C	LTR	0.41	38.8	D	LTR	0.43	39.2	D
	Intersection		8.0	A	Intersection		7.6	A	Intersection		9.4	A	Intersection		9.5	A
Route 6 and Bear Mountain Parkway Eastbound Ramps																
Eastbound	L	0.16	35.2	D	L	0.41	18.0	B	L	0.22	40.6	D	L	0.41	20.0	C
	TR	0.42	12.6	B	TR	0.52	21.5	C	TR	0.57	16.0	B	TR	0.75	28.0	C
Westbound	LTR	0.67	20.5	C	L	0.17	15.8	B	LTR	0.82	28.7	C	L	0.30	13.7	B
					TR	0.67	25.6	C					TR	0.86	28.1	C
Northbound	LTR	0.01	0.0	A	LT	0.55	56.2	E	LTR	0.02	0.2	A	LT	0.64	66.2	E
					R	0.16	1.0	A					R	0.18	1.4	A
Southbound	L	0.62	27.2	C	L	0.70	47.7	D	L	0.68	31.9	C	L	0.77	50.5	D
					T	0.70	47.1	D					T	0.76	49.6	D
	TR	0.17	7.1	A	R	0.23	1.2	A	TR	0.06	0.1	A	R	0.11	0.5	A
	Intersection		18.7	B	Intersection		27.0	C	Intersection		24.0	C	Intersection		31.3	C
Route 6 and Lexington Avenue																
Eastbound	L	0.28	17.2	B	L	0.36	18.1	B	L	0.87	80.4	F	L	0.95	98.3	F
	TR	0.91	51.9	D	TR	0.94	54.4	D	TR	0.89	44.8	D	TR	1.07	85.2	F
Westbound	L	0.43	21.1	C	L	0.53	24.8	C	L	0.32	17.6	B	L	0.50	35.4	D
	TR	0.79	38.7	D	TR	0.84	42.8	D	TR	1.01	71.0	E	TR	1.20	140.1	F
Northbound	L	0.29	33.8	C	L	0.40	40.4	D	L	0.85	75.8	E	L	1.01	110.3	F
	TR	0.81	65.1	E	TR	0.95	92.3	F	TR	0.65	69.7	E	TR	0.68	71.2	E
Southbound	L	0.43	36.4	D	L	0.58	46.8	D	L	0.31	44.9	D	L	0.35	45.5	D
	TR	0.55	52.1	D	TR	0.69	63.7	E	TR	0.91	99.2	F	TR	0.97	109.3	F
	Intersection		46.2	D	Intersection		54.1	D	Intersection		64.3	E	Intersection		105.0	F
Route 202/35 and Lafayette Avenue/NYPH Driveway																
Eastbound	TR	0.49	18.8	B	TR	0.64	23.2	C	TR	0.59	25.3	C	TR	0.76	32.1	C
Westbound	L	0.11	13.1	B	L	0.15	13.5	B	L	0.28	17.4	B	L	0.40	19.9	B
	T	0.51	19.1	B	T	0.60	21.9	C	T	0.51	23.4	C	T	0.65	30.4	C
Northbound	LTR	0.57	17.5	B	LTR	0.62	21.1	C	LTR	0.82	41.8	D	LTR	0.87	49.0	D
Southbound	LT	0.78	87.2	F	LT	0.79	85.0	F	LT	1.41	259.7	F	LT	1.47	280.6	F
	R	0.13	0.9	A	R	0.15	1.0	A	R	0.34	7.6	A	R	0.39	10.1	B
	Intersection		22.3	C	Intersection		24.9	C	Intersection		50.6	D	Intersection		55.2	E
Route 202/35 and Conklin Avenue																
Eastbound	L	0.32	1.9	A	L	0.38	2.4	A	L	0.36	1.7	A	L	0.45	3.1	A
	T	0.28	1.6	A	T	0.38	1.7	A	T	0.31	1.1	A	T	0.39	1.1	A
Westbound	TR	0.44	10.9	B	TR	0.55	14.2	B	TR	0.49	11.6	B	TR	0.66	19.0	B
Southbound	L	0.47	51.3	D	L	0.49	51.6	D	L	0.45	50.9	D	L	0.46	51.2	D
	R	0.48	9.2	A	R	0.54	16.4	B	R	0.34	6.7	A	R	0.34	9.3	A
	Intersection		9.3	A	Intersection		11.2	B	Intersection		8.6	A	Intersection		12.0	B

Table 11-22 (cont'd)
2017 Existing and 2023 No Action Conditions Level of Service Analysis

Intersection	Weekday AM								Weekday PM							
	2017 Existing				2023 No Action				2017 Existing				2023 No Action			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections (continued)																
Route 202/35 and Bear Mountain Parkway																
Eastbound	LT	0.76	53.0	D	LT	1.08	107.0	F	LT	0.71	47.6	D	LT	1.38	224.3	F
Westbound	T	0.38	19.1	B	T	0.47	19.8	C	T	0.45	13.5	B	T	0.59	18.3	C
	R	0.39	2.1	A	R	0.47	6.1	A	R	0.53	9.8	A	R	0.66	15.4	B
Southbound	LR	1.15	129.4	F	LR	1.40	230.9	F	LR	0.83	60.1	E	LR	1.00	118.7	F
	Intersection		63.3	E	Intersection		113.7	F	Intersection		31.9	C	Intersection		89.7	F
Route 202/35 and Croton Avenue / Maple Row																
Eastbound	L	0.10	1.7	A	L	0.14	2.8	A	L	0.16	2.9	A	L	0.34	29.0	C
	T	0.81	18.5	B	T	1.05	61.7	E	T	0.64	7.2	A	T	0.87	59.5	E
	R	0.23	0.6	A	R	0.25	1.7	A	R	0.13	1.0	A	R	0.14	1.6	A
Westbound	L	0.53	12.8	B	L	1.04	124.6	F	L	0.27	7.1	A	L	0.52	14.2	B
	TR	0.56	17.5	B	TR	0.70	22.0	C	TR	0.79	26.1	C	TR	1.07	81.7	F
Northbound	L	1.44	287.0	F	L	1.67	376.8	F	L	0.94	114.7	F	L	0.96	118.1	F
	TR	0.38	26.2	C	TR	0.42	27.7	C	TR	0.41	36.5	D	TR	0.43	38.1	D
Southbound	LTR	0.89	86.1	F	LTR	1.01	111.6	F	LTR	0.71	69.5	E	LTR	0.74	71.9	E
	Intersection		39.9	D	Intersection		69.0	E	Intersection		27.3	C	Intersection		66.4	E
Route 202/35 and Lexington Avenue																
Eastbound	L	0.12	6.2	A	L	0.20	7.6	A	L	0.53	21.1	C	L	0.57	24.4	C
	TR	0.92	32.1	C	TR	1.21	122.9	F	TR	0.82	23.7	C	TR	1.10	81.7	F
Westbound	L	0.08	6.6	A	L	0.11	7.3	A	L	0.11	6.0	A	L	0.20	8.7	A
	T	0.67	18.2	B	T	0.85	27.9	C	T	1.02	54.8	D	T	1.39	206.1	F
	R	0.10	3.0	A	R	0.11	2.9	A	R	0.21	2.5	A	R	0.25	4.4	A
Northbound	LTR	0.14	29.3	C	LTR	0.14	29.1	C	LTR	0.23	32.9	C	LTR	0.23	32.6	C
Southbound	LT	0.74	50.1	D	LT	0.76	50.7	D	LT	0.69	49.9	D	LT	0.74	52.7	D
	R	0.21	8.1	A	R	0.22	9.3	A	R	0.18	5.5	A	R	0.18	6.2	A
	Intersection		26.2	C	Intersection		72.6	E	Intersection		35.7	D	Intersection		121.3	F
Route 6 and Bear Mountain Parkway Westbound Ramps																
Eastbound	Unsignalized in Existing Conditions				LTR	0.58	6.8	A	Unsignalized in Existing Conditions				LTR	0.98	38.2	D
Westbound					L	0.51	12.6	B					L	0.78	39.4	D
					TR	0.31	3.7	A					TR	0.46	9.2	A
Northbound					L	0.41	46.8	D					L	0.71	68.9	E
					TR	0.25	22.2	C					TR	0.23	21.6	C
Southbound					LTR	0.64	31.9	C					LTR	0.67	35.9	D
					Intersection		8.9	A					Intersection		29.0	C
Unsignalized Intersections																
Route 6 and Bear Mountain Parkway Westbound Ramps																
Eastbound	L	0.00	9.0	A	Signalized in No Action Conditions				L	0.02	9.7	A	Signalized in No Action Conditions			
Westbound	L	0.26	11.3	B					L	0.49	17.4	C				
Northbound	L	0.18	61.7	F					L	0.77	386.7	F				
	TR	0.08	15.1	C					TR	0.07	13.8	B				
Southbound	LTR	0.11	30.3	D					LTR	0.46	111.4	F				
Dayton Lane and Beach Shopping Center North Driveway																
Westbound	LR	0.15	10.9	B	LR	0.17	11.3	B	LR	0.23	13.7	B	LR	0.27	14.6	B
Southbound	L	0.04	7.6	A	L	0.04	7.6	A	L	0.05	8.3	A	L	0.06	8.4	A
Dayton Lane and Beach Shopping Center South Driveway																
Westbound	LR	0.09	11.4	B	LR	0.10	11.6	B	LR	0.83	55.0	F	LR	0.97	84.9	F
Southbound	L	0.02	7.7	A	L	0.02	7.7	A	L	0.13	9.2	A	L	0.14	9.4	A
Route 202/35 and Dayton Lane																
Eastbound	L	0.11	8.5	A	L	0.13	8.9	A	L	0.15	9.6	A	L	0.18	10.6	B
Southbound	LR	0.93	80.3	F	LR	1.44	276.3	F	LR	1.13	127.4	F	LR	1.77	404.2	F
Route 202/35 and Buttonwood Avenue																
Westbound	L	0.01	8.9	A	L	0.01	9.4	A	L	0.00	8.4	A	L	0.00	8.8	A
Northbound	LR	0.13	17.8	C	LR	0.20	24.4	C	LR	0.01	14.7	B	LR	0.01	18.2	C

Table 11-22 (cont'd)
2017 Existing and 2023 No Action Conditions Level of Service Analysis

Intersection	Weekday AM								Weekday PM							
	2017 Existing				2023 No Action				2017 Existing				2023 No Action			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Unsignalized Intersections (continued)																
Route 202/35 and Cortlandt Medical Driveway/NYPH Driveway																
Eastbound	L	0.11	9.3	A	L	0.14	10.0	A	L	0.04	9.3	A	L	0.06	10.1	B
Westbound	L	0.04	8.6	A	L	0.04	9.0	A	L	0.01	8.2	A	L	0.01	8.6	A
Northbound	LTR	0.03	14.3	B	LTR	0.04	17.7	C	LTR	0.11	14.6	B	LTR	0.15	18.3	C
Route 202/35 and Tamarack Drive																
Westbound	L	0.00	8.3	A	L	0.00	8.7	A	L	0.03	8.7	A	L	0.04	9.1	A
Northbound	LR	0.10	15.9	C	LR	0.14	20.3	C	LR	0.07	16.1	C	LR	0.10	20.0	C
Route 202/35 and Dimond Avenue/Shipley Drive																
Eastbound	L	0.00	0.0	A	L	0.00	0.0	A	L	0.01	8.7	A	L	0.02	9.2	A
Westbound	L	0.01	8.3	A	L	0.01	8.8	A	L	0.02	8.4	A	L	0.03	8.8	A
Northbound	LTR	0.09	12.7	B	LTR	0.13	15.1	C	LTR	0.34	19.6	C	LTR	0.50	30.6	D
Southbound	LTR	0.03	10.7	B	LTR	0.03	11.5	B	LTR	0.00	0.0	A	LTR	0.00	0.0	A
Route 202/35 and Locust Avenue																
Eastbound	L	0.01	8.2	A	L	0.01	8.4	A	L	0.03	8.6	A	L	0.03	9.1	A
Southbound	LTR	0.29	21.2	C	LTR	0.44	32.9	D	LTR	0.07	12.5	B	LTR	0.09	14.4	B
Route 202/35 and Crestview Avenue																
Westbound	L	0.00	8.4	A	L	0.00	8.8	A	L	0.00	8.4	A	L	0.00	8.8	A
Northbound	LTR	0.07	16.1	C	LTR	0.10	21.1	C	LTR	0.02	14.3	B	LTR	0.03	17.4	C
Route 202/35 and Forest Avenue																
Westbound	L	0.01	8.4	A	L	0.01	8.9	A	L	0.01	8.5	A	L	0.01	8.9	A
Northbound	LR	0.04	13.6	B	LR	0.05	16.3	C	LR	0.04	15.4	C	LR	0.06	19.1	C
Route 202/35 and Rick Lane																
Westbound	L	0.01	8.5	A	L	0.01	8.9	A	L	0.01	8.5	A	L	0.01	8.9	A
Northbound	LR	0.03	15.6	C	LR	0.05	19.5	C	LR	0.03	15.3	C	LR	0.04	18.9	C
Route 202/35 and Arlo Lane																
Eastbound	L	0.01	8.3	A	L	0.01	8.6	A	L	0.03	8.7	A	L	0.04	9.3	A
Southbound	LR	0.07	12.2	B	LR	0.09	13.7	B	LR	0.05	14.8	B	LR	0.07	18.2	C
Bear Mountain Parkway and Locust Avenue																
Westbound	L	0.00	8.4	A	L	0.00	8.9	A	L	0.00	8.6	A	L	0.00	9.1	A
Northbound	R	0.02	11.3	B	R	0.03	12.6	B	R	0.01	11.8	B	R	0.02	13.5	B
Bear Mountain Parkway and Arlo Lane																
Eastbound	L	0.01	8.3	A	L	0.01	8.6	A	L	0.01	8.8	A	L	0.01	9.5	A
Westbound	L	0.00	9.1	A	L	0.00	9.7	A	L	0.00	0.0	A	L	0.00	0.0	A
Northbound	LTR	0.30	39.3	E	LTR	0.47	71.6	F	LTR	0.38	41.2	E	LTR	0.74	119.8	F
Southbound	LTR	0.23	25.0	D	LTR	0.35	38.2	E	LTR	0.08	15.4	C	LTR	0.13	20.7	C
Lafayette Avenue and Ridge Road																
Westbound	LR	0.06	9.1	A	LR	0.04	9.1	A	LR	0.09	10.0	B	LR	0.06	9.7	A
Southbound	L	0.01	7.4	A	L	0.01	7.5	A	L	0.03	7.7	A	L	0.03	7.6	A

Notes: L = Left Turn, T = Through, R = Right Turn, LOS = Level of Service
= Indicates notable deterioration in operating conditions

Under the 2023 No Action Conditions, there would be the following notable changes in LOS for the study area intersections:

- Route 6 and Conklin Avenue—the northbound left turn/through movement would deteriorate from LOS D to LOS E during the Weekday AM peak hour.
- Route 6 and Lexington Avenue—the eastbound left turn movement would deteriorate within LOS F during the Weekday PM peak hour. The eastbound through/right turn movement would deteriorate from LOS D to LOS F during the Weekday PM peak hour. The westbound through/right turn movement will deteriorate from LOS E to LOS F during the Weekday PM peak hour. The northbound left turn movement will deteriorate from LOS E to LOS F during the Weekday PM peak hour. The northbound through/right turn lane will deteriorate from LOS E to LOS F during

the Weekday AM peak hour. The SB through/right turn movement will deteriorate from LOS D to LOS E during the Weekday AM peak hour and within LOS F during the Weekday PM peak hour.

- Route 202/35 and Lafayette Avenue/NY Presbyterian Driveway—the southbound left turn/through movement would deteriorate within LOS F during the Weekday PM peak hour.
- Route 202/35 and Bear Mountain State Parkway—the eastbound left turn/through movement would deteriorate from LOS D to LOS F during the Weekday AM and PM peak hours. The southbound left turn/right turn would deteriorate within LOS F during the Weekday AM peak hour and from LOS E to LOS F during the Weekday PM peak hour.
- Route 202/35 and Croton Avenue/Maple Row—the eastbound through movement would deteriorate from LOS B to LOS E during the Weekday AM peak hour and from LOS A to LOS E during the Weekday PM peak hour. The westbound left turn movement would deteriorate from LOS B to LOS F during the Weekday AM peak hour. The westbound through/right turn movement would deteriorate from LOS C to LOS F during the Weekday PM peak hour. The northbound left turn movement would deteriorate within LOS F during the Weekday AM peak hour. The southbound approach would deteriorate within LOS F during the Weekday AM peak hour.
- Route 202/35 and Lexington Avenue—the eastbound through/right turn movement would deteriorate from LOS C to LOS F during the Weekday AM and PM peak hours. The westbound through movement would deteriorate from LOS D to LOS F during the Weekday PM peak hour.
- Dayton Lane and Beach Shopping Center South Driveway—the westbound left turn/right turn movement would deteriorate within LOS F during the Weekday PM peak hour.
- Route 202/35 and Dayton Lane—the southbound left turn/right turn lane would deteriorate within LOS F during the Weekday AM and PM peak hours.
- Bear Mountain Parkway and Arlo Lane —the northbound approach would deteriorate from LOS E to LOS F during the Weekday AM and PM peak hours. The southbound approach would deteriorate from LOS D to LOS E during the Weekday AM peak hour.

TRAFFIC SAFETY CONDITIONS

With the increase in development surrounding the study area and accompanying traffic volumes, there may be an increase in the number of crashes experienced under 2023 No Action Condition. Based on the anticipated increase in traffic due to the No Action projects (see **Table 11-21**), the following intersections are estimated to have one or more additional accidents per year:

- Route 6 and Dayton Lane (estimated 3.5 additional accidents/year)
- Route 6 and Conklin Avenue (estimated 2.6 additional accidents/year)
- Route 6 and Lexington Avenue (estimated 2.0 additional accidents/year)
- Route 202/35 and Bear Mountain Parkway (estimated 2.9 additional accidents/year)
- Route 202/35 and Croton Avenue/Maple Row (estimated 1.9 additional accidents/year)
- Route 202/35 and Lexington Avenue (estimated 2.0 additional accidents/year)
- Route 6 and Bear Mountain Parkway Eastbound Ramps (estimated 2.6 additional accidents/year)
- Route 6 and Bear Mountain Parkway Westbound Ramps (estimated 1.4 additional accidents/year)

There are no known safety improvement or traffic calming measures being implemented within the study area in conjunction with the No Action projects listed in **Table 11-21**.

PARKING CONDITIONS

Similar to existing conditions, off-street parking facilities are proposed for most of the No Action projects shown in **Table 11-21** and therefore, no significant changes to parking conditions within the study area are expected in the 2023 No Action Condition.

PEDESTRIAN AND BICYCLE CONDITIONS

As none of the No Action projects located within the study area propose changes to the pedestrian and bicycle infrastructure or are expected to generate substantial pedestrian or bicycle volumes, no significant changes are expected under 2023 No Action Conditions.

PUBLIC TRANSPORTATION

No significant changes in public transportation conditions are expected under 2023 No Action Condition. While a minor increase in public transit ridership is expected with the No Action projects, it is the policy of the transit agencies (Metro-North Commuter Railroad and the Bee-Line Bus System) to adjust their operating schedules to reflect demand as needed.

F. 2023 WITH ACTION CONDITION

PROJECT DESCRIPTION

The Proposed Project includes the development of two sites, Gyrodyne and Evergreen, located on the south side of Route 202/35 opposite the NYPH. The Gyrodyne Project is proposed as a Class A medical office space with approximately 184,600 gsf on a 13.8 acre site directly across Route 202/35 from the NYPH entrance. The Gyrodyne Project would provide approximately 939 parking spaces (346 surface lot spaces and 593 spaces located in a parking structure.) Under existing conditions, the Gyrodyne site has 30,000 gsf of medical office that will be removed as part of the Gyrodyne Project. The Gyrodyne Project Site's driveway would utilize the existing driveway to the medical offices across from the NYPH entrance driveway on Route 202/35 forming a four-leg intersection. The proposed full access driveway would be improved to provide one shared left turn/through lane and one right turn only lane and would be signalized.

The Evergreen Project is proposed as a mix of uses including an 120 unit assisted living facility, 70 townhouses, 166 multi-family residential units and 7,000 sf of accessory retail uses. The site will also contain an 120 unit assisted living facility, 166 residential units, 70 townhouses, and 7,427 surface parking spaces located across Route 202/35 from the NYPH campus between Lafayette and Conklin Avenues and adjacent to the Gyrodyne Project. Access to the Evergreen Project Site would be provided by a full access driveway at Route 202/35 opposite Conklin Avenue to create a four-leg intersection. The driveway would provide one left turn only lane and one shared through/right turn lane.

PROJECT TRIP GENERATION

The estimated number of trips generated by the Proposed Project was based on trip generation rates provided by the *Institute of Transportation Engineers* (*ITE) Trip Generation Manual (10th Edition)*. As the Proposed Project has been revised and no longer classifies as a mixed-use development per trip generation guidance, credits have been removed for internal trips between multiple land uses and adjacent sites. Based on discussions with NYSDOT, the Weekday AM and PM Peak Hour of Adjacent Street Traffic was used for all land uses without any adjustments.

Based on discussions with the Town of Cortlandt Department of Technical Services Code Enforcement, the existing 30,000 gsf of medical office on the Gyrodyne site is and currently operates as fully occupied. Trip reductions are taken based on the existing gross square feet of the development.

As shown in **Table 11-23** it is estimated that the Proposed Project would generate approximately 437 net new trips during the Weekday AM peak hour (289 entering, 148 exiting) and 759 net new trips during the Weekday PM peak hour (269 entering, 490 exiting).

PROJECT VEHICLE TRIP DISTRIBUTION AND ASSIGNMENT

For the purpose of estimating the likely distribution of project generated trips to and from the Proposed Project, a directional distribution of vehicle trips was created for each peak hour utilizing the existing travel patterns in the study area. These trip distribution patterns are shown in **Figure 11-6** and represent the most logical approach and departure paths to and from the project site. **Figures 11-7** and **11-8** show the project generated vehicle trips for the Weekday AM and PM peak hours, respectively, for the Proposed Project.

LEVEL OF SERVICE CONDITIONS

The project generated vehicle trips for the Proposed Project described above were added to the No Action traffic volumes in order to estimate the With Action traffic volumes. **Figures 11-9** and **11-10** show the 2023 With Action traffic volumes for the Weekday AM and PM peak hours, respectively, for the Proposed Project. **Table 11-24** presents a comparison of the 2023 No Action and 2023 With Action LOS conditions for the Proposed Project. Synchro 10 outputs for the 2023 With Action condition are provided in **Appendix VII**.

Under the 2023 With Action condition, absent any additional improvements beyond those specified in the project description above, there would be impacts at the following locations;

- Route 6 and Dayton Lane—the northbound left turn movements would deteriorate from LOS D to LOS E during the Weekday PM peak hour.
- Route 6 and Lexington Avenue—the eastbound through/right turn movement would deteriorate within LOS F during the Weekday PM peak hour.
- Route 202/35 and Lafayette Avenue/NYPH Driveway—the eastbound approach would deteriorate from LOS C to LOS F during the Weekday PM peak hour.
- Route 202/35 and Bear Mountain State Parkway—the eastbound approach would deteriorate within LOS F during the Weekday AM and PM peak hours.
- Route 202/35 and Croton Avenue/Maple Row—the westbound left turn movement would deteriorate from LOS B to LOS E during the Weekday PM peak hour. The westbound through/right turn movement would deteriorate within LOS F during the Weekday PM peak hour. The northbound left turn movement would deteriorate within LOS F during the Weekday AM and PM peak hours.
- Route 202/35 and Lexington Avenue—the eastbound through/right turn movement would deteriorate within LOS F during the Weekday AM and PM peak hours. The westbound through movement would deteriorate within LOS F during the Weekday PM peak hour.
- Dayton Lane and Beach Shopping Center South Driveway—the westbound left turn/right turn movement would deteriorate within LOS F during the Weekday PM peak hour.
- Route 202/35 and Dayton Lane—the southbound approach would deteriorate within LOS F during the Weekday AM and PM peak hours.
- Route 202/35 and Tamarack Drive—the northbound approach would deteriorate from LOS C to LOS E during the Weekday PM peak hour.

5.14.19

Proposed Action Trip Distribution

Figure 11-6

CORTLANDT MOD

9.2.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

CORTLANDT MOD

Project Generated Increments - MOD Development Plan
Weekday AM Peak Hour
Figure 11-7A

9.2.21

0 500 FEET

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

CORTLANDT MOD

Project Generated Increments - MOD Development Plan
Weekday AM Peak Hour
Figure 11-7B

9.2.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

CORTLANDT MOD

Project Generated Increments - MOD Development Plan
Weekday PM Peak Hour
Figure 11-8A

9.2.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

CORTLANDT MOD

Project Generated Increments - MOD Development Plan
Weekday PM Peak Hour
Figure 11-8B

9.1.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

2023 With Action Traffic Volumes
Weekday AM Peak Hour
Figure 11-9A

CORTLANDT MOD

9.1.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

CORTLANDT MOD

2023 With Action Traffic Volumes
Weekday AM Peak Hour
Figure 11-9B

9.1.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

2023 With Action Traffic Volumes
Weekday PM Peak Hour

CORTLANDT MOD

Figure 11-10A

9.1.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

2023 With Action Traffic Volumes
Weekday PM Peak Hour

CORTLANDT MOD

Figure 11-10B

Table 11-23
Proposed Project Trip Generation

Building Component	Development Size		Peak Hour	ITE Data				Trip Generation				
				ITE Land Use		Independent Variable	Average ITE Trip Rate[1]	% In	% Out	Total Trips		Total Trips
				#	Name					In	Out	
Medical Office[2]	188.6	Ksf	AM	720	Medical-Dental Office Building	1,000 SF Gross Floor Area	2.78	0.78	0.22	307	86	393
			PM	720	Medical-Dental Office Building	1,000 SF Gross Floor Area	3.46	0.28	0.72	179	462	641
Medical Office[2] (To Be Removed)	*30*	*Ksf*	*AM*	*720*	*Medical-Dental Office Building*	*1,000 SF Gross Floor Area*	*-2.78*	*0.78*	*0.22*	*-59*	*-17*	*-76*
			PM	*720*	*Medical-Dental Office Building*	*1,000 SF Gross Floor Area*	*-3.46*	*0.28*	*0.72*	*-29*	*-75*	*-104*
									Gyrodyne AM Net Trips	248	69	317
									Gyrodyne PM Net Trips	150	387	537
Evergreen												
Assisted Living[3]	120	Beds	AM	254	Assisted Living	Beds	0.19	0.63	0.37	14	9	23
			PM	254	Assisted Living	Beds	0.26	0.38	0.62	12	19	31
Townhouses[4]	70	Units	AM	220	Multifamily Housing (Low-Rise)	Dwelling Units	0.46	0.23	0.77	8	26	34
			PM	220	Multifamily Housing (Low-Rise)	Dwelling Units	0.56	0.63	0.37	27	16	43
Retail[5]	7	Ksf	AM	820	Shopping Center	1,000 SF Leasable Area	0.94	0.62	0.38	4	3	7
			PM	820	Shopping Center	1,000 SF Leasable Area	3.81	0.48	0.52	36	40	76
Residential[6] (Apartments)	166	Units	AM	221	Multifamily Housing (Mid-Rise)	Dwelling Units	0.36	0.26	0.74	15	41	56
			PM	221	Multifamily Housing (Mid-Rise)	Dwelling Units	0.44	0.61	0.39	44	28	72
									Evergreen AM Net Trips	41	79	120
									Evergreen PM Net Trips	119	103	222
									Total AM Trips	**289**	**148**	**437**
									Total PM Trips	**269**	**490**	**759**

Notes:
ksf = 1,000 square feet
1. Based on discussions with NYSDOT, rates shown are peak hour of adjacent street traffic rates from the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*
2. Rates shown for Medical Office land use are calculated using the ITE fitted curve equations for the weekday AM and PM peak hour.
3. Rates shown for the Assisted Living land use are calculated using the average ITE trip rate.
4. Rates shown for the Townhouses land use are calculated using the average ITE trip rate.
5. Rates shown for the Retail land use are calculated using the average ITE trip rate during the weekday AM peak hour and the ITE fitted curve equation for the weekday PM peak hour.
6. Rates shown for the Residential land use are calculated using the average ITE trip rate.

Table 11-24

2023 No Action and With Action Conditions Level of Service Analysis – Proposed Project

Intersection	Weekday AM								Weekday PM							
	2023 No Action				2023 With Action				2023 No Action				2023 With Action			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections																
Route 6 and Dayton Lane																
Eastbound	L	0.04	5.4	A	L	0.04	5.4	A	L	0.11	10.4	B	L	0.11	10.8	B
	TR	0.35	10.6	B	TR	0.37	10.5	B	TR	0.63	23.5	C	TR	0.68	25.4	C
Westbound	L	0.14	5.7	A	L	0.15	5.8	A	L	0.45	14.2	B	L	0.49	15.9	B
	TR	0.24	10.4	B	TR	0.24	10.4	B	TR	0.40	18.4	B	TR	0.42	19.5	B
Northbound	L	0.44	33.7	C	L	0.53	37.1	D	L	0.84	49.9	D	L	0.90	57.5	E
	TR	0.25	27.9	C	TR	0.25	27.9	C	TR	0.13	23.5	C	TR	0.12	23.1	C
Southbound	LT	0.57	37.4	D	LT	0.57	37.4	D	LT	0.08	22.8	C	LT	0.08	22.6	C
	R	0.32	19.9	B	R	0.32	19.9	B	R	0.07	14.2	B	R	0.07	14.0	B
	Intersection		15.2	B	Intersection		15.5	B	Intersection		24.8	C	Intersection		27.8	C
Route 6 and Conklin Avenue																
Eastbound	L	0.01	2.7	A	L	0.01	2.9	A	L	0.02	3.6	A	L	0.02	4.0	A
	TR	0.23	5.4	A	TR	0.23	5.4	A	TR	0.34	7.0	A	TR	0.34	8.0	A
Westbound	L	0.29	3.9	A	L	0.34	4.4	A	L	0.39	6.2	A	L	0.45	7.9	A
	TR	0.20	3.4	A	TR	0.20	3.4	A	TR	0.26	4.6	A	TR	0.27	5.7	A
Northbound	LT	0.24	55.1	E	LT	0.23	54.7	D	LT	0.37	57.8	E	LT	0.34	55.5	E
	R	0.71	19.7	B	R	0.72	19.6	B	R	0.73	18.2	B	R	0.77	17.7	B
Southbound	LTR	0.24	32.3	C	LTR	0.24	31.9	C	LTR	0.43	39.2	D	LTR	0.41	37.2	D
	Intersection		7.6	A	Intersection		7.8	A	Intersection		9.5	A	Intersection		10.4	A
Route 6 and Bear Mountain Parkway Eastbound Ramps																
Eastbound	L	0.41	18.0	B	L	0.41	18.3	B	L	0.41	20.0	C	L	0.41	20.0	C
	TR	0.52	21.5	C	TR	0.53	21.8	C	TR	0.75	28.0	C	TR	0.79	30.0	C
Westbound	L	0.17	15.8	B	L	0.17	15.9	B	L	0.30	13.7	B	L	0.31	14.6	B
	TR	0.67	25.6	C	TR	0.68	25.9	C	TR	0.86	28.1	C	TR	0.86	28.6	C
Northbound	LT	0.55	56.2	E	LT	0.55	56.2	E	LT	0.64	66.2	E	LT	0.64	66.2	E
	R	0.16	1.0	A	R	0.16	1.0	A	R	0.18	1.4	A	R	0.18	1.4	A
Southbound	L	0.70	47.7	D	L	0.70	47.7	D	L	0.77	50.5	D	L	0.77	50.6	D
	T	0.70	47.1	D	T	0.70	47.2	D	T	0.76	49.6	D	T	0.76	49.7	D
	R	0.23	1.2	A	R	0.28	2.9	A	R	0.11	0.5	A	R	0.16	0.7	A
	Intersection		27.0	C	Intersection		27.0	C	Intersection		31.3	C	Intersection		32.0	C
Route 6 and Lexington Avenue																
Eastbound	L	0.36	18.1	B	L	0.35	17.8	B	L	0.95	98.3	F	L	0.95	97.8	F
	TR	0.94	54.4	D	TR	0.94	54.5	D	TR	1.07	85.2	F	TR	1.11	100.9	F
Westbound	L	0.53	24.8	C	L	0.54	25.9	C	L	0.50	35.4	D	L	0.52	36.5	D
	TR	0.84	42.8	D	TR	0.83	41.9	D	TR	1.20	140.1	F	TR	1.21	141.1	F
Northbound	L	0.40	40.4	D	L	0.41	41.2	D	L	1.01	110.3	F	L	1.04	116.0	F
	TR	0.95	92.3	F	TR	0.97	98.3	F	TR	0.68	71.2	E	TR	0.72	72.9	E
Southbound	L	0.58	46.8	D	L	0.60	48.5	D	L	0.35	45.5	D	L	0.36	45.8	D
	TR	0.69	63.7	E	TR	0.71	65.2	E	TR	0.97	109.3	F	TR	0.97	109.8	F
	Intersection		54.1	D	Intersection		55.1	E	Intersection		105.0	F	Intersection		110.7	F
Route 202/35 and Gyrodyne/NYPH Driveway																
Eastbound	Intersection Unsignalized in No Action Condition				L	0.24	5.1	A	Intersection Unsignalized in No Action Condition				L	0.16	6.9	A
					TR	0.52	5.9	A					TR	0.50	9.0	A
Westbound					L	0.39	2.5	A					L	0.22	2.4	A
					TR	0.55	2.9	A					TR	0.71	8.5	A
					LT	0.23	43.4	D					LT	0.59	47.5	D
Northbound					R	0.30	13.2	B					R	0.57	10.6	B
					Intersection		5.4	A					Intersection		11.6	B
Route 202/35 and Lafayette Avenue/NYPH Driveway																
Eastbound	TR	0.64	23.2	C	TR	0.71	22.5	C	TR	0.76	32.1	C	TR	1.15	106.2	F
Westbound	L	0.15	13.5	B	L	0.18	14.1	B	L	0.40	19.9	B	L	0.60	23.7	C
	T	0.60	21.9	C	T	0.76	30.4	C	T	0.65	30.4	C	T	0.79	35.3	D
Northbound	LTR	0.62	21.1	C	LTR	0.65	23.7	C	LTR	0.87	49.0	D	LTR	0.89	54.7	D
Southbound	LT	0.79	85.0	F	LT	0.76	80.9	F	LT	1.47	280.6	F	LT	1.44	271.5	F
	R	0.15	1.0	A	R	0.15	1.0	A	R	0.39	10.1	B	R	0.39	10.2	B
	Intersection		24.9	C	Intersection		28.2	C	Intersection		55.2	D	Intersection		80.5	F

Table 11-24 (cont'd)
2023 No Action and With Action Conditions Level of Service Analysis – Proposed Project

Intersection	Weekday AM								Weekday PM							
	2023 No Action				2023 With Action				2023 No Action				2023 With Action			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections (continued)																
Route 202/35 and Conklin Avenue/Evergreen Driveway																
Eastbound	L	0.38	2.4	A	L	0.43	3.8	A	L	0.45	3.1	A	L	0.55	2.7	A
	T	0.38	1.7	A	TR	0.44	3.8	A	T	0.39	1.1	A	T	0.60	3.5	A
Westbound	TR	0.55	14.2	B	LTR	0.74	20.6	C	TR	0.66	19.0	B	LTR	0.92	36.3	D
Northbound	L	-	-	-	L	0.51	67.3	E	L	-	-	-	L	0.53	62.3	E
	TR	-	-	-	TR	0.20	17.2	B	TR	-	-	-	TR	0.24	15.8	B
Southbound	L	0.49	51.6	D	L	0.55	54.0	D	L	0.46	51.2	D	L	0.50	50.5	D
	R	0.54	16.4	B	TR	0.64	12.4	B	R	0.34	9.3	A	TR	0.53	12.7	B
	Intersection		11.2	B	Intersection		15.1	B	Intersection		12.0	B	Intersection		19.7	B
Route 202/35 and Bear Mountain Parkway																
Eastbound	LT	1.08	107.0	F	LT	1.53	283.6	F	LT	1.38	224.3	F	LT	2.80	839.3	F
Westbound	T	0.47	19.8	B	T	0.59	22.8	C	T	0.59	18.3	B	T	0.70	39.9	D
	R	0.47	6.1	A	R	0.49	9.5	A	R	0.66	15.4	B	R	0.68	18.9	B
Southbound	LR	1.40	230.9	F	LR	1.40	231.4	F	LR	1.00	118.7	F	LR	1.00	119.5	F
	Intersection		113.7	F	Intersection		154.8	F	Intersection		89.7	F	Intersection		274.7	F
Route 202/35 and Croton Avenue/Maple Row																
Eastbound	L	0.14	2.8	A	L	0.18	3.1	A	L	0.34	29.0	C	L	0.34	25.8	C
	T	1.05	61.7	E	T	1.10	64.7	E	T	0.87	59.5	E	T	1.01	58.8	E
	R	0.25	1.7	A	R	0.27	2.2	A	R	0.14	1.6	A	R	0.19	2.9	A
Westbound	L	1.04	124.6	F	L	1.04	124.6	F	L	0.52	14.2	B	L	0.82	74.0	E
	TR	0.70	22.0	C	TR	0.79	26.7	C	TR	1.07	81.7	F	TR	1.15	105.8	F
Northbound	L	1.67	376.8	F	L	1.98	505.9	F	L	0.96	118.1	F	L	1.10	149.7	F
	TR	0.42	27.7	C	TR	0.42	27.7	C	TR	0.43	38.1	D	TR	0.43	38.0	D
Southbound	LTR	1.01	111.6	F	LTR	1.01	111.6	F	LTR	0.74	71.9	E	LTR	0.73	70.8	E
	Intersection		69.0	E	Intersection		80.2	F	Intersection		66.4	E	Intersection		79.2	E
Route 202/35 and Lexington Avenue																
Eastbound	L	0.20	7.6	A	L	0.30	10.2	B	L	0.57	24.4	C	L	0.63	28.8	C
	TR	1.21	122.9	F	TR	1.24	135.3	F	TR	1.10	81.7	F	TR	1.24	138.7	F
Westbound	L	0.11	7.3	A	L	0.11	7.4	A	L	0.20	8.7	A	L	0.20	9.0	A
	T	0.85	27.9	C	T	0.96	42.5	D	T	1.39	206.1	F	T	1.49	249.4	F
	R	0.11	2.9	A	R	0.11	2.9	A	R	0.25	4.4	A	R	0.26	5.0	A
Northbound	LTR	0.14	29.1	C	LTR	0.18	30.5	C	LTR	0.23	32.6	C	LTR	0.27	34.5	C
Southbound	LT	0.76	50.7	D	LT	0.78	53.5	D	LT	0.74	52.7	D	LT	0.75	54.1	D
	R	0.22	9.3	A	R	0.25	11.3	B	R	0.18	6.2	A	R	0.21	8.6	A
	Intersection		72.6	E	Intersection		82.7	F	Intersection		121.3	F	Intersection		159.9	F
Route 6 and Bear Mountain Parkway Westbound Ramps																
Eastbound	LTR	0.58	6.8	A	LTR	0.59	7.3	A	LTR	0.98	38.2	D	LTR	1.02	46.4	D
Westbound	L	0.51	12.6	B	L	0.52	13.1	B	L	0.78	39.4	D	L	0.80	43.3	D
	TR	0.31	3.7	A	TR	0.32	3.7	A	TR	0.46	9.2	A	TR	0.46	9.3	A
Northbound	L	0.41	46.8	D	L	0.41	46.9	D	L	0.71	68.9	E	L	0.71	68.9	E
	TR	0.25	22.2	C	TR	0.25	22.2	C	TR	0.23	21.6	C	TR	0.23	21.6	C
Southbound	LTR	0.64	31.9	C	LTR	0.64	32.0	C	LTR	0.67	35.9	D	LTR	0.67	35.9	D
	Intersection		8.9	A	Intersection		9.1	A	Intersection		29.0	C	Intersection		33.4	C

Table 11-24 (cont'd)

2023 No Action and With Action Conditions Level of Service Analysis – Proposed Project

Intersection	Weekday AM								Weekday PM							
	2023 No Action				2023 With Action				2023 No Action				2023 With Action			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Unsignalized Intersections																
Dayton Lane and Beach Shopping Center North Driveway																
Westbound	LR	0.17	11.3	B	LR	0.18	11.6	B	LR	0.27	14.6	B	LR	0.31	16.1	C
Southbound	L	0.04	7.6	A	L	0.05	7.7	A	L	0.06	8.4	A	L	0.06	8.6	A
Dayton Lane and Beach Shopping Center South Driveway																
Westbound	LR	0.10	11.6	B	LR	0.10	12.1	B	LR	0.97	84.9	F	LR	1.12	135.4	F
Southbound	L	0.02	7.7	A	L	0.02	7.7	A	L	0.14	9.4	A	L	0.15	9.7	A
Route 202/35 and Dayton Lane																
Eastbound	L	0.13	8.9	A	L	0.14	9.2	A	L	0.18	10.6	B	L	0.22	11.9	B
Southbound	LR	1.44	276.3	F	LR	2.09	564.2	F	LR	1.77	404.2	F	LR	2.92	933.2	F
Route 202/35 and Buttonwood Avenue																
Westbound	L	0.01	9.4	A	L	0.01	10.0	A	L	0.00	8.8	A	L	0.00	9.1	A
Northbound	LR	0.20	24.4	C	LR	0.26	31.6	D	LR	0.01	18.2	C	LR	0.02	23.8	C
Route 202/35 and Cortlandt Medical Driveway/NYPH Driveway																
Eastbound	0.14	10.0	A	0.14	Intersection Signalized in Action Condition				L	0.06	10.1	B	Intersection Signalized in Action Condition			
Westbound	0.04	9.0	A	0.04					L	0.01	8.6	A				
Northbound	0.04	17.7	C	0.04					LTR	0.15	18.3	C				
Route 202/35 and Tamarack Drive																
Westbound	L	0.00	8.7	A	L	0.00	8.9	A	L	0.04	9.1	A	L	0.04	10.1	B
Northbound	LR	0.14	20.3	C	LR	0.21	28.1	D	LR	0.10	20.0	C	LR	0.19	35.3	E
Route 202/35 and Dimond Avenue/Shipley Drive																
Eastbound	L	0.00	0.0	A	L	0.00	0.0	A	L	0.02	9.2	A	L	0.02	9.7	A
Westbound	L	0.01	8.8	A	L	0.01	9.1	A	L	0.03	8.8	A	L	0.03	9.7	A
Northbound	LTR	0.13	15.1	C	LTR	0.15	17.4	C	LTR	0.50	30.6	D	LTR	0.83	88.6	F
Southbound	LTR	0.03	11.5	B	LTR	0.04	12.8	B	LTR	0.00	0.0	A	LTR	0.00	0.0	A
Route 202/35 and Locust Avenue																
Eastbound	L	0.01	8.4	A	L	0.01	8.9	A	L	0.03	9.1	A	L	0.04	9.6	A
Southbound	LTR	0.44	32.9	D	LTR	0.61	56.3	F	LTR	0.09	14.4	B	LTR	0.12	17.1	C
Route 202/35 and Crestview Avenue																
Westbound	L	0.00	8.8	A	L	0.00	9.0	A	L	0.00	8.8	A	L	0.00	9.6	A
Northbound	LTR	0.10	21.1	C	LTR	0.14	27.3	D	LTR	0.03	17.4	C	LTR	0.04	24.9	C
Route 202/35 and Forest Avenue																
Westbound	L	0.01	8.9	A	L	0.01	9.1	A	L	0.01	8.9	A	L	0.01	9.9	A
Northbound	LR	0.05	16.3	C	LR	0.06	19.1	C	LR	0.06	19.1	C	LR	0.09	27.9	D
Route 202/35 and Rick Lane																
Westbound	L	0.01	8.9	A	L	0.01	9.1	A	L	0.01	8.9	A	L	0.01	9.8	A
Northbound	LR	0.05	19.5	C	LR	0.06	24.3	C	LR	0.04	18.9	C	LR	0.07	27.6	D
Route 202/35 and Arlo Lane																
Eastbound	L	0.01	8.6	A	L	0.02	9.0	A	L	0.04	9.3	A	L	0.06	9.8	A
Southbound	LR	0.09	13.7	B	LR	0.13	15.9	C	LR	0.07	18.2	C	LR	0.13	23.0	C
Bear Mountain Parkway and Locust Avenue																
Westbound	L	0.01	8.9	A	L	0.01	8.9	A	L	0.00	9.1	A	L	0.00	9.2	A
Northbound	R	0.03	12.6	B	R	0.03	12.7	B	R	0.02	13.5	B	R	0.02	13.6	B
Bear Mountain Parkway and Arlo Lane																
Eastbound	L	0.01	8.6	A	L	0.01	8.6	A	L	0.01	9.5	A	L	0.01	9.5	A
Westbound	L	0.00	9.7	A	L	0.00	9.7	A	L	-	0.0	A	L	-	0.0	A
Northbound	LTR	0.47	71.6	F	LTR	0.52	77.9	F	LTR	0.74	119.8	F	LTR	0.95	171.0	F
Southbound	LTR	0.35	38.2	E	LTR	0.35	39.1	E	LTR	0.13	20.7	C	LTR	0.13	20.9	C
Lafayette Avenue and Ridge Road																
Westbound	LR	0.04	9.1	A	LR	0.04	9.1	A	LR	0.06	9.7	A	LR	0.06	9.8	A
Southbound	L	0.01	7.5	A	L	0.01	7.5	A	L	0.03	7.6	A	L	0.03	7.7	A

Notes: L = Left Turn, T = Through, R = Right Turn, LOS = Level of Service
= Indicates notable deterioration in operating conditions

- Route 202/35 and Shipley Drive—the northbound approach would deteriorate from LOS D to LOS F during the Weekday PM peak hour.
- Route 202/35 and Locust Avenue—the southbound approach would deteriorate from LOS D to LOS F during the Weekday AM peak hour.
- Bear Mountain Parkway and Arlo Lane—the northbound approach would deteriorate within LOS F during the Weekday PM peak hour.

MEASURES OF EFFECTIVENESS

For the 2023 With Action condition, several locations along the NYS Route 202/35 corridor exceed LOS D, the minimum acceptable LOS for state roadways as identified in Chapter 5 of the NYSDOT *Highway Design Manual (HDM)*. Variance from standard accepted values requires additional justification to warrant design trade-offs. In addition, additional Measures of Effectiveness (MOEs), quantitative where possible, are necessary to properly evaluate a corridor nearing or at fully saturated conditions. Based guidance provided in the HDM, queue lengths and corridor delay were also evaluated.

QUEUE CONDITIONS

Queue lengths are a quantitative measure of traffic demand. In saturated conditions, as is the case on the Route 202/35 corridor, queue lengths represent the unmet demand where a building queue indicates a worsening of congestion. A review of the Synchro 95th Percentile queue data shows that under 2023 With Action conditions the majority of intersection approaches and turning lanes which under 2023 No Action conditions extend to or beyond the storage length would be improved or continue to exceed the storage length under 2023 With Action conditions. Locations where the 95th percentile queues would exceed the storage capacity only under the 2023 With Action Condition (as a result of the Proposed Project) and would be considered an impact are listed below.

- The eastbound and westbound shared through/right turn lane at the intersection of Route 202/35 and Gyrodyne Driveway/NYPH Driveway
- The westbound through lane at the intersection of Route 202/35 and Lafayette Avenue/NYPH Driveway
- The eastbound approach at the intersection of Route 202/35 and Bear Mountain Parkway
- The westbound left turn lane at the intersection of Route 202/35 and Croton Avenue/Maple Row
- The northbound approach at the intersection of Route 202/35 and Lexington Avenue
- The southbound approach at the intersection of Route 202/35 and Dayton Lane

For the detailed queue results see **Appendix VII**.

CORRIDOR DELAY

Delay is a quantitative measure describing the additional time it takes to travel through a segment. Lane group delays as shown in **Table 11-24** identify the additional time it takes to make individual movements throughout the study area, but does not provide information on the additional travel time through a series of movements along a route. The total delay along a route, usually measured in minutes per vehicle, includes control, queue and geometric (due to added roadway curvature, increased travel distance, etc.) delay which represent the additional time for the average vehicle to travel a segment in each direction.

As the Proposed Project does not include changes in the alignment of Route 202/35 or other geometric modifications, the geometric delays are not anticipated to increase. Therefore, as only

the queue and control delay would be affected by the Proposed Project, the Synchro approach delays were summarized for the 2023 No Action and 2023 With Action condition to identify the additional travel time for the Route 202/35 corridor in the study area with the Proposed Project. **Table 11-25** presents a comparison of the 2023 No Action and 2023 With Action corridor delays for the Proposed Project.

Table 11-25
2023 No Action and With Action Conditions Corridor Delay – Proposed Project

Intersection	Weekday AM			Weekday PM		
	2023 No Action Delay (mins/veh)	2023 With Action Delay (mins/veh)	Difference	2023 No Action Delay (mins/veh)	2023 With Action Delay (mins/veh)	Difference
Route 202/35 Dayton Lane to Conklin Avenue						
Eastbound	00:44.0	00:41.3	-00:02.7	00:54.4	02:10.3	01:15.9
Westbound	00:53.9	01:02.8	00:08.9	01:05.2	01:27.0	00:21.8
Total	01:34.9	01:42.0	**00:06.2**	01:59.6	03:37.3	**01:37.7**
Route 202/35 Dayton Lane to Arlo Lane						
Eastbound	01:01.0	00:59.2	-00:01.8	01:22.0	02:39.4	01:17.4
Westbound	01:38.0	01:48.0	00:10.0	01:49.7	02:16.1	00:26.4
Total	02:39.0	02:47.2	**00:08.2**	03:11.7	04:55.5	**01:43.8**
Route 202/35 Bear Mountain Parkway to Lexington Avenue						
Eastbound	04:35.3	07:45.9	32:10.6	05:51.7	16:56.9	11:05.2
Westbound	01:16.9	01:36.4	00:19.5	04:25.4	05:44.1	01:18.7
Total	05:52.2	09:22.3	**03:30.1**	10:17.1	22:41.0	**12:23.9**
Route 202/35 Dayton Lane to Lexington Avenue						
Eastbound	05:36.3	08:45.1	03:08.8	07:13.7	19:36.3	12:22.6
Westbound	02:54.9	03:24.4	00:29.5	06:15.1	08:00.2	01:45.1
Total	08:31.2	12:09.5	**03:38.3**	13:28.8	27:36.5	**14:07.7**

PARKING

The Proposed Project would provide approximately 644 parking spaces (341 surface lot spaces and 303 spaces located in a parking structure) on the Gyrodyne Project Site and 587 surface parking spaces on the Evergreen Project Site.

Parking generation rates and time-of-day distributions provided by the *ITE Parking Generation Manual, 5th Edition* were used to estimate the parking demand throughout a typical weekday for each land use on the Gyrodyne and Evergreen Project Sites. As the parking lots for Gyrodyne and Evergreen Projects are not connected, parking for each site was considered separately. In addition, based on the layout of the Gyrodyne Project Site parking spaces are considered shared for all land uses whereas the Evergreen Project Site provides separate parking for the retail land uses (75 parking spaces), the assisted living (77 parking spaces), the town houses (191 parking spaces) and residential apartments (244 parking spaces).

As shown in **Table 11-26** it is estimated that the peak period parking demand for a typical weekday would be 625 parking spaces on the Gyrodyne Project Site. As the Gyrodyne Project Site provides 644 parking spaces, the available parking supply would exceed the parking demand and it is not anticipated that the Gyrodyne project would result in a parking shortfall.

Table 11-26
Gyrodyne Project Site Time-of-Day Distribution of Parking Demand[1]

Hour Beginning	Land Use	Total
	Medical Office[2]	
12:00 AM	0	0
1:00 AM	0	0
2:00 AM	0	0
3:00 AM	0	0
4:00 AM	0	0
5:00 AM	0	0
6:00 AM	0	0
7:00 AM	75	75
8:00 AM	269	269
9:00 AM	550	550
10:00 AM	619	619
11:00 AM	625	625
12:00 PM	519	519
1:00 PM	463	463
2:00 PM	588	588
3:00 PM	581	581
4:00 PM	538	538
5:00 PM	338	338
6:00 PM	0	0
7:00 PM	0	0
8:00 PM	0	0
9:00 PM	0	0
10:00 PM	0	0
11:00 PM	0	0

Notes:
1. Parking Demand was calculated using average rates or fitted curve equations and time-of-day distributions from the ITE Parking Generation Manual, 5th Edition
2. Medical Office peak period parking demand is based on the fitted curve equation for land use code 720.

As shown in **Table 11-27** it is estimated that the peak period parking demand for a typical weekday would be 318 parking spaces on the Evergreen Project Site which is less than the 587 parking spaces provided. The peak period parking demand for the parking associated with the assisted living land use would be 47 parking spaces, less than the 77 parking spaces provided. In addition, both the low-rise (townhouse) residential peak period parking demand of 78 parking spaces and the mid-rise residential peak period parking demand of 214 parking spaces are less than the 191 and 244 parking spaces provided, respectively. However, the peak parking demand for the parking associated with the retail land use would be 110 parking spaces, exceeding the 75 parking spaces provided. As the Evergreen Project Site provides 587 parking spaces, the available parking supply would exceed the parking demand. However, because the Evergreen Project Site provides distinct parking lots, the dedicated parking for the retail use may require additional parking to avoid a parking shortfall.

Table 11-27
Evergreen Project Site Time-of-Day Distribution of Parking Demand[1]

Hour Beginning	Land Use				Total
	Assisted Living[2]	Retail[3]	Residential (Low-Rise)[4]	Residential (Mid-Rise)[5]	
12:00 AM	0	0	78	214	292
1:00 AM	0	0	78	214	292
2:00 AM	0	0	78	214	292
3:00 AM	0	0	78	214	292
4:00 AM	0	0	78	214	292
5:00 AM	0	0	76	201	277
6:00 AM	0	0	70	178	248
7:00 AM	24	0	60	152	236
8:00 AM	29	17	44	131	221
9:00 AM	37	36	35	118	226
10:00 AM	39	60	31	116	246
11:00 AM	44	79	29	113	265
12:00 PM	45	110	28	107	290
1:00 PM	47	111	28	105	291
2:00 PM	45	100	29	105	279
3:00 PM	40	92	34	107	273
4:00 PM	35	90	35	124	284
5:00 PM	32	93	43	137	305
6:00 PM	29	95	51	143	318
7:00 PM	0	89	57	150	296
8:00 PM	0	70	60	163	293
9:00 PM	0	47	67	178	292
10:00 PM	0	17	72	193	282
11:00 PM	0	0	76	199	275

Notes:
1. Parking Demand was calculated using average rates or fitted curve equations and time-of-day distributions from the ITE Parking Generation Manual, 5th Edition
2. Assisted Living peak period parking demand is based on the average rate for land use code 254.
3. Retail peak period parking demand is on the fitted curve equation of the average peak parking demand for a non-Friday weekday (non-December) for land use code 820.
4. Residential peak period parking demand is based on the fitted curve equation for general urban/suburban apartments not nearby rail transit for land use code 220.
5. Residential peak period parking demand is based on the fitted curve equation for general urban/suburban apartments not nearby rail transit for land use code 221.

TRAFFIC SAFETY CONDITIONS

With increased traffic volumes in the study area from the Proposed Project, it is possible that there would be an increase in the accident experience in the study area under 2023 With Action Conditions. Based on the anticipated increase in traffic due to the Proposed Project, and absent any improvement measures, the following intersections are estimated to have one or more additional accidents per year as compared to the 2023 No Action Condition:

- Route 202/35 and Medical Center Driveway/NY Presbyterian Driveway (estimated 1.3 additional accidents/year)
- Route 202/35 and Conklin Avenue (estimated 1.7 additional accidents/year)
- Route 202/35 and Bear Mountain Parkway (estimated 1.7 additional accidents/year)
- Route 202/35 and Croton Avenue/Maple Row (estimated 1.0 additional accidents/year)

The estimated increases in accidents/year at the study area intersections are not anticipated to create or exacerbate traffic safety conditions without the Proposed Project (2023 No Action Condition).

PEDESTRIAN AND BICYCLE CONDITIONS

As part of the Proposed Project, pedestrian facilities providing connectivity between the Gyrodyne and Evergreen Project Sites as well as the NYPH are proposed. As shown on the Evergreen Site Plan, the internal sidewalks and crosswalks will provide accessibility throughout the site and will provide connection to Route 202/35 via a sidewalk along the west side of the proposed driveway to Route 202/35 at its intersections with Conklin Avenue. The Evergreen Project Site sidewalk will continue along the south side of Route 202/35 from Conklin Avenue to Lafayette Avenue. At the intersection of Route 202/35 and Lafayette Avenue/NYPH exit driveway, a crosswalk will be provided across the Lafayette Avenue approach to connect the Evergreen Project's sidewalk with the Gyrodyne Project's sidewalk. As shown on the Gyrodyne Site Plan, Gyrodyne will construct sidewalk along the south side of Route 202/35 from Lafayette Avenue to the Gyrodyne driveway/NYPH entrance driveway and continue into the Gyrodyne Project Site along the west side of the driveway with accessibility throughout the site. At the intersection of Route 202/35 and the Gyrodyne driveway/NYPH entrance driveway, crosswalks will be provided on all approaches.

PUBLIC TRANSPORTATION

No significant changes are expected in the study area's public transportation conditions under 2023 With Action Condition with the Proposed Project.

G. TRAFFIC MITIGATION

For the impacted locations described in **Table 11-1**, mitigation measures, such as signal installation or retiming and roadway restriping, were examined as a means to improve traffic operating conditions. In addition, improvement measure for impacts to queue lengths and deterioration of corridor delay were also assessed. A discussion of the recommended mitigation measures is provided below.

MITIGATION MEASURES

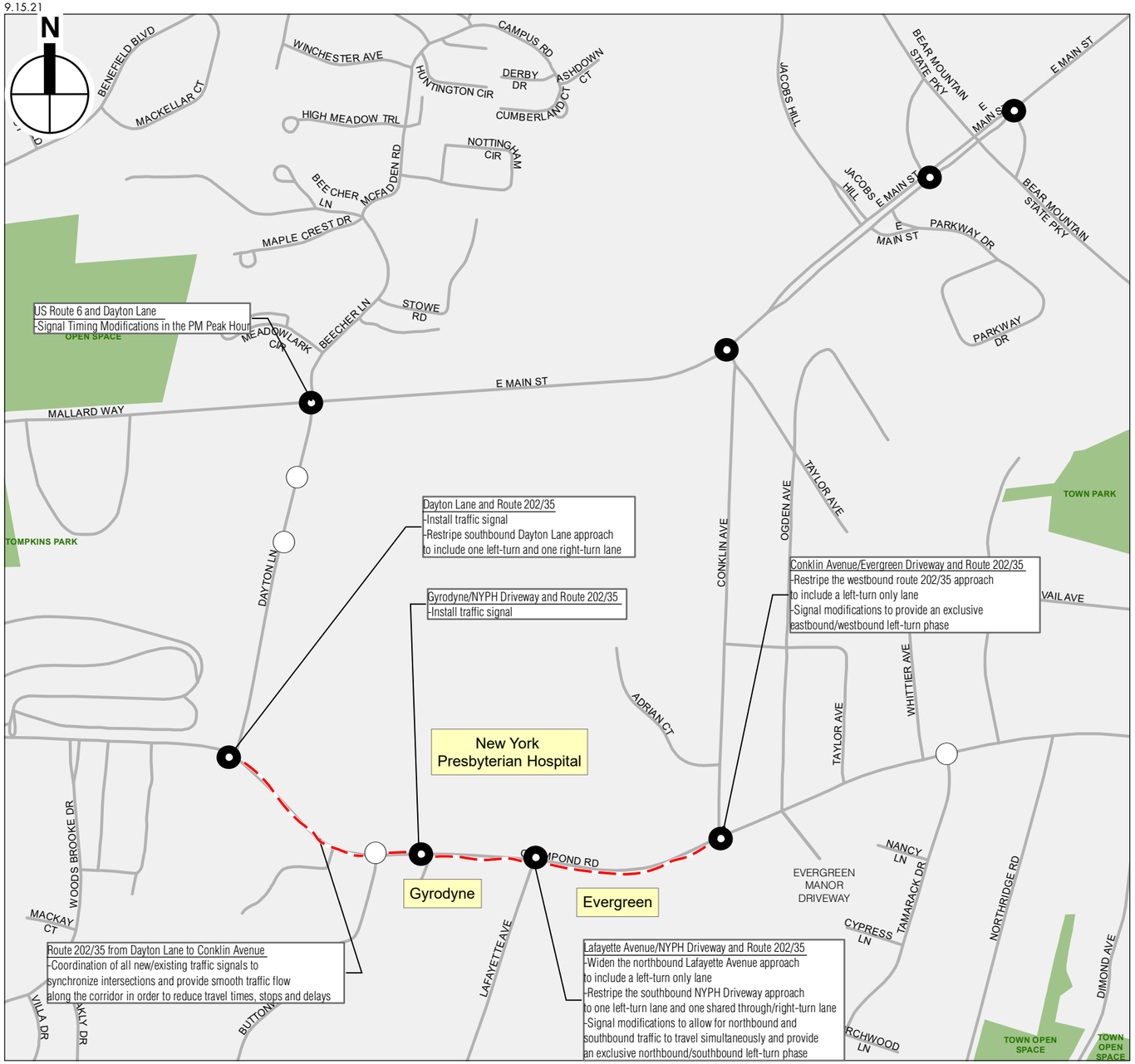
Table 11-28 and **Figure 11-11** presents the recommended mitigation measures that address the identified impacts with the proposed MOD Development Plan.

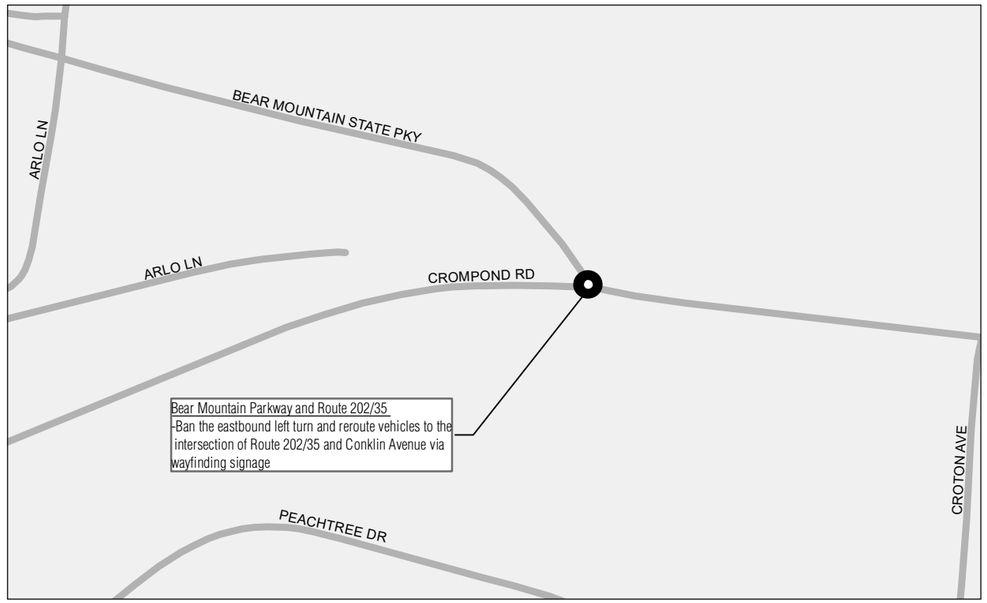
With the implementation of these mitigation measures which are subject to review and approval by the Town and NYSDOT, the significant adverse traffic impacts identified above in Section F could be fully mitigated except for the signalized intersections of US Route 6 and Lexington Avenue (Weekday PM peak hour), Route 202/35 and Croton Avenue/Maple Row (Weekday AM and PM peak hours) and Route 202/35 and Lexington Avenue (Weekday PM peak hour). In addition, the unsignalized intersections of Dayton Lane and Beach Shopping Center south driveway (weekday PM peak hour), Route 202/35 and Shipley Drive/Dimond Avenue (Weekday PM peak hour), and Route 202/35 and Locust Avenue (Weekday AM peak hour) could not be fully mitigated.

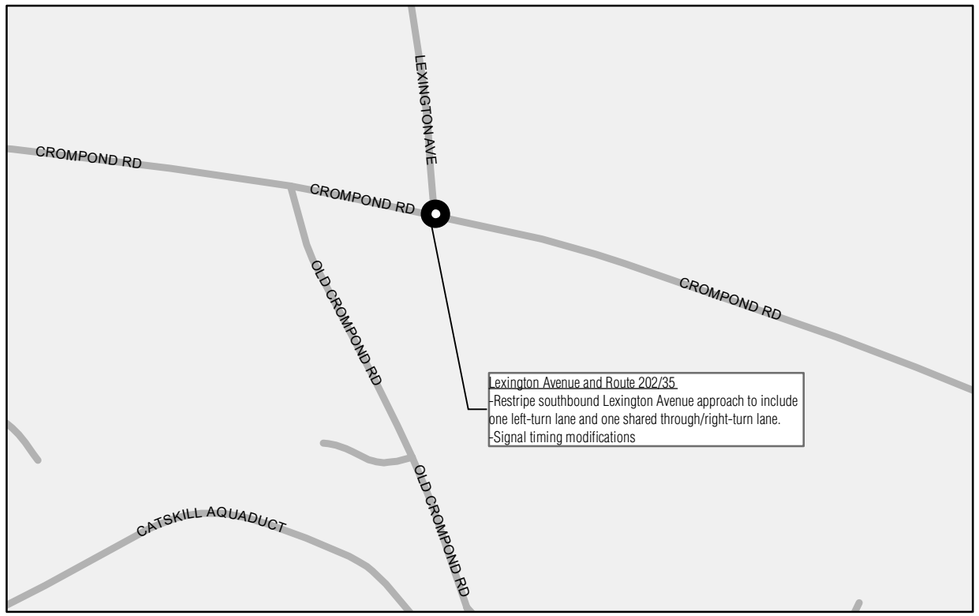
ROUTE 202/35 AND BEAR MOUNTAIN PARKWAY AND CROTON AVENUE/MAPLE ROW

The intersections of Route 202/35 and Bear Mountain Parkway and Route 202/35 and Croton Avenue/Maple Row are located approximately 1.2 miles from the MOD Development Plan, however under existing conditions are operating at or over capacity. The 2023 No Action Condition shows considerable deterioration to the Route 202/35 and Bear Mountain Parkway approaches without any proposed improvements to increase capacity. In addition, these locations are not currently included on the Statewide Transportation Improvements Plan (STIP), a comprehensive list of projects in New York State proposed to receive federal funding for

9.15.21







Legend

- ● *Signalized intersection*
- ○ *Unsignalized intersection*

0 500 FEET

CORTLANDT MOD

Proposed Mitigation Measures

Figure 11-11

improvements. As such, they represent an existing choke point along the corridor. Furthermore, as the two intersections are closely spaced and operate as a single traffic signal, signal retiming is not feasible unless coupled with increasing the roadway capacity. Increasing the roadway capacity for the critical eastbound approach is not feasible as sufficient right-of-way does not exist due to the NYCDEP aqueduct in the vicinity of the approach.

With signal retiming and increasing capacity being unfeasible mitigation measures, diverting trips away from the area of congestion would be the most cost effective and practical improvement to operating conditions. As shown in **Figures 11-2** and **11-3**, approximately 27 and 30 vehicles currently make an eastbound left turn from Route 202/35 to the Bear Mountain Parkway during the Weekday AM and PM peak hours, respectively. However, the limited vehicles making a left turn have the potential to create substantial delay for the larger number of eastbound through vehicles as the eastbound approach of Route 202/35 is not wide enough to accommodate vehicles maneuvering around waiting left turn vehicles. In addition, the eastbound left turn is a difficult maneuver due to the alignment of Route 202/35 with the Bear Mountain Parkway, a factor which may be contributing to the high crash rate at this location. After consultation with the Town of Cortlandt and NYSDOT, it is recommended that the eastbound left turn be banned and the limited number of vehicles wishing to travel northbound on Bear Mountain Parkway from Route 202/35 be rerouted via wayfinding signage to Conklin Avenue where vehicles can turn right onto U.S. Route 6 and then turn right onto the Bear Mountain Parkway northbound ramp. This rerouting creates a safe, effective route for vehicles traveling to the Bear Mountain Parkway and greatly reduces eastbound congestion at the Route 202/35 and Bear Mountain Parkway intersection.

LEVEL OF SERVICE CONDITIONS

Table 11-29 presents a comparison of the 2023 No Action, With Action and Mitigation Conditions for the study area intersections with the MOD Development Plan for the Weekday AM and PM peak hours. Synchro 10 outputs for the 2023 Mitigation condition are provided in **Appendix VII**.

MEASURES OF EFFECTIVENESS

As several locations along the NYS Route 202/35 corridor exceed LOS D under the 2023 With Action condition (with the Proposed Project), addition MOEs including queue length and corridor delay were used to evaluate the corridor. Similarly, these additional MOEs were evaluated for the 2023 With Mitigation condition to assess the proposed mitigation measures along the corridor.

QUEUE CONDITIONS

A review of the Synchro 95th Percentile queue data shows that under 2023 With Mitigation Conditions, the majority of queues impacted under the 2023 With Action Condition would be mitigated by the proposed mitigation measures listed in **Table 11-28**. An assessment of the remaining impacted queues under the 2023 With Action Condition identified improvements which would increase the storage capacity for the impacted movements and mitigate the 95th Percentile queues with the Proposed Project for all approaches with the exception of the left turn lane at the intersection of Route 202/35 and Bear Mountain Parkway which is constricted by available right-of-way as discussed above. The additional improvement measures are listed below.

- The westbound left turn lane at the intersection of Route 202/35 and Croton Avenue/Maple Row would be increased in length from 100 feet to 225 feet.

For the detailed queue results see **Appendix VII**.

Table 11-28
Recommended Intersection Mitigation Measures

Intersection/Roadway Segment	Recommended Mitigation Measures	
	Weekday AM Peak Hour	**Weekday PM Peak Hour**
Signalized Intersections		
US Route 6 and Dayton Lane	No significant Impact	1) Signal Timing Modifications
US Route 6 and Lexington Avenue	No significant Impact	Unmitigated[8]
Route 202/35 and Dayton Lane	1) Restripe the SB Dayton Lane approach from one lane to one left turn only lane and one right turn only lane 2) Signalize the intersection[1]	1) Restripe the SB Dayton Lane approach from one lane to one left turn only lane and one right turn only lane 2) Signalize the intersection[1]
Route 202/35 and Lafayette Avenue / NY Presbyterian Driveway	1) Widen the NB Lafayette Avenue approach from one lane to one 100-foot left turn only lane and one through/right turn lane 2) Restripe the SB NY Presbyterian driveway approach from one left turn/through lane and one right turn lane to one left turn lane and one through/right turn lane 3) Signal phasing modifications to allow for protected/permitted NB/SB left turns[6]	1) Widen the NB Lafayette Avenue approach from one lane to one 100-foot left turn only lane and one through/right turn lane 2) Restripe the SB NY Presbyterian driveway approach from one left turn/through lane and one right turn lane to one left turn lane and one through/right turn lane 3) Signal phasing modifications to allow for protected/permitted NB/SB left turns
Route 202/35 from Dayton Lane to Conklin Avenue	Coordinate the corridor with optimized offsets[7]	Coordinate the corridor with optimized offsets[7]
Route 202/35 and Bear Mountain Parkway	Ban the EB left turn, reroute to the intersection of Route 202/35 and Conklin Avenue via wayfinding signage	Ban the EB left turn, reroute to the intersection of Route 202/35 and Conklin Avenue via wayfinding signage
Route 202/35 and Croton Avenue/Maple Row	Unmitigated	Unmitigated
Route 202/35 and Lexington Avenue	1) Restripe the SB Lexington Avenue approach from one left turn/through lane and one right turn lane to one left turn lane and one through/right turn lane 2) Signal Timing Modifications	1) Restripe the SB Lexington Avenue approach from one left turn/through lane and one right turn lane to one left turn lane and one through/right turn lane 2) Signal Timing Modifications[2]
Unsignalized Intersections		
Dayton Lane and South Shopping Center Driveway[3]	No significant impact	Unmitigated
Route 202/35 and Shipley Drive[3,4]	No significant impact	Unmitigated
Route 202/35 and Locust Avenue[3,4]	Unmitigated	No significant impact

Notes: EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound.
(1) Traffic Signal is warranted with or without the Proposed Action.
(2) Does not fully mitigate the intersection
(3) Unsignalized intersection which does not meet signal warrant criteria under With Action Condition.
(4) Not uncommon for unsignalized minor approaches/driveways on a state/city roadway to operate at LOS E and F
(6) Mitigation not necessary for peak hour
(7) Coordination and offsets synchronize traffic signals together in order to provide smooth flow of traffic along a segment with closely spaced intersections in order to reduce travel time, stops and delay.
(8) The Proposed Action would only add six vehicles to eastbound through/right-tun movement, however, since this approach is already above capacity in the No Action condition, any additional vehicle would result in large increases in delay. It should be noted that the analysis does not reflect potential improvements from the implementation of an Adaptive Traffic Control System.

Table 11-29
2023 No Action, With Action and Mitigation Conditions Analysis

Intersection	Weekday AM												Weekday PM											
	2023 No Action				2023 With Action				2023 Mitigation				2023 No Action				2023 With Action				2023 With Action			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections																								
Route 6 and Dayton Lane																								
Eastbound	L	0.04	5.4	A	L	0.04	5.4	A	L	0.04	4.5	A	L	0.11	10.4	B	L	0.11	10.8	B	L	0.12	12.0	B
	TR	0.35	10.6	B	TR	0.37	10.5	B	TR	0.35	9.3	A	TR	0.63	23.5	C	TR	0.68	25.4	C	TR	0.72	27.6	C
Westbound	L	0.14	5.7	A	L	0.15	5.8	A	L	0.13	4.8	A	L	0.45	14.2	B	L	0.49	15.9	B	L	0.51	17.5	B
	TR	0.24	10.4	B	TR	0.24	10.4	B	TR	0.22	9.2	A	TR	0.40	18.4	B	TR	0.42	19.5	B	TR	0.44	20.9	C
Northbound	L	0.44	33.7	C	L	0.53	37.1	D	L	0.48	33.1	C	L	0.84	49.9	D	L	0.90	57.5	E	L	0.87	49.9	D
	TR	0.25	27.9	C	TR	0.25	27.9	C	TR	0.21	25.4	C	TR	0.13	23.5	C	TR	0.12	23.1	C	TR	0.12	21.2	C
Southbound	LT	0.57	37.4	D	LT	0.57	37.4	D	LT	0.48	31.7	C	LT	0.08	22.8	C	LT	0.08	22.6	C	LT	0.07	20.6	C
	R	0.32	19.9	B	R	0.32	19.9	B	R	0.29	18.1	B	R	0.07	14.2	B	R	0.07	14.0	B	R	0.07	12.4	B
	Intersection		15.2	B	Intersection		15.5	B	Intersection		13.7	B	Intersection		24.8	C	Intersection		27.8	C	Intersection		27.8	C
Route 6 and Conklin Avenue																								
Eastbound	L	0.01	2.7	A	L	0.01	2.9	A	L	0.01	2.6	A	L	0.02	3.6	A	L	0.02	4.0	A	L	0.02	4.8	A
	TR	0.23	5.4	A	TR	0.23	5.4	A	TR	0.22	5.0	A	TR	0.34	7.0	A	TR	0.34	8.0	A	TR	0.35	8.9	A
Westbound	L	0.29	3.9	A	L	0.34	4.4	A	L	0.33	4.0	A	L	0.39	6.2	A	L	0.45	7.9	A	L	0.46	9.0	A
	TR	0.20	3.4	A	TR	0.20	3.4	A	TR	0.20	3.1	A	TR	0.26	4.6	A	TR	0.27	5.7	A	TR	0.27	6.5	A
Northbound	LT	0.24	55.1	E	LT	0.23	54.7	D	LT	0.17	49.4	D	LT	0.37	57.8	E	LT	0.34	55.5	E	LT	0.30	51.7	D
	R	0.71	19.7	B	R	0.72	19.6	B	R	0.72	16.1	B	R	0.73	18.2	B	R	0.77	17.7	B	R	0.81	17.9	B
Southbound	LTR	0.24	32.3	C	LTR	0.24	31.9	C	LTR	0.19	28.4	C	LTR	0.43	39.2	D	LTR	0.41	37.2	D	LTR	0.37	34.0	C
	Intersection		7.6	A	Intersection		7.8	A	Intersection		7.1	A	Intersection		9.5	A	Intersection		10.4	B	Intersection		11.3	B
Route 6 and Bear Mountain Parkway Eastbound Ramps																								
Eastbound	L	0.41	18.0	B	L	0.41	18.3	B	L	0.33	14.3	B	L	0.41	20.0	C	L	0.41	20.0	C	L	0.41	20.0	C
	TR	0.52	21.5	C	TR	0.53	21.8	C	TR	0.52	19.8	B	TR	0.75	28.0	C	TR	0.79	30.0	C	TR	0.85	38.2	D
Westbound	L	0.17	15.8	B	L	0.17	15.9	B	L	0.15	13.3	B	L	0.30	13.7	B	L	0.31	14.6	B	L	0.31	14.6	B
	TR	0.67	25.6	C	TR	0.68	25.9	C	TR	0.61	21.7	C	TR	0.86	28.1	C	TR	0.86	28.6	C	TR	0.86	28.6	C
Northbound	LT	0.55	56.2	E	LT	0.55	56.2	E	LT	0.55	54.1	D	LT	0.64	66.2	E	LT	0.64	66.2	E	LT	0.64	66.2	E
	R	0.16	1.0	A	R	0.16	1.0	A	R	0.16	1.0	A	R	0.18	1.4	A	R	0.18	1.4	A	R	0.18	1.4	A
Southbound	L	0.70	47.7	D	L	0.70	47.7	D	L	0.63	41.1	D	L	0.77	50.5	D	L	0.77	50.6	D	L	0.77	50.8	D
	T	0.70	47.1	D	T	0.70	47.2	D	T	0.63	40.7	D	T	0.76	49.6	D	T	0.76	49.7	D	T	0.76	49.8	D
	R	0.23	1.2	A	R	0.28	2.9	A	R	0.26	2.6	A	R	0.11	0.5	A	R	0.16	0.7	A	R	0.16	0.7	A
	Intersection		27.0	C	Intersection		27.0	C	Intersection		23.5	C	Intersection		31.3	C	Intersection		32.0	C	Intersection		35.0	D

Table 11-29 (cont'd)
2023 No Action, With Action and Mitigation Conditions Analysis

Intersection	Weekday AM												Weekday PM											
	2023 No Action				2023 With Action				2023 Mitigation				2023 No Action				2023 With Action				2023 Mitigation			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections (continued)																								
Route 6 and Lexington Avenue																								
Eastbound	L	0.36	18.1	B	L	0.35	17.8	B	L	0.31	15.8	B	L	0.95	98.3	F	L	0.95	97.8	F	L	0.95	97.8	F
	TR	0.94	54.4	D	TR	0.94	54.5	D	TR	0.92	50.0	D	TR	1.07	85.2	F	TR	1.11	100.9	F	TR	1.11	100.9	F
Westbound	L	0.53	24.8	C	L	0.54	25.9	C	L	0.47	20.5	C	L	0.50	35.4	D	L	0.52	36.5	D	L	0.52	36.5	D
	TR	0.84	42.8	D	TR	0.83	41.9	D	TR	0.81	39.2	D	TR	1.20	140.1	F	TR	1.21	141.1	F	TR	1.21	141.1	F
Northbound	L	0.40	40.4	D	L	0.41	41.2	D	L	0.37	38.2	D	L	1.01	110.3	F	L	1.04	116.0	F	L	1.04	116.0	F
	TR	0.95	92.3	F	TR	0.97	98.3	F	TR	0.91	82.0	F	TR	0.68	71.2	E	TR	0.72	72.9	E	TR	0.72	72.9	E
Southbound	L	0.58	46.8	D	L	0.60	48.5	D	L	0.52	42.5	D	L	0.35	45.5	D	L	0.36	45.8	D	L	0.36	45.8	D
	TR	0.69	63.7	E	TR	0.71	65.2	E	TR	0.66	60.5	E	TR	0.97	109.3	F	TR	0.97	109.8	F	TR	0.97	109.8	F
	Intersection		54.1	D	Intersection		55.1	E	Intersection		49.4	D	Intersection		105.0	F	Intersection		110.7	F	Intersection		110.7	F
Route 202/35 and Dayton Lane																								
Eastbound	Intersection Unsignalized in No Action Condition				Intersection Unsignalized in Action Conditions				L	0.25	6.0	A	Intersection Unsignalized in No Action Condition				Intersection Unsignalized in Action Conditions				L	0.62	22.7	C
									T	0.53	7.6	A									T	0.38	6.2	A
Westbound									TR	0.39	3.4	A									TR	0.75	8.7	A
Southbound									L	0.66	49.5	D									L	0.67	52.8	D
									R	0.20	9.5	A									R	0.44	8.7	A
									Intersection		11.5	B									Intersection		13.3	B
Route 202/35 and Gyrodyne/NYPH Driveway																								
Eastbound	Intersection Unsignalized in No Action Condition				L	0.24	5.1	A	L	0.24	3.7	A	Intersection Unsignalized in No Action Condition				L	0.16	6.9	A	L	0.16	4.9	A
					TR	0.52	5.9	A	TR	0.51	3.8	A					TR	0.50	9.0	A	TR	0.50	6.4	A
Westbound					L	0.39	2.5	A	L	0.39	3.6	A					L	0.22	2.4	A	L	0.22	3.4	A
					TR	0.55	2.9	A	TR	0.54	3.0	A					TR	0.71	8.5	A	TR	0.71	6.1	A
Northbound					LT	0.23	43.4	D	LT	0.21	41.9	D					LT	0.59	47.5	D	LT	0.59	47.5	D
					R	0.30	13.2	B	R	0.28	12.5	B					R	0.57	10.6	B	R	0.57	9.7	A
					Intersection		5.4	A	Intersection		4.5	A					Intersection		11.6	B	Intersection		9.7	A
Route 202/35 and Lafayette Avenue/NYPH Driveway																								
Eastbound	TR	0.64	23.2	C	TR	0.71	22.5	C	TR	0.54	8.0	A	TR	0.76	32.1	C	TR	1.15	106.2	F	TR	0.98	45.1	D
Westbound	L	0.15	13.5	B	L	0.18	14.1	B	L	0.12	2.7	A	L	0.40	19.9	B	L	0.60	23.7	C	L	0.65	36.7	D
	T	0.60	21.9	C	T	0.76	30.4	C	T	0.62	4.1	A	T	0.65	30.4	C	T	0.79	35.3	D	T	0.71	6.1	A
Northbound	LTR	0.62	21.1	C	LTR	0.65	23.7	C	L	0.31	38.8	D	LTR	0.87	49.0	D	LTR	0.89	54.7	D	L	0.46	37.5	D
									TR	0.20	1.0	A									TR	0.39	3.3	A
Southbound	LT	0.79	85.0	F	LT	0.76	80.9	F	L	0.32	38.9	D	LT	1.47	280.6	F	LT	1.44	271.5	F	L	0.57	40.0	D
	R	0.15	1.0	A	R	0.15	1.0	A	TR	0.39	26.4	C	R	0.39	10.1	B	R	0.39	10.2	B	TR	0.57	20.8	C
	Intersection		24.9	C	Intersection		28.2	C	Intersection		8.6	A	Intersection		55.2	E	Intersection		80.5	F	Intersection		27.0	C

Table 11-29 (cont'd)
2023 No Action, With Action and Mitigation Conditions Analysis

Intersection	Weekday AM												Weekday PM											
	2023 No Action				2023 With Action				2023 Mitigation				2023 No Action				2023 With Action				2023 Mitigation			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections (continued)																								
Route 202/35 and Conklin Avenue/Evergreen Driveway																								
Eastbound	L	0.38	2.4	A	L	0.43	3.8	A	L	0.60	13.3	B	L	0.45	3.1	A	L	0.55	2.7	A	L	0.85	30.2	C
	T	0.38	1.7	A	TR	0.44	3.8	A	TR	0.42	5.7	A	T	0.39	1.1	A	T	0.60	3.5	A	TR	0.58	13.2	B
Westbound	TR	0.55	14.2	B	LTR	0.74	20.6	C	LTR	0.72	17.3	B	TR	0.66	19.0	B	LTR	0.92	36.3	D	LTR	0.93	37.4	D
Northbound	L	-	-	-	L	0.51	67.3	E	L	0.23	38.1	D	L	-	-	-	L	0.53	62.3	E	L	0.27	38.2	D
	TR	-	-	-	TR	0.20	17.2	B	TR	0.24	20.8	C	TR	-	-	-	TR	0.24	15.8	B	TR	0.32	20.9	C
Southbound	L	0.49	51.6	D	L	0.55	54.0	D	L	0.44	43.6	D	L	0.46	51.2	D	L	0.50	50.5	D	L	0.40	41.4	D
	TR	0.54	16.4	B	TR	0.64	12.4	B	TR	0.65	13.4	B	TR	0.34	9.3	A	TR	0.53	12.7	B	TR	0.62	17.7	C
	Intersection		11.2	B	Intersection		15.1	B	Intersection		14.8	B	Intersection		12.0	B	Intersection		19.7	B	Intersection		26.9	C
Route 202/35 and Bear Mountain Parkway																								
Eastbound	LT	1.08	107.0	F	LT	1.53	283.6	F	-	-	-	-	LT	1.38	224.3	F	LT	2.80	839.3	F	-	-	-	-
	-	-	-	-	-	-	-	-	T	0.96	73.3	E	-	-	-	-	-	-	-	-	T	1.17	135.3	F
Westbound	T	0.47	19.8	B	T	0.59	22.8	C	T	0.58	22.2	C	T	0.59	18.3	B	T	0.70	39.9	D	T	0.70	39.9	D
	R	0.47	6.1	A	R	0.49	9.5	A	R	0.48	9.0	A	R	0.66	15.4	B	R	0.68	18.9	B	R	0.68	18.9	B
Southbound	LR	1.40	230.9	F	LR	1.40	231.4	F	LR	1.38	219.9	F	LR	1.00	118.7	F	LR	1.00	119.5	F	LR	1.00	119.5	F
	Intersection		113.7	F	Intersection		154.8	F	Intersection		98.5	F	Intersection		89.7	F	Intersection		274.7	F	Intersection		77.9	E
Route 202/35 and Croton Avenue/Maple Row																								
Eastbound	L	0.14	2.8	A	L	0.18	3.1	A	L	0.17	2.5	A	L	0.34	29.0	C	L	0.34	25.8	C	L	0.34	25.7	C
	T	1.05	61.7	E	T	1.10	64.7	E	T	1.09	61.0	E	T	0.87	59.5	E	T	1.01	58.8	E	T	1.01	56.6	E
	R	0.25	1.7	A	R	0.27	2.2	A	R	0.26	1.6	A	R	0.14	1.6	A	R	0.19	2.9	A	R	0.19	2.8	A
Westbound	L	1.04	124.6	F	L	1.04	124.6	F	L	0.97	105.2	F	L	0.52	14.2	B	L	0.82	74.0	E	L	0.82	74.0	E
	TR	0.70	22.0	C	TR	0.79	26.7	C	LTR	0.79	25.6	C	TR	1.07	81.7	F	TR	1.15	105.8	F	TR	1.15	105.8	F
Northbound	L	1.67	376.8	F	L	1.98	505.9	F	L	1.92	480.5	F	L	0.96	118.1	F	L	1.10	149.7	F	L	1.10	149.7	F
	TR	0.42	27.7	C	TR	0.42	27.7	C	TR	0.41	26.7	C	TR	0.43	38.1	D	TR	0.43	38.0	D	TR	0.43	38.0	D
Southbound	LTR	1.01	111.6	F	LTR	1.01	111.6	F	LTR	0.96	100.2	F	LTR	0.74	71.9	E	LTR	0.73	70.8	E	LTR	0.73	70.8	E
	Intersection		69.0	E	Intersection		80.2	F	Intersection		74.8	E	Intersection		66.4	E	Intersection		79.2	E	Intersection		78.4	E

Table 11-29 (cont'd)
2023 No Action, With Action and Mitigation Conditions Analysis

Intersection	Weekday AM												Weekday PM											
	2023 No Action				2023 With Action				2023 Mitigation				2023 No Action				2023 With Action				2023 Mitigation			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections (continued)																								
Route 202/35 and Lexington Avenue																								
Eastbound	L	0.20	7.6	A	L	0.30	10.2	B	L	0.23	7.1	A	L	0.57	24.4	C	L	0.63	28.8	C	L	0.74	42.5	D
	TR	1.21	122.9	F	TR	1.24	135.3	F	TR	1.14	91.3	F	TR	1.10	81.7	F	TR	1.24	138.7	F	TR	1.18	109.7	F
Westbound	L	0.11	7.3	A	L	0.11	7.4	A	L	0.10	6.2	A	L	0.20	8.7	A	L	0.20	9.0	A	L	0.22	8.6	A
	T	0.85	27.9	C	T	0.96	42.5	D	T	0.88	28.0	C	T	1.39	206.1	F	T	1.49	249.4	F	T	1.37	193.7	F
	R	0.11	2.9	A	R	0.11	2.9	A	R	0.11	2.4	A	R	0.25	4.4	A	R	0.26	5.0	A	R	0.24	3.0	A
Northbound	LTR	0.14	29.1	C	LTR	0.18	30.5	C	LTR	0.17	31.7	C	LTR	0.23	32.6	C	LTR	0.27	34.5	C	LTR	0.25	36.5	D
Southbound	LT	0.76	50.7	D	LT	0.78	53.5	D	L	0.67	47.1	D	LT	0.74	52.7	D	LT	0.75	54.1	D	L	0.72	56.5	E
	R	0.22	9.3	A	R	0.25	11.3	B	TR	0.34	13.0	B	R	0.18	6.2	A	R	0.21	8.6	A	TR	0.32	15.0	B
	Intersection		72.6	E	Intersection		82.7	F	Intersection		56.4	E	Intersection		121.3	F	Intersection		159.9	F	Intersection		126.6	F
Route 6 and Bear Mountain Parkway Westbound Ramps																								
Eastbound	LTR	0.58	6.8	A	LTR	0.59	7.3	A	LTR	0.61	7.9	A	LTR	0.98	38.2	D	LTR	1.02	46.4	D	LTR	1.07	62.4	E
Westbound	L	0.51	12.6	B	L	0.52	13.1	B	L	0.51	13.3	B	L	0.78	39.4	D	L	0.80	43.3	D	L	0.81	44.1	D
	TR	0.31	3.7	A	TR	0.32	3.7	A	TR	0.31	3.4	A	TR	0.46	9.2	A	TR	0.46	9.3	A	TR	0.46	9.3	A
Northbound	L	0.41	46.8	D	L	0.41	46.9	D	L	0.38	44.6	D	L	0.71	68.9	E	L	0.71	68.9	E	L	0.71	68.9	E
	TR	0.25	22.2	C	TR	0.25	22.2	C	TR	0.23	21.3	C	TR	0.23	21.6	C	TR	0.23	21.6	C	TR	0.23	21.6	C
Southbound	LTR	0.64	31.9	C	LTR	0.64	32.0	C	LTR	0.59	28.7	C	LTR	0.67	35.9	D	LTR	0.67	35.9	D	LTR	0.67	35.9	D
	Intersection		8.9	A	Intersection		9.1	A	Intersection		9.1	A	Intersection		29.0	C	Intersection		33.4	C	Intersection		41.8	D
Unsignalized Intersections																								
Dayton Lane and Beach Shopping Center North Driveway																								
Westbound	LR	0.17	11.3	B	LR	0.18	11.6	B	LR	0.18	11.6	B	LR	0.27	14.6	B	LR	0.31	16.1	C	LR	0.31	16.1	C
Southbound	L	0.04	7.6	A	L	0.05	7.7	A	L	0.05	7.7	A	L	0.06	8.4	A	L	0.06	8.6	A	L	0.06	8.6	A
Dayton Lane and Beach Shopping South Center South Driveway																								
Westbound	LR	0.10	11.6	B	LR	0.10	12.1	B	LR	0.10	12.1	B	LR	0.97	84.9	F	LR	1.12	135.4	F	LR	1.12	135.4	F
Southbound	L	0.02	7.7	A	L	0.02	7.7	A	L	0.02	7.7	A	L	0.14	9.4	A	L	0.15	9.7	A	L	0.15	9.7	A
Route 202/35 and Dayton Lane																								
Eastbound	L	0.13	8.9	A	L	0.14	9.2	A	Intersection Signalized in Mitigation Condition				L	0.18	10.6	B	L	0.22	11.9	B	Intersection Signalized in Mitigation Condition			
Southbound	LR	1.44	276.3	F	LR	2.09	564.2	F					LR	1.77	404.2	F	LR	2.92	933.2	F				
Route 202/35 and Buttonwood Avenue																								
Westbound	L	0.01	9.4	A	L	0.01	10.0	A	L	0.01	10.0	A	L	0.00	8.8	A	L	0.00	9.1	A	L	0.00	9.1	A
Northbound	LR	0.20	24.4	C	LR	0.26	31.6	D	LR	0.26	31.6	D	LR	0.01	18.2	C	LR	0.02	23.8	C	LR	0.02	23.8	C
Route 202/35 and Cortlandt Medical Driveway/NYPH Driveway																								
Eastbound	L	0.14	10.0	A	Intersection Signalized in With Action Condition				Intersection Signalized in Mitigation Condition				L	0.06	10.1	B	Intersection Signalized in With Action Condition				Intersection Signalized in Mitigation Condition			
Westbound	L	0.04	9.0	A									L	0.01	8.6	A								
Northbound	LTR	0.04	17.7	C									LTR	0.15	18.3	C								

Table 11-29 (cont'd)
2023 No Action, With Action and Mitigation Conditions Analysis

Intersection	Weekday AM												Weekday PM											
	2023 No Action				2023 With Action				2023 Mitigation				2023 No Action				2023 With Action				2023 Mitigation			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Unsignalized Intersections (continued)																								
Route 202/35 and Tamarack Drive																								
Westbound	L	0.00	8.7	A	L	0.00	8.9	A	L	0.00	8.8	A	L	0.04	9.1	A	L	0.04	10.1	B	L	0.04	9.7	A
Northbound	LR	0.14	20.3	C	LR	0.21	28.1	D	LR	0.20	25.9	D	LR	0.10	20.0	C	LR	0.19	35.3	E	LR	0.17	30.7	D
Route 202/35 and Dimond Avenue/Shipley Drive																								
Eastbound	L	-	0.0	A	L	-	0.0	A	L	-	0.0	A	L	0.02	9.2	A	L	0.02	9.7	A	L	0.02	9.7	A
Westbound	L	0.01	8.8	A	L	0.01	9.1	A	L	0.01	8.9	A	L	0.03	8.8	A	L	0.03	9.7	A	L	0.03	9.3	A
Northbound	LTR	0.13	15.1	C	LTR	0.15	17.4	C	LTR	0.14	16.4	C	LTR	0.50	30.6	D	LTR	0.83	88.6	F	LTR	0.73	63.4	F
Southbound	LTR	0.03	11.5	B	LTR	0.04	12.8	B	LTR	0.04	12.8	B	LTR	-	0.0	A	LTR	-	0.0	A	LTR	-	0.0	A
Route 202/35 and Locust Avenue																								
Eastbound	L	0.01	8.4	A	L	0.01	8.9	A	L	0.01	8.9	A	L	0.03	9.1	A	L	0.04	9.6	A	L	0.04	9.6	A
Southbound	LTR	0.44	32.9	D	LTR	0.61	56.3	F	LTR	0.57	48.9	E	LTR	0.09	14.4	B	LTR	0.12	17.1	C	LTR	0.12	16.7	C
Route 202/35 and Crestview Avenue																								
Westbound	L	0.00	8.8	A	L	0.00	9.0	A	L	0.00	8.8	A	L	0.00	8.8	A	L	0.00	9.6	A	L	0.00	9.3	A
Northbound	LTR	0.10	21.1	C	LTR	0.14	27.3	D	LTR	0.13	25.4	D	LTR	0.03	17.4	C	LTR	0.04	24.9	C	LTR	0.04	22.5	C
Route 202/35 and Forest Avenue																								
Westbound	L	0.01	8.9	A	L	0.01	9.1	A	L	0.01	9.0	A	L	0.01	8.9	A	L	0.01	9.9	A	L	0.01	9.5	A
Northbound	LR	0.05	16.3	C	LR	0.06	19.1	C	LR	0.06	18.1	C	LR	0.06	19.1	C	LR	0.09	27.9	D	LR	0.08	25.2	D
Route 202/35 and Rick Lane																								
Westbound	L	0.01	8.9	A	L	0.01	9.1	A	L	0.01	9.0	A	L	0.01	8.9	A	L	0.01	9.8	A	L	0.01	9.5	A
Northbound	LR	0.05	19.5	C	LR	0.06	24.3	C	LR	0.06	22.9	C	LR	0.04	18.9	C	LR	0.07	27.6	D	LR	0.06	24.8	C
Route 202/35 and Arlo Lane																								
Eastbound	L	0.01	8.6	A	L	0.02	9.0	A	L	0.00	0.0	A	L	0.04	9.3	A	L	0.06	9.8	A	L	0.00	0.0	A
Southbound	LR	0.09	13.7	B	LR	0.13	15.9	C	LR	0.13	15.5	C	LR	0.07	18.2	C	LR	0.13	23.0	C	LR	0.11	20.3	C
Bear Mountain Parkway and Locust Avenue																								
Westbound	L	0.01	8.9	A	L	0.01	8.9	A	L	0.01	8.9	A	L	0.00	9.1	A	L	0.00	9.2	A	L	0.00	9.2	A
Northbound	R	0.03	12.6	B	R	0.03	12.7	B	R	0.03	12.7	B	R	0.02	13.5	B	R	0.02	13.6	B	R	0.02	13.6	B
Bear Mountain Parkway and Arlo Lane																								
Eastbound	L	0.01	8.6	A	L	0.01	8.6	A	L	0.01	8.5	A	L	0.01	9.5	A	L	0.01	9.5	A	L	0.01	9.3	A
Westbound	L	0.00	9.7	A	L	0.00	9.7	A	L	0.00	9.7	A	L	0.00	0.0	A	L	0.00	0.0	A	L	0.00	0.0	A
Northbound	LTR	0.47	71.6	F	LTR	0.52	77.9	F	LTR	0.24	50.5	F	LTR	0.74	119.8	F	LTR	0.95	171.0	F	LTR	0.14	50.3	F
Southbound	LTR	0.35	38.2	E	LTR	0.35	39.1	E	LTR	0.34	36.5	E	LTR	0.13	20.7	C	LTR	0.13	20.9	C	LTR	0.12	19.9	C
Lafayette Avenue and Ridge Road																								
Westbound	LR	0.04	9.1	A	LR	0.04	9.1	A	LR	0.04	9.1	A	LR	0.06	9.7	A	LR	0.06	9.8	A	LR	0.06	9.8	A
Southbound	L	0.01	7.5	A	L	0.01	7.5	A	L	0.01	7.5	A	L	0.03	7.6	A	L	0.03	7.7	A	L	0.03	7.7	A

Notes: * Indicates exceeds Synchro capacity using HCM 2010

CORRIDOR DELAY

As identified in **Table 11-25**, there would be an increase in corridor delays with the Proposed Action. With the proposed mitigation measures identified in **Table 11-28**, the delay associated with the Proposed Action would be greatly reduced, however an increase in delay along the Route 202/35 corridor would still be experienced as compared to the 2023 No Action Condition. Therefore, additional mitigation measures listed below are proposed to reduce travel time along the corridor with the Proposed Action.

- Route 202/35 and Lafayette Avenue/NY Presbyterian Hospital Driveway—signal phasing modifications to make the westbound left-turn a lagging phase.
- Route 202/35 from Dayton Lane to Conklin Avenue—Adjustments to the signal offsets to smooth traffic flow and progression between intersections.

With the implementation of these additional improvement measures, as well as the partial mitigation measures at the intersections of Route 202/35 and Bear Mountain Parkway and Route 202/35 and Lexington Avenue (see **Table 11-30**), additional storage capacity for turning vehicles would be provided and would improve the flow of through traffic along Route 202/35.

Table 11-30
2023 No Action, With Action and Mitigation Conditions Corridor Delay
Proposed Project

	Weekday AM					Weekday PM				
	2023 No Action	2023 With Action		2023 With Mitigation		2023 No Action	2023 With Action		2023 With Mitigation	
Intersection	Delay (mins/ veh)	Delay (mins /veh)	Difference (mins/ veh)	Delay (mins/ veh)	Difference (mins/ veh)	Delay (mins/ veh)	Delay (mins/ veh)	Difference (mins /veh)	Delay (mins/ veh)	Difference (mins/ veh)
Route 202/35 Dayton Lane to Conklin Avenue										
Eastbound	00:44.0	00:41.3	-00:02.7	00:25.8	-00:18.2	00:54.4	02:10.3	01:15.9	00:55.3	00:00.9
Westbound	00:53.9	01:02.8	00:08.9	00:38.0	-00:15.9	01:05.2	01:27.0	00:21.8	01:09.6	00:04.4
Total	01:37.9	01:44.1	00:06.2	01:03.8	-00:34.1	01:59.6	03:37.3	01:37.7	02:04.9	00:05.3
Route 202/35 Dayton Lane to Arlo Lane										
Eastbound	01:01.0	00:59.2	-00:01.8	00:34.7	-00:26.3	01:22.0	02:39.4	01:17.4	01:14.6	-00:07.4
Westbound	01:38.0	01:48.0	00:10.0	01:22.5	-00:15.5	01:49.7	02:16.1	00:26.4	01:56.9	00:07.2
Total	02:39.0	02:47.2	00:08.2	01:57.2	-00:41.8	03:11.7	04:55.5	01:43.8	03:11.5	-00:00.2
Route 202/35 Bear Mountain Parkway to Lexington Avenue										
Eastbound	04:35.3	07:45.9	03:10.6	03:30.1	-01:05.2	05:51.7	16:56.9	11:05.2	04:46.3	-01:05.4
Westbound	01:16.9	01:36.4	00:19.5	01:19.0	00:02.1	04:25.4	05:44.1	01:18.7	04:56.7	00:31.3
Total	05:52.2	09:22.3	03:30.1	04:49.1	-01:03.1	10:17.1	22:41.0	12:23.9	09:43.0	-00:34.1
Route 202/35 Dayton Lane to Lexington Avenue										
Eastbound	05:36.3	08:45.1	03:08.8	04:04.8	-01:31.5	07:13.7	19:36.3	12:22.6	06:00.9	-01:12.8
Westbound	02:54.9	03:24.4	00:29.5	02:41.5	-00:13.4	06:15.1	08:00.2	01:45.1	06:53.6	00:38.5
Total	08:31.2	12:09.5	03:38.3	06:46.3	-01:44.9	13:28.8	27:36.5	14:07.7	12:54.5	-00:34.3

The ATCS which is also proposed as an improvement measure and has the potential to further improve vehicle delay and number of stops along a congested arterial by approximately 10 percent (during the peak periods) when implemented correctly. In addition, as an ATCS adjusts traffic signal timing (offsets, cycle lengths and splits) based on real-time conditions it is better able to adapt to the variations in traffic volumes throughout the day, leading to a better driver experience through the corridor. Within the Town of Cortlandt, the U.S. Route 6 corridor from Jerome Avenue to Lexington Avenue currently operates under the control of an ATCS and has shown improvements to travel times of approximately 10 percent during the peak periods, and greater improvements during the shoulder and weekend hours.

TRAFFIC SAFETY CONDITIONS

Although the Proposed Project is not anticipated to exacerbate traffic safety conditions, the following improvements, included as mitigation measures above, would also be beneficial to traffic safety conditions:

- Route 202/35 and Dayton Lane— Installation of a new red/yellow/green signal (CMF of 0.78 for all crashes and 0.75 for left turn crashes) and Installation of a left turn only lane for the southbound Dayton Lane approach (CMF of 0.75 for all crashes)
- Route 202/35 and Conklin Avenue—Installation of a left turn lane for westbound Route 202/35 approach and signal timing modifications to provide protected/permitted eastbound, westbound, northbound and southbound left turns (CMF of 0.62 for left turn crashes along Route 202/35)
- Route 202/35 and Bear Mountain Parkway—Installation of a left turn lane along the Route 202/35 eastbound approach (CMF of 0.88 for all crashes) In addition, for the left turn prohibition discussed above there would be a CMF of 0.40 for left turn crashes, and 0.77 for rear end crashes.
- Route 202/35 corridor from Dayton Lane to Conklin Avenue—Coordinate arterial signals (CMF of 0.79 for all crashes)

H. GYRODYNE ALTERNATIVE PROGRAM

PROJECT DESCRIPTION

An alternative development program was also developed for the Gyrodyne site. The proposed alternative provides approximately 83,500 gsf of medical office use and 160 apartments in place of the proposed 188,600 gsf of exclusive medical office use. The Evergreen development would remain unchanged with the proposed Gyrodyne alternative development program.

PROJECT TRIP GENERATION

Similar to the methodology used for the Proposed Project, the estimated number of trips generated by the proposed alternative was based on trip generation rates provided by the *Institute of Transportation Engineers* (*ITE) Trip Generation Manual (10th Edition)*. Based on discussions with NYSDOT, the Weekday AM and PM Peak Hour of Adjacent Street Traffic was used for all land uses without any adjustments.

The alternative program proposed for the Gyrodyne site combined with the Evergreen development program would reduce the Weekday AM and PM peak hours by approximately 149 and 286 trips respectively (as compared to the build out of the Proposed Project). As shown in **Table 11-31**, it is estimated that the build out of both sites with the proposed alternative on the Gyrodyne site would generate approximately 288 net new trips during the Weekday AM peak hour (144 entering, 144 exiting) and 473 net new trips during the Weekday PM peak hour (213 entering, 260 exiting).

Table 11-31
Proposed Project Trip Generation

Building Component	Development Size		Peak Hour	ITE Data				Trip Generation				
				ITE Land Use		Independent Variable	ITE Trip Rate[1]	% In	% Out	Total Trips		Total Trips
				#	Name					In	Out	
Medical Office[2]	83.5	Ksf	AM	720	Medical-Dental Office Building	1,000 SF Gross Floor Area	2.78	0.78	0.22	148	42	190
			PM	720	Medical-Dental Office Building	1,000 SF Gross Floor Area	3.46	0.28	0.72	80	205	285
Residential[6] (Apartments)	160	Units	AM	221	Multifamily Housing (Mid-Rise)	Dwelling Units	0.36	0.26	0.74	14	40	54
			PM	221	Multifamily Housing (Mid-Rise)	Dwelling Units	0.44	0.61	0.39	43	27	70
Medical Office[2] (To Be Removed)	*30*	*Ksf*	*AM*	*720*	*Medical-Dental Office Building*	*1,000 SF Gross Floor Area*	*-2.78*	*0.78*	*0.22*	*-59*	*-17*	*-76*
			PM	*720*	*Medical-Dental Office Building*	*1,000 SF Gross Floor Area*	*-3.46*	*0.28*	*0.72*	*-29*	*-75*	*-104*
									Gyrodyne AM Net Trips	103	65	168
									Gyrodyne PM Net Trips	94	157	251
Evergreen												
Assisted Living[3]	120	Beds	AM	254	Assisted Living	Beds	0.19	0.63	0.37	14	9	23
			PM	254	Assisted Living	Beds	0.26	0.38	0.62	12	19	31
Townhouses[4]	70	Units	AM	220	Multifamily Housing (Low-Rise)	Dwelling Units	0.46	0.23	0.77	8	26	34
			PM	220	Multifamily Housing (Low-Rise)	Dwelling Units	0.56	0.63	0.37	27	16	43
Retail[5]	7	Ksf	AM	820	Shopping Center	1,000 SF Leasable Area	0.94	0.62	0.38	4	3	7
			PM	820	Shopping Center	1,000 SF Leasable Area	3.81	0.48	0.52	36	40	76
Residential[6] (Apartments)	166	Units	AM	221	Multifamily Housing (Mid-Rise)	Dwelling Units	0.36	0.26	0.74	15	41	56
			PM	221	Multifamily Housing (Mid-Rise)	Dwelling Units	0.44	0.61	0.39	44	28	72
									Evergreen AM Net Trips	41	79	120
									Evergreen PM Net Trips	119	103	222
									Total AM Trips	**144**	**144**	**288**
									Total PM Trips	**213**	**260**	**473**

Notes:
ksf = 1,000 square feet
1. Based on discussions with NYSDOT, rates shown are peak hour of adjacent street traffic rates from the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*
2. Rates shown for Medical Office land use are calculated using the ITE fitted curve equations for the weekday AM and PM peak hour.
3. Rates shown for the Assisted Living land use are calculated using the average ITE trip rate.
4. Rates shown for the Townhouses land use are calculated using the average ITE trip rate.
5. Rates shown for the Retail land use are calculated using the average ITE trip rate during the weekday AM peak hour and the ITE fitted curve equation for the weekday PM peak hour.
6. Rates shown for the Residential land use are calculated using the average ITE trip rate.

PROJECT VEHICLE TRIP DISTRIBUTION AND ASSIGNMENT

Similar to the Proposed Project, the directional distribution of vehicle trips for the proposed alternative utilized the existing travel patterns in the study area for each peak hour and assigned trips to project driveways based the anticipated development locations. These trip distribution patterns are shown in **Figure 11-6** and represent the most logical approach and departure paths to and from the project site. **Figures 11-12** and **11-13** show the project generated vehicle trips with the proposed alternative for the Weekday AM and PM peak hours, respectively.

LEVEL OF SERVICE CONDITIONS

The project generated vehicle trips for proposed alternative described above were added to the No Action traffic volumes in order to estimate the With Action traffic volumes. **Figures 11-14** and **11-15** show the 2023 With Action traffic volumes for the Weekday AM and PM peak hours, respectively, for the proposed alternative. **Table 11-32** presents a comparison of the 2023 No Action and 2023 With Action LOS conditions for the proposed alternative. Synchro 10 outputs for the 2023 With Action condition are provided in **Appendix VII**.

Under the 2023 With Action condition, absent any additional improvements beyond those specified for the proposed alternative, there would be impacts at the following locations;

9.15.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

Project Generated Increments - Gyrodyne Build Alternative
Weekday AM Peak Hour

Figure 11-12A

CORTLANDT MOD

9.15.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

Project Generated Increments - Gyrodyne Build Alternative
Weekday AM Peak Hour

CORTLANDT MOD

Figure 11-12B

9.15.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

CORTLANDT MOD

Project Generated Increments - Gyrodyne Build Alternative
Weekday PM Peak Hour
Figure 11-13A

9.15.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

Project Generated Increments - Gyrodyne Build Alternative
Weekday PM Peak Hour

CORTLANDT MOD

Figure 11-13B

9.15.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

2023 With Action Traffic Volumes - Gyrodyne Build Alternative
Weekday AM Peak Hour

Figure 11-14A

CORTLANDT MOD

9.15.21

0 500 FEET

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

2023 With Action Traffic Volumes - Gyrodyne Build Alternative
Weekday AM Peak Hour

CORTLANDT MOD

Figure 11-14B

9.15.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

2023 With Action Traffic Volumes - Gyrodyne Build Alternative
Weekday PM Peak Hour

CORTLANDT MOD

Figure 11-15A

9.15.21

Legend

- *Signalized Intersection*
- *Unsignalized Intersection*

0 500 FEET

2023 With Action Traffic Volumes - Gyrodyne Build Alternative
Weekday PM Peak Hour

CORTLANDT MOD

Figure 11-15B

- Route 6 and Lexington Avenue—the eastbound through/right turn movement would deteriorate within LOS F during the Weekday PM peak hour.
- Route 202/35 and Bear Mountain State Parkway—the eastbound approach would deteriorate within LOS F during the Weekday AM and PM peak hours.

Table 11-32
2023 No Action and With Action Conditions Level of Service Analysis – Alternative

	Weekday AM								Weekday PM							
	2023 No Action				2023 With Action				2023 No Action				2023 With Action			
Intersection	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections																
Route 6 and Dayton Lane																
Eastbound	L	0.04	5.4	A	L	0.04	5.4	A	L	0.11	10.4	B	L	0.11	10.7	B
	TR	0.35	10.6	B	TR	0.36	10.5	B	TR	0.63	23.5	C	TR	0.66	24.7	C
Westbound	L	0.14	5.7	A	L	0.15	5.7	A	L	0.45	14.2	B	L	0.48	15.2	B
	TR	0.24	10.4	B	TR	0.24	10.4	B	TR	0.40	18.4	B	TR	0.41	19.1	B
Northbound	L	0.44	33.7	C	L	0.53	37.1	D	L	0.84	49.9	D	L	0.88	53.4	D
	TR	0.25	27.9	C	TR	0.25	27.9	C	TR	0.13	23.5	C	TR	0.13	23.2	C
Southbound	LT	0.57	37.4	D	LT	0.57	37.4	D	LT	0.08	22.8	C	LT	0.08	22.6	C
	R	0.32	19.9	B	R	0.32	19.9	B	R	0.07	14.2	B	R	0.07	14.0	B
	Intersection		15.2	B	Intersection		15.6	B	Intersection		24.8	C	Intersection		26.4	C
Route 6 and Conklin Avenue																
Eastbound	L	0.01	2.7	A	L	0.01	2.9	A	L	0.02	3.6	A	L	0.02	3.9	A
	TR	0.23	5.4	A	TR	0.23	5.4	A	TR	0.34	7.0	A	TR	0.34	7.7	A
Westbound	L	0.29	3.9	A	L	0.32	4.2	A	L	0.39	6.2	A	L	0.44	7.4	A
	TR	0.20	3.4	A	TR	0.20	3.4	A	TR	0.26	4.6	A	TR	0.27	5.4	A
Northbound	LT	0.24	55.1	E	LT	0.23	54.7	D	LT	0.37	57.8	E	LT	0.35	56.4	E
	R	0.71	19.7	B	R	0.72	19.6	B	R	0.73	18.2	B	R	0.75	17.8	B
Southbound	LTR	0.24	32.3	C	LTR	0.24	31.9	C	LTR	0.43	39.2	D	LTR	0.42	38.0	D
	Intersection		7.6	A	Intersection		7.8	A	Intersection		9.5	A	Intersection		10.1	A
Route 6 and Bear Mountain Parkway Eastbound Ramps																
Eastbound	L	0.41	18.0	B	L	0.41	18.2	B	L	0.41	20.0	C	L	0.41	20.0	C
	TR	0.52	21.5	C	TR	0.53	21.7	C	TR	0.75	28.0	C	TR	0.77	28.9	C
Westbound	L	0.17	15.8	B	L	0.17	15.8	B	L	0.30	13.7	B	L	0.31	14.6	B
	TR	0.67	25.6	C	TR	0.67	25.7	C	TR	0.86	28.1	C	TR	0.86	28.5	C
Northbound	LT	0.55	56.2	E	LT	0.55	56.2	E	LT	0.64	66.2	E	LT	0.64	66.2	E
	R	0.16	1.0	A	R	0.16	1.0	A	R	0.18	1.4	A	R	0.18	1.4	A
Southbound	L	0.70	47.7	D	L	0.70	47.7	D	L	0.77	50.5	D	L	0.77	50.6	D
	T	0.70	47.1	D	T	0.70	47.2	D	T	0.76	49.6	D	T	0.76	49.6	D
	R	0.23	1.2	A	R	0.26	2.1	A	R	0.11	0.5	A	R	0.15	0.7	A
	Intersection		27.0	C	Intersection		27.0	C	Intersection		31.3	C	Intersection		31.6	C
Route 6 and Lexington Avenue																
Eastbound	L	0.36	18.1	B	L	0.35	17.9	B	L	0.95	98.3	F	L	0.95	97.5	F
	TR	0.94	54.4	D	TR	0.94	54.4	D	TR	1.07	85.2	F	TR	1.11	99.7	F
Westbound	L	0.53	24.8	C	L	0.53	24.9	C	L	0.50	35.4	D	L	0.51	36.0	D
	TR	0.84	42.8	D	TR	0.84	42.3	D	TR	1.20	140.1	F	TR	1.21	140.7	F
Northbound	L	0.40	40.4	D	L	0.41	40.9	D	L	1.01	110.3	F	L	1.02	112.0	F
	TR	0.95	92.3	F	TR	0.97	97.1	F	TR	0.68	71.2	E	TR	0.70	72.1	E
Southbound	L	0.58	46.8	D	L	0.60	48.0	D	L	0.35	45.5	D	L	0.35	45.6	D
	TR	0.69	63.7	E	TR	0.70	64.5	E	TR	0.97	109.3	F	TR	0.97	109.9	F
	Intersection		54.1	D	Intersection		54.9	D	Intersection		105.0	F	Intersection		110.0	F
Route 202/35 and Gyrodyne/NYPH Driveway																
Eastbound	Intersection Unsignalized in No Action Condition				L	0.24	5.1	A	Intersection Unsignalized in No Action Condition				L	0.13	5.0	A
					TR	0.47	5.4	A					TR	0.45	6.3	A
Westbound					L	0.19	1.2	A					L	0.12	1.5	A
					TR	0.55	3.1	A					TR	0.67	5.4	A
					LT	0.22	43.2	D					LT	0.38	45.8	D
Northbound					R	0.29	13.4	B					R	0.45	11.6	B
					Intersection		5.2	A					Intersection		7.6	A

Table 11-32 (cont'd)
2023 No Action and With Action Conditions Level of Service Analysis – Alternative

Intersection	Weekday AM								Weekday PM							
	2023 No Action				2023 With Action				2023 No Action				2023 With Action			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Signalized Intersections (continued)																
Route 202/35 and Lafayette Avenue/NYPH Driveway																
Eastbound	TR	0.64	23.2	C	TR	0.70	22.5	C	TR	0.76	32.1	C	TR	0.96	51.9	D
Westbound	L	0.15	13.5	B	L	0.17	14.2	B	L	0.40	19.9	B	L	0.60	24.8	C
	T	0.60	21.9	C	T	0.69	26.8	C	T	0.65	30.4	C	T	0.75	32.8	C
Northbound	LTR	0.62	21.1	C	LTR	0.64	22.7	C	LTR	0.87	49.0	D	LTR	0.89	52.6	D
Southbound	LT	0.79	85.0	F	LT	0.77	83.2	F	LT	1.47	280.6	F	LT	1.47	280.6	F
	R	0.15	1.0	A	R	0.15	1.0	A	R	0.39	10.1	B	R	0.39	10.2	B
	Intersection		24.9	C	Intersection		26.6	C	Intersection		55.2	D	Intersection		60.7	E
Route 202/35 and Conklin Avenue/Evergreen Driveway																
Eastbound	L	0.38	2.4	A	L	0.40	3.3	A	L	0.45	3.1	A	L	0.49	1.7	A
	T	0.38	1.7	A	TR	0.44	3.9	A	T	0.39	1.1	A	T	0.52	1.8	A
Westbound	TR	0.55	14.2	B	LTR	0.66	17.9	B	TR	0.66	19.0	B	LTR	0.86	29.6	C
Northbound	L	-	-	-	L	0.51	66.5	E	L	-	-	-	L	0.49	58.1	E
	TR	-	-	-	TR	0.20	17.2	B	TR	-	-	-	TR	0.24	15.8	B
Southbound	L	0.49	51.6	D	L	0.55	54.0	D	L	0.46	51.2	D	L	0.50	50.5	D
	R	0.54	16.4	B	TR	0.62	11.9	B	R	0.34	9.3	A	TR	0.51	12.6	B
	Intersection		11.2	B	Intersection		13.8	B	Intersection		12.0	B	Intersection		17.2	B
Route 202/35 and Bear Mountain Parkway																
Eastbound	LT	1.08	107.0	F	LT	1.35	207.4	F	LT	1.38	224.3	F	LT	2.19	571.6	F
Westbound	T	0.47	19.8	B	T	0.53	21.1	C	T	0.59	18.3	B	T	0.68	31.9	C
	R	0.47	6.1	A	R	0.48	8.1	A	R	0.66	15.4	B	R	0.68	18.2	B
Southbound	LR	1.40	230.9	F	LR	1.40	231.7	F	LR	1.00	118.7	F	LR	1.00	119.0	F
	Intersection		113.7	F	Intersection		137.9	F	Intersection		89.7	F	Intersection		185.6	F
Route 202/35 and Croton Avenue/Maple Row																
Eastbound	L	0.14	2.8	A	0.16	3.0	A	0.16	L	0.34	29.0	C	L	0.34	26.9	C
	T	1.05	61.7	E	1.10	64.5	E	1.10	T	0.87	59.5	E	T	0.94	59.1	E
	R	0.25	1.7	A	0.26	2.2	A	0.26	R	0.14	1.6	A	R	0.17	2.3	A
Westbound	L	1.04	124.6	F	1.04	124.6	F	1.04	L	0.52	14.2	B	L	0.69	40.5	D
	TR	0.70	22.0	C	0.75	24.1	C	0.75	TR	1.07	81.7	F	TR	1.13	99.1	F
Northbound	L	1.67	376.8	F	1.82	438.6	F	1.82	L	0.96	118.1	F	L	1.07	142.6	F
	TR	0.42	27.7	C	0.42	27.7	C	0.42	TR	0.43	38.1	D	TR	0.43	38.0	D
Southbound	LTR	1.01	111.6	F	1.01	111.6	F	1.01	LTR	0.74	71.9	E	LTR	0.73	70.8	E
	Intersection		69.0	E	Intersection		74.4	E	Intersection		66.4	E	Intersection		75.7	E
Route 202/35 and Lexington Avenue																
Eastbound	L	0.20	7.6	A	0.26	8.8	A	0.26	L	0.57	24.4	C	L	0.60	26.6	C
	TR	1.21	122.9	F	1.24	135.0	F	1.24	TR	1.10	81.7	F	TR	1.18	111.3	F
Westbound	L	0.11	7.3	A	0.11	7.4	A	0.11	L	0.20	8.7	A	L	0.20	8.8	A
	T	0.85	27.9	C	0.92	35.7	D	0.92	T	1.39	206.1	F	T	1.47	238.1	F
	R	0.11	2.9	A	0.11	2.9	A	0.11	R	0.25	4.4	A	R	0.25	4.8	A
Northbound	LTR	0.14	29.1	C	0.17	30.2	C	0.17	LTR	0.23	32.6	C	LTR	0.26	34.0	C
Southbound	LT	0.76	50.7	D	0.78	53.5	D	0.78	LT	0.74	52.7	D	LT	0.75	53.5	D
	R	0.22	9.3	A	0.24	10.3	B	0.24	R	0.18	6.2	A	R	0.21	8.1	A
	Intersection		72.6	E	Intersection		81.0	F	Intersection		121.3	F	Intersection		145.5	F
Route 6 and Bear Mountain Parkway Westbound Ramps																
Eastbound	LTR	0.58	6.8	A	LTR	0.59	7.3	A	LTR	0.98	38.2	D	LTR	1.00	42.7	D
Westbound	L	0.51	12.6	B	L	0.51	13.0	B	L	0.78	39.4	D	L	0.79	41.5	D
	TR	0.31	3.7	A	TR	0.31	3.7	A	TR	0.46	9.2	A	TR	0.46	9.3	A
Northbound	L	0.41	46.8	D	L	0.41	46.9	D	L	0.71	68.9	E	L	0.71	68.9	E
	TR	0.25	22.2	C	TR	0.25	22.2	C	TR	0.23	21.6	C	TR	0.23	21.6	C
Southbound	LTR	0.64	31.9	C	LTR	0.64	31.9	C	LTR	0.67	35.9	D	LTR	0.67	35.9	D
	Intersection		8.9	A	Intersection		9.2	A	Intersection		29.0	C	Intersection		31.4	C

Table 11-32 (cont'd)
2023 No Action and With Action Conditions Level of Service Analysis – Alternative

Intersection	Weekday AM								Weekday PM							
	2023 No Action				2023 With Action				2023 No Action				2023 With Action			
	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS	Lane Group	v/c Ratio	Delay (sec)	LOS
Unsignalized Intersections																
Dayton Lane and Beach Shopping Center North Driveway																
Westbound	LR	0.17	11.3	B	LR	0.18	11.5	B	LR	0.27	14.6	B	LR	0.29	15.4	C
Southbound	L	0.04	7.6	A	L	0.05	7.7	A	L	0.06	8.4	A	L	0.06	8.5	A
Dayton Lane and Beach Shopping Center South Driveway																
Westbound	LR	0.10	11.6	B	LR	0.10	11.9	B	LR	0.97	84.9	F	LR	1.06	113.6	F
Southbound	L	0.02	7.7	A	L	0.02	7.7	A	L	0.14	9.4	A	L	0.15	9.5	A
Route 202/35 and Dayton Lane																
Eastbound	L	0.13	8.9	A	0.14	9.2	A	0.14	L	0.18	10.6	B	L	0.20	11.2	B
Southbound	LR	1.44	276.3	F	1.80	432.6	F	1.80	LR	1.77	404.2	F	LR	2.42	704.0	F
Route 202/35 and Buttonwood Avenue																
Westbound	L	0.01	9.4	A	L	0.01	9.7	A	L	0.00	8.8	A	L	0.00	9.0	A
Northbound	LR	0.20	24.4	C	LR	0.23	28.6	D	LR	0.01	18.2	C	LR	0.02	21.6	C
Route 202/35 and Cortlandt Medical Driveway/NYPH Driveway																
Eastbound	0.14	10.0	A	0.14	Intersection Signalized in Action Condition				L	0.06	10.1	B	Intersection Signalized in Action Condition			
Westbound	0.04	9.0	A	0.04					L	0.01	8.6	A				
Northbound	0.04	17.7	C	0.04					LTR	0.15	18.3	C				
Route 202/35 and Tamarack Drive																
Westbound	L	0.00	8.7	A	L	0.00	8.9	A	L	0.04	9.1	A	L	0.04	9.6	A
Northbound	LR	0.14	20.3	C	LR	0.18	24.6	C	LR	0.10	20.0	C	LR	0.16	28.9	D
Route 202/35 and Dimond Avenue/Shipley Drive																
Eastbound	L	0.00	0.0	A	L	0.00	0.0	A	L	0.02	9.2	A	L	0.02	9.6	A
Westbound	L	0.01	8.8	A	L	0.01	9.0	A	L	0.03	8.8	A	L	0.03	9.2	A
Northbound	LTR	0.13	15.1	C	LTR	0.14	16.9	C	LTR	0.50	30.6	D	LTR	0.68	54.0	F
Southbound	LTR	0.03	11.5	B	LTR	0.03	12.1	B	LTR	0.00	0.0	A	LTR	0.00	0.0	A
Route 202/35 and Locust Avenue																
Eastbound	L	0.01	8.4	A	L	0.01	8.6	A	L	0.03	9.1	A	L	0.04	9.5	A
Southbound	LTR	0.44	32.9	D	LTR	0.55	46.5	E	LTR	0.09	14.4	B	LTR	0.11	16.2	C
Route 202/35 and Crestview Avenue																
Westbound	L	0.00	8.8	A	L	0.00	9.0	A	L	0.00	8.8	A	L	0.00	9.2	A
Northbound	LTR	0.10	21.1	C	LTR	0.12	25.0	D	LTR	0.03	17.4	C	LTR	0.04	21.4	C
Route 202/35 and Forest Avenue																
Westbound	L	0.01	8.9	A	L	0.01	9.1	A	L	0.01	8.9	A	L	0.01	9.4	A
Northbound	LR	0.05	16.3	C	LR	0.06	18.2	C	LR	0.06	19.1	C	LR	0.08	23.7	C
Route 202/35 and Rick Lane																
Westbound	L	0.01	8.9	A	L	0.01	9.1	A	L	0.01	8.9	A	L	0.01	9.4	A
Northbound	LR	0.05	19.5	C	LR	0.06	22.5	C	LR	0.04	18.9	C	LR	0.06	23.5	C
Route 202/35 and Arlo Lane																
Eastbound	L	0.01	8.6	A	L	0.02	8.8	A	L	0.04	9.3	A	L	0.05	9.7	A
Southbound	LR	0.09	13.7	B	LR	0.11	14.9	B	LR	0.07	18.2	C	LR	0.11	20.8	C
Bear Mountain Parkway and Locust Avenue																
Westbound	L	0.01	8.9	A	L	0.01	8.9	A	L	0.00	9.1	A	L	0.00	9.2	A
Northbound	R	0.03	12.6	B	R	0.03	12.6	B	R	0.02	13.5	B	R	0.02	13.6	B
Bear Mountain Parkway and Arlo Lane																
Eastbound	L	0.01	8.6	A	L	0.01	8.6	A	L	0.01	9.5	A	L	0.01	9.5	A
Westbound	L	0.00	9.7	A	L	0.00	9.7	A	L	-	0.0	A	L	-	0.0	A
Northbound	LTR	0.47	71.6	F	LTR	0.52	77.9	F	LTR	0.74	119.8	F	LTR	0.85	146.6	F
Southbound	LTR	0.35	38.2	E	LTR	0.35	38.8	E	LTR	0.13	20.7	C	LTR	0.13	20.8	C
Lafayette Avenue and Ridge Road																
Westbound	LR	0.04	9.1	A	LR	0.04	9.1	A	LR	0.06	9.7	A	LR	0.06	9.7	A
Southbound	L	0.01	7.5	A	L	0.01	7.5	A	L	0.03	7.6	A	L	0.03	7.6	A

Notes: L = Left Turn, T = Through, R = Right Turn, LOS = Level of Service
= Indicates notable deterioration in operating conditions

- Route 202/35 and Croton Avenue/Maple Row—The westbound through/right turn movement would deteriorate within LOS F during the Weekday PM peak hour. The northbound left turn movement would deteriorate within LOS F during the Weekday AM and PM peak hours.
- Route 202/35 and Lexington Avenue—the eastbound through/right turn movement would deteriorate within LOS F during the Weekday PM peak hour. The westbound through movement would deteriorate within LOS F during the Weekday PM peak hour.
- Dayton Lane and Beach Shopping Center South Driveway—the westbound left turn/right turn movement would deteriorate within LOS F during the Weekday PM peak hour.
- Route 202/35 and Dayton Lane—the southbound approach would deteriorate within LOS F during the Weekday AM and PM peak hours.
- Route 202/35 and Shipley Drive—the northbound approach would deteriorate from LOS D to LOS F during the Weekday PM peak hour.
- Route 202/35 and Locust Avenue—the southbound approach would deteriorate from LOS D to LOS E during the Weekday AM peak hour.
- Bear Mountain Parkway and Arlo Lane—the northbound approach would deteriorate within LOS F during the Weekday PM peak hour.

I. SATURDAY QUALITATIVE ASSESSMENT

Based on discussions with NYSDOT and due to the unique characteristics of the Proposed Project, an assessment of Saturday traffic conditions was conducted to ensure additional impacts to traffic operations would not be expected during the weekend peak hour.

EXISTING CONDITIONS

As discussed in Section C above, ATR counts were conducted on Route 202/35 east of Lafayette Avenue for one full week during October 2017. **Table 11-33** presents a comparison of the 2017 Existing Volumes. As shown, the existing Saturday peak hour volumes along the Route 202/35 corridor adjacent to the Proposed Project are less than both the existing Weekday AM and PM peak hour volumes in both directions.

Table 11-33
Existing 2017 ATR Volume Comparison

ATR Location	Direction of Travel	Traffic Volumes		
		Weekday AM Peak Hour (7:45AM-8:45AM)	Weekday PM Peak Hour (5:00PM-6:00PM)	Saturday Peak Hour (11:45AM-12:45PM)
Route 202/35 east of Lafayette Avenue	Eastbound	503	669	502
	Westbound	514	577	456

TRIP GENERATION

Similar to the methodology used for the Weekday AM and PM peak hours, the estimated number of trips generated by the Proposed Project was based on trip generation rates provided by the *Institute of Transportation Engineers* (*ITE) Trip Generation Manual (10th Edition)* using the Saturday Peak Hour Generator.

The Proposed Project for the Saturday peak hour would generate approximately 498 trips. As shown in **Table 11-34**, the Saturday peak hour trip generation estimates are less than the weekday PM peak hour trip generation estimates.

Table 11-34
Trip Generation Comparison – Proposed Project

Project Component	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Peak Hour[1]		
	In	Out	Total	In	Out	Total	In	Out	Total
Gyrodyne	248	69	317	150	387	537	181	136	317
Evergreen	41	79	120	119	103	222	91	90	181
Total	**289**	**148**	**437**	**269**	**490**	**759**	**272**	**226**	**498**

Note:(1) Conservatively, no internal trips were considered for the Saturday peak hour

J. ROADWAY CONVERSION FEASIBILITY ASSESSMENT

The Route 202/35 and Dimond Avenue/Shipley Drive unsignalized intersection remains unmitigated during the Weekday PM peak hour. While a signal could improve operations for the intersection and create gaps for the adjacent unsignalized intersections accessing Route 202/35, the peak hour volumes do not meet a signal warrant. To meet a signal warrant at this location, thus mitigating an impact and improving safety by providing a signalized intersection for vehicles to exit onto Route 202/35, some of the adjacent side streets would need to be converted to one-way streets to re-route vehicles to Dimond Avenue/Shipley Drive.

To achieve this, the following roadway operations could be modified as there are alternative routes to access Route 202/35:

- John Dorsey Drive – convert to one-way northbound between Route 202/45 and Douglas Mombray Road. Vehicles traveling southbound would be re-routed to Douglas Mombray Road to southbound on Shipley Drive
- Crestview Avenue – convert to one-way southbound between Route 202/35 and Edgewood Road. Vehicles traveling northbound would be rerouted to Edgewood Road/Habitat Lane to northbound on Dimond Avenue or to Cross Lane to northbound on Forest Avenue. This would also require the opening the connection between Edgewood Road and Habitat Lane that are currently dead-end streets.

While the roadway conversions could result in a signal being warranted at Dimond Avenue/Shipley Drive, this would result in traffic diversions on some of the local neighborhood streets.

K. POST CONSTRUCTION TRAFFIC MONITORING PLAN

The intersection analysis and associated mitigation measures are based on vehicle trip estimates anticipated to be generated by the Proposed Project. In order to ensure sufficient mitigation measures are identified and implemented, a post construction traffic monitoring plan will be conducted to determine if additional improvements beyond those identified in Section G would be needed. The mitigations identified in Section G will be implemented independent of the results of the post construction monitoring plan.

Twice a year for the first two years following full occupancy of the Proposed Project, Weekday AM and PM peak period driveway counts will be collected at each of the project site driveways. For each data collection period, traffic counts will be collected on a Tuesday, Wednesday, and

Thursday to capture any fluctuations in traffic generated by the Proposed Project. Prior to data collection, a data collection protocol will be submitted to the Town for approval.

Following each data collection period, a memorandum will be submitted to the Town presenting a comparison of the driveway counts to the trip generation estimates presented in this study. If the driveway peak hour counts exceed the trip generation estimates, the Town may require additional traffic analyses to be conducted at the study intersections to determine if additional improvements should be implemented. Any future analysis will be coordinated and approved by the Town and could include collecting intersection peak hour traffic turning movement counts and conducting peak hour intersection operations analyses to identify additional improvements.

III. Response to Comments on the DEIS

A. LIST OF ORGANIZATIONS AND INDIVIDUALS WHO COMMENTED ON THE DEIS[1]

1. Robert Altadonna, email dated June 29, 2020 (Altadonna 164)
2. Nicole Amabile, oral comments delivered January 14, 2020 (Amabile 111)
3. James Anderson, email dated March 3, 2020 (Anderson 122)
4. Anonymous , oral comments delivered June 16, 2020 (Anonymous 201)
5. Dulcie Arnold, email dated January 29, 2020 (Arnold 093)
6. Richard Becker, Town Board Member, Town of Cortlandt, oral comments delivered June 16, 2020 (Becker 199)
7. Daniel Bizzoco, letter dated June 29, 2020 (Bizzoco 168)
8. Kathryn Cambriello, email dated June 27, 2020 (Cambriello 149)
9. Jim Cassidy, oral comments delivered November 19, 2019 (Cassidy 001)
10. Jim Cassidy, oral comments delivered January 14, 2020 (Cassidy 115)
11. Robin Castillo, email dated December 15, 2019 (Castillo 038)
12. Casey Cipriani, email dated January 14, 2020 (Cipriani 058)
13. Carmine Colarossi, email dated June 29, 2020 (Colarossi 155)
14. Greg Connor, oral comments delivered November 19, 2019 (Connor 008)
15. Gregory Connor, oral comments delivered June 16, 2020 (Connor 195)
16. Jon Cotchen, oral comments delivered November 19, 2019 (Cotchen 015)
17. James Creighton, Town Board Member, Town of Cortlandt, oral comments delivered June 16, 2020 (Creighton 197)
18. Robert Cusick, emails dated November 25, 2019 (Cusick 027) and January 15, 2020 (Cusick 066)
19. John DeBellis, Pastor, Holy Spirit Church, email dated January 7, 2020 (DeBellis 050)
20. John Deenedictis, oral comments delivered June 16, 2020 (DeBenedictis 188)
21. Richard DeLorenzo, oral comments delivered January 14, 2020 (DeLorenzo 110) and June 16, 2020 (DeLorenzo 183); email dated June 27, 2020 (DeLorenzo 151)
22. Ann Marie DeMaria, letter dated January 13, 2020 (DeMaria 054, DeMaria 055)
23. Donna Desarmo, email dated June 27, 2020 (Desarmo 148)
24. Mary Dimeglio, email dated June 20, 2020 (Dimeglio 134)
25. Henry DiRocco, email dated January 23, 2020 (DiRocco 090)
26. Jason Doerr, oral comments delivered November 19, 2019 (Doerr 002) and email dated June 27, 2020 (Doerr 146)
27. Frank Dominguez, email dated November 22, 2019 (Dominguez 029)
28. Susan Doria, email dated June 27, 2020 (Doria 145)
29. Beth Dorsa, email dated June 28, 2020 (Dorsa 153)

[1] Notes in parentheticals refer to internal tracking numbers.

30. Greg Dougall, email dated January 29, 2020 (Dougall 159)
31. Norma Drummond, Commissioner, Westchester County Planning Board, letter dated December 31, 2019 (WCPB 099)
32. Ronelle Dufort, email dated January 23, 2020 (Dufort 091)
33. Sarah Edwards, letters dated November 13, 2019 (Edwards 034) and November 25, 2019 (Edwards 028)
34. Christine Egan, email dated June 27, 2020 (Egan 150)
35. Kathy Farina, email dated December 8, 2019 (Farina 023)
36. Salvatore Farina, emails dated January 2, 2020 (Farina 043), January 14, 2020 (Farina 063), January 15, 2020 (Farina 065), January 16, 2020 (Farina 069, Farina 070), January 17, 2020 (Farina 079), and January 19, 2020 (Farina 084); oral comments delivered January 14, 2020 (Farina 116) and June 16, 2020 (Farina 182)
37. Kathy Farina, email dated January 15, 2020 (Farina 067)
38. Francis Farrell Town Board Member Town of Cortlandt email dated June 29, 2020 (Farrell 154)
39. Maria Ferretti, email dated January 8, 2020 (Ferretti 052)
40. Terin Fitzgerald, emails dated December 10, 2019 (Fitzgerald 020) and June 30, 2020 (Fitzgerald 171, Fitzgerald 172, Fitzgerald 173, Fitzgerald 174, Fitzgerald 175, Fitzgerald 176, Fitzgerald 177, Fitzgerald 178); oral comments delivered January 14, 2020 (Fitzgerald 108) and June 16, 2020 (Fitzgerald 190)
41. Christine Fonsale Rogerson, email dated June 25, 2020 (Rogerson 138)
42. Steve Fraietta, oral comments delivered November 19, 2019 (Fraietta 010)
43. Jean Friedman, Director of Planning, City of Peekskill, letter dated March 23, 2020 (Peekskill 118) and email dated June 25, 2020 (Friedman 141)
44. Cynthia Garcia, Bureau of Water Supply SEQRA Coordination Section, email dated November 7, 2019 (NYCDEP 096)
45. Joseph Gilson, email dated June 29, 2020 (Gilson 163)
46. Suzanne Graziano, emails dated January 11, 2020 (Graziano 075) and June 29, 2020 (Graziano 162)
47. Frederic Grevin Roseman, email dated December 27, 2019 (Grevin 040)
48. Pat Guida, email dated June 27, 2020 (Guida 147)
49. Denise Gurdineer, letter dated January 23, 2020 (Gurdineer 092)
50. Henry Harde, Emal May 22, 2020 (Harde 126)
51. Erica Harris, emails dated January 14, 2020 (Harris 057) and June 25, 2020 (Harris 140)
52. Anna Healey, email dated June 30, 2020 (Healey 179)
53. Jay, email dated January 16, 2020 (Town Lyne Motel 073)
54. Justin Jensen, email dated January 18, 2020 (Jensen 082)
55. Chris Judis, email dated December 9, 2019 (Judis 021)
56. K Kahn, email dated January 11, 2020 (Kahn 077)
57. Karen Kahn, oral comments delivered January 14, 2020 (Kahn 117)
58. Kacey Kaufman, emails dated December 6, 2019 (Kaufman 022) and June 29, 2020 (Kaufman 160)
59. Jeremy Kaufman, email dated June 29, 2020 (Kaufman 161)
60. Michael Kohel, email dated January 6, 2020 (Kohel 048)
61. Nancy Konchalski Rainbeau, email dated January 2, 2020 (Konchalski 045)
62. Rosemary Kovacs, email dated June 30, 2020 (Kovacs 169)
63. Chris Lang, Division of Environmental Permits, letters dated March 15, 2018 (NYSDEC 098) and December 6, 2019 (NYSDEC 095)
64. Tom LaPerch, oral comments delivered June 16, 2020 (LaPerch 187)
65. Maria Larish, email dated November 21, 2019 (Larish 030)
66. David Larish, email dated June 27, 2020 (Larish 152)

67. Teresa Lombardi, email dated January 20, 2020 (Lombardi 086)
68. Richard Lorenzo, oral comments delivered November 19, 2019 (Lorenzo 005)
69. Roger R Lounsbury, email dated January 7, 2020 (Lounsbury 051)
70. Louis Luglio Vice President Sam Schwartz letter dated January 30, 2020 (Luglio 158)
71. Adriana MacGilvray, email dated January 19, 2020 (MacGilvray 083)
72. Margaret Mahoney, oral comments delivered June 16, 2020 (Mahoney 196)
73. Betty Mangione, oral comments delivered June 16, 2020 (Mangione 200)
74. San Mansell, email dated January 16, 2020 (Mansell 071)
75. Janet Mariconti, email dated February 18, 2020 (Mariconti 120)
76. Thomas Mariutto, emails dated June 16, 2020 (Mariutto 130, Mariutto 131)
77. Michelle Mastropolo, email dated January 21, 2020 (Mastropolo 087)
78. Robert Mayes, oral comments delivered January 14, 2020 (Mayes 109)
79. Patrick McCooey, email dated June 26, 2020 (McCooey 144)
80. Dave McGuire, oral comments delivered January 14, 2020 (McGuire 103)
81. Michael, email dated January 15, 2020 (Michael 068)
82. Joseph Migliozzi, email dated January 20, 2020 (Migliozzi 085)
83. Deb Milone, President, Hudson Valley Gateway Chamber of Commerce, letters dated November 19, 2019 (HVGCC 033)and January 14, 2020 (HVGCC 064)
84. Deborah Monachino, email dated January 9, 2020 (Monachino 076)
85. Alan Most, email dated June 25, 2020 (Most 135)
86. Ti Ng, email dated January 21, 2020 (Ng 088)
87. Matt Norton, email dated June 16, 2020 (Norton 132)
88. Kevin O'Connor, email dated June 30, 2020 (OConnor 167)
89. Richard Oppedisano, email dated January 18, 2020 (Oppedisano 081)
90. Louis Ortiz, email dated November 26, 2019 (Ortiz 025)
91. Michael Parish, email dated January 16, 2020 (Parish 074)
92. Maggie Peters, Senior Vice President Economic Development, Board Council of Westchester, oral comments delivered January 14, 2020 (Peters 112)
93. Louis Picani, President, Teamsters & Chauffeurs Union Local No. 456, letter dated June 12, 2020 (Picani 129)
94. Linda Puglisi, Supervisor, Town of Cortlandt, oral comments delivered January 14, 2020 (Puglisi 102) and June 16, 2020 (Puglisi 181)
95. John Quartuccio, oral comments delivered June 16, 2020 (Quartuccio 193)
96. David Radin, email dated April 14, 2020 (Radin 123)
97. David Rainbeau, emails dated January 2, 2020 (Rainbeau 041) and December 27, 2020 (Rainbeau 042)
98. Srinivasan Ramaswamy, oral comments delivered November 19, 2019 (Ramaswamy 007)
99. Raymond Reber, oral comments delivered November 19, 2019 (Reber 004)
100. John Rinaldi Rainbeau, email dated January 2, 2020 (Rinaldi 044)
101. Elizabeth Rinaldi, email dated May 28, 2020 (Rinaldi 127)
102. Stacy Rivera, oral comments delivered November 19, 2019 (Rivera 011)
103. Amaury Rivera, email dated January 9, 2020 (Rivera 072)
104. Stacy Rivera, oral comments delivered January 14, 2020 (Rivera 107) and June 16, 2020 (Rivera 191)
105. Giselle Robinson, email dated January 14, 2020 (Robinson 059)
106. Derek Rohde, Historic Site Restoration Coordinator, Division of Historic Preservation, letter dated November 6, 2019 (NYS OPRHP 097)
107. Carlos Rondon, oral comments delivered June 16, 2020 (Rondon 203)
108. Ronelle, email dated January 17, 2020 (Ronelle 080)

109. Kevin Roseman, Traffic Engineer, Westchester County Department of Public Works and Transportation, emails dated December 19, 2019 (Roseman 037) and January 30, 2020 (WCDPW 100)
110. Amy Roth, oral comments delivered November 19, 2019 (Roth 012) and June 16, 2020 (Roth 202); email dated January 14, 2020 (Roth 060)
111. Robyn Ruina, email dated December 11, 2019 (Ruina 019)
112. Peter Ruller, email dated November 19, 2019 (Ruller 031)
113. Thomas Russo, oral comments delivered November 19, 2019 (Russo 009), January 14, 2020 (Russo 104), and June 16, 2020 (Russo 189).
114. Regina Russo, emails dated December 21, 2019 (Russo 039), January 3, 2020 (Russo 046), and June 16, 2020 (Russo 133)
115. Elizabeth Salama, email dated January 14, 2020 (Salama 061)
116. Tamar Sanders, emails dated February 21, 2020 (Sander 121) and June 25, 2020 (Sanders 136, Sanders 137)
117. Nicholas Sarro, emails dated June 26, 2020 (Sarro 142, Sarro 143)
118. Frank Schumaci, letter dated January 27, 2020 (NYSDOT 101)
119. Arlene Scipio, email dated June 25, 2020 (Scipio 139)
120. Jacqui Seidler, email dated December 10, 2019 (Seidler 018)
121. Lori Sheehy, email dated November 22, 2019 (Sheehy 026)
122. Vandana Singh, email dated January 4, 2020 (Singh 047)
123. Robert Smith, President, Conklin Park Town Homeowner's Association, oral comments delivered January 14, 2020 (Smith 113)
124. Edward Soyka, Chair, FIT Illustration Department, oral comments delivered November 19, 2019 (Soyka 006), January 14, 2020 (Soyka 114) and June 16, 2020 (Soyka 192); email dated July 1, 2020 (Soyka 180)
125. Rick Starr, email dated January 29, 2020 (Starr 094)
126. Yadira Tavarez, email dated June 30, 2020 (Tavarez 170)
127. Loretta Taylor, Planning Board, Town of Cortlandt, letter dated March 4, 2020 (PlanningBoard 124)
128. Gina Thomasset, oral comments delivered November 19, 2019 (Thomasset 016) and June 16, 2020 (Thomasset 198, Thomasset 204); email dated June 29, 2020 (Thomasset 166)
129. John Torre, Principal, OLA Consulting Engineers, letter dated June 11, 2020 (Torre 157)
130. Unknown, oral comments delivered November 19, 2019 (Unknown 014)
131. Unknown, Flyer dated November 11, 2019 (Flyer 036)
132. Sean Verlin, oral comments delivered November 19, 2019 (Verlin 013)
133. Jeanna Verlin, email dated November 12, 2019 (Verlin 035)
134. John Vesce, oral comments delivered June 16, 2020 (Vesce 185)
135. Elanor Viola, email dated January 21, 2020 (Viola 089)
136. Kevin Vlad, email dated January 17, 2020 (Vlad 078)
137. Tom Walsh, oral comments delivered November 19, 2019 (Walsh 003)
138. Tom Walsh, oral comments delivered January 14, 2020 (Walsh 105) and June 16, 2020 (Walsh 184); email dated June 8, 2020 (Walsh 128)
139. Elmer Weaver, oral comments delivered November 19, 2019 (Weaver 017)
140. Sara Weaver, emails dated November 22, 2019 (Weaver 024), January 14, 2020 (Weaver 056), and June 29, 2020 (Weaver 165); oral comments delivered June 16, 2020 (Weaver 194)
141. David Weinberger, oral comments delivered January 14, 2020 (Weinberger 106) and June 16, 2020 (Weinberger 186); email dated March 31, 2020 (Weinberger 125)
142. Howard Werner, email dated February 13, 2020 (Werner 119)
143. Andy Williams, email dated January 14, 2020 (Williams 062)
144. Ida Wise-Murray, email dated November 19, 2019 (Wise-Murray 032)

145. Doryl Wolfe, email dated January 13, 2020 (Wolfe 053)
146. Mary Kate Yoder, email dated January 7, 2020 (Yoder 049)
147. Katherine Zalantis, Silverberg Zalantis LLC, letter dated June 29, 2020 (Zalantis 156)

B. COMMENTS AND RESPONSES

CHAPTER 1 – PROJECT DESCRIPTION

Comment 1-1: You want to change from residential, nice, quiet area to a nightmare: Traffic, lots of stores, a lot of people. I'm opposed to this a hundred percent. (unattributed)

This would be disastrous to our residents who chose to live here to escape "City" living and traffic. I am against it and ask for a NO vote. (Judis 021)

The sheer magnitude of this proposal, with an anticipated 700+ new residents (and 1,000+ cars), hotel and assisted living facility, as well as restaurant and retail space will turn this quiet corner into another congestion and noise nightmare. (Cusick 027)

Needless to say they project is way way over the top for the area. (Farina 043)

The proposed changes will force me to leave. This is not the town I love and live in. (Singh 047)

I am opposed to the proposed project due to increase of traffic congestion, I have been a resident for 42 years and have experienced the increased growth in the area and feel at this point enough is enough. (Kohel 048)

I am not going to endure watching every day the destruction of that wooded area, destroying wetlands, hurting animals (like the box turtle) habitat, changing what happens with the water ways - will our back yard flood now?, creating dust and even more traffic up our road and on 202. And when itis built, I have no interest in supporting or using any of the facilities especially because what's being built is not even really for the people of Cortlandt Manor. (Weaver 056)

Our quality of life will go down, our home value will most likely go down, and above all some of the things we loved about the area will be in jeopardy. (Weaver 056)

I understand the situation we are in, with Indian point closing, however is there no other way? Can that land be used for something else? Can we generate the money through other methods? Have we really explored everything? If there is any other solution to generate the money that is expected to come from this establishment, can you give the community a chance to work with you on it? (Weaver 056)

I would like to register my strong opposition to the proposed rezoning. (Harris 057)

The increase in traffic will lead to reduced property values for those of us who live off Route 202. Not to mention the disruption and increased pollution. Surely this land can be put to better use. (Harris 057)

While I do agree that the medical offices at 1985 Crompond Rd. need updating or replacing, the rest of the proposed development only sounds like it would increase traffic and destroy valuable nature areas. (Cipriani 058)

With climate change becoming a bigger and bigger issue, more hotels, more apartments, and more gas stations aren't the solution. (Cipriani 058)

This is nonsense the town residents don't want this insanity (Farina 063)

The environment and the quality of life will be significantly negatively impacted by the proposed rezoning and project. All those wonderful "enhancements" discussed by the developers are simply band-aids to mitigate all the negative impacts - nothing more. There are no essential services missing - a wonderful independent living, assisted living and nursing home already exists less than five miles away. Quality medical care from Caremount Medical and other providers is accessible all around us. The hospital is already in place. (Cusick 066)

I urge the Town Board to leave the current zoning in place, and reject this overzealous monstrosity of a development. (Cusick 066)

To all the leaders in this town: Please rethink this project for the sake of your residents. (Rivera 072)

Restaurants: There are plenty of available restaurants in the close proximity. To rezone so another restaurant can be established in a residential area when there are plenty of available commercial areas is poor planning. (Parish 074)

I am opposed to the rezoning of residential living to Medical Oriented District. (Monachino 076)

This is a ridiculous plan and must not go through. (Vlad 078)

I am writing this email to express my opposition to the Medical Oriental District (MOD) Proposal. Please do not change the zoning laws to allow commercial building in a residential area. (Oppedisano 081)

After careful consideration, I am writing to let you know that I too am opposed to this project. We cannot let commercial development in this residential section of town. Do not rezone. (Jensen 082)

I am against any large building projects on 202. (MacGilvray 083)

I am opposed to a MOD in Cortlandt. (Arnold 093)

I am opposed to a MOD in Cortlandt. (Starr 094)

The proposal for the full build-out is too large, in my opinion... We should scale it back to just one use per property. Then, in the future, if they want

to come back in and have another dialogue and discussion with the community, we could entertain it, but certainly not now. (Puglisi 102)

Want to put some parkland up there? Hey, we support that. Great. No more. We don't need anything else up in the area over there. (Smith 113)

The proposed 105 acre development would disturb wildlife, harm wetlands, result in overcrowding and created traffic havoc on already overburdened Rt. 2020... I strongly oppose the rezoning. I prefer that the town vote to maintain the intended residential zones and encourage developers to build housing with ample open spaces for hiking trails that will attract families to the area. (Mariconti 120)

The objective and scale of the MOD will destroy our community feel and drive residents out of the area. (Mariconti 120)

I am writing to express our strong objections to MOD and any change of our current Residential zoning to Commercial. (Sanders 121)

Quality of Life - Because of all of the above...what was once a beautiful, desirable, lovely semi-rural community will be a noisy, dirty, crowded city-like town. We will suffer a lifestyle no one in our neighborhoods chose. (Sanders 121)

We strongly oppose the approval of this modification... We moved here and stayed here because it is and has been a residential community. This plan transforms our community into a quasi-commercial area. (Anderson 122)

As homeowners on Birchwood Ln (off Tamarack) we feel this proposal is a disastrous use of the property. (Radin 123)

The MOD plans are too dense, too large and too commercial, resulting in negative consequences for the environment, ecological harmony, wildlife, biodiversity, open space and tree/forest cover. (Weinberger 125)

The MOD plans are too dense, too large and too commercial, resulting in negative consequences for the quality of life of residents in MOD-adjacent neighborhoods. Aesthetic considerations focus on the MOD as viewed from Route 202/35 or as an almost self-contained commercialized campus with little recognition that the MOD will be surrounded by long-established neighborhoods. The plans offer little or no consideration of the residents of these neighborhoods. (Weinberger 125)

The MOD plans are too dense, too large and too commercial, likely resulting in negative consequences for property values in MOD-adjacent neighborhoods. (Weinberger 125)

The MOD Development plans as proposed are inadequate and should not be adopted or implemented in their current form. (Weinberger 125)

I am writing to express our strong objections to MOD and to the proposed changed of zoning from Residential to Commercial. (Sanders 136)

It was zoned Residential when they bought it and it is still Residential, so, um, NO we do not have to let them build, we do NOT have to approve a MOD. (Sander 137)

I do not agree with the need or sales pitch for "highly amenitized" rental apartment and the assessment of the benefits and attraction these would hold. (Rogerson 138)

I do not agree that the adjacent building of luxury apartments, a hotel, retail spaces, restaurant and assisted and independent living facilities are a balanced mix of purposes. Nor do I think it would be in the best interest of our neighborhood to have those in our backyard, literally adjoining parking lots to our yards and blocking the view of trees with commercial structures. (Rogerson 138)

The MOD project is not a helpful one for our community. It may serve those who stand to profit from it financially, but it seems that there is very little in it that serves our community. (Rogerson 138)

I am writing to let you know I am against the reasoning of the area across from Hudson Valley Hospital from being turned into a commercial zone. I don't feel it will benefit the community at all and will cause nothing but more traffic and congestion on an already busy road. (McCooey 144)

I grew up in White Plains. I graduated from White Plains High School. I have seen how growth and opportunistic greed have ruined a wonderful city that was once White Plains. Is this the way that you envision Cortlandt Manor? (Doria 145)

I don't want it, too much traffic, too much disruption, bad for the environment. (Cambriello 149)

I do not want to see this development to happen. (Egan 150)

I request an economic study and a traffic study by a reputable third party to determine the effects of traffic to MOD economic success. (Larish 152)

My family and residents Cortlandt implore the Committee REJECT the MOD initiative and preserve the tranquility of Buttonwood and Lafayette. (Larish 152)

We are not in favor of such a large project in this town, such as the MOD. (Dorsa 153)

As we have heard the MOD does not have support from the hospital and we would hate to see such a large structure built and then remain empty because there are not enough medical staff to move in to the building. (Dorsa 153)

The property east of Lafayette Avenue, on Route 202, is zoned as residential property and we do not understand why it should be changed to commercial property. (Dorsa 153)

I am against the MOD development. (Dougall 159)

I write this message to express my strong opposition to the plans for development at the Medically Oriented District. (Kaufman 160)

The zoning should remain as is: residential. This project will only benefit the developers; not the community. (Graziano 162)

I appreciate the town's award winning plan and that development is a part of progress. It should be the right kind of progress. Something that the community feels is good about. Something that will bring us together. (Thomasset 166)

Do you really want rt. 202 to look like rt.6? (O'Connor 167)

I am very much opposed to it. (Kovacs 169)

I am writing to express my strong opposition to the MOD, the proposed rezoning. (Tavarez 170)

THIS IS INSULTING TO THE COMMUNITY (Anonymous 201)

this is a residential area and we need to keep it that way! (Anonymous 201)

Response 1-1: Comment noted.

Comment 1-2: The sheer density of the proposal runs counter to our town's heritage as a preserver of green space and peaceful living conditions. Impacts on water usage, sewer, runoff and steep slope erosion add to the list of issues. (Cusick 027)

Response 1-2: The Town's 2016 Sustainable Comprehensive Master Plan *(Envision Cortlandt),* identifies the MOD as one of the Town's four strategic economic development areas. The proposed development is consistent with the objectives of the MOD as outlined in *Envision Cortlandt*. In addition, none of the MOD parcels are identified in the Town's 2004 Open Space Plan as a priority vacant or underutilized parcel. The DGEIS did not identify any significant adverse impacts in any of the referenced impact areas. Analyses were performed in accordance with New York State and/or Town standards (where applicable). As the Evergreen Manor and Gyrodyne Projects have been further reduced in size, scope and scale, and additional landscaping/screening elements added to the proposed Site Plans and the Gyrodyne Alternative Mixed Use Site Plan, no adverse impacts are anticipated in the referenced impact areas. The proposed Gyrodyne Site Plan and Alternative Site Plan were modified in direct response to community and Town Board input, with significant reductions in the size and scope of the proposed development program.

Comparing the revised Site Plan to the DGEIS Plan, the overall development footprint has been reduced by approximately 43,560 square feet (1 acre). Phase I of the Gyrodyne Site Plan replaces the previously proposed 4-story (60-foot) medical office building with a 3-story (45-foot) medical office building. Phase II of the Gyrodyne Site Plan replaces the previously proposed 5-story (60-foot) multifamily building with a 3-story (45-foot) medical office building. The Alternative Mixed-Use Plan would employ similar building heights, including a 3-story (45-foot) medical office building and a 4-story (45-foot) residential building. The development program has also been reduced to eliminate all proposed recreational improvements, while also further reducing impacts to Town-delineated wetlands. The proposed Evergreen Manor site plan was also modified in response to public comments. The hotel use and 30,000 sf of commercial uses were eliminated from the MOD Development Plan and 70 townhome units were added. The revised FEIS proposal now includes 114 assisted living, senior independent living and memory care units, 166 multifamily units, 70 townhouses, and 7,000 sf of commercial space. Approximately 2.0 acres of open space is proposed to be preserved.

Comment 1-3: How does the proposed MOD Development plan manage the social consequences of the high-density MOD Zoning changes that negatively impact quality of life for residents of MOD-adjacent neighbors... [and of] inserting a commercial entity into existing, long-established residential neighborhoods? How does the proposed MOD Development plan manage the social consequences and environmental consequences of increased traffic... [and] decreased bird, animal and plant life in the MOD as well as in MOD-adjacent neighborhoods? (Weinberger 125)

Response 1-3: The proposed MOD Development plan is undergoing an environmental review to identify any significant adverse impacts that could result from the proposed project. If significant adverse impacts are identified, mitigation will be required. As part of the on-going environmental review, traffic impacts were identified and numerous traffic improvements are proposed to mitigate for these impacts. The proposed MOD development plan will result in disturbance to undeveloped areas on the Evergreen site. Since the proposed disturbance would occur on a previously developed site surrounded by a state road, commercial uses, medium density-suburban residential neighborhoods as well as higher density urban neighborhoods in the City of Peekskill, the proposed disturbance is not expected to result in any significant adverse impacts to bird, plant and animal life.

Comment 1-4: How does the proposed MOD balance economic growth with environmental preservation, cultural identify, social equity, and livability to create a strong sense of place with residents of MOD-adjacent neighborhoods (as opposed to a sense of place within proposed MOD

housing)? How is future sense of place considered for residents of MOD-adjacent neighborhoods after the intrusion of commercialization into adjacent areas? (Weinberger 125)

Response 1-4: Feedback and input from MOD-adjacent residences has played a key role in the revisions and redesign of the current proposed plan. As described in the DGEIS, the intent of the proposed MOD is to centralize medical services in the Town of Cortlandt with the New York Presbyterian-Hudson Valley Hospital (NYPH) as the anchor institution. The current MOD study area already contains significant commercial uses including medical offices, a veterinary practice, and the nearby Beach Shopping Center. The proposed MOD Zoning is expected to support the NYPH campus by permitting complimentary uses and would provide NYPH additional flexibility to expand medical uses on the site. The revised Development Plan would create state-of-the-art medical facilities allowing medical care providers to incorporate the latest technologies and services available.

Health care is Cortlandt Manor's and Westchester County's largest industry and driving the proposal for the MOD. In 2015, HR&A Advisors, Inc. conducted a market study demand analysis for a study area within a 25-minute drive of the site (the "study area"). The analysis concluded that the study area could support an additional 270,000 SF of medical office space. Such an expansion and modernization of facilities would allow for enhanced integration of care (additional services provided within the MOD), improved quality of care (upgraded and expanded facilities) - both of which result in improved patient outcomes. In addition, to the improved medical services the MOD is expected to improve walkability and connectivity to the area through sidewalk, lighting, and streetscape improvements. With regards to equity, the proposed MOD housing would introduce a new range of housing options to the area including assisted living, townhomes, and apartments. Ten percent of the rental units are proposed to be affordable.

Comment 1-5: MOD goals are simply unattainable without participation of the hospital around which the MOD is conceived and structured. (Weinberger 125)

Response 1-5: At this time, the Town has not received a development proposal from NYPH. NYPH has been invited to participate in MOD meetings and has commented on the DGEIS.

Comment 1-6: I have a major concern that my property value is going to substantially decrease if the MOD, as proposed, is constructed. (Mariutto 130)

Response 1-6: Comment noted. The proposed MOD would not be expected to have any adverse impact on property values.

Comment 1-7: What is the Town of Cortlandt's alternative plan for the area if the present MOD project is not approved? (Norton 132)

Response 1-7: At this time, the MOD is the only active application before the Board for the MOD properties with the exception of a parking lot on the NYPH Campus.

Comment 1-8: We feel that since James Creighton was instrumental in the development of the MOD proposal as it was written in the "Envision Cortlandt" document, his judgement with regards to this matter is compromised and he MUST recuse himself from the final vote. (Russo 133)

Response 1-8: Comment noted.

Comment 1-9: Quality of Life – Is there any doubt that living next to smelly fumes, glaring lights, hundreds of random noises, destruction of current environment, will negatively affect quality of life? (Sanders 136)

Response 1-9: The DGEIS did not identify any significant adverse impacts in any of the referenced impact areas. Analyses were performed in accordance with New York State and/or Town standards (where applicable). As the Evergreen Manor and Gyrodyne Projects have been further reduced in size, scope and scale, and additional landscaping/screening elements added to the proposed Site Plans and the Gyrodyne Alternative Mixed Use Site Plan, no adverse impacts are anticipated in the referenced impact areas. The proposed Gyrodyne Site Plan and Alternative Site Plan were modified in direct response to community and Town Board input, with significant reductions in the size and scope of the proposed development program. Comparing the revised Site Plan to the DGEIS Plan, the overall development footprint has been reduced by approximately 43,560 square feet (1 acre). Phase I of the Gyrodyne Site Plan replaces the previously proposed 4-story (60-foot) medical office building with a 3-story (45-foot) medical office building. Phase II of the Gyrodyne Site Plan replaces the previously proposed 5-story (60-foot) multifamily building with a 3-story (45-foot) medical office building. The Alternative Mixed-Use Plan would employ similar building heights, including a 3-story (45-foot) medical office building and a 4-story (45-foot) residential building. The development program has also been reduced to eliminate all proposed recreational improvements, while also further reducing impacts to Town-delineated wetlands. The proposed Evergreen Manor site plan was also modified in response to public comments. The hotel use and 30,000 sf of commercial uses were eliminated from the MOD Development Plan and 70 townhome units were added. The revised FEIS proposal now includes 114 assisted living, senior independent living and memory care units, 166 multifamily units, 70 townhouses, and 7,000 sf of commercial space. Approximately 2.0 acres of open space is proposed to be preserved.

Comment 1-10: We do know that cars pollute. That parking lots, their lights, runoff, air pollution, noise, will be abutting our backyards. How would you like that in your backyard? (Sander 137)

Response 1-10: In response to community input, the building setbacks to the adjoining residential properties have been significantly increased from the DGEIS Plan to the current Medical Office Site Plan and Alternative Mixed-Use Site Plan. The DGEIS multi-family residential building was proposed with a 29.7-feet property line setback; the proposed medical office building from the revised Gyrodyne Medical Office Site Plan will have a property line setback of 174.5-feet to the south bordering residential property. In addition, compared to the DGEIS Plan, landscape buffers are significantly expanded and preserved to the Buttonwood Avenue homes adjacent to Orchard Lake. The proposed landscape buffers are approximately 18 times greater than the DGEIS Plan.

The proposed Evergreen Manor site plan was also modified in response to public comments. The hotel use and 30,000 sf of commercial uses were eliminated from the MOD Development Plan and 70 townhome units were added. The revised FEIS proposal now includes 114 assisted living, senior independent living and memory care units, 166 multifamily units, 70 townhouses, and 7,000 sf of commercial space. Approximately 2.0 acres of open space is proposed to be preserved.

Comment 1-11: There are quite a number of larger vacant and/or unused properties along route 202, which aside from being better locations for development, also serve to demonstrate that some commercial ventures have not succeeded along that stretch of road. Whether or not MOD were to take ownership of these, it is my impression that what we need in the way of retail are opportunities for small business owners to thrive. As it is, abandoned properties along Route 202 which were originally developed and replaced the place of a more green landscape, are now slowly degrading. (Rogerson 138)

Response 1-11: Comment noted.

Comment 1-12: Building sidewalks along Route 202, burying power lines and repaving roads seem like much more worthwhile investment, though I understand that those are not privately funded, but those are the types of things that would really benefit the current community. I believe that this is where our focus should go. (Rogerson 138)

Response 1-12: Comment noted.

Comment 1-13: The assistant town planner spoke about "housing options". Does this include "affordable housing, low income housing or section8"? If so why? (Dominguez 029)

Response 1-13: The "housing options" referred to during the public presentation was made in reference to the need to provide a broader a range of housing types such as multi-family, senior, and assisted living. In accordance with Town requirements, up to ten percent of the multifamily and townhouse dwelling units would be designated as affordable. In accordance with Town requirements, up to ten percent of the multifamily and townhouse dwelling units would be designated as affordable. Per the Cortlandt Zoning Code an affordable unit is defined as: A housing unit available for purchase or rent that costs no more than 30% of the gross monthly household income of a household whose income is below 80% of the Westchester County median income as determined by the Westchester County Planning Department at the time the unit is sold or rented. In the case of a housing unit for sale, costs include mortgage, taxes, insurance and condominium or association fees, if any. In the case of a housing unit for rent, costs include rent and utilities.

Comment 1-14: I am requesting that the Applicants respond to this email with an honest description of how the residents of Buttonwood Avenue will be most impacted by the proposed changes. (Scipio 139)

Response 1-14: The DEIS/DGEIS and FEIS for the proposed project provide a detailed, comprehensive analyses of the potential impacts of the proposed project both on- and off-site.

Comment 1-15: I do not support the idea of having such a large number of rental units and unnecessary retail stores added to this area. (Scipio 139)

Response 1-15: Comment noted.

Comment 1-16: This is a terrible idea. There is no way you are going to mitigate traffic. Property values along 202 are going to plunge. (Harris 140)

Response 1-16: The proposed MOD is not anticipated to have any negative impact on property values in the surrounding area. The proposed Gyrodyne Site Plan (and Alternative Site Plan) would improve the subject site with modern medical offices, which would replace the site's existing, and largely out-of-date, medical offices. As the proposed project is a continuation of existing uses on-site, and is designed to be complementary to neighboring uses, no adverse impacts to property values are anticipated. In response to community input, the building setbacks to the adjoining residential properties have been significantly increased from the DGEIS Plan to the current Medical Office Site Plan and Alternative Mixed-Use Site Plan. The DGEIS multi-family residential building was proposed with a 29.7-feet property line setback; the proposed medical office building from the revised Gyrodyne Medical Office Site Plan will have a property line setback of 174.5-feet to the south bordering residential property. In addition, compared to the DGEIS

Plan, landscape buffers are significantly expanded and preserved to the Buttonwood Avenue homes adjacent to Orchard Lake. The proposed landscape buffers are approximately 18 times greater than the DGEIS Plan.

The proposed Evergreen Manor site plan was designed to be consistent with the intent of the MOD and was also modified in response to public comments. The hotel use and 30,000 sf of commercial uses were eliminated from the MOD Development Plan and 70 townhome units were added. The revised FEIS proposal now includes 114 assisted living, senior independent living and memory care units, 166 multifamily units, 70 townhouses, and 7,000 sf of commercial space. Approximately 2.0 acres of open space is proposed to be preserved.

Comment 1-17: After the FGEIS public hearing, will there be a further review if we feel that our comments were not satisfactorily addressed? (Friedman 141)

Response 1-17: All SEQRA statutes and regulations will be followed.

Comment 1-18: Re-do the now existing medical offices on 202. They were poorly built and an eyesore. Make them pretty and inviting. But don't ruin the surrounding neighborhoods. And HVH will never be anything more than a neighborhood hospital. It doesn't matter that NY Presbyterian owns it. It will not change the view that people have of it. It will never be a Westchester Medical Center or a Columbia Pres. (Doria 145)

Response 1-18: Comment noted.

Comment 1-19: We all know that New York is very expensive and the climate too cold for our "parents" to live comfortably. I don't see that as an attribute. (Doria 145)

Response 1-19: Comment noted.

Comment 1-20: The project that is closest to Lafayette Ave – Lafayette avenue goes uphill and at the top the elevation could be up to 100 feet. Homeowners on the stretch of Lafayette and the other surrounding areas do not want to look at buildings. They bought their homes to look at the green space and trees and wild life. Even though the stories will not be that tall, eg 5 stories, at the top of a hall with an escalation of 100 feet, the appearance may be taller than the already built Hudson Valley Hospital. (Desarmo 148)

Response 1-20: Comment noted. Compared to the DGEIS development program, the revised Gyrodyne Site Plan and Alternative Site Plan both feature reduced building heights, smaller footprints and increased buffers and landscaped screening.

Comment 1-21: These two projects are too large and there were only two items that made sense—the assisted/independent living facility and the medical office space. (Desarmo 148)

Response 1-21: Comment noted. Both the Gyrodyne Medical Office Site Plan (100% medical office space) and the Gyrodyne Alternative Mixed-Use Site Plan have been reduced from the original mixed-use plan analyzed within the DGEIS. Both plans utilize a reduced development footprint, reduced overall building height, increased buffers and would construct a perimeter landscape treatment that encircles the entire site. Under the revised Development Plan, the property line setbacks have been increased, the landscaped buffer areas enlarged, and natural areas preserved. Combined, these elements would create significant buffers and space between the Gyrodyne Project and the surrounding residential uses. The surface parking area proximate to Buttonwood Avenue would be entirely screened by deciduous and evergreen trees and not visible from the street. This combination of plant selection would provide for overlapping screening, as well as seasonal coverage.

The proposed Evergreen Manor site plan was also modified in response to public comments. The hotel use and 30,000 sf of commercial uses were eliminated from the MOD Development Plan and 70 townhome units were added. The revised FEIS proposal now includes 114 assisted living, senior independent living and memory care units, 166 multifamily units, 70 townhouses, and 7,000 sf of commercial space. Approximately 2.0 acres of open space is proposed to be preserved.

Comment 1-22: We do not need any more retail stores. If you happen to look in our area there are too many vacant stores. People are shopping on line so there is no point in putting up more stores. We don't need a pharmacy, we have CVS two minutes away from the hospital. We don't need assisted living either. There is one in Yorktown and in Peekskill. Many people are taking care of their parents in their own homes now. Plus these places are too expensive. We don't need any more medical offices, there are plenty of vacant ones in our area. (Egan 150)

Response 1-22: Comment noted.

Comment 1-23: A very large assisted living is being built right down the road on Rt. 202 in Peekskill, are we sure that there is such a need for such expensive housing for senior citizens in the Town of Cortlandt? (Dorsa 153)

Response 1-23: The Evergreen Manor Project has been designed to be consistent with "Goals of MOD" stated in the Town's Comprehensive Plan Envision Cortlandt to "Provide housing options that allow for a continuum of care (aging in place)." In support of these goals, the Evergreen Manor Project proposes market rate apartments and townhouses open to residents of all ages, independent living and assisted living with memory care. The base

rates will reflect what similar independent living, assisted living and memory care residential facilities in a ten-mile radius would be charging at that point in time when the facility is constructed and operating.

Comment 1-24: Will MOD-participating medical providers be required to participate in the system of determining and publicizing patient outcomes? If the MOD includes NYP-HVHC as proposed, has NYP-HVHC agreed to participate in the system used to determine and publicize patient outcomes? To support the goal of improving patient outcomes, will all MOD health care providers other than NYP-HVHC be required to participate in the system used to determine and publicize patient outcomes? If provider participation in the patient outcome improvement system of metrics is optional, how will consumers of MOD-related medical services distinguished participating service providers from those not participating? (Weinberger 125)

Response 1-24: Participation in a system of determining and publicizing patient outcomes is not one of the policies or metrics identified in Envision Cortlandt for the MOD.

Comment 1-25: How will Town residents and other MOD consumers access patient outcomes data? Note that this question recognizes that all patient outcome data will be aggregate, anonymous or de-identified, HIPPA compliant and attentive to suppression of small cell size requirements and best practices. (Weinberger 125)

Response 1-25: As discussed in the response to Comment 125.27, improving patient outcomes is identified as a potential goal described in the background for the planning of the MOD. However, the policy stated in Envision Cortlandt with regards to the MOD recommends that the Town should "Develop a concept plan for the MOD in the area around the hospital along Route 202 from the Peekskill City line to Croton Avenue that includes Class A medical office space and facilities that offer a continuum of care, and a variety of medically oriented uses," and the metric to measure this policy is specified in Metric 9-1 as, "Implementation of a Medical-Oriented District" (p36).

Comment 1-26: How will the selection of care providers be managed in some way to oversee, implement and measure both initial and on-going quality of care and medical outcomes? Who will perform this management of care and outcome metrics and how will the process relate to the MOD? The Town? The developers? NYP-HVHC? Others? How will all this work and how does it relate to the MOD, the MOD Zoning and the proposed MOD Development plans? (Weinberger 125)

Response 1-26: As discussed in previous responses, there were no metrics recommended in Envision Cortlandt specific to quality of care or medical outcomes. The

intent of the MOD is to provide a continuum of care and allow residents access to a wide range of health services and other complementary uses in one central area. The proposed uses within the draft legislation for the MOD are consistent with the components of a MOD identified in Envision Cortlandt. The selection of care providers would be determined by the owners and operators of the development parcels.

Comment 1-27: The idea that young couples will flock to this area is just a myth. Young people want to be near the bigger cities and especially Manhattan. I am not sure if they will rush to Cortlandt Manor to settle. (Dorsa 153)

Response 1-27: It is unlikely that the adoption of the MOD or the construction of the proposed development projects will cause any particular group or cohort to "flock" to Cortlandt Manor to settle. Rather, the MOD and the proposed development projects seek to complement the active existing uses in the area and provide a range of housing and office options to the diverse Cortlandt Manor community.

Comment 1-28: As much of the proposed development is meant to serve the employees and patients of NY-P, and as “walkability” is a goal, a fully ADA compliant pedestrian overpass over route 202/Crompond Road should be considered, connecting NY-P to that area of MOD that makes practical sense. (Farrell 154)

Response 1-28: Comment noted.

Comment 1-29: To further the goals of Envision Cortlandt a shuttle or trolley system to connect MOD, NY-P, Cortlandt Town Center, downtown Peekskill and Peekskill railroad station should be explored. (Farrell 154)

Response 1-29: Comment noted.

Comment 1-30: During the meetings I was very distressed to hear of the proposed 15,000 sq ft of retail space, a 100 room hotel a 7,000 sq ft restaurant and 166 residential units on the VS Construction property. MOD stands for Medical Oriented District. None of the proposed uses are allowed within that zoning district. (Colarossi 155)

Response 1-30: In response to public comments, the MOD Development Plans have been revised to reduce the number of residential units and increase the proposed medical uses. Specifically, the Gyrodyne proposal was revised to eliminate all residential uses and increase medical office uses to 186,400 sf of Class A medical space. The Evergreen Manor Plan was revised to remove the hotel, reduce commercial square footage from 30,000 to 7,000 sf, and reduce the total number of residential units to 236 units. The number of assisted living and independent living units has been updated from a total 120 units in the DEIS to 114 units in the FEIS. The

114 units consist of 18 memory care studio units, 39 assisted-living studio units, 26 assisted living one-bedroom units, 23 one-bedroom independent living units and 8 two-bedroom independent living units.

Comment 1-31: Since I know how much the Town of Cortlandt is committed to "open space," perhaps the Town can persuade VS Construction to work out some type of conservation easement so their parcel can remain forever green and VS Construction will have drastically reduced taxes. (Colarossi 155)

Response 1-31: Comment noted. The Town remains committed to the preservation of open space. As noted in the 2016 Sustainable Comprehensive Plan *(Envision Cortlandt*), approximately 34% of Town's total land area is parks and open space. This number does not include cemeteries, "Private Recreation lands", or Agriculture. With these categories of open space included, the total percentage of land with open space character in the Town is approximately 38%. The MOD proposal for the Evergreen site will include approximately 2.0 acres of open space. The MOD proposal for the Gyrodyne site includes approximately 5.3 acres of open space (an increase of 6% compared to the DEIS proposal).

Comment 1-32: The Building Gyrodyne proposes is a size that might fit in downtown White Plains, but not in the Town of Cortlandt residential area. The rendition actually looked bigger than the hospital! This property does not need residential units not retail space. Again, there are already empty retail spaces waiting for tenants in the immediate vicinity. (Colarossi 155)

Response 1-32: Comment noted. In response to public comment, 30,000 square feet of medical office/dental lab and commercial has been eliminated. The proposed Gyrodyne Project has been significantly reduced in scale from the DGEIS development program, with no residential component within the all-medical Site Plan. While the Alternative Site Plan does contain residential units, the overall unit count has been reduced by 20% compared to the DGEIS development program.

Comment 1-33: This project negatively alters the very character of our town. (Kaufman 160)

Response 1-33: The proposed Gyrodyne Site Plan and Alternative Site Plan were modified in direct response to community and Town Board input, with significant reductions in the size and scope of the proposed development program. Comparing the revised Site Plan to the DGEIS Plan, the overall development footprint has been reduced by approximately 43,560 square feet (1 acre). Phase I of the Gyrodyne Site Plan replaces the previously proposed 4-story (60-foot) medical office building with a 3-story (45-foot) medical office building. Phase II of the Gyrodyne Site Plan replaces the previously proposed 5-story (60-foot) multifamily building with a 3-

story (45-foot) medical office building. The Alternative Mixed-Use Plan would employ similar building heights, including a 3-story (45-foot) medical office building and a 4-story (45-foot) residential building. The development program has also been reduced to eliminate all proposed recreational improvements, while also further reducing impacts to Town-delineated wetlands. The proposed Evergreen Manor site plan was also modified in response to public comments. The hotel use and 30,000 sf of commercial uses were eliminated from the MOD Development Plan and 70 townhome units were added. The revised FEIS proposal now includes 114 assisted living, senior independent living and memory care units, 166 multifamily units, 70 townhouses, and 7,000 sf of commercial space. Approximately 2.0 acres of open space is proposed to be preserved.

Comment 1-34: What of the home owners whose property values will be severely effected and whose quality of life will suffer? (Kaufman 160)

Response 1-34: No negative impacts to surrounding property values are anticipated from the MOD. The MOD is proposed to be located on a State highway in the immediate vicinity of an existing hospital center and medical office complex. There is no anticipated impact on property values from the MOD. However, property values are dependent on many factors including the physical appearance of the property and its location. Home values typically increase when there are substantial services to support homes in the neighborhood such as walkability, hospitals, and shopping.

The proposed Evergreen Manor and Gyrodyne Site Plans (and Gyrodyne Alternative Mixed-Use Site Plan) would improve the underutilized and vacant subject sites with modern medical offices, which would replace the site's existing, and largely out-of-date, medical offices. As the proposed project is a continuation of existing uses on-site, and is designed to be complementary to neighboring uses, no adverse impacts to property values are anticipated.

In response to community input, the building setbacks to the adjoining residential properties have been significantly increased from the DGEIS Plan to the current Medical Office Site Plan and Alternative Mixed-Use Site Plan. The DGEIS multi-family residential building was proposed with a 29.7-feet property line setback; the proposed medical office building from the revised Gyrodyne Medical Office Site Plan will have a property line setback of 174.5-feet to the south bordering residential property. In addition, compared to the DGEIS Plan, landscape buffers are significantly expanded and preserved to the Buttonwood Avenue homes adjacent to Orchard Lake. The proposed landscape buffers are approximately 18 times greater than the DGEIS Plan.

The proposed Evergreen Manor site plan was also modified in response to public comments. The hotel use and 30,000 sf of commercial uses were eliminated from the MOD Development Plan and 70 townhome units

were added. The revised FEIS proposal now includes 114 assisted living, senior independent living and memory care units, 166 multifamily units, 70 townhouses, and 7,000 sf of commercial space. Approximately 2.0 acres of open space is proposed to be preserved.

Comment 1-35: A Medically Oriented District would require some medical group or institution to participate in providing medical services to the community it serves in a more integrated or expanded way. I find it amazing that NYP Hudson Valley or any of the Medical Groups that participate in providing care at the hospital (Care Mount, NYU or Columbia Physicians) are not in any way participating in the MOD. Currently the hospital (Columbia Physicians) has not significantly increased the numbers of providers serving the community. Especially in the areas of the primary care, family medicine or pediatrics. (Thomasset 166)

Response 1-35: As described in the DGEIS the intent of the proposed MOD is to centralize medical services in the Town of Cortlandt with the New York Presbyterian-Hudson Valley Hospital (NYPH) as the anchor institution. The proposed MOD Zoning is expected to support the NYPH campus by permitting complimentary uses and would provide NYPH additional flexibility to expand medical uses on the site. The revised Gyrodyne Site Plan (and Alternative Site Plan) would create state-of-the-art medical facilities allowing medical care providers to incorporate the latest technologies and services available.

Health care is Cortlandt Manor's and Westchester County's largest industry and driving the proposal for the MOD. In 2015, HR&A Advisors, Inc. conducted a market study demand analysis for a study area within a 25-minute drive of the site (the "study area"). The analysis concluded that the study area could support an additional 270,000 SF of medical office space. As described in the DGEIS Chapter 3 "Community Services," the intent of the proposed MOD is to centralize medical services in the Town of Cortlandt with the New York Presbyterian-Hudson Valley Hospital (NYPH) as the anchor institution. The proposed MOD Zoning is expected to support the NYPH campus by permitting complimentary uses and would provide NYPH additional flexibility to expand medical uses on the site. The revised Gyrodyne Site Plan (and Alternative Site Plan) would create state-of-the-art medical facilities allowing medical care providers to incorporate the latest technologies and services available.

Comment 1-36: Another important trend in healthcare is not in hospital care but ambulatory care. Therefore the need to provide a medically oriented district by the hospital is not necessary. Perhaps another location would be better suited for a ambulatory site that would serve the community in areas where traffic will not have such major impact. (Buchanan/Montrose area where current tax revenues have been lost due to the closure of

Indian Point would be a better location. It also has a major thoroughfare, Route 9 which would be better suited to handle increased transportation needs). (Thomasset 166)

Response 1-36: As described in the DGEIS, the intent of the proposed MOD is to centralize medical services in the Town of Cortlandt with the New York Presbyterian-Hudson Valley Hospital (NYPH) as the anchor institution. The proposed MOD Zoning is expected to support the NYPH campus by permitting complimentary uses and would provide NYPH additional flexibility to expand medical uses on the site. The revised Gyrodyne Site Plan (and Alternative Site Plan) would create state-of-the-art medical facilities allowing medical care providers to incorporate the latest technologies and services available.

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Comment 1-37: What study was done and research was provided to the town to show the need for the exuberant amount of housing that is being planned to be put on these sites? Did the poll the young people to see if anyone would take these apartments. Did they speak to the hospital workers to see if they would be looking to leave their normal residence to move? (Dominguez 029)

Response 1-37: The MOD Development plans include 236 units of housing. The need for a broader range of housing types in Town such as affordable units, rentals, assisted living, and senior housing, was identified during the development of the Town's Comprehensive Plan.

Comment 1-38: Medical/Lab Space – Has the developer (or anyone) provided a supply and demand analysis for the various components showing that there indeed is a "need" for the various mixed-uses? The demand for this space will be driven by the doctors at NY Presbyterian Hudson Valley Hospital (i.e., has any Town representative held a discussion with the hospital to get their insight?) (Bizzoco 168)

Response 1-38: As described in the DGEIS, the intent of the proposed MOD is to centralize medical services in the Town of Cortlandt with the New York Presbyterian-Hudson Valley Hospital (NYPH) as the anchor institution. The proposed MOD Zoning is expected to support the NYPH campus by permitting complimentary uses and would provide NYPH additional flexibility to expand medical uses on the site. The revised Gyrodyne Site Plan (and Alternative Site Plan) would create state-of-the-art medical

facilities allowing medical care providers to incorporate the latest technologies and services available.

Health care is Cortlandt Manor's and Westchester County's largest industry and driving the proposal for the MOD. In 2015, HR&A Advisors, Inc. conducted a market study demand analysis for a study area within a 25-minute drive of the site (the "study area"). The analysis concluded that the study area could support an additional 270,000 SF of medical office space.

Comment 1-39: Senior Housing/Assisted Living – seems plausible, but again where is the supporting demand? (Bizzoco 168)

Response 1-39: An aging demographic in the region is the driving force behind this growth strategy of moving towards larger and centralized medical facilities that provide a range of services and continuum of care housing. In addition, Page 44 of the 2019 Westchester County Affordable Housing Needs Assessment provides a summary of the housing needs for seniors in Westchester County.

Comment 1-40: Property values are likely to go down in the area if multi-family apartments and a hotel are built. Multi-family dwellings and the hotel are inconsistent with the neighborhoods developed in the area. Is a concern the amount of density proposed by this project. Especially, during this time of pandemic. We know the areas hit the hardest have been areas with high density. (Tavarez 170)

Response 1-40: Comment noted. In response to public comments, the hotels use was eliminated from the Evergreen site and residential uses were eliminated from the Gyrodyne site. The proposed commercial square footage has also been reduced by 30,000 square feet.

Comment 1-41: If a path is made around Orchard Lake, how is the area going to be maintained? How is at the area going to be secured for safety? What is the time frame for the area to be open and closed? Will there be lighting in the area? When will the lights go on and off? What is the need for a dock? (Fitzgerald 178)

Response 1-41: Responding to input provided by Buttonwood Avenue residents, the proposed walking paths and environmental education area around Orchard Lake have been removed from the revised Development Plan. No additional recreational improvements to this area are proposed.

Comment 1-42: The same exact cookie cutter plan that they said was presented to Cortlandt called the hospital Presbyterian for the Cortlandt residents to fit with our town is the same exact plan that they are trying to put in Smithtown, New York. (Farina 182)

Response 1-42: This is an incorrect mischaracterization of the proposed Gyrodyne Project. The Gyrodyne project in Smithtown, NY has an entirely different development program and approach and is located on a significantly larger piece of land.

Comment 1-43: I think it would be much better if we had more townhouses for 55-plus, more assisted living and less rentals. (Farina 182)

Response 1-43: In response to public comments, the Project has been revised to eliminate all residential uses on the Gyrodyne site. Evergreen Manor's FEIS Plan has eliminated the 100-room hotel and the 30,000 square foot medical/dental laboratory and retail building and proposes 166 multifamily residential units and 70 townhouses.

Comment 1-44: The proposed plans are too big, too dense, too insensitive to the character of the adjacent residential neighbors, will generate too much traffic, will cause more environmental harm than good. (Weinberger 186)

Response 1-44: The proposed Gyrodyne Site Plan and Alternative Site Plan have been modified in direct response to community and Town Board input, with significant reductions in the size and scope of the proposed development program. Comparing the revised Site Plan to the DGEIS Plan, the overall development footprint has been reduced by approximately 43,560 square feet (1 acre). Phase I of the Gyrodyne Site Plan replaces the previously proposed 4-story (60-foot) medical office building with a 3-story (45-foot) medical office building. Phase II of the Gyrodyne Site Plan replaces the previously proposed 5-story (60-foot) multifamily building with a 3-story (45-foot) medical office building. The Alternative Mixed-Use Plan would employ similar building heights, including a 3-story (45-foot) medical office building and a 4-story (45-foot) residential building. The development program has also been reduced to eliminate all proposed recreational improvements, while also further reducing impacts to Town-delineated wetlands. The proposed Evergreen Manor site plan was also modified in response to public comments. The hotel use and 30,000 sf of commercial uses were eliminated from the MOD Development Plan and 70 townhome units were added. The revised FEIS proposal now includes 114 assisted living, senior independent living and memory care units, 166 multifamily units, 70 townhouses, and 7,000 sf of commercial space.

Comment 1-45: There is nothing in the plan to support older residents who wish to age in place in their own homes. (Weinberger 186)

Response 1-45: The proposed MOD Development Plan has been designed to be consistent with "Goals of MOD" stated in the Town's Comprehensive Plan Envision Cortlandt to "Provide housing options that allow for a continuum of care (aging in place)." In support of these goals, the Evergreen Manor Project proposes market rate apartments open to

residents of all ages, townhouses, independent living, and assisted living with memory care. Envision Cortlandt separately encourages flexible zoning and allowing multi-generational housing (Policies 37-38) that could support those that wish to age in place in their own homes.

Comment 1-46: There is no connection to MOD medical goals, and no basis to expect that MOD goals will be achieved. As it stands, we know absolutely nothing about better integration of care, better spectrum of services, high quality of healthcare, reduction of healthcare costs and improvements in patient outcomes. (Weinberger 186)

Response 1-46: As described in the DGEIS, the intent of the proposed MOD is to centralize medical services in the Town of Cortlandt with the New York Presbyterian-Hudson Valley Hospital (NYPH) as the anchor institution. The proposed MOD Zoning is expected to support the NYPH campus by permitting complimentary uses and would provide NYPH additional flexibility to expand medical uses on the site. The revised Development Plan would create state-of-the-art medical facilities allowing medical care providers to incorporate the latest technologies and services available.

Health care is Cortlandt Manor's and Westchester County's largest industry and driving the proposal for the MOD. In 2015, HR&A Advisors, Inc. conducted a market study demand analysis for a study area within a 25-minute drive of the site (the "study area"). The analysis concluded that the study area could support an additional 270,000 SF of medical office space.

Comment 1-47: Without the hospital, there are no partnerships, no expectation of success and therefore no reason for a MOD and no need for zoning changes. (Weinberger 186)

Response 1-47: Comment noted.

Comment 1-48: Who is going to be paying for the maintenance of the properties. Street cleaning, lighting maintenance, garbage/recycle etc.? (Dominguez 029)

Response 1-48: Like all private properties, the property will be maintained by property owners, who are also responsible for taxes. Based on fiscal impact analyses, the anticipated tax revenues will far exceed any service costs associated with the proposed developments.

Comment 1-49: We can only make sense of the MOD with public transparent information about New York-Presbyterian plans for the existing campus on the north side of 202. Their intentions and actions affect density, traffic, the environment, the economy and the social well-being of our community. Without knowing intentions for the north side of 202 and what would be in the MOD zoning, we are trying to make decisions about the south side

of 202 in a vacuum. Without public transparent participation by New York-Presbyterian, there should be no MOD and no zoning changes. (Weinberger 186)

Response 1-49: Comment noted.

Comment 1-50: Without a complete plan, well defined outcomes, and final approvals, the talk about phased implementation to east our concerns about the MOD has the opposite effect. Without a complete plan, phased implementation could easily result in start and stop work. That's just a foot in the door for developers to leverage undesirable or unapproved outcomes. Alternatively, could end up with an incomplete project that is a community eyesore. Phased implementation is a solution that is premature and not a replacement for good planning. (Weinberger 186)

Response 1-50: The probable impacts and mitigation measures have been evaluated for the full MOD Development Plan. The proposed phasing has been designed to balance efficiency with minimizing the potential impacts during the construction of each phase. With regards to the Gyrodyne site, the applicant has continued to revise and plan based on community and Town feedback. As such, a variety of approaches to construction have been formulated as the project has evolved. While a phased approach would extend the overall development timeline, there are several benefits, including the maintenance of existing on-site uses, many of which provide critical medical services to the Cortlandt community. Currently, the revised Gyrodyne Site Plan is proposed to be constructed in two phases, to both minimize impacts to the community and the site's existing users.

Comment 1-51: I think that one of the things that has to be done or should be done with anything that goes on however this thing ends up, is that we need to take care of some veterans. (DeBenedictis 188)

Response 1-51: Comment noted.

Comment 1-52: As far as the medical arts building goes, I'm going to leave that to a professional like Doctor Becker. They could tell us whether you need 100,000 square feet of medical arts buildings. That's for the professionals to tell us whether we need it. It's certainly not the developers. (DeBenedictis 188)

Response 1-52: Comment noted. Third-party market studies have indicated strong demand for medical office space, particularly in close proximity to existing anchor institutions and uses.

Comment 1-53: Since nursing homes and senior living facilities were a hot bed of transmission of Covid, has the board considered the overall health and

safety of the town citizens that live and work near the proposed MOD area? (Russo 189)

Since Nursing homes and senior living facilities were a hot bed of transmission of Covid, has the board considered the overall health and safety of the town citizens that live and work near the proposed MOD? (Russo 133)

Response 1-53: The Town will continue to follow all Federal and State Public Health regulations with regards to the review of the proposed MOD.

Comment 1-54: Mr. James Creighton was instrumental in the development of the MOD proposal as it is written in the "Envision Cortlandt" document. I believe his judgement with regards to this matter is compromised and he should recuse himself for any—from any final vote. (Russo 189)

Response 1-54: Comment noted.

Comment 1-55: With all the challenges that we are experiencing, many of us are not able to think about the MOD. I'm just suggesting that the board delay any further meetings until we have our – come to some normalcy. Our schools reopen, until our teachers are back in their classrooms, until our children are attending school. We all want to be rational and make good decisions about the MOD. But this is not the right time to focus on it. (Fitzgerald 190)

Response 1-55: Comment noted.

Comment 1-59: Is there going to be something in return for the residents in the area. Like a park or anything that could be positive for the area in this disaster. (Dominguez 029)

Response 1-59: Both projects will include recreational amenities as part of the project to offset any new demand on Town recreational services. The Evergreen Manor Project will provide passive recreational opportunities for residents within the development for any nearby residents. Additionally, the projects will also generate increase in tax revenue, which may be used to support recreational amenities within the Town. Responding to input provided by Buttonwood Avenue residents, the proposed walking paths and environmental education area around Orchard Lake have been removed from the revised Gyrodyne Site Plan and Alternative Site Plan. No additional recreational improvements to this area are proposed.

Comment 1-60: The hotel, the café, the apartment and the gyms really have nothing to do with the medical aspect there. (Weaver 194)

Response 1-60: In response to public comment the hotel has been eliminated from the project. Per Envision Cortlandt, the "goal of the MOD is to encourage

economic development and provide a range of housing options that allow for a continuum of care (aging in place) by centralizing medical services and ancillary uses around the hospital" (p14). The proposed uses are consistent with those identified in Envision Cortlandt and the draft MOD legislation.

Comment 1-61: To the extent that somebody thinks I have a conflict of interest I have no interest in this. No financial or otherwise, direct or indirect or any business or transactional or professional activity that has anything to do with this project except that I want what is best for the Town of Cortlandt. (Creighton 197)

Response 1-61: Comment noted.

Comment 1-62: I am truly disappointed that the 2 proposals have not been modified in anyway. Is the town or these construction agencies listening to the community?! (Anonymous 201)

Response 1-62: In response to public comment, the applicants submitted revised proposals which are described in the FEIS. Project revisions include the removal of the hotel, reduced building heights, a decrease in the proposed commercial square footage as well as a decrease in the number of proposed residential units on the Evergreen and Gyrodyne sites. All residential units were removed from the Gyrodyne site and 84,600 sf of additional medical space is currently proposed.

Comment 1-63: With a direction of telemedicine/telehealth do we need more medical offices? (Anonymous 201)

Response 1-63: The proposed MOD Zoning is expected to support the NYPH campus by permitting complimentary uses and would provide NYPH additional flexibility to expand medical uses on the site. The revised Gyrodyne Site Plan (and Alternative Site Plan) would create state-of-the-art medical facilities allowing medical care providers to incorporate the latest technologies and services available.

Health care is Cortlandt Manor's and Westchester County's largest industry and driving the proposal for the MOD. In 2015, HR&A Advisors, Inc. conducted a market study demand analysis for a study area within a 25-minute drive of the site (the "study area"). The analysis concluded that the study area could support an additional 270,000 SF of medical office space.

Comment 1-64: Where is the street level rendering of the plans as promised? (Anonymous 201)

Response 1-64: Renderings of the proposed projects are included in Chapter 16, "Visual Resources," of the MOD DGEIS/DEIS.

Comment 1-65: does an individual who lives outside of the town and spoke during the meeting have the same weight as someone who lives within the town? (Anonymous 201)

Response 1-65: All comments received at the Public Hearings will be responded to in the FEIS in accordance with the rules and regulations of the State Environmental Quality Review Act (SEQRA).

Comment 1-66: Why is the zoning area so big - encompassing so much residential area? (Roth 202)

Response 1-66: The rezoning area has been revised to encompass the properties abutting New York Presbyterian Hospital and with at least 100 feet of frontage across Route 202/Crompond Road from the New York Presbyterian Hospital Campus.

Comment 1-67: i live in 206 lafayette ave. i will be terrible affected by the mod, its in my back yard, if this construction comes to fruition i would definitely put my home for sale , i want to know if they would offer to buy me out because it would be very difficult to live in this conditions and changes too close to my property (Rondon 203)

Response 1-67: Comment is outside the scope of SEQRA.

Comment 1-70: Yes we can stop them from building large scale commercial complexes on their property if it's not in accordance with the Towns zoning laws in a residential area of land 2 family homes. You can't just build anything that's why we have zoning laws in the first place to protect the integrity of the residents quality of life and the vision of the town itself. (Farina 079)

Response 1-70: Property owners have the right to request a rezoning of their parcel if the desired use of the land is in conflict with the existing zoning. Revisions to zoning laws are weighed carefully by the Town Board to determine the best use of land for the majority of people in the Town or study area. In addition, all proposed changes to zoning are subject to an environmental review under the State Environmental Quality Review Act (SEQRA) and must be analyzed to determine if the proposed changes would result in a significant adverse impact. It is common for zoning changes to occur over time to reflect changes in development patterns and to accommodate the everchanging needs of the Town and its residents.

Comment 1-71: My impression of this project is, like many of my fellow town residents, that it is too big and ill conceived when it comes to integrating well into our residential neighborhood and a delicate environment. (Rogerson 138)

Response 1-71: The proposed Evergreen Manor and Gyrodyne Site Plan and Alternative Site Plan have been modified in direct response to community and Town

Board input, with significant reductions in the size and scope of the proposed development program. Comparing the revised Site Plan to the DGEIS Plan, Evergreen Manor has eliminated the hotel, reduced the commercial square footage by 23,000 sf, and decreased the number of residential units to 236 units. The overall Gyrodyne development footprint has been reduced by approximately 43,560 sf (1 acre). Phase I of the Gyrodyne Site Plan replaces the previously proposed 4-story (60-foot) medical office building with a 3-story (45-foot) medical office building. Phase II of the Gyrodyne Site Plan replaces the previously proposed 5-story (60-foot) multifamily building with a 3-story (45-foot) medical office building. The Alternative Mixed-Use Plan would employ similar building heights, including a 3-story (45-foot) medical office building and a 4-story (45-foot) residential building. The development program has also been reduced to eliminate all proposed recreational improvements, while also further reducing impacts to Town-delineated wetlands. Further, in response to community input, the Gyrodyne building setbacks to the adjoining residential properties have been significantly increased from the DGEIS Plan to the current Medical Office Site Plan and Alternative Mixed-Use Site Plan. The DGEIS multi-family residential building was proposed with a 29.7-feet property line setback; the proposed medical office building from the revised Gyrodyne Medical Office Site Plan will have a property line setback of 174.5-feet to the south bordering residential property. In addition, compared to the DGEIS Plan, landscape buffers are significantly expanded and preserved to the Buttonwood Avenue homes adjacent to Orchard Lake. The proposed landscape buffers are approximately 18 times greater than the DGEIS Plan.

Comment 1-72: a 7000 sq ft restaurant at the end of lafayette is totally ridiculous. We do not need a 100 room hotel! we do not need a total of 366 residential units or 11,000 sq ft of retail space. there are enough empty stores in cortlandt... anyone who thinks the traffic will not be drastically affected is not paying attention. STOP THE MOD (Anonymous 201)

Response 1-72: Comment noted. The proposed Evergreen Manor and Gyrodyne Site Plan and Gyrodyne Alternative Site Plan have been modified in direct response to community and Town Board input, with significant reductions in the size and scope of the proposed development program. Comparing the revised Site Plan to the DGEIS Plan, Evergreen Manor has eliminated the hotel, reduced the commercial square footage by 23,000 sf, and decreased the number of residential units to 236 units. The overall Gyrodyne development footprint has been reduced by approximately 43,560 square feet (1 acre). Phase I of the Gyrodyne Site Plan replaces the previously proposed 4-story (60-foot) medical office building with a 3-story (45-foot) medical office building. Phase II of the Gyrodyne Site Plan replaces the previously proposed 5-story (60-foot)

multifamily building with a 3-story (45-foot) medical office building. The Alternative Mixed-Use Plan would employ similar building heights, including a 3-story (45-foot) medical office building and a 4-story (45-foot) residential building. The development program has also been reduced to eliminate all proposed recreational improvements, while also further reducing impacts to Town-delineated wetlands.

Comment 1-73: I would like to see a lot of green space in between the construction so when everything is done and completed it looks like single family homes and offices not big buildings like White Plains. (Desarmo 148)

Response 1-73: Comment noted. The revised two-phased Gyrodyne Site Plan is designed as an integrated site with several public outdoor spaces, including MOD Green 1 and 2 and the wellness plaza. MOD Green 1 and 2 will be a landscaped open space gathering area, while the wellness plaza will serve as a multi-functional space for cultural and seasonal events, such as outdoor markets or other community programming. The medical office building will also contain a green rooftop terrace that in addition to providing pre-treatment and reduction of stormwater runoff also serves as additional public open space.

Comment 1-74: Given the current climate and state of affairs, brought on by the Covid-19, I am requesting a halt in any plans with regard to the MOD. Too many restrictions are put into place for our safety, physical and mental health. The residents in our community are not focused on the MOD. (Fitzgerald 177)

Response 1-74: Comment noted. COVID 19 affected the schedule and timing of the FEIS preparation.

Comment 1-75: The additional 30,000 mixed use retail/office space may not be rented or leased so this should be scrapped as well. 152 Bedroom and 12 two bedroom unit rentals-I am opposed to this. We are a town not an urban city looking for people to rent. What could be substituted on a smaller scale could be affordable and market rate townhouses, condos or co-ops and the proposed would need to be scaled down or increase the number of affordable units for an assisted living facility. Another suggestion would be a 55 and over facility on a small scale. We have Jacobs Hill on Route 6 and there is a waiting list and most of these one and two bedroom units are owned. (Desarmo 148)

Response 1-75: Evergreen Manor's Amended Plan has eliminated the 100-room hotel and the 30,000 square foot medical/dental laboratory and retail building. Consistent with Evergreen's initial base plan, the Amended Plan still includes (i) 120 units of both assisted and independent living (ii) 166 rental apartments (iii) and 7,000 square feet of retail space. In lieu of the

hotel and medical office/retail space, the Evergreen Manor FEIS Plan now includes 70 townhouses.

Comment 1-76: The retail space may never be rented and we would have empty storefronts. The 200 apartments could be revised to include affordable condos, town homes and/or co-ops and the number of units would need to be scaled down. (Desarmo 148)

Response 1-76: In response to public comments, the MOD Development Plan has been revised to remove the hotel and 30,000 sf of commercial space from the Evergreen site, and all residential uses on the Gyrodyne property. The revised Gyrodyne Site Plan is currently proposed as 100% medical office space (184,600 SF in total). An Alternative Gyrodyne Site Plan has also been presented but also represents a scaled-down mixed-use development program, including 83,500 SF of medical office space and 160 residential units (compared to 100,000 SF of medical office space and 200 residential units, as proposed in the DGEIS Plan). In addition, 10 percent of the multifamily residential units and townhomes proposed on the Evergreen site will meet the Town Code definition of an affordable unit.

Comment 1-77: What other services and supports provided by the MOD and the proposed MOD Development Plan support the ability of Cortlandt residents to age in place in their own homes? (Weinberger 125)

Response 1-77: Consistent with the Goals of MOD in the Town's 2016 Comprehensive Plan Envision Cortlandt, the MOD and MOD Development Plan have been designed to provide "opportunities for mixed-use housing developments that could include continuum of care for senior residents around the New York Presbyterian Hudson Valley Hospital on Route 202" (Policy 36). Envision Cortlandt separately encourages flexible zoning and allowing multi-generational housing (Policies 37-38) that could support those that wish to age in place in their own homes.

Comment 1-78: How can 'affordable' apartments be made available for home health aides, the predominant support caregivers that make aging in place in one's own home possible? (Weinberger 125)

Response 1-78: In accordance with Town requirements, up to ten percent of the multifamily and townhouse dwelling units proposed within the MOD would be designated as affordable. Per the Cortlandt Zoning Code an affordable unit is defined as: A housing unit available for purchase or rent that costs no more than 30% of the gross monthly household income of a household whose income is below 80% of the Westchester County median income as determined by the Westchester County Planning Department at the time the unit is sold or rented. In the case of a housing unit for sale, costs include mortgage, taxes, insurance and condominium

or association fees, if any. In the case of a housing unit for rent, costs include rent and utilities.

Comment 1-79: Concern about the scope of the medically oriented district. The area across from Conklin Ave. (Evergreen), across from the hospital (Gyrodyne), the beginning of Buttonwood Ave., Lafayette Ave. and the area behind Holy Spirit church is too vast, and essentially blocks in Buttonwood Avenue and parts of Lafayette Ave. (Roth 060)

Response 1-79: Comment noted.

Comment 1-80: What is the proposed ratio of independent living senior housing units to assisted living units? (Weinberger 125)

Response 1-80: The number of assisted living and independent living units has been updated from a total 120 units in the DEIS to 114 units in the FEIS. The 114 units consist of 18 memory care studio units, 39 assisted-living studio units, 26 assisted living one-bedroom units, 23 one-bedroom independent living units and 8 two-bedroom independent living units.

Comment 1-81: For the Evergreen project, I am in favor of the assisted and independent living facility-provided it is only to be used as what it is intended for (seniors and it MUST be affordable to all seniors who have a desire to live in this facility. The 100 room hotel is not needed and it will change the appearance and character of our neighborhood and is not considered medial. Retail space is not needed. (Desarmo 148)

Response 1-81: Response 1-81: Evergreen Manor's Amended Plan has eliminated the 100-room hotel and the 30,000 square foot medical/dental laboratory and retail building. Consistent with Evergreen's initial base plan, the Amended Plan still includes (i) 114 units of assisted, independent living, and memory care units (ii) 166 rental apartments (iii) and 7,000 square feet of retail space. In lieu of the hotel and medical office/retail space, the Evergreen Manor FEIS Plan now includes 70 townhouses.

Comment 1-82: A hotel in a residential is concerning. This goes against the livelihood of this town. This town is established by families. I am concern with the safety of the families in this town. On a special report dated May 17, 2018 by NEWS 12 title "Slavery in Suburbia" shows how hotels across the Hudson Valley are being used for sex trafficking. The Greenburg Town Supervisor Paul Feiner explains on the report the efforts they are taking to resolve this issue by "training hotel workers on warning signs of human trafficking." Please refer to the report cited above. What measures are going to be taken to prevent crimes of this nature happening in this area? How are our children going to be protected? (Tavarez 170)

Response 1-82: Comment noted. In response to public comment, the MOD Development was revised to eliminate the hotel use.

Comment 1-83: If the hospital is not participating why is there a MOD district? (Desarmo 148)

Response 1-83: The hospital property is included in the Medical Oriented District. However, NYPH does not currently have an active MOD application in front of the Town.

Comment 1-84: The representative of the Evergreen and Gyrodyne projects have not sent in any revised plans. The only thing that was removed was a walking trail with regard to Orchard Lake. (Desarmo 148)

Response 1-84: Comment noted. Evergreen Manor's Amended Plan has eliminated the 100-room hotel and the 30,000 square foot medical/dental laboratory and retail building. Consistent with Evergreen's initial base plan, the Amended Plan still includes (i) 114 units of assisted, independent living, and memory care units (ii) 166 rental apartments (iii) and 7,000 square feet of retail space. In lieu of the hotel and medical office/retail space, the Evergreen Manor FEIS Plan now includes 70 townhouses.

Both the Gyrodyne Medical Office Site Plan and the Gyrodyne Alternative Mixed-Use Site Plan have been reduced from the original mixed-use plan analyzed within the DEIS. Both plans utilize a reduced development density/footprint and reduced overall building heights. Under the revised Gyrodyne Development Plan, the property line setbacks have been increased, the landscaped buffer areas enlarged, and natural areas preserved. Combined, these elements would create significant buffers and space between the Gyrodyne Project and the surrounding residential uses. The surface parking area proximate to Buttonwood Avenue would be entirely screened by deciduous and evergreen trees and not visible from the street. This combination of plant selection would provide for overlapping screening, as well as seasonal coverage.

Comment 1-85: It [the hotel] doesn't seem like it's necessary. It really doesn't. (DeBenedictis 188)

Response 1-85: Response 1-85: Evergreen Manor's Amended Plan has eliminated the 100-room hotel and the 30,000 square foot medical/dental laboratory and retail building. Consistent with Evergreen's initial base plan, the Amended Plan still includes (i) 114 units of assisted, independent living, and memory care units (ii) 166 rental apartments (iii) and 7,000 square feet of retail space. In lieu of the hotel and medical office/retail space, the Evergreen Manor FEIS Plan now includes 70 townhouses.

Comment 1-86: What is the purpose of adding retail on 202?? Route 6 is right on the other side with more than enough retail for everyone. Yorktown the same and not far at all. As a matter of fact they are in the process of building new stores how in an already commercially designated zone. (Lomardi 086)

Response 1-86: Response 1-86: Evergreen Manor's Amended Plan has eliminated the 100-room hotel and the 30,000 square foot medical/dental laboratory and retail building. Consistent with Evergreen's initial base plan, the Amended Plan still includes (i) 114 units of assisted, independent living, and memory care units (ii) 166 rental apartments (iii) and 7,000 square feet of retail space. In lieu of the hotel and medical office/retail space, the Evergreen Manor FEIS Plan now includes 70 townhouses.

Comment 1-87: It is too big and it is not in line with the Master Plan with regard to the MOD district, and if the area is zoned residential it should stay residential and should be beneficial to the Town of Cortlandt, not the developers. (Desarmo 148)

Response 1-87: Comment noted. Evergreen Manor's Amended Plan has eliminated the 100-room hotel and the 30,000 square foot medical/dental laboratory and retail building. Consistent with Evergreen's initial base plan, the Amended Plan still includes (i) 114 units of assisted, independent living, and memory care units (ii) 166 rental apartments (iii) and 7,000 square feet of retail space. In lieu of the hotel and medical office/retail space, the Evergreen Manor FEIS Plan now includes 70 townhouses.

Both the Gyrodyne Medical Office Site Plan and the Gyrodyne Alternative Mixed-Use Site Plan have been reduced from the original mixed-use plan analyzed within the DGEIS. Both plans utilize a reduced development density/footprint and reduced overall building heights. Under the revised Gyrodyne Development Plan, the property line setbacks have been increased, the landscaped buffer areas enlarged, and natural areas preserved. Combined, these elements would create significant buffers and space between the Gyrodyne Project and the surrounding residential uses. The surface parking area proximate to Buttonwood Avenue would be entirely screened by deciduous and evergreen trees and not visible from the street. This combination of plant selection would provide for overlapping screening, as well as seasonal coverage.

Comment 1-88: There are possible medical benefits, but there is a lack of evidence supporting economic benefits. Take for example the empty storefronts in Beach Mall, Route 202 and Route 6. How can the MOD commercial properties survive frustrated consumers turned away by the influx of 1,000 additional cars traffic on a crowded Route 202? (Larish 152)

Response 1-88: In response to public comments, the commercial square footage of the MOD Development has been reduced. The revised plans include 4,000 sf

of commercial use on the Gyrodyne site which is proposed to be an internal cafe to service the needs of the employees and visitors of the medical offices. The revised Evergreen Manor plan eliminated 30,000 sf of commercial space. The approximate 7,000 square foot retail building that remains would be located along Crompond Road in close proximity to the hospital entrance and would be consistent with the accessory commercial uses envisioned for the MOD in the Town's Comprehensive Pan, *Envision Cortlandt*.

Comment 1-89: The Town of Cortlandt has so many vacant store fronts already on Rt. 202 (i.e., Toddville Plaza, Rt. 6 [i.e.-the old Shoprite], and the Beach Shopping Center. Is there a way to get these locations occupied before building more? (Dorsa 153)

We have so many pharmacies already, (i.e., CVS, Walgreens, Rite-Aide—all nearby), why would we need another pharmacy? They deliver to clients and have a drive-through at CVS. (Dorsa 153)

Response 1-89: In response to public comments, the applicants have revised their development plans to significantly reduce commercial uses within the MOD. The Gyrodyne site will include a maximum of 4,000 sf of café /eatery space internal to the medical office building that is intended to service patients, visitors, and employees. Evergreen Manor has eliminated the hotel use and reduced the commercial square footage proposed as part of the MOD Development Plan by 30,000 sf. A stand-alone 7,000 square foot building is the only commercial use that remains on the Evergreen Manor site.

Comment 1-90: The Town has allowed many new fast food restaurants to open in the past ten years. The Town has Smashburger, 5 Guys, Wendy's, Burger King, McDonald's, Chipotle, KFC, Salsa Fresca, Moe's, Panera, Applebees, and the many pizzerias to name a few! We do not feel the need for any more restaurants and especially fast food restaurants. This proposition would also be in the backyard of the residents on Lafayette Avenue. I am sure that the members of the board would not want a restaurant in their backyard with the noise, cars and smells of a restaurant after over 20 years of living with beautiful trees in their backyard. (Dorsa 153)

Response 1-90: Comment noted.

Comment 1-91: How will the Town ensure Trammel Crow (or the intended/designated manager of the assisted living facility) capacity to ensure the comfort, health and safety of assisted living residents at the onset and going forward? (Weinberger 125)

Response 1-91: To operate the facility, the Applicant will be required to meet all required Federal and State public health and safety regulations.

Comment 1-92: Where do Tom and Mandy Santucci the property owners currently live? That they feel so free to use these properties for this MOD. What town is their primary residence? (Dominguez 029)

Response 1-92: This comment is not relevant to SEQRA.

Comment 1-93: Were there any political contributions given from the developers or sellers to any of the panel members? If so to who, and how much? (Dominguez 029)

Response 1-93: This comment is not relevant to SEQRA.

Comment 1-94: He claims that we will have a pharmacy right here for the town when there is a cvs not even a mile from the sight a Walgreens a Acme pharmacy and a WALMART pharmacy again showing his ignorance of the community and insulting our intelligence. (Farina 065)

Response 1-94: Comment noted.

Comment 1-95: All of the key findings (proposed tax revenue, traffic impact and requirements) seem to be coming from the developer. Has the Board verified this information or are we taking it on the developers word and studies from the State. (Anderson 122)

Response 1-95: The Town has reviewed the studies included in the DEIS and requested the applicants to provide additional information where needed. A full traffic study of the proposed MOD Development Plan was completed and reviewed by the Town's traffic consultant. Where significant adverse impacts were identified the Town has requested the applicant modify the project to avoid or mitigate for the impacts.

Comment 1-96: [The stakeholders] saying the much needed revenue $4,000,000 dollars generated I say please there are 36,000 residents in the town divided by $4,000,000 is $111 dollars a citizen a small sum to pay for safety, integrity and quality of life. (Farina 065)

Response 1-96: Comment noted.

Comment 1-97: No matter what ultimately is approved for these projects, there's no question, traffic has to be addressed. And I think the proposals that they've recommended seem to be quite appropriate, and I, personally, would certainly endorse them. (Reber 004)

The MOD is a logical step in fulfilling many of the objectives of the Town’s Sustainable Comprehensive Master Plan. It will foster a dynamic mixed-use district that will improve traffic flow, be aesthetically pleasing and provide much-needed state-of-the-art medical and health care. In

addition, it will facilitate employment growth and augment the tax base. (HVGCC 033)

The MOD, as envisioned, will promote walkability with sidewalks and streetscaping. It will make health care more convenient and accessible for residents of the HVGCC service area. As our population ages and increasingly lives longer, the need for health care facilities and services will continue to grow over the coming decades. The MOD helps meet that need. (HVGCC 033)

The MOD will create well-paying jobs that will promote economic growth as these new employees patronize local businesses and help sustain them as they will soon be impacted by the closure of Indian Point. (HVGCC 033)

It's an excellent concept which will improve the town and attract new talent. (Castillo 038)

The MOD will make the Route 202 corridor a safer and more efficient; help to create nearly 200 permanent well-paying jobs; add $4 million annually to the Town's tax base; and entice newer more aesthetically pleasing state of the art medical and health care treatment facilities. (HVGCC 064)

There is a commitment of tens of millions in infrastructure investments that will yield safer streets, improve traffic flow and provide much needed sidewalks. (HVGCC 064)

The eventual construction of much needed rental apartments will allow many hospital employees to walk to work, which will eliminate some of the current vehicular traffic. (HVGCC 064)

HVGCC membership, as are you, is keenly aware of the coming closure of Indian Point and the negative impact it will have on the tax base and local employment. By establishing the MOD, the Town can offset some of that revenue loss and create nearly permanent 200 jobs, in addition 700 construction jobs (HVGCC 064)

The MOD will help create a continuum of care center that will allow Cortlandt residents to remain near their friends, neighbors and relatives during times of health emergencies, extended medical treatment or care and as they age and require assisted living facilities. (HVGCC 064)

I am in favor of the MOD. (Guida 147)

The availability of state of the art healthcare is at our doorstep and I believe that approval of the MOD will greatly enhance existing resources. (Quartuccio 193)

We can ‘mitigate’ our hearts out, and the physical, environmental, and actual, damage of construction vehicles and hundreds of cars polluting our roads and air, chewing up our roads, clogging our traffic, for 18

months to 5 years and beyond, it not sully quantifiable, but it is imaginable and it is a nightmare. (Sander 137)

Response 1-97: Comment noted.

Comment 1-98: The impact on schools will be just as great as the traffic with the number of people jammed into this sight. (Farina 065)

Response 1-98: Comment noted.

Comment 1-99: Shopping, entertainment and restaurants abound in Peekskill and on 202 and Route 6. (Cusick 066)

Response 1-99: Comment noted.

Comment 1-100: Also why hasn't New York Presbyterian weighed in on the MOD plans and how it will effect healthcare and is expansion in their 5-10 year plan? Healthcare companies just want to ensure that they have the lions share of the patients and take over an area. That doesn't mean that the level of care gets better. (Michael 068)

Response 1-100: Comment noted. The Town will review any specific application submitted by the hospital. At this time, the Town has not received an application from NYPH.

Comment 1-101: believe that the impact on the environment is difficult to predict with a project of this magnitude. As an example, the area has completely changed surrounding the golf driving range and storage complex in Yorktown off of Lexington. (and that is small) (Michael 068)

Response 1-101: Comment noted.

Comment 1-102: Where was MOD concept developed? (Parish 074)

Response 1-102: The MOD concept originated as part of the Town's 2016 Comprehensive Plan update.

Comment 1-103: Is it true or just a coincidence that the MOD rezoning is a way to alleviate the Hendricks Hudson district tax impact for the closing of the Indian Point Nuclear Plant at the cost of the Lakeland district? (Parish 074)

Response 1-103: The MOD concept originated during the Town's 2016 Comprehensive Plan update. The MOD concept was developed prior to the announcement of the closure of Indian Point. The proposed MOD properties are not located in the Hendrick Hudson school district taxing jurisdiction.

Comment 1-104: Has the MOD rezoning been voted on and a done deal at this time? Has Cortlandt Manor already committed to the developers that this rezoning would be passed and is the development imminent? (Parish 074)

Response 1-104: The MOD Zoning and proposed development plans have not been voted on at this time. Any proposed new zoning legislation such as MOD must be approved by the Town Board. The applicants have applied to the Town Board for a rezoning and to the Planning Board for site plan approval. The establishment of the MOD zoning district is currently under consideration by the Town Board. Before the Town Board can consider adopting any new zoning, an environmental review of the proposed zoning conducted in accordance with the State Environmental Quality Review Act (SEQRA) must be completed. This review would include the completion of an environmental impact statement with a public comment period. The environmental impact statement studies the potential for the proposed action in this case, the MOD Zoning and proposed development plans, to result in significant environmental impacts.

Comment 1-105: Multi-Family Residential Buildings: The rezoning, in order to allow for multi-family buildings, and high rise buildings will have similar impacts as the Hotel and Restaurants. (Parish 074)

Response 1-105: Comment noted. Note that the all-medical Gyrodyne Site Plan would not construct any residential buildings. The Gyrodyne Alternative Site Plan has been reduced in size and scope by approximately 20% (residential unit count reduced from 200 to 160).

In response to comments made during the DGEIS/DEIS public hearings and comment period, VS Construction has proposed modifications to the Evergreen Manor Project that include the elimination of the proposed hotel and the proposed commercial building comprised retail use and medical/dental lab space.

Consistent with the Goals of MOD in the Town's 2016 Comprehensive Plan Envision Cortlandt, the Proposed Projects have been designed to provide "opportunities for mixed-use housing developments that could include continuum of care for senior residents around the New York Presbyterian Hudson Valley Hospital on Route 202" (Policy 36).

Comment 1-106: Living spaces - are they for rent or purchase? (Parish 074)

Response 1-106: For the Evergreen Manor Project, the townhouses shown on the FEIS Plan are proposed to be for-sale units. All other residences (166 apartments, independent living, and assisted living are planned as rentals). The 200 apartment units proposed on the Gyrodyne site have been eliminated.

Comment 1-107: What are the qualifications to buy or rent and who can qualify? (Parish 074)

Response 1-107: The operators of the residential components will comply with any local residency or qualification requirements under the MOD. It is proposed that the units would be open to all applicants irrespective of current residency. To the extent possible, the Applicant intends to provide Town residents with early notification once it is possible to take reservations for units

Comment 1-108: How will they maintain or improve our remaining privacy and quality of life? (Edwards 028)

Response 1-108: On the Gyrodyne site, the building setbacks to the adjoining residential properties have been significantly increased from the DGEIS Plan to the current Medical Office Site Plan and Alternative Mixed-Use Site Plan. The DGEIS multi-family residential building was proposed with a 29.7-feet property line setback; the proposed medical office building from the revised Gyrodyne Medical Office Site Plan will have a property line setback of 174.5-feet to the south bordering residential property. In addition, compared to the DGEIS Plan, landscape buffers are significantly expanded and preserved to the Buttonwood Avenue homes adjacent to Orchard Lake. The proposed landscape buffers are approximately 18 times greater than the DGEIS Plan. On the Evergreen site, a 25-foot wooded buffer would be maintained around the site and landscaping would be provided to soften view of the buildings from the surrounding areas. In addition, due to existing topography, the buildings on the Evergreen site would be located at a lower elevation than the surrounding residential neighborhoods reducing the potential for views into the residential neighborhoods surrounding the site. With the wooded buffer, landscaping, and the intervening topography the site would also be partially screened from the existing residential neighborhoods.

Comment 1-109: On behalf of over 1,000 members of the Board Council of Westchester, this letter serves to express the Council's support for the establishment of the medical-oriented district, the MOD, in the Town of Cortlandt. (Peters 112)

Response 1-109: Comment noted.

Comment 1-110: What will the costs be to purchase or rent? (Parish 074)

Response 1-110: For the Evergreen Manor Project, the apartment rental rates for the 166-unit building proposed for the Evergreen Manor Project are intended to market-rate. The rents are anticipated to be structured as follows: studios will range between $1,900 to $2,100; one-bedroom units will range $2,300 to $2,500; two-bedroom units will range $2,700 to $3,100. The price townhouses, the independent living and assisted living components

are not available at this time but would be consistent with similar developments in the surrounding area.

Comment 1-111: By rezoning, the hotel, restaurant and multi Family residences will be allowed to tap into Cortlandt Manor resources. The need and use of Cortlandt Manor resources will increase due to the nature of the requirements of the larger facilities being constructed. How will Cortlandt Manor be compensated for the usage of and the needed expansion of these resources? (Parish 074)

Response 1-111: All proposed new development will be assessed recreation fees and special district will be established to fund improvements and maintenance such stormwater, lighting, etc.

Comment 1-112: Patient care has changed and the thrust now is for hospitals to increase outpatient services and same day surgery. Gone are the days for long inpatient stays. Who can afford to stay in a hotel while loved ones are hospitalized? There are already hotels in the area approximately 10 minutes from the hospital in the event a person finds it necessary to stay overnight. (Viola 089)

Response 1-112: Evergreen Manor's Amended Plan has eliminated the 100-room hotel and the 30,000 square foot medical/dental laboratory and retail building. Consistent with Evergreen's initial base plan, the Amended Plan still includes (i) 120 units of both assisted and independent living proposed by the national developer Trammell Crow Company, (ii) 166 rental apartments proposed by the Hudson Park Group that will provided needed housing options for town residents and the medical and associated workforce from the New York Presbyterian Hudson Valley Hospital and MOD components, (iii) and 7,000 square feet of retail space that could accommodate a restaurant or other commercial space. In lieu of the hotel and medical office/retail space, the Amended Plan now includes 70 townhouses.

Comment 1-113: At the January 14, 2020 meeting the Attorney representing one of the developers presented a petition of 100 signatures to the Town Board in favor of this invasion, who are they? Do they live in Cortlandt Manor? Are they being directly impacted by this invasion? Do they work for the developers? Do they live on the Evergreen Manor property? (Viola 089)

Response 1-113: The petition would have been submitted to the Town and available for public inspection from the Town Clerk's office.

Comment 1-114: Who votes and when for the approval of the project going forward? (Gurdineer 092)

Response 1-114: The Town Board will vote on the rezoning application and the Planning Board will vote on the site plan application. The Town Board as Lead Agency will conduct the required environmental review under the State Environmental Quality Review Act.

Comment 1-115: The reference on Page 18-5 to the SPDES General Permit should be revised to cite the correct general permit name and number: the SPDES General Permit (GP-0-15-002) for Stormwater Discharges from Construction Activity. (NYSDEC 095)

Response 1-115: Comment noted. The DGEIS/DEIS will be corrected to cite the correct general permit name and number.

Comment 1-116: The parcels that are located in the MOD are outside of NYC's Watershed and not in close proximity to the aqueduct. As such, DEP has no further comment. (NYCDEP 096)

Response 1-116: Comment noted.

Comment 1-117: Pedestrian bridges over roadways are also not always a desirable public good since they can decimate streetscapes by removing pedestrian activity as a way to prioritize vehicular traffic. (WCPB 099)

Response 1-117: Comment noted.

Comment 1-118: For both site plans, we recommend that the site layout consolidate the buildings to be near each other, and be placed along the edge of the new streets that are proposed within the properties. (WCPB 099)

Response 1-118: Comment noted. The overall development footprint on the Gyrodyne site has been reduced by approximately one acre, resulting in a more compact overall development program. With regards to the Evergreen Manor site, the proposed building pads have been sited on the plans based on the existing topographic conditions and proposed grades in order to accommodate vehicular access, parking and other features such as stormwater facilities.

Comment 1-119: We also suggest considering a different placement of buildings on the Evergreen site. While all of the buildings should be moved closer together to improve the synergy between the proposed uses, we recommend that consideration be given to locating the hotel along Crompond Road, since it would improve visibility (and reduce the walking distances for hotel guests to NYPH, bus stops, and other commercial uses). (WCPB 099)

Response 1-119: In response to comments made during the DGEIS/DEIS public hearings and comment period, VS Construction has proposed modifications to the Evergreen Manor Project that include the elimination of the proposed

hotel and the proposed commercial building comprised retail use and medical/dental lab space.

Comment 1-120: Has the Environmental Impact Statement for the MOD been completed? (Fitzgerald 020)

Response 1-120: The DGEIS has been accepted as complete by the Town of Cortlandt. The current step is the preparation of a FGEIS (Final Generic Environmental Impact Statement).

Comment 1-121: We also recommend that the residential building proposed· for the Evergreen be oriented to the street. As it is shown on the plans, the building entrance would be in the rear of the building, where the parking lot is located. As a result, the pedestrian route to and from the residential building is especially circuitous. (WCPB 099)

Response 1-121: In addition to the entry point from the rear parking lot, an entry is proposed at the south west end of the building facing the Evergreen Manor entry drive.

Comment 1-122: While the MOD regulations call for reducing "the visual prominence of large parking lots," both site plans feature large parking lots that will be highly visible across each site. We suspect that part of the reason for this is the inflexible parking requirements established in the MOD zoning that do not appear to allow shared parking or any incentives to reduce parking. (WCPB 099)

Response 1-122: Comment noted. Based on the proposed development programs, a significant number of parking spaces is required.

Comment 1-123: The Town should require the applicants to verify that there is sufficient space within each development to accommodate the expanded County recycling program that includes plastics with numbers 1 through 7. County regulations for recycling may be found at: http://environment.westchestergov.com. (WCPB 099)

Response 1-123: Comment noted.

Comment 1-124: In their own paperwork, the company does not intend to develop the properties, but rather to commit resources to position the properties for sale... So they plan on selling the project… But if you're not going to be here to run the property afterwards, maybe you don't mind what problems develop from your high expectations of your project. (McGuire 103)

Response 1-124: Comment is speculative in nature. Regulations associated with the development and operation of any property within the MOD would apply to the subject property regardless of ownership or management entity.

Comment 1-125: One of the representatives [Gyrodyne] spoke at the planning board meeting and mentioned that they had spoken to a small group of us from Buttonwood, and that we're on board with the project… the scoping and the size of it that it is now, and I can assure you that's not the case. (Russo 104)

Response 1-125: In response to community and Town Board input made during the DGEIS public hearing and comment period, the revised Gyrodyne Development Plan proposes a reduction in the size and scale of the buildings: The Phase I Development Plan replaces the previously proposed 4-story (60-foot) medical office building with a 3-story (45-foot) medical office building. The Phase II Development Plan replaces the previously proposed 5-story (60-foot) multifamily building with a 3-story (45-foot) medical office building.

Comment 1-126: As State Law says, you must look at different factors, as we are changing the use of a property. Is this property capable of earning potential for the owners without this development change, without this use change? Is the property being affected unique, uncommon circumstance? Does this alter the essential character of this neighborhood? …I think all those are yes. …I don't think a use change would be granted if this was to go through a different board or a different process, if it wasn't part of this MOD district that's being proposed. (Walsh 105)

Response 1-126: The existing site contains 30,000 sf of medical uses and is located directly across the street from an existing hospital campus. Based on public comment, the Gyrodyne application has been revised to medical office only with a small amount (4,000 sf) of accessory retail space for a café/restaurant space to service the medical offices.

Comment 1-127: Better integration of care... I don't see how the MOD gets us there. The availability and the additional services are really important. It's necessary, but not sufficient, to achieve better integration of care. So building stuff doesn't get better care, doesn't lower costs, doesn't improve patient outcomes. (Weinberger 106)

Response 1-127: The MOD will provide Class A medical space which is in demand and limited in the surrounding area. An overall trend in healthcare over the past years been that the industry is becoming more consumer-oriented. Class A medical office space is more efficient, provides better technology features that are necessary to support modern medical practices, offers better access, and incorporates amenities such as relaxing common spaces, gardens, and cafes within the medical facility to better integrate services and care.

Comment 1-128: Who's going to do it [types of services to improve high quality care]? How is the hospital involved? How about the existing providers that will

be expanded and the existing offices? How is it that social services and medically supported services are going to be added? That's possibly a town function. It's possibly a hospital function. It's possibly a private function. It's not a function of what we build. (Weinberger 106)

Response 1-128: Question is related to specific medical care fields and operations. At this stage in the SEQRA process, it is premature to speculate about the exact mix of medical providers and services provided. The MOD is intended to allow a full-range of medical services to operate in close-proximity to significant medical institutions and resources.

Comment 1-129: I think we need a very specific way to assess the decline in property values of plunking down a large commercial entity in the midst of residential neighborhoods. And how much is that going to hurt us? (Weinberger 106)

Response 1-129: The MOD is proposed to be located on a State highway in the immediate vicinity of an existing hospital center and medical office complex. There is no anticipated impact on property values from the MOD. However, property values are dependent on many factors including the physical appearance of the property and its location. Home values typically increase when there are substantial services to support homes in the neighborhood such as walkability, hospitals, and shopping.

Comment 1-130: As of right now, Town of Cortlandt has so many vacant buildings, vacant properties. That's what we need fixed at this point, not making new ones. (Rivera 107)

Response 1-130: Comment noted.

Comment 1-131: At this time myself and my neighbors intend to request a "permissive referendum" or a "super vote" on the MOD proposal. We are in the process of obtaining signatures and request the town attorney to advise us as to the rules regarding the acceptability of and total number of signatures needed. (Russo 133)

Response 1-131: Comment noted. The Town Attorney's office represents the Town as a municipal corporation.

Comment 1-132: Myself and my neighbors are intending to request either a permissive referendum and/or a super vote on the MOD proposal. We're in the process of obtaining signatures and we request that the town attorney advise us as to the rules regarding the acceptability and the total number of signatures needed. (Russo 189)

Response 1-132: Comment noted. The Town Attorney's office represents the Town as a municipal corporation.

Comment 1-133: With a concern of a return of COVID 19, would you consider putting the brakes on this? As mentioned by a community member, many people are still trying to recover in a variety of ways from the first round of COVID 19. (Anonymous 201)

Response 1-133: Comment noted. COVID 19 affected the schedule and timing of the FEIS preparation.

Comment 1-134: I envision Cortlandt differently than the MOD. I envision green space and less concrete. (Fitzgerald 108)

Response 1-134: Comment noted.

Comment 1-135: I know the applicant had mentioned a pharmacy... We have one. It's CVS in Peekskill, right around the corner. We don't need to add more. (Mayes 109)

Response 1-135: Comment noted.

Comment 1-136: If you're going to build high density housing, it should take transit-oriented housing. You should have housing where people can commute easier to the city. (Mayes 109)

Response 1-136: Comment noted.

Comment 1-137: I believe I saw most of [the housing] units were one-bedroom units. This is a family-oriented community, and we need more family-oriented housing. (Mayes 109)

Response 1-137: The unit mix has been developed to respond to existing market conditions, while taking into account potential community service impacts, such as number of school children generated on-site.

Comment 1-138: [The Gyrodyne engineers] had mentioned that they would be able to increase the buffer between the parking and the house that abuts that parking by about 10 feet. (Cassidy 115)

Response 1-138: Comment noted. Both the Gyrodyne Medical Office Site Plan and the Gyrodyne Alternative Mixed-Use Site Plan have been reduced from the original mixed-use plan analyzed within the DGEIS. Both plans utilize a reduced development density/footprint and reduced overall building heights. In response to community input, the Gyrodyne building setbacks to the adjoining residential properties have been significantly increased from the DGEIS Plan to the current Medical Office Site Plan and Alternative Mixed-Use Site Plan. The DGEIS multi-family residential building was proposed with a 29.7-feet property line setback; the proposed medical office building from the revised Gyrodyne Medical Office Site Plan will have a property line setback of 174.5-feet to the

south bordering residential property. In addition, compared to the DGEIS Plan, landscape buffers are significantly expanded and preserved to the Buttonwood Avenue homes adjacent to Orchard Lake. The proposed landscape buffers are approximately 18 times greater than the DGEIS Plan.

Comment 1-139: We [the Buttonwood residents] are not in favor of this foot path so that people can walk around and stare into our backyards. (Cassidy 115)

Response 1-139: Responding to input provided by Buttonwood Avenue residents, the proposed walking paths and environmental education area around Orchard Lake have been removed from the revised Gyrodyne Development Plan. No new recreational improvements to this area are proposed.

The stormwater management plan would include several mechanisms for improving water quality, including structural water quality pretreatment units as well as vegetated bioswales and permeable pavement. The integrated stormwater management approach provides a combination of stormwater pre-treatment techniques consistent with New York State Department of Conservation Stormwater Management Design Manual. The multiple techniques utilized will permit the pre-treatment of stormwater prior to the discharge into Orchard Lake by reducing floatable debris, Phosphorus, Nitrogen, some metals, and pathogens. Additionally, the integration of permeable pavements reduces the volume of snow melt products thereby reducing discharge into Orchard Lake.

Comment 1-140: The Fifth and Fourteenth Amendment is due process, which says that no government or federal -- federal government or state government has the right to encroach on life, liberty, and property of a person or group of citizens. I don't believe it refers to real estate developers. So I don't think you owe them a due process. You owe them the courtesy of looking at the plan, but you don't owe them a due process. (Farina 116)

Response 1-140: Comment noted.

Comment 1-141: You're looking at a high-rise development, higher than [the residential properties]. The winds blowing are going to impact the whole area in case of any kind of difficulty. (Kahn 117)

Response 1-141: Comment noted.

Comment 1-142: Noise and Light Pollution - Restaurants, Hotel, Apartments, Parking Lots, Commercial Buildings, etc., will all give off tremendous, disturbing amount of light and noise 24/7. (Sanders 121)

Response 1-142: Comment noted.

Comment 1-143: I think that the proposals are way too big at one time for the major road, the corridor, for the residential neighborhood. (Puglisi 181)

Response 1-143: The proposed Evergreen Manor and Gyrodyne Site Plan and Alternative Site Plan have been modified in direct response to community and Town Board input, with significant reductions in the size and scope of the proposed development program. Comparing the revised Site Plan to the DGEIS Plan, Evergreen Manor has eliminated the hotel, reduced the commercial square footage by 23,000 sf, and decreased the number of residential units to 236 units. The overall Gyrodyne development footprint has been reduced by approximately 43,560 square feet (1 acre). Phase I of the Gyrodyne Site Plan replaces the previously proposed 4-story (60-foot) medical office building with a 3-story (45-foot) medical office building. Phase II of the Gyrodyne Site Plan replaces the previously proposed 5-story (60-foot) multifamily building with a 3-story (45-foot) medical office building. The Alternative Mixed-Use Plan would employ similar building heights, including a 3-story (45-foot) medical office building and a 4-story (45-foot) residential building. The development program has also been reduced to eliminate all proposed recreational improvements, while also further reducing impacts to Town-delineated wetlands.

Comment 1-144: I think that on the 13.8 acres of lands, the hundred thousand square foot medical and the 200-unit buildings is far, far too big as has been mentioned before. And I haven't seen them reach out or try to make changes in their plans for the town or reach out to any of the citizens to make changes in those plans. (Farina 182)

Response 1-144: The proposed Evergreen Manor and Gyrodyne Site Plan and Alternative Site Plan have been modified in direct response to community and Town Board input, with significant reductions in the size and scope of the proposed development program. Comparing the revised Site Plan to the DGEIS Plan, Evergreen Manor has eliminated the hotel, reduced the commercial square footage by 23,000 sf, and decreased the number of residential units to 236 units. The overall Gyrodyne development footprint has been reduced by approximately 43,560 square feet (1 acre). Phase I of the Gyrodyne Site Plan replaces the previously proposed 4-story (60-foot) medical office building with a 3-story (45-foot) medical office building. Phase II of the Gyrodyne Site Plan replaces the previously proposed 5-story (60-foot) multifamily building with a 3-story (45-foot) medical office building. The Alternative Mixed-Use Plan would employ similar building heights, including a 3-story (45-foot) medical office building and a 4-story (45-foot) residential building. The development program has also been reduced to eliminate all proposed recreational improvements, while also further reducing impacts to Town-delineated wetlands.

Comment 1-145: As far as all that open space and amphitheaters and stuff like that, you are just going to take away good land, probably clear-cut the thing and make it look like a bombing. You went through there and you'll kill everything that's alive in that whole piece of property. You know, it needs to be scaled down some. (DeBenedictis 188)

Response 1-145: Comment noted.

Comment 1-146: This development should not be permitted to be without considerable improvement. (Soyka 192)

Response 1-146: The proposed Evergreen Manor and Gyrodyne Site Plan and Alternative Site Plan have been modified in direct response to community and Town Board input, with significant reductions in the size and scope of the proposed development program. Comparing the revised Site Plan to the DGEIS Plan, Evergreen Manor has eliminated the hotel, reduced the commercial square footage by 23,000 sf, and decreased the number of residential units to 236 units. The overall Gyrodyne development footprint has been reduced by approximately 43,560 square feet (1 acre). Phase I of the Gyrodyne Site Plan replaces the previously proposed 4-story (60-foot) medical office building with a 3-story (45-foot) medical office building. Phase II of the Gyrodyne Site Plan replaces the previously proposed 5-story (60-foot) multifamily building with a 3-story (45-foot) medical office building. The Alternative Mixed-Use Plan would employ similar building heights, including a 3-story (45-foot) medical office building and a 4-story (45-foot) residential building. The development program has also been reduced to eliminate all proposed recreational improvements, while also further reducing impacts to Town-delineated wetlands.

Comment 1-147: We want traffic improved. We want development that's appropriate for this community. We do not want over development. (Becker 199)

Response 1-147: Comment noted.

Comment 1-148: I ATTENDED THIS ([June Public Hearing] MEETING LOOKING FOR CHANGE..... NOTHING HAS CHANGED. (Anonymous 201)

THIS IS WAY TOO BIG! (Anonymous 201)

Where is the downsize in plan?? (Anonymous 201)

why were there no changes made from the january meeting as to scaling down the size of this?? (Anonymous 201)

Mr Becker just said this will go back to the developers to scale down the size in response to the residents, wasn't that said at the january meeting?? (Anonymous 201)

so many residents have expressed that the MOD as now presented is too large. Why has there been no modifications to reduce the size and scope and be presented? (Roth 202)

Response 1-148: The proposed Evergreen Manor and Gyrodyne Site Plan and Alternative Site Plan have been modified in direct response to community and Town Board input, with significant reductions in the size and scope of the proposed development program. Comparing the revised Site Plan to the DGEIS Plan, Evergreen Manor has eliminated the hotel, reduced the commercial square footage by 23,000 sf, and decreased the number of residential units to 236 units. The overall Gyrodyne development footprint has been reduced by approximately 43,560 square feet (1 acre). Phase I of the Gyrodyne Site Plan replaces the previously proposed 4-story (60-foot) medical office building with a 3-story (45-foot) medical office building. Phase II of the Gyrodyne Site Plan replaces the previously proposed 5-story (60-foot) multifamily building with a 3-story (45-foot) medical office building. The Alternative Mixed-Use Plan would employ similar building heights, including a 3-story (45-foot) medical office building and a 4-story (45-foot) residential building. The development program has also been reduced to eliminate all proposed recreational improvements, while also further reducing impacts to Town-delineated wetlands.

Comment 1-149: Specifically, what are the benefits for the existing families in Cortlandt. We don't benefit from a hotel or additional housing units or expanded medical offices. (Anderson 122)

Response 1-149: The MOD is one of four key planning strategies presented in Chapter 2, Commercial Land Use & Economic Development of Envision Cortlandt. This strategy would create a MOD that builds on the existing medical institutions in Town including the New York Presbyterian Hudson Valley Hospital Center. The goal of the MOD is to encourage economic development and provide a range of housing options that allow for a continuum of care (aging in place) by centralizing medical services and ancillary uses around the hospital. In response to comments made during the DGEIS/DEIS public hearings and comment period, VS Construction has proposed modifications to the Evergreen Manor Project that include the elimination of the proposed hotel and the proposed commercial building comprised retail use and medical/dental lab space.

Comment 1-150: The Planning Board felt the project, in general, is too dense for Cortlandt. The Planning Board questioned where the "medical" was in the medical oriented district and felt that the amount of medical office and related medical uses, which were supposed to be the central theme of the MOD as described in the 2016 Sustainable Comprehensive Master Plan, were being overshadowed by other uses. (PlanningBoard 124)

Response 1-150: In response to public comments, the MOD Development Plans have been revised to reduce the number of residential units and increase the proposed medical uses. Specifically, the Gyrodyne proposal was revised to eliminate all residential uses and increase medical office uses to 186,400 sf of Class A medical space. The Evergreen Manor Plan was revised to remove the hotel, reduce commercial square footage from 30,000 to 7,000 sf, and reduce the total number of residential units to 236 units. The number of assisted living and independent living units has been updated from a total 120 units in the DEIS to 114 units in the FEIS. The 114 units consist of 18 memory care studio units, 39 assisted-living studio units, 26 assisted living one-bedroom units, 23 one-bedroom independent living units and 8 two-bedroom independent living units. The proposed unit mix in the multifamily apartment building has also been adjusted to 132 one-bedroom/studio units and 34 two-bedroom units. The footprints of the apartment and assisted living and independent living buildings remain unchanged.

Comment 1-151: Over 50% of the proposed district development is non-medical. The applicants should explain and justify the high percentage of non-medical uses and specifically confirm the demand for a restaurant and hotel in a proposed "Medical Oriented District". (PlanningBoard 124)

Response 1-151: In response to comments made during the DGEIS/DEIS public hearings and comment period, VS Construction has proposed modifications to the Evergreen Manor Project that include the elimination of the proposed 100-bed hotel and the and the 30,000 square foot medical/dental laboratory and retail building. In lieu of the hotel and medical office/retail space, the Amended Plan now includes 70 townhouses. Consistent with the initial base plan, the Amended Plan still includes 120 combined units of independent and assisted living. These components of the Evergreen Manor Project achieves a greater balance of complimentary uses that would be permitted in the draft MOD Zoning Ordinance. The Applicant is also proposing to reduce the amount of commercial/retail space to a 7,000 square foot building in closer proximity to the hospital. In addition, Gyrodyne has proposed modifications to the project that include eliminating the residential uses on the site and increasing the medical office uses from 100,000 sf to 186,400 sf including a 4,000 sf cafe space internal to the medical office building to service employees and visitors.

Comment 1-152: The two sites seem to be completely disconnected from each other. The proposed site plans are too inward looking and don't create a sense of community. The Planning Board supports the County Planning Board's comments that the applicants should consider methods to create interconnected campuses, e.g. a consolidated application, that encourages pedestrian and bicycle connections, moves the buildings closer together, minimizes the visibility and amount of parking and orients the buildings

more towards the street. The Board would like the applicants to explain how they can create a better interconnected, pedestrian friendly complex rather than two (2) disjointed applications that both seek to maximize the uses permitted by the MOD. (PlanningBoard 124)

Response 1-152: Comment noted. Based on MOD setback requirements, existing natural resources (i.e., wetlands), along with community input with respect to design and layout, the current MOD projects have attempted to carefully balance these elements and site constraints. Topographic constraints and the existing wetlands on the Evergreen Manor Project Site inhibit moving the proposed buildings closer to Crompond Road. A linkage will be provided with a new sidewalk connection along Route 202/35/Crompond Road to facilitate pedestrian travel between the two development sites and by way of new crosswalks that lead to the NYPH.

Comment 1-153: The Board requests the applicants analyze providing larger buffers to Tamarack, Buttonwood and Lafayette. The 25' buffer in the proposed MOD zoning to buffer the MOD from existing adjacent residential units is too low. (PlanningBoard 124)

Response 1-153: The proposed 25-foot buffer represents one method of providing visual separation for the proposed projects. Views to the Evergreen Project Site from Tamarack Avenue and from the Gyrodyne Site from Lafayette Avenue are also limited by the existing vegetation and intervening topography. The proposed buildings on the Evergreen Manor Project Site have been set over 200 feet from the adjacent residential properties and topographical changes between the adjacent neighborhood and the proposed buildings combined with the proposed landscaping, featuring evergreen trees and shrubs, partially obscure lower levels of the proposed buildings. Existing vegetation that would remain along the Evergreen Manor Project Site perimeter and proposed landscaping would further screen views of the proposed buildings. Additionally, proposed architecture featuring a neutral color palette, sloping or varying roof lines, articulated façade elements, well-spaced windows and architectural detailing are proposed to break up the massing of the various buildings.

Under the revised Gyrodyne Development Plan, the property line setbacks have been increased, the landscaped buffer areas enlarged, and natural areas preserved. Combined, these elements would create significant buffers and space between the Gyrodyne Project and the surrounding residential uses. The surface parking area proximate to Buttonwood Avenue would be entirely screened by deciduous and evergreen trees and not visible from the street. This combination of plant selection would provide for overlapping screening, as well as seasonal coverage.

Comment 1-154: The Board requests the sites include more specific cultural and fitness oriented amenities including public gardens, as well as a guarantee of high-speed internet access (PlanningBoard 124)

Response 1-154: The revised Gyrodyne Site Plan is designed as an integrated site with several public outdoor spaces, including MOD Green 1 and 2 and the wellness plaza. MOD Green 1 and 2 will be a landscaped open space gathering area, while the wellness plaza will serve as a multi-functional space for cultural and seasonal events, such as outdoor markets or other community programming. The medical office building will also contain a green rooftop terrace that in addition to providing pre-treatment and reduction of stormwater runoff also serves as additional public open space. The Evergreen Manor Project proposes a network of sidewalk paths both internally and along Crompond Road to provide passive recreation opportunities in and around the site. Other amenities will be reviewed during the specific site plan review process for each parcel.

The Applicants will work with the local telecommunication utility companies regarding the availability high speed internet access within the Evergreen Manor Project Site.

Comment 1-155: The applicants should justify that there is sufficient demand for the proposed residential units? Who are the units being marketed too? The applicant should explain, in the FEIS, their marketing efforts and confirm that they are broad enough to ensure a diversity of future residents. (PlanningBoard 124)

Response 1-155: The Evergreen Manor project features a 166-unit apartment building with a mix of studio, one-bedroom and two-bedroom layouts to attract renters and 70 for sale townhomes. The residential density of the proposed development has been designed in compliance with the proposed MOD Zoning Ordinance. In response to public comment, the 200-unit apartment building within the Gyrodyne Project has been eliminated.

Comment 1-156: The Planning Board recommends a minimum of 10% of the proposed units meet the Westchester County definition of affordable. (PlanningBoard 124)

Response 1-156: In accordance with Town requirements, up to ten percent of the multifamily and townhouse dwelling units would be designated as affordable. Per the Cortlandt Zoning Code an affordable unit is defined as: A housing unit available for purchase or rent that costs no more than 30% of the gross monthly household income of a household whose income is below 80% of the Westchester County median income as determined by the Westchester County Planning Department at the time the unit is sold or rented. In the case of a housing unit for sale, costs include mortgage, taxes, insurance and condominium or association fees, if any. In the case of a housing unit for rent, costs include rent and utilities.

Comment 1-157: An alternative should be considered that restricts the MOD development to the area opposite the NY Presbyterian Hospital (medical office/lab/assisted living on that site) and utilizes the Evergreen Manor property for the residential and other appropriately scaled commercial uses so as to be more in keeping with the surrounding residential areas. (PlanningBoard 124)

Response 1-157: Evergreen Manor Project's Amended Plan has eliminated the 100-room hotel and the 30,000 square foot medical/dental laboratory and retail building. Consistent with Evergreen's initial base plan, the Amended Plan still includes (i) 120 units of both assisted and independent living (ii) 166 rental apartments (iii) and 7,000 square feet of retail space that could accommodate a restaurant or other commercial space. In lieu of the hotel and medical office/retail space, the FEIS Plan now includes 70 townhouses.

Comment 1-158: The Planning Board would like the applicants to analyze an alternative that provides a true continuum of Care Retirement Community defined as "residential alternatives for adults that offer, under one contract, an independent living unit (an apartment or cottage), residential amenities and access to a continuum of long-term care services, as residents' health and social needs change over time" (PlanningBoard 124)

Response 1-158: The Applicant has contracted with Trammell Crow Company to develop the proposed Independent living and assisted living facility, which would be operated by its partner Chelsea Senior Living. Independent living apartments are included in the proposed plan. However, residents with higher care needs will need to be transferred to a nursing home of their choice. Trammell Crow/Chelsea will not be offering skilled nursing services, as they will not be licensed to do so. The facility is not proposed as a Continuing Care Retirement Community (CCRC). The Evergreen Manor Project provides several housing options including market rate apartments, townhouses, independent living, and assisted living with memory care.

Comment 1-159: Who actually – how much would the rent be, who is actually able to afford that? (Weaver 194)

Response 1-159: As discussed in Envision Cortlandt, median value of owner occupied housing units based on the US Census Bureau, American Community Survey 5-year estimates is the median monthly owner costs of housing units with a mortgage in the Town of Cortlandt is $3,030 (Table 3-1, p42). Rents for the 166 apartments are anticipated to be as follows: studios will range between $1,900 to $2,100; one-bedroom units will range $2,300 to $2,500; two-bedroom units will range $2,700 to $3,100. In lieu of the hotel and medical office/retail buildings, the FEIS Plan now includes 70 townhouses. Pricing for the independent living and assisted living, and

the for-sale townhouses are not available at this time; however, it is anticipated that pricing would be comparable to other similar developments in the surrounding area.

Comment 1-160: I'd like to understand the difference between an average mortgage rate in this area versus what the apartments are going to be going for. And if they're also targeting employees of the hospital, would the employees' salary actually be able to afford these places. (Weaver 194)

Response 1-160: As discussed in Envision Cortlandt, median value of owner occupied housing units based on the US Census Bureau, American Community Survey 5-year estimates is the median monthly owner costs of housing units with a mortgage in the Town of Cortlandt is $3,030 (Table 3-1, p42). Rents for the 166 apartments are anticipated to be as follows: studios will range between $1,900 to $2,100; one-bedroom units will range $2,300 to $2,500; two-bedroom units will range $2,700 to $3,100. In lieu of the hotel and medical office/retail buildings, the FEIS Plan now includes 70 townhouses. Pricing for the independent living and assisted living, and the for-sale townhouses are not available at this time; however, it is anticipated that pricing would be comparable to other similar developments in the surrounding area.

Comment 1-161: The healthcare services proposed for the MOD appear unrelated to MOD healthcare goals. Nothing in the plans (or public statements) connect the duplication and/or expansion of existing services or the addition of new services to integration of care, quality of care, reduction of healthcare costs and improved patient outcomes. (Weinberger 125)

Response 1-161: The proposed development programs would introduce a significant amount of modernized medical office space directly adjacent to a major medical institution. Such an expansion and modernization of facilities would allow for enhanced integration of care (additional services provided within the MOD), improved quality of care (upgraded and expanded facilities) - both of which result in improved patient outcomes. In general, healthcare costs are a much larger issue that extends well beyond the adoption of/development within the MOD.

Comment 1-162: Moving from one's own home to a higher density, commercialized setting does not help Town Residents age in place in their own homes. Residents responded to the Town survey indicating support for housing around the hospital that provides a continuum of care and other housing that allows for aging in place. There is no evidence of how well the current commercial and dense design of the MOD matches this 'out of the home' desire to age in place. (Weinberger 125)

Response 1-162: As stated in Envision Cortlandt, the "Goals of MOD" are to "Provide housing options that allow for a continuum of care (aging in place)." In

support of these goals, the Evergreen Manor Project proposes market rate apartments open to residents of all ages, townhouses and an independent and assisted living facility. Envision Cortlandt separately encourages flexible zoning and allowing multi-generational housing (Policies 37-38) that could support those that wish to age in place in their own homes.

Comment 1-163: NYP-HVHC is central to the MOD but appears absent both from MOD planning and from engagement with the community in relation to the MOD. Even the apparently proposed 102,000 (and/or 85,000) square feet of office space that will use an average of 209 parking spaces during 11 hours of operation is virtually invisible in the proposed MOD Development plan. Without engagement in the planning by the hospital at the center of the Medical Oriented District, successful achievement of MOD Goals is remote at best. Therefore, without NYP-HVHC participation there should be no MOD. (Weinberger 125)

Response 1-163: The hospital parcel is included in the Medical Oriented District. However, NYPH does not currently have an active MOD application in front of the Town.

Comment 1-164: The plans overemphasize economic outcomes without complementary consideration of social welfare and the environment. For this reason, the plans are inconsistent with the foundational principle of Envision Cortlandt necessary for sustainability. Moreover, the plans lack the 20-plus year perspective essential to sustainability of the MOD and of the Town, its residents and their children and grandchildren. (Weinberger 125)

Response 1-164: Comment noted. As discussed in Envision Cortlandt, The MOD is one of four key planning strategies presented in Chapter 2, Commercial Land Use & Economic Development of Envision Cortlandt. This strategy would create a MOD that builds on the existing medical institutions in Town including the New York Presbyterian Hudson Valley Hospital Center. The goal of the MOD is to encourage economic development and provide a range of housing options that allow for a continuum of care (aging in place) by centralizing medical services and ancillary uses around the hospital.

Comment 1-165: "How will the Town of Cortlandt take advantage of the MOD to provide, increase and/or improve social and support services that integrate patient care?

How will the MOD as proposed make medical professionals better at their job of integrating patient care? (Weinberger 125)

It is possible that Westchester County Department of Health… [and the] New York State Department of Health (or other agencies) will provide, increase and/or improve the social and support services that integrate

patient care. How will the town or the MOD as proposed coordinate with the county [and state] to achieve this MOD goal?

If Westchester County and New York State Departments of Health are expected to contribute to better integrate care and spectrum of services, how will the Town or the MOD as proposed coordinate MOD, Town, County and State efforts?

How will MOD implementation as proposed coordinate with public/governmental and/or private health care entities to increase and/or improve social support services that integrate patient care?" (Weinberger 125)

Response 1-165: Integrated health services can be defined as health services that are managed in a way so that people have access to and can receive continuity in their health care needs ranging from health promotion, disease prevention, diagnosis, treatment, disease-management, rehabilitation and palliative care services. When care is integrated these services are coordinated across the different levels and sites of their care. The MOD seeks to provide a broader range of medical services in one central location to allow for this type of integration and to improve patient choice and access to medical care and other supportive services such as assisted living, preventative care, and well ness services. The ways that MOD will support integrative care is by providing the mechanism by which multiple types of health needs can be met in one location and by providing a range of housing options that offer a continuum of care.

Comment 1-166: How will NYP-HVHC take advantage of the MOD to provide, increase and/or improve social and support services… [and] medical services that integrate patient care? How will the MOD expand, increase and/or improve NYP-HVHC discharge planning? (Weinberger 125)

Response 1-166: "The MOD will provide Class A medical space which is in demand and limited in the surrounding area. An overall trend in healthcare over the past years been that the industry is becoming more consumer-oriented. Class A medical office space is more efficient, provides better technology features that are necessary to support modern medical practices, offers better access, and incorporates amenities such as relaxing common spaces, gardens, and cafes within the medical facility to better integrate services and care. The MOD is proposed to support community economic goals and objectives in line with Envision Cortlandt, the Town's Comprehensive Plan adopted in 2016. The MOD would maximize the economic potential of the area by supporting new complementary medically-oriented commercial investment in proximity to New York Presbyterian Hospital (NYPH), and by providing expanded housing options, particularly in high demand segments that are in high demand. Recommendations regarding discharge planning and services were not

part of the specific goals or metrics described in Envision Cortlandt for the MOD.

Comment 1-167: "What services will be added that are not currently available at NYP-HVHC and/or the current hospital-adjacent offices?

What existing but insufficient services (at NYP-HVHC and/or the current hospital-adjacent offices) will be added upon implementation of the MOD?

On what basis will sufficiency or insufficiency of services be determined?

Will the data become available to the public or will they be considered proprietary?

How will the determination of sufficiency impact MOD zoning related to size density and type of allowable services, structures and businesses? (Weinberger 125)

Response 1-167: Questions about specific medical services and NYPH operations are outside the scope of SEQRA for the Proposed Action. None of the requested details about medical services are related to the identification of potential environmental impacts associated with the Proposed Action.

Comment 1-168: "Beyond self-declared high quality, by what mechanisms will the quality of healthcare services provided as a result of the MOD be determined?

How will the services be monitored for quality to support and/or ensure the quality?

Beyond self-declared quality metrics, how will quality metrics be determined and implemented for the healthcare services provided as a result of the MOD? (Weinberger 125)

Response 1-168: The MOD Zoning will permit medical uses on surrounding properties located in close proximity to the NYPH Campus. Increasing the supply of medical care supports competition which increases patient choice and can result in reduced healthcare costs. Further, the MOD would allow for the expansion of medical services in the area surrounding the hospital campus. This would support the reduction of the price of health care by increasing the volume and variety of cases and promoting the development of highly specialized services which increases experience and efficiency, facilitates training, limits costs, and reduces clinical variability.

Comment 1-169: "What supports are planned for mobility-impaired Senior Independent Living residents to access:

On-site medical/dental services?

Gyrodyne-based services which require movement across Lafayette Avenue?

Hospital-based services which require movement across Route 202-35?

Examples include extended-time four-way crosswalks, pedestrian overpasses, covered walkways for use in inclement weather or other mobility assists. (Weinberger 125)

Response 1-169: As discussed in the DGEIS/DEIS, the Evergreen Project Site sidewalk will continue along the south side of Route 202/35 from Conklin Avenue to Lafayette Avenue. At the intersection of Route 202/35 and Lafayette Avenue/NYPH exit driveway, a crosswalk will be provided across the Lafayette Avenue approach to connect the Evergreen Project's sidewalk with the Gyrodyne Project's sidewalk. Gyrodyne will construct sidewalk along the south side of Route 202/35 from Lafayette Avenue to the Gyrodyne driveway/NYPH entrance driveway and continue into the Gyrodyne Project Site along the west side of the driveway with accessibility throughout the site. At the intersection of Route 202/35 and the Gyrodyne driveway/NYPH entrance driveway, crosswalks will be provided on all approaches. All improvements would comply with accessibility requirements and where applicable, NYSDOT design requirements.

Comment 1-170: How do results from the 2014-2015 resident survey distinguish aging in place by moving to an assisted living facility adjacent to a hospital campus from aging in place by remaining in ones' own home? (Weinberger 125)

Response 1-170: Aging in place can be defined as aging within own's own community and/or as aging in place in one's home. The Envision Cortlandt Master Plan Committee identified the need for a range of housing types in Town that would allow for people of advance ages to age within the community by providing options to single-family houses. The committee discussed providing a community with a range of housing types that would allow a resident to transition to different housing types depending on their needs.

Comment 1-171: To what extent did resident survey responses used to inform the Envision Cortlandt Master Plan identify remaining in ones' home as aging in place?

How did the community survey define "aging in place? (Weinberger 125)

Response 1-171: Aging in place can be defined as aging within own's own community and/or as aging in place in one's home. The Envision Cortlandt Master Plan Committee identified the need for a range of housing types in Town that would allow for people of advance ages to age within the community by providing options to single-family houses. The committee discussed

providing a community with a range of housing types that would allow a resident to transition to different housing types depending on their needs.

Comment 1-172: How do the 366 residential dwelling units contribute to aging in place in ones' own home? (Weinberger 125)

Response 1-172: Aging in place can be defined as aging within own's own community and/or as aging in place in one's home. The Envision Cortlandt Master Plan Committee identified the need for a range of housing types in Town that would allow for people of advance ages to age within the community by providing options to single-family houses. The committee discussed providing a community with a range of housing types that would allow a resident to transition to different housing types depending on their needs.

Comment 1-173: "How will MOD-related medical services that are new, expanded, better integrated with other (new or existing) services and/or of higher quality reduce costs below the cost of the services as they would be without the MOD?

For whom will healthcare costs be reduced as a result of MOD-related healthcare services? Will the healthcare cost reductions be:

For patients?

For medical and service providers? (Weinberger 125)

Response 1-173: The MOD Zoning will permit medical uses on surrounding properties located in close proximity to the NYPH Campus. Increasing the supply of medical care supports competition which increases patient choice and can result in reduced healthcare costs. Further, the MOD would allow for the expansion of medical services in the area surrounding the hospital campus. This would support the reduction of the price of health care by increasing the volume and variety of cases and promoting the development of highly specialized services which increases experience and efficiency, facilitates training, limits costs, and reduces clinical variability. In describing the background for the planning of the MOD, "Reduce health care costs" is identified as one of several potential goals for a MOD, followed by potential components of a MOD. At the end of each chapter Envision Cortlandt presents the specific goals, recommended policies and metrics to "measure the Plan's progress in achieving its vision" (Envision Cortlandt, p6). In Chapter 2, Policy 9 recommends that the Town "Develop a concept plan for the MOD in the area around the hospital along Route 202 from the Peekskill City line to Croton Avenue that includes Class A medical office space and facilities that offer a continuum of care, and a variety of medically oriented uses," and the metric to measure this policy is specified in Metric 9-1 as, "Implementation of a Medical-Oriented District" (p36). Metrics to

measure reductions in health care costs within the MOD was not part of the recommendations in Envision Cortlandt.

Comment 1-174: How does the MOD improve patient outcomes?

What metrics will be applies in the assessment of patient outcomes?

By what mechanism will patient outcomes be determined?

What means will be used to identify, establish and adopt differentiated metrics appropriate to the variety of medical and medical-oriented services distributed across service providers that include NYP-HVHC, medical groups, sole practitioners and others? (Weinberger 125)

Response 1-174: The MOD Zoning will permit medical uses on surrounding properties located in close proximity to the NYPH Campus. Increasing the supply of medical care supports competition which increases patient choice and can result in reduced healthcare costs. Further, the MOD would allow for the expansion of medical services in the area surrounding the hospital campus. This would support the reduction of the price of health care by increasing the volume and variety of cases and promoting the development of highly specialized services which increases experience and efficiency, facilitates training, limits costs, and reduces clinical variability.

Comment 1-175: What number and percentage of the proposed 366 residential dwelling units will be 'senior housing' units intended for senior independent living? (Weinberger 125)

Response 1-175: In response to public comments, the number of residential units in the MOD has been reduced. Under the current proposal, there would be 166 multifamily apartments, 70 townhomes, and 114 assisted living and independent living units. The 114 units consist of 18 memory care studio units, 39 assisted-living studio units, 26 assisted living one-bedroom units, 23 one-bedroom independent living units and 8 two-bedroom independent living units. Of the 236 units, approximately 13 percent would be restricted as senior independent living units. However, independent seniors may also choose to live in the multifamily apartments or the townhomes.

Comment 1-176: Will all units or only 'senior housing' units be designed and built with 'senior' mobility and health needs that encourage and support independence? Examples include wheelchair accessibility in apartments as well as in public spaces, wide doorways, grab bars, bathroom accommodations, kitchen accommodations, etc.? (Weinberger 125)

Response 1-176: All units must be ADA compliant, including the units in the 166-unit apartment building proposed for the Evergreen Manor site. For example, each unit must have one bathroom that can accommodate a wheelchair.

Comment 1-177: Will Town residents have priority when applying for senior independent living units… [or] assisted living units over those applicants who are not Town residents?

Will senior independent living residents in the MOD have priority access to the MOD assisted living beds? (Weinberger 125)

Response 1-177: The operators of the residential components will comply with the Federal Fair Housing Act. It is proposed that the units would be open to all applicants irrespective of current residency. To the extent possible, the Applicant intends to provide Town residents with early notification once it is possible to take reservations for units.

Comment 1-178: How will the MOD continuum of care address the need for skilled nursing services (nursing home) for those who progress beyond assisted living?

The MOD Campus Designation Allowed Uses identifies medical uses that include both skilled nursing facilities and memory care facilities or units not currently identified in proposed MOD Development plans (§ 307-XX Medical Oriented District Final Draft January 11, 2018, p. 5). What plans by developers or NYP-HVHC exist to expand existing or new facilities to provide these proposed services? (Weinberger 125)

Response 1-178: The Applicant has contracted with Trammell Crow Company to develop the proposed independent living and assisted living facility, which would be operated by its partner Chelsea Senior Living. Trammell Crow/Chelsea will not be offering skilled nursing services, nor will they be licensed to do so. Higher need residents will be transferred to a nursing home of their choice.

Comment 1-179: How will the 'continuum of care' progression be consistent with or different from the 'Life Care' model in which residents 'purchase' independent living and services with a 'guarantee' of assisted living at such time that independent living is no longer possible?

If 'Life Care', will the assisted living costs be lower for 'Life Care' independent senior residents than for applicants for assisted living beds coming from the outside the residential dwelling units in the MOD?

If 'Life Care', will the 'buy in' costs be lower for Cortlandt residents than for applicants who reside outside of the Town? (Weinberger 125)

Response 1-179: The Applicant has contracted with Trammell Crow Company to develop the proposed independent living and assisted living facility, which would be operated by its partner Chelsea Senior Living. Higher need residents will be transferred to a nursing home of their choice. Trammell Crow/Chelsea will not be offering skilled nursing services, nor will they be licensed to do so. The facility is not proposed as a Continuing Care Retirement Community (CCRC).

Comment 1-180: What is the Town residency duration that will be necessary to establish eligibility for any benefits or advantages that distinguish Town residents from those from elsewhere? (Weinberger 125)

Response 1-180: The Town must comply with all elements of the Federal Fair Housing Act.

Comment 1-181: An aging population assumes many if not most residents will be on a fixed income. What are the assumptions about income, income distribution and ability-to-pay for the targeted population expected to be residents of the 'senior housing?'

What number and percentage of the senior independent housing units will be reserved as 'affordable?'

What definition of 'affordable' will guide implementation of MOD housing?

How and by who will the allocations of affordable housing be implemented and overseen? By the Developers? The site managers? The Town Planning Division? The county? (Weinberger 125)

Response 1-181: In accordance with Town requirements, up to ten percent of the multifamily and townhouse dwelling units proposed within the MOD would be designated as affordable. Per the Cortlandt Zoning Code an affordable unit is defined as: A housing unit available for purchase or rent that costs no more than 30% of the gross monthly household income of a household whose income is below 80% of the Westchester County median income as determined by the Westchester County Planning Department at the time the unit is sold or rented. In the case of a housing unit for sale, costs include mortgage, taxes, insurance and condominium or association fees, if any. In the case of a housing unit for rent, costs include rent and utilities. At this time, none of the assisted living are proposed to be affordable.

Comment 1-182: What Town estimates of need for assisted living exist to inform the size (number of assisted living beds) that will meet the needs of Town residents?

What data support a 120-bed assisted living facility as the right capacity to meet Town needs to 2021? (Weinberger 125)

Response 1-182: New York State provides a projected estimate of public need by county for residential health care facility (RHCF) beds. In 2016, the estimated unmet need in Westchester County was 710 beds. This estimate was determined in accordance with paragraphs (1) through (12) of 10 NYCRR Section 709.3, as well as certified occupancy for 2016.

Comment 1-183: This proposed development will have a negative impact on our community. (Farina 023)

Response 1-183: Both the Gyrodyne Medical Office Site Plan and the Gyrodyne Alternative Mixed-Use Site Plan have been reduced from the original mixed-use plan analyzed within the DGEIS. Both plans utilize a reduced development footprint, reduced overall building height, increased buffers and would construct a perimeter landscape treatment that encircles the entire site. Under the revised Development Plan, the property line setbacks have been increased, the landscaped buffer areas enlarged, and natural areas preserved. Combined, these elements would create significant buffers and space between the Gyrodyne Project and the surrounding residential uses

Comment 1-184: Can the survey results and raw data (anonymized and de-identification of personally identifiable information) be made available to determine how well the proposed MOD Development plan meets stated community needs? (Weinberger 125)

Response 1-184: The Envision Cortlandt survey results are provided in the appendices of the 2016 Comprehensive Plan.

Comment 1-185: "Will Trammel Crow (or a Trammel Crow business entity) manage the MOD assisted living?

What other assisted living facilities are managed by Trammel Crow (or the intended/designated manager of the assisted living facility?)

What other Trammel Crow independent Senior Housing and Assisted Living projects can be identified as comparable sites for information and comparison purposes?

What are the licensing or operating violations, warnings, review and/or survey designations have been generated in the three most recent years of operation? Which of the survey items remain uncorrected? (Weinberger 125)

Response 1-185: The Applicant has contracted with Trammell Crow Company to develop the proposed Independent living and assisted living facility, which would be operated by its partner Chelsea Senior Living. Chelsea Senior Living manages similar facilities in Plainview, Greenburgh (soon to be opened), and Rockville Centre, NY. More examples of Chelsea Senior Living projects can be found on their website, https://www.chelseaseniorliving.com/locations/. The facility proposed within the Evergreen Manor Project will comply with required licensing, certification or other local and state requirements.

Comment 1-186: The absence of NYP-HVHC is inconsistent with the logic of the MOD: “A MOD is a new trend in health care where patients can access a range

of health services (utilizing partnerships between hospitals and private practices) and other complementary uses in one central area." (Envision Cortlandt, p. 107, emphasis added) (Weinberger 125)

Response 1-186: Comment noted.

Comment 1-187: The MOD goals in Envision Cortlandt rest on coordinated or at least complementary contributions from NYP-HVHC and the developers' proposed MOD plans. Examples include better integration of care and spectrum of services, improvements in patient outcomes or effective sharing of infrastructure opportunities (Envision Cortlandt, p. 30). If these goals could be achieved without contributions from new or expanded services at the Evergreen and Gyrodyne sites then there would be no need for the MOD... Consideration of proposed MOD Development plans without contributions of NYP-HVHC undermines any reasonable expectation of accomplishment of MOD goals. (Weinberger 125)

Response 1-187: Comment noted.

Comment 1-188: If the process in which the Town, residents and developers are now engaged does not include NYP-HVHC, then it is possible that we would need 'different answers' once NYP-HVHC made their decisions and brought their plans to fruition. For example, assume both Evergreen and Gyrodyne MOD plans to be approved and implemented with density in mind. Any separate subsequent actions would change the resulting density of the MOD. (Weinberger 125)

Response 1-188: Comment noted.

Comment 1-189: By what rationale can or should the Town, residents and developers be willing to do the work and make MOD decisions in the absence of NYP-HVHC participation and contributions? (Weinberger 125)

Response 1-189: At this time, the Town has not received a development proposal from NYPH. NYPH has been invited to participate in MOD meetings and has commented on the DGEIS.

Comment 1-190: "What NYP-HVHC short, intermediate and long-term plans related to the MOD and MOD goals will impact the Town and residents?

What NYP-HVHC short, intermediate and long-term plans coordinate with or impact on MOD plans and facilities included in the proposed Development plan from Evergreen and Gyrodyne?

How do these NYP-HVHC plans impact air quality, traffic, noise, density, commercialization and other elements of the MOD Zoning changes and MOD Development plans?" (Weinberger 125)

Response 1-190: Per Envision Cortlandt, the MOD is proposed to build on the existing medical institutions in Town including the New York Presbyterian Hudson Valley Hospital Center. The goal of the MOD is to encourage economic development and provide a range of housing options that allow for a continuum of care (aging in place) by centralizing medical services and ancillary uses around the hospital. As discussed in the DEIS, at Full Build-Out the Proposed Action is not expected to result in any significant adverse air quality, noise or traffic impacts with proposed mitigation measures, as applicable. As discussed in DGEIS/DEIS Chapter 23, Growth Inducing Effects, individual project review will be conducted by the Town Boards and departments in accordance with the SEQRA. Site specific SEQRA will be required as necessary to address and to enable complete consideration of potentially significant impacts and/or growth-inducing aspects of any specific proposed action.

Comment 1-191: It is important to consider the extent to which NYP intends to convert Hudson Valley Hospital from a community hospital into a medical center.

Movement toward a medical center in a residential community has implications for how residents and the Town can judge capacity and occupancy projections, types of services created in the MOD, impacts on traffic and public transportation, impacts on town and community infrastructure and reasonableness of facilities in the MOD. (Weinberger 125)

Response 1-191: Comment noted.

Comment 1-192: Consider if the decisions were to be made for the MOD, Evergreen and Gyrodyne plans approved and implemented with a resulting desirable level of density and manageable increases in traffic for the MOD, the Route 202/35 corridor and the surrounding neighborhoods. At a later date, if a NYP-HVHC proposal were to be rejected as generating too much traffic and would be 'too dense' for the neighborhood, then the proposal that could have been part of the proposed MOD Development plan would be 'too late.' (Weinberger 125)

Response 1-192: Comment noted.

Comment 1-193: As proposed, the MOD Development will decrease the quality of life for MOD-adjacent residents. Density, noise, traffic, commercial intrusion into residential neighborhoods and environmental consequences with impact on plant, animal and bird populations all contribute to a dramatic decrease the quality of life for MOD-adjacent residents. (Weinberger 125)

Response 1-193: Both the Evergreen Manor and Gyrodyne development programs have been reduced in size and overall scope.

Both the Gyrodyne Medical Office Site Plan and the Gyrodyne Alternative Mixed-Use Site Plan have been reduced from the original mixed-use plan analyzed within the DGEIS. Both plans utilize a reduced development footprint, reduced overall building height, increased buffers and would construct a perimeter landscape treatment that encircles the entire site. Under the revised Development Plan, the property line setbacks have been increased, the landscaped buffer areas enlarged, and natural areas preserved. Combined, these elements would create significant buffers and space between the Gyrodyne Project and the surrounding residential uses. The surface parking area proximate to Buttonwood Avenue would be entirely screened by deciduous and evergreen trees and not visible from the street. This combination of plant selection would provide for overlapping screening, as well as seasonal coverage.

The proposed Evergreen Manor site plan was also modified in response to public comments. The hotel use and 30,000 sf of commercial uses were eliminated from the MOD Development Plan and 70 townhome units were added. The revised FEIS proposal now includes 114 assisted living, senior independent living and memory care units, 166 multifamily units, 70 townhouses, and 7,000 sf of commercial space. Approximately 2.0 acres of open space is proposed to be preserved.

As discussed in DGEIS Chapter 16 “Visual Resources”, Figures 16-10 through 16-15 presented visual simulations for the Evergreen Manor site and the narratives for each figure beginning page 19 of the chapter. The proposed buildings have been designed to feature articulated facade elements and neutral color palettes with accent colors to provide complementary design and visual interest. As shown on Figure 16-19, Landscape Plan, evergreen, deciduous, and flowering trees and shrubs are proposed throughout the Evergreen Manor Project to provide both screening and visual interest from within and outside of the Property. Existing vegetation would be maintained between the proposed assisted and independent living facility and the eastern property boundary. The proposed landscape plan and lighting plan provide vegetated buffer screenings and safe lighting techniques. The Evergreen Manor Lighting Plan will provide safety in evening hours and will be appropriately scaled and designed to have little visual impact on surrounding areas. Parking areas will utilize appropriately scaled lights that will be selected to complement the architecture. These fixtures incorporate LED bulbs and optical systems to uniformly distribute light downward. The light distribution pattern will be directed downward towards proposed interior driveways, walkways and parking areas. Building mounted LED-lighting fixtures will be installed adjacent to doorways to provide general lighting at the building entryways for safe ingress and egress to buildings. Where practicable, motion controls and dimmers may be utilized to reduce the

amount of lighting in areas where full lighting may not be necessary all night.

Comment 1-194: I am requesting to have my property surveyed as it abuts Orchard Lake on the West side. I do not know where my property ends. I would like to make sure that development does not impact my property. (Fitzgerald 172)

Response 1-194: The SEQRA process does not provide for on-demand land surveying services. The Gyrodyne Project utilizes professional land surveyors to accurately delineate property lines associated with the proposed project.

Comment 1-195: Do any of the developers own any property on Buttonwood Avenue? If so please tell me who. If a developer owns property on Buttonwood Avenue, what their plans for that property? (Fitzgerald 175)

Response 1-195: The Proposed Development Project would be limited to the boundaries of the MOD; no new development or construction activities would occur beyond the property boundaries. The entirety of the project site is east of Buttonwood Avenue.

CHAPTER 2 – LAND USE, ZONING, AND PUBLIC POLICY

Comment 2-1: I notice that you have what's called a residence in the Gyrodyne. However, you don't really specify what this residence is being used for. I heard talk of it possibly being used as a drug or alcohol rehabilitation facility. So my request as we move forward is if, within the plan, it can be designated what are planned and what are not planned. (Cassidy 001)

Response 2-1: Comment noted. The reference to a residence on the Gyrodyne Site is lacking a specific citation, however there are no plans for a residence within the revised Gyrodyne Medical Office Site Plan (184,600 SF of medical office space) or the Gyrodyne Alternative Site Plan (83,500 SF of medical office space and 160 residential units).

Comment 2-2: Will we [1 Conklin Avenue] no longer be zoned as residential? (Gurdineer 092)

Response 2-2: 1 Conklin Avenue is not proposed to be rezoned and will remain a residential property.

Comment 2-3: What is the vacancy rate of the Days Inn 5 miles down the street? This should be taken into account to understand if there is a need for a hotel. (Weaver 165)

Response 2-3: Comment noted. In response to public comment the hotel use has been eliminated from the MOD.

Comment 2-4: How many vacant retail buildings do we have? This should be taken into account to understand if there is a need for retail. (Weaver 165)

Retail – There is so much retail space available in the local market that it would appear this type of use in this tertiary location would not be feasible – retail users want a more higher profile and visible location such as Route 6 and/or further east on Route 202 (i.e., ½-mile east from the development on Route 202). (Bizzoco 168)

I am concerned by the amount of retail space. There are so many empty retail space in the area to add more is a concern when there are so many vacant retail space. (Tavarez 170)

I don't believe in all this retail space also. You have 4,00 in one project, 7,000 in the other. So you have 11,000 square feet of retail space. If you just go to the beach shopping center, you can see there's seven empty stores. If you go down 202 from the hospital, say all the way down to Old Grandma's Restaurant, there's another nine empty spaces. And then if you go to Route 6 there's a number of spaces that are empty there. So I think before we move ahead with all these great retail spaces and expanding, we have to modify that also. (Farina 182)

Response 2-4: In response to public comments, Evergreen Manor has eliminated 30,000 square feet of retail space. The proposed 7,000 square feet of retail space near Crompond Road proximate to the other commercial uses in the MOD would remain. The Gyrodyne site is proposing 4,000 sf of café/restaurant space internal to the medical office building that is intended to serve patients, visitors, and employees of the medical office building.

Comment 2-5: It was said by board members that land owners have the right to build whatever they would like on their property. I suppose that is correct, however these land owners are asking to make changes or develop their property that requires re-zoning. They are asking the community except their desire to modify their property in a way that impacts many things. This includes the environment, what our community looks like and how we live and feel about our community. The emotional factor. Many of us oved into the region to get away from overcrowding and a city/urban like atmosphere. Creating multi-unit apartments, senior living facilities, medical buildings, a hotel and retail does not seem to facilitate the sense of community that many of the residents, the people that have to permit re-zoning, desire on any level. (Thomasset 166)

Response 2-5: Comment noted.

Comment 2-6: Without appropriate and reasonable market support, one or more of the uses could produce a vacant non-generating tax property and an eyesore for the community. (Bizzoco 168)

Response 2-6: Comment noted. The proposed Evergreen Manor and Gyrodyne Site Plan as well as the Gyrodyne Alternative Site Plan have been designed to meet existing market conditions while remaining complementary to existing land uses in the area.

Comment 2-7: What year did the hospital work on the parking lot? (Fitzgerald 171)

Response 2-7: Improvements to the parking lots at the hospital were completed over the past few years.

Comment 2-8: I'm at 2 Ogden Avenue, which is directly across Route 202 from the Evergreen Manor proposed MOD development. And my request is a simple one, and that is the – be considered as part of the MOD and to – so that I have a medical zone for my property. (DeLorenzo 183)

Response 2-8: 2 Ogden Avenue is not currently within the proposed MOD boundaries. Based on public comment, the zoning area has been modified to only include parcels that directly abut the NYPH Hospital Campus or have frontage directly across from the hospital campus along Route 202/Crompond Road.

Comment 2-9: I still strongly support the redrawing of the MOD zoning map to exclude all lots that abut Buttonwood Avenue. (Walsh 184)

Response 2-9: Comment noted.

Comment 2-10: What kind of occupancy rates you're assuming in your multifamily housing units. Because, honestly, I just have a hard time believing that there's enough demand for 800 single-family multi-housing units. (Cotchen 015)

Response 2-10: The development plans studied in the DEIS included a total of 366 market-rate residential apartment units. As part of the FEIS Plan, the 200 apartments on the Gyrodyne Project Site have been eliminated with 166 apartment units and 70 townhouses are proposed on the Evergreen Manor Project Site.

Comment 2-11: Under the MOD zoning ordinance Section 6A strict compliance, Paragraph 2 states any of the developments do not create an undue adverse effect in abutting properties. Currently designed, both developments do not meet this proposed zoning ordinance. (Walsh 184)

Response 2-11: Comment noted.

Comment 2-12: We're looking to rezone residential property again I guess. And I've been asking you guys to rezone my residential property in my backyard for years. So I put that jet engine repair shop back there. And nobody wants

to do that. Again, residential property is residential property. (DeBenedictis 188)

Response 2-12: Many of the parcels proposed to be rezoned to MOD do not currently contain residential uses and are already being used for medical, commercial, or other uses. The Applicants are requesting that the sites be rezoned to allow additional uses that are complementary to the existing hospital campus such as medical office, assisted living, limited commercial, and residential.

Comment 2-13: The hospital and medical offices that are on the Gyrodyne property now were allowed via special permit back in the 1970s and 80s. What I want to know is why is the board considering rezoning and changing the law for the MOD rather than just issuing a special permit again? (Russo 189)

Response 2-13: The concept of a Medical Oriented District (MOD) originated with the Town of Cortlandt's Comprehensive Plan adopted in 2016. The MOD is one of the Town's four key planning strategies. The applicants submitted a request to the Town Board to consider a rezoning of several parcels located within the identified MOD planning area immediately adjacent and/or across the street from the New York Presbyterian Hospital Campus for the proposed redevelopment of these sites. The uses proposed are consistent with the 2016 Comprehensive Plan but would not be permitted under the existing special permit. The proposed zoning and development applications are subject to an environmental review as well as site plan/subdivision approval. The environmental review will evaluate the potential for the zoning and/or projects to result in significant adverse environmental impacts. If any impacts are identified, mitigation to avoid or reduce impacts would be required.

Comment 2-14: Everybody keeps on calling this a medical project, MOD. Some of these features—some of these plans have absolutely nothing to do with the medical. Like retail stores and the restaurants and the hotel Why you keep on calling [it] MOD? (Mangione 200)

Response 2-14: Medical office space remains the primary component of both the Gyrodyne Site Plan (184,600 SF of medical office space) and the Alternative Site Plan (83,500 SF of medical office space). In addition, a primary use of the Evergreen Manor site is assisted living which is also medically oriented. Per Envision Cortlandt, the “goal of the MOD is to encourage economic development by centralizing medical uses around the hospital and providing supportive services and a range of housing options that allow for a continuum of care (aging in place).

Comment 2-15: Priority access for Town residents to MOD Senior Independent Living units and Assisted living beds is undetermined or undisclosed as is the

financial model (e.g., 'Life Care') that will determine how and who will be able to take advantage of the planned services. (Weinberger 125)

Response 2-15: The Applicant will comply with any local zoning regulations under the MOD. The Applicant currently intends to provide Town residents with early notification once it is possible to take reservations for units.

Comment 2-16: The discussion of alternative 2 Development under existing zoning (Executive Summary p. 31) presents the argument that commercial development under existing Community Commercial CC Zoning would differ from proposed MOD Zoning because "CC Zoning is restricted in order to limit traffic volumes to a level appropriate to the character of the districts." On this basis, one can conclude that the proposed development is inconsistent with the existing character of the district, namely the MOD-adjacent neighborhoods. (Weinberger 125)

Response 2-16: The Town adopted a comprehensive plan update in 2016 known as "Envision Cortlandt." The Plan recommended that the Town consider new MOD zoning in the area surrounding New York Presbyterian Hospital (NYPH) due to the presence of the existing hospital campus and medical offices, its location on a State highway, and its proximity to existing medium and high density residential uses and the City of Peekskill. Property owners have the right to request a rezoning of their parcel if the desired use of the land is in conflict with the existing zoning. Revisions to zoning laws are weighed carefully by the Town Board to determine the best use of land for the majority of people in the Town or study area. In addition, all proposed changes to zoning are subject to an environmental review under the State Environmental Quality Review Act (SEQRA) and must be analyzed to determine if the proposed changes would result in a significant adverse impact. It is common for zoning changes to occur over time to reflect changes in development patterns and to accommodate the everchanging needs of the Town and its residents.

Comment 2-17: If this project goes forward, will our property [15 Conklin Avenue] be rezoned and will there be an increase in taxes due to the rezoning? (Gurdineer 092)

Response 2-17: 15 Conklin Avenue is not proposed to be rezoned to MOD. No increase in taxes will occur to residential properties as part of the MOD rezoning.

Comment 2-18: I would like to see the hotel removed, restaurant use removed. I don't think that's needed in this area. (Walsh 105)

How would smaller and fewer MOD elements, all sited to the extent possible toward Route 202/35 improve quality of life for adjacent residents by complementing visual and community character of the adjacent long-standing residential neighborhoods? Such an approach could reflect both the commercial NYP-HVHC campus and existing

residential neighborhoods as a visually appropriate transition connecting both constituencies. (Weinberger 125)

100 room hotel and restaurant – a) the MOD listed in the master plan is supposed to be for medical. A 100 room hotel and 7,000 square foot restaurant is NOT considered medical and should be completely scrapped. B) Retail space should be also scrapped. We already have too many empty storefronts. (Desarmo 148)

Response 2-18: In response to public comments, the MOD Development plans have been revised to remove the proposed hotel, reduce commercial square footage by 30,000 sf and reduce residential density on the Gyrodyne Site which no longer includes a residential component. Restaurant uses would still be permitted under the MOD.

Comment 2-19: I guess what I'm concerned with is the redundancies. To make a statement that we don't have nursing homes and facilities in this area is just not accurate. There's several nursing homes that have different types of services for people. (Thomasset 016)

Response 2-19: Consistent with Envision Cortlandt to "Identify opportunities for mixed-use housing developments that could include continuum of care for senior residents around the New York Presbyterian Hudson Valley Hospital on Route 202" (51), the Applicant has contracted with Trammell Crow Company to develop the proposed Independent living and assisted living facility. The facility would not offer skilled nursing services, and will not be licensed to do so. Higher need residents will be transferred to a nursing home of their choice."

Comment 2-20: Hotel – many questions surround this component, since this use is out of character for the neighborhood and location, which include demand generators, the proposed ADR (Average Daily Rate), occupancy, and "flag" (operator), etc. The hospital might be considered by the developer as a demand generator, but HVH is a local hospital serving the local community, and is not a teaching hospital, trauma center, or major research facility. (Bizzoco 168)

Response 2-20: Comment noted. Evergreen Manor's Amended Plan has eliminated the 100-room hotel and the 30,000 square foot medical/dental laboratory and retail building.

Comment 2-21: They are NOT complying with zoning!! (Anonymous 201)

Why is it that this property cannot remain residential in scope? (Dorsa 153)

Response 2-21: Comment noted. Property owners have the right to request a rezoning of their parcel if the desired use of the land is in conflict with the existing zoning. Revisions to zoning laws are weighed carefully by the Town

Board to determine the best use of land for the majority of people in the Town or study area. In addition, all proposed changes to zoning are subject to an environmental review under the State Environmental Quality Review Act (SEQRA) and must be analyzed to determine if the proposed changes would result in a significant adverse impact. It is common for zoning changes to occur over time to reflect changes in development patterns and to accommodate the everchanging needs of the Town and its residents.

Comment 2-22: What zoning mechanisms can be or are included in the current MOD Zoning proposal that can be used to support and ensure that MOD-participating providers contribute to the goal of reduced healthcare costs? (Weinberger 125)

Response 2-22: The MOD Zoning will permit medical uses on surrounding properties located in close proximity to the NYPH Campus. Increasing the supply of medical care supports competition which increases patient choice and can result in reduced healthcare costs. Further, the MOD would allow for the expansion of medical services in the area surrounding the hospital campus. This would support the reduction of the price of health care by increasing the volume and variety of cases and promoting the development of highly specialized services which increases experience and efficiency, facilitates training, limits costs, and reduces clinical variability.

Comment 2-23: My other concern is regarding occupancy. We currently have medical offices that are not occupied. My concern is with Hudson Valley Hospital, is with regard to Columbia. Are they driving that many physicians into that medical building that you need such a large medical building? (Thomasset 016)

Response 2-23: As described in the DGEIS Chapter 3 "Community Services," the intent of the proposed MOD is to centralize medical services in the Town of Cortlandt with the New York Presbyterian-Hudson Valley Hospital (NYPH) as the anchor institution. The proposed MOD Zoning is expected to support the NYPH campus by permitting complimentary uses and would provide NYPH additional flexibility to expand medical uses on the site. The revised Gyrodyne Site Plan (and Alternative Site Plan) would create state-of-the-art medical facilities allowing medical care providers to incorporate the latest technologies and services available.

Health care is Cortlandt Manor's and Westchester County's largest industry and driving the proposal for the MOD. In 2015, HR&A Advisors, Inc. conducted a market study demand analysis for a study area within a 25-minute drive of the site (the "study area"). The analysis concluded that the study area could support an additional 270,000 SF of medical office space.

Comment 2-24: Do we need a hotel? Does everybody have a demand of a hotel in Cortlandt Manor? You have two hotels. We need more restaurants in Cortlandt Manor? I'm not sure if that's really a requirement. Do we need walking paths? We've got plenty of walking paths. We do needs services to keep people. (Thomasset 016)

Response 2-24: In response to public comments, the proposed hotel has been eliminated from the proposed project.

Regarding walking paths, in response to input provided by Buttonwood Avenue residents, the proposed walking paths and environmental education area around Orchard Lake have been removed from the revised Development Plan. No additional recreational improvements to this area are proposed.

Comment 2-25: If the thought process with this 800-unit facility that you want to build is for younger people, you're not going to get the younger people here. I understand you want to keep young people in. They're going to go to Peekskill, where they can walk to the train, where they can walk to the bar, and they can have a good time. They're not going to live in Cortlandt Manor, across the street from a hospital. (Thomasset 016)

Response 2-25: Comment noted.

Comment 2-26: Calling parking lots open space or green space is... fanciful. (Weaver 017)

Response 2-26: The revised Gyrodyne Site Plan is designed as an integrated site with several public outdoor spaces, including MOD Green 1 and 2 and the wellness plaza. MOD Green 1 and 2 will be a landscaped open space gathering area, while the wellness plaza will serve as a multi-functional space for cultural and seasonal events, such as outdoor markets or other community programming. The medical office building will also contain a green rooftop terrace that in addition to providing pre-treatment and reduction of stormwater runoff also serves as additional public open space.

Comment 2-27: This will greatly affect the quality of life for those of us who live near the hospital. (Kaufman 022)

Response 2-27: Both the Gyrodyne Medical Office Site Plan and the Gyrodyne Alternative Mixed-Use Site Plan have been reduced from the original mixed-use plan analyzed within the DGEIS. Both plans utilize a reduced development footprint, reduced overall building height, increased buffers and would construct a perimeter landscape treatment that encircles the entire site. Under the revised Development Plan, the property line setbacks have been increased, the landscaped buffer areas enlarged, and natural areas preserved. Combined, these elements would create significant buffers and space between the Gyrodyne Project and the

surrounding residential uses. In response to comments made during the DGEIS/DEIS public hearings and comment period, VS Construction has also proposed modifications to the Evergreen Manor Project including the elimination of the hotel use and the reduction of commercial uses on the site.

Comment 2-28: We do not need a hotel and an apartment building here. (Farina 023)

Response 2-28: In response to comments made during the DGEIS/DEIS public hearings and comment period, VS Construction has proposed modifications to the Evergreen Manor Project that include the elimination of the proposed hotel. Consistent with a goal of the MOD, the proposed residential apartment would provide a range of housing options.

Comment 2-29: One of the reasons We relocated to Cortlandt Manor was its suburban serenity. With this development, I am afraid that we would be coming home to the same atmosphere we are trying to leave when we clock out of work. I worry that our quality of life will be majorly impacted by the toxic fumes coming from the cars and trucks that would increase if this proposed MOD is put through. (Ortiz 025)

Response 2-29: The Proposed Project would not result in potential significant adverse air quality impacts from stationary and parking sources. Similarly, traffic generated by the Proposed Project would not result in an exceedance of New York State Department of Transportation's (NYSDOT) screening criteria for mobile source air quality impacts. Therefore, the Proposed Project, as with the DEIS, would not have significant adverse air quality impacts.

With respect to maintenance of community character, the layout of the site has been designed to create a sense of place by providing public amenities, exemplary architecture, and landscaping features. Connectivity between the hospital and the other campuses will be enhanced by the streetscape treatments included as part of the development. New sidewalks, street trees, wayfinding signage, benches and LED lighting will be added to the Route 202/Crompond Road frontage to improve walkability and enhance the pedestrian experience.

Comment 2-30: The last time I had a survey done on my property, it actually extended out into this Orchard Lake that you're calling it. So please, when you redo this, make sure that your alignments of the properties are accurate, because I have not requested that my property be changed into an MOD. (Cassidy 001)

Response 2-30: Comment noted. Property lines and proposed development drawings for the Gyrodyne Site are based upon survey work performed by Thomas C. Merritts Land Surveyors, P.C. (last dated 12/14/2018).

Comment 2-31: Take of look up Route 6 and Route 202. We can't even fill the Beach Shopping Center, Cortlandt Town Center or the Jefferson Valley Mall. We certainly don't need any more establishments that we can't fill. (Sheehy 026)

Response 2-31: The proposed development program does not contain any retail or commercial shopping uses. There continues to be strong demand for medical office space in the area. HR&A Advisors, Inc. conducted a market study demand analysis for a study area within a 25-minute drive of the site (the "study area"). The analysis concluded that the study area could support an additional 270,000 SF of medical office space.

Comment 2-32: Don't see the need [for hotel] when Air B&B are much more prevalent and affordable. The revitalization of the old Evergreen Hotel is the only thing that I could align with, but only if the integrity of the original structure/grounds were maintained and no wetlands were disturbed. (Sheehy 026)

Response 2-32: In response to comments made during the DGEIS/DEIS public hearings and comment period, VS Construction has proposed modifications to the Evergreen Manor Project that include the elimination of the proposed hotel and medical office/retail space. In lieu of these former uses, the Evergreen Manor FEIS Plan includes 70 townhouses.

Comment 2-33: We have already lost natural border screening and our privacy to the medical center next door when they increased the size of their parking lot and refused to provide proper buffering or screening. Leaf blowers operate all year round, sometimes for hours at a time causing noise and environmental pollution, add to that constant vehicular traffic, opening and closing of car doors, people looking into our yard from various locations in the lot, talking, shouting, arguing . Banging screen doors, squeaky screen doors, noisy air conditioning units, not to mention general maintenance sounds, refuse collection and the beeping of snow plows throughout the early hours of the morning during the winter. We already feel that this site and parking lot are damaging enough and our privacy and quality of life, here have been compromised to an unacceptable level. We know that all of these issues will increased hugely with further development of the site, especially on the suggested scale. (Edwards 028)

Response 2-33: The MOD introduces several new regulations associated with buffering and separation of uses, all of which will be met on the Gyrodyne Site. These enhanced Town regulations, along with project modifications from the DGEIS Plan to the current Site Plan and Alternative Site Plan, have increased both the size and quality of landscaped buffer areas. both the Gyrodyne Medical Office Site Plan and the Alternative Mixed-Use Site Plan meet all setback, buffering and screening requirements contained within the MOD District. Further, the building setbacks to the adjoining

residential properties have been significantly increased from the DGEIS Plan to the current Medical Office Site Plan and Alternative Mixed-Use Site Plan. The DGEIS multi-family residential building was proposed with a 29.7-feet property line setback; the proposed medical office building from the revised Gyrodyne Medical Office Site Plan will have a property line setback of 174.5-feet to the south bordering residential property. In addition, compared to the DGEIS Plan, landscape buffers are significantly expanded and preserved to the Buttonwood Avenue homes adjacent to Orchard lake. The proposed landscape buffers are approximately 18 times greater than the DGEIS Plan. The surface parking area proximate to Buttonwood Avenue would be entirely screened by deciduous and evergreen trees and not visible from the street. This combination of plant selection would provide for overlapping screening, as well as seasonal coverage.

Comment 2-34: We would like to know exactly what the property owners are proposing to do to safeguard our property, our privacy and our quality of life when they destroy the current landscape, removing trees, banks and wetlands in order to create parking and building space directly adjacent to our property lines? (Edwards 028)

Response 2-34: Both the Gyrodyne Medical Office Site Plan and the Alternative Mixed-Use Site Plan meet all setback, buffering and screening requirements contained within the MOD District. Further, the building setbacks to the adjoining residential properties have been significantly increased from the DGEIS Plan to the current Medical Office Site Plan and Alternative Mixed-Use Site Plan. The DGEIS multi-family residential building was proposed with a 29.7-feet property line setback; the proposed medical office building from the revised Gyrodyne Medical Office Site Plan will have a property line setback of 174.5-feet to the south bordering residential property. In addition, compared to the DGEIS Plan, landscape buffers are significantly expanded and preserved to the Buttonwood Avenue homes adjacent to Orchard Lake. The proposed landscape buffers are approximately 18 times greater than the DGEIS Plan. The surface parking area proximate to Buttonwood Avenue would be entirely screened by deciduous and evergreen trees and not visible from the street. This combination of plant selection would provide for overlapping screening, as well as seasonal coverage.

Comment 2-35: How will they prevent some of our property subsiding into the area of woodland along Lafayette Avenue which they propose to carve out for further parking? (Edwards 028)

Response 2-35: Under the revised Gyrodyne Development Plan, the Phase II parking structure has been engineered to serve as a permanent retaining wall of the slope along Lafayette Avenue to the east. To the south of the site, the revised Development Plan increases the buffer to the adjacent property

and therefore the retaining wall will be offset further into the Gyrodyne property – thereby retaining more of the wooded buffer area than previously proposed.

Comment 2-36: One of the reasons that I moved from the city with my wife and 2 small children, specifically to this block is because Lafayette Avenue as per the towns website was listed as a historical street and stated that it was to maintain a limited amount of traffic. Was that a lie? Is the town looking to back out of the historical aspect of the street to fit the needs of "big business"? (Dominguez 029)

Response 2-36: The MOD Development Plan would be required to comply with Chapter 188.1 Historic/Scenic Roads which requires that the Planning Board consider impacts to these historic/ scenic roads during the Planning Board review process. Figures 11-7A and 11-7B show the projected project generated traffic turning to and from Lafayette Avenue from Route 202/35 in the weekday AM and PM peak hours. There are approximately an additional 12 vehicles in the weekday AM peak hour and 24 vehicles in the weekday PM peak hour along Lafayette Avenue due to the Proposed Project. Mitigation measures to the intersection of Lafayette Avenue and Route 202/35, including improved signal timing and an additional turning lane from Lafayette Avenue to improve existing backups due to the signal along Lafayette Avenue.

Comment 2-37: What research was done that shows that we are in need of an hotel? Will the hotel be a 3-5 star hotel, or will it be a mixed use hotel that brings drugs, prostitution, and criminals to a hard working middle class neighborhood? Also why does the hotel have to be so large if there are studies that prove we actually need one with 100 rooms? (Dominguez 029)

Response 2-37: In response to comments made during the DGEIS/DEIS public hearings and comment period, VS Construction has proposed modifications to the Evergreen Manor Project that include the elimination of the proposed hotel and medical office/retail space. In lieu of these former uses, the Evergreen Manor FEIS Plan includes 70 townhouses.

Comment 2-38: Will the residential building be owned and operated by the hospital? Or by the developer? And will the residential housing have boards who will interview the people who want to move in. Also, what will qualify someone to move into this development since it is to encourage people from our town to go there? (Dominguez 029)

Response 2-38: New York-Presbyterian Hudson Valley Hospital is not affiliated with any of the residential components of the Proposed Projects, which will be privately owned and operated. The Applicant will comply with any local zoning regulations under the MOD. The Applicant intends to provide

Town residents with early notification once it is possible to take reservations for units.

Comment 2-39: Will there be any type of drug treatment facilities, methadone facilities, mental treatment centers or anything on these developments? (Dominguez 029)

Response 2-39: The Gyrodyne Project is proposing medical office space, with no plans for the types of facilities referenced in the comment.

Comment 2-40: I am confused as to the purpose of this project. The footprint of this project will not support a hotel, rental apartments and a long term care facility. The community residents and wildlife were not considered, except as an after thought by the contractors, consultants and sadly, the Cortlandt Public officials. (Larish 030)

Response 2-40: The MOD Development Plan sites have designed in compliance with the Town's proposed MOD Zoning Ordinance, which was prepared as a Key Strategy of the Envision Cortlandt 2016 Sustainable Comprehensive Plan. Evergreen Manor's Amended Plan has eliminated the 100-room hotel and the 30,000 square foot medical/dental laboratory and retail building. Consistent with Evergreen's initial base plan, the Amended Plan still includes (i) 120 units of both assisted and independent living proposed by the national developer Trammell Crow Company, (ii) 166 rental apartments proposed by the Hudson Park Group that will provide needed housing options for town residents and the medical and associated workforce from the New York Presbyterian Hudson Valley Hospital and MOD components, (iii) and 7,000 square feet of retail space. In lieu of the hotel and medical office/retail space, the Evergreen Manor FEIS Plan now includes townhouses, which is consistent with the Town's goal of providing "mixed-use housing developments that could include continuum of care for senior residents around the New York Presbyterian Hudson Valley Hospital on Route 202." (Envision Cortlandt at 51, Policy 36).

Comment 2-41: Why do we need a hotel in Cortlandt Manor? There are 3 hotels/inns in Peekskill, a short 10 minutes away (Holiday Inn Express, Inn on The Hudson and The Abbey Inn & Spa). (Russo 046)

Are the occupancy %'s so high that the demand is there? If occupancy is low will you be receiving vouchers for the homeless to be staying at this new hotel? And if so, how will you police the area when we don't have a local police force? (Russo 046)

What is the demonstrated need for a hotel in this small area? (Roth 060)

I am strongly against the hotel plan instead you can build a big residential units. We don't have enough rental apartments in this area & people are struggling. (Town Lyne Motel 073)

Please count my vote against the hotel project. (Town Lyne Motel 073)

Hotel: Why a hotel? Of the majority of medical facilities in NYS, how many are associated or supported via a hotel? Cortland Manor does not need a hotel. Especially in the residential area. (Parish 074)

Why is a hotel being built in the middle of a town?? It is no where near the major highways or routes. What sort of clientele does the board plan on hosting. It sure isn't a high end sort because anyone actually traveling would never come that far into a town for a hotel. (Lomardi 086)

A 10-11 story hotel built within walking distance of single family homes will stick out like a sore thumb. (DiRocco 090)

To the extent any hotel rooms are necessary, we have a recently built hotel in the area. Once again, I know it’s not in our town. I understand it’s in Peekskill, but it’s a ten-minute drive away. (Mayes 109)

We don't need a hotel. (Smith 113)

"On what basis is the hotel proposed as a 100-room facility?

How can the zoning ensure that the hotel will remain a hotel during the life of the MOD?

What is the identified need for a hotel to serve a community hospital that is not structured or intended to attract clientele traveling distances for specialized treatments typically found in specialty hospitals and comprehensive medical centers?

What other existing commercial locations have been considered as the site of hotel to service the MOD and the Town?

What nearby, commercial locations such as the former ShopRite Grocery on Cortlandt Boulevard have been investigated as possible locations for a hotel? (Weinberger 125)

Make explicit that the “Hotels/Inn/Bed and Breakfasts” identified in the MOD zoning as “Allowed Uses” expressly prohibits future conversion to alternate residential entities including shelters, residential treatment facilities (drug or otherwise) or other uses that are not a hotel, inn of bed and breakfast.

Similarly, the zoning would prohibit future conversion of the hotel site to other MOD campus designation allowed uses such as an expansion of “assisted living residences (ALR); independent senior living with services; skilled nursing facilities (SNF); memory care facilities or units as part of ALR or SNF.” (§ 307-CC Medical Oriented District Final Draft January 11, 2018, p. 5) (Weinberger 125)

Cortlandt is already home to two hotels Town Line and the Watergate which, in my opinion, we do not need more of. What would make a hotel in this area any different from the two previously mentioned. Would it just become another Mohegan Park Manor? I truly don't feel that this is a necessary addition to our town. (Rinaldi 127)

Response 2-41: In response to public comments, a hotel is no longer proposed as part of the MOD Development Plan and the MOD zoning has been revised to eliminate hotel uses.

Comment 2-42: [2-30]Town is trying to change a residential area into a commercial district. (Russo 039)

Response 2-42: The proposed project would require a zoning amendment. The existing zoning of the two development sites is generally residential R-40 with a small portion of the Gyrodyne site also zoned R-10. Health service uses are currently permitted by special permit in the R-40 zone and the Gyrodyne property currently contains medical offices. The Evergreen site once contained a small hotel but will require new zoning to permit the proposed assisted living, multi-family residential apartments, townhomes and retail.

Comment 2-43: [2-31]In my opinion, a proposed town project should look to serve and benefit the town and its existing occupants and not disturb or lessen their quality of life. This project should be appropriately scaled down so as not to hinder the surrounding community neighborhoods and provide an upgraded medical facility everyone in the town can all benefit from. I don't see the need for an extended living in this area, but certainly there is no need for a hotel. Other proposals for a hotel within the town were denied in much less of a congested area than this proposal. A mere upgrade to the medical facility would suffice and the following are some of my questions/concerns: (Rinaldi 044)

Response 2-43: In response to public comment, the FEIS revised plans have eliminated the proposed hotel has and 30,000 sf of commercial uses on the Evergreen Manor site. Residential uses on the Gyrodyne site have been eliminated and replaced with medical office.

Comparing the revised Gyrodyne Site Plan to the DGEIS Plan, the overall development footprint has been reduced by approximately 43,560 square feet (1 acre). Phase I of the Gyrodyne Site Plan replaces the previously proposed 4-story (60-foot) medical office building with a 3-story (45-foot) medical office building. Phase II of the Gyrodyne Site Plan replaces the previously proposed 5-story (60-foot) multifamily building with a 3-story (45-foot) medical office building. Under the Gyrodyne Alternative Mixed-Use Plan, the following uses are proposed: a 3-story (45-foot) medical office building and a 4-story (45-foot) residential building. The alternative development program has also been reduced to eliminate all

proposed recreational improvements, while also further reducing impacts to Town-delineated wetlands."

Comment 2-44: What is the land behind the west side of the houses along Buttonwood going to be used for? This area has historically had drainage issues and any proposed construction behind would severely impact this condition. (Rinaldi 044)

Response 2-44: Compared to the original mixed-use plan analyzed within the DGEIS, the revised Gyrodyne Site Plan and Alternative Site Plan feature increased buffers and would construct a perimeter landscape treatment that encircles the entire site. Under the revised Development Plan, the property line setbacks have been increased, the landscaped buffer areas enlarged, and natural areas preserved. Combined, these elements would create significant buffers and space between the Gyrodyne Project and the surrounding residential uses. As a result, the area referenced (west of the existing homes on the east side of Buttonwood Avenue), will be maintained with plantings to maintain absorption and recharge opportunities. The surface parking area proximate to Buttonwood Avenue would be entirely screened by deciduous and evergreen trees and not visible from the street. This combination of plant selection would provide for overlapping screening, seasonal coverage and maintenance of pervious surfaces. As described in Chapter 7 “Stormwater Management,” the SWPPP was developed so that the quantity and quality of stormwater runoff during construction and after development are not significantly altered from pre-construction activities. The stormwater management practices would consist of a combination of Stormwater Management Practices and Green Infrastructure Practices such as HDPE piping, drain inlets, trench drains, porous pavement, the Terre Arch stormwater storage system, and the Contech Jellyfish JF-6 stormwater treatment system to treat stormwater runoff from roads, walks, driveways, parking areas and roofs. The site would be divided into four watersheds, each with its own discharge outfall. Outfalls 1, 3, and 4 would discharge into Orchard Lake. Outfall 2 would discharge to the New York State system along Route 202/35/Crompond Road.

The stormwater management plan would include several mechanisms for improving water quality, including structural water quality pretreatment units as well as vegetated bioswales and permeable pavement. The integrated stormwater management approach provides a combination of stormwater pre-treatment techniques consistent with New York State Department of Conservation Stormwater Management Design Manual. The multiple techniques utilized will permit the pre-treatment of stormwater prior to the discharge into Orchard Lake by reducing floatable debris, Phosphorus, Nitrogen, some metals, and pathogens. Additionally, the integration of permeable pavements reduces the volume of snow melt products thereby reducing discharge into Orchard Lake.

Only a small portion of the wetland area (approximately 12,000 sf) would be developed in connection with the proposed parking area. "

Comment 2-45: The Town building codes established height limits on buildings, yet the rezoning proposes to increase building height taller than 60 feet. Why does the building height limit need to change? That changes the atmosphere of the town. (Roth 060)

Response 2-45: The proposed new zoning would allow for a building up to 60 feet in height. The maximum height of the proposed buildings on the Gyrodyne parcel per the revised plan is 45 feet which is lower than the existing height of the hospital building. The maximum height of the proposed buildings on the revised Evergreen Plan will range from one-story to five-stories. The multi-family building is the only building proposed to be five stories. This building would be setback from Route 202/Crompond Road and located behind the assisted living facility reducing its visibility from Route 202/Crompond Road.

Comment 2-46: There are numerous defunct buildings and businesses along Route 202 between the Hospital and entrance to the Taconic - are those sites being considered for updating? Or used for medically oriented purposes? (Roth 060)

Response 2-46: The properties along Route 202 between the Hospital and the Taconic are privately owned. At this time, the Town has not received any other development proposals between the hospital and the entrance to the Taconic.

Comment 2-47: The residential area on 202 will continue to get squeezed and housing will lose value. I don't think anyone can afford to absorb that. (Michael 068)

Response 2-47: The MOD and proposed development programs have been designed to complement the existing uses along 202, which currently include a mix of residential and institutional/commercial uses. The proposed MOD would not be expected to have any adverse impact on property values.

Comment 2-48: Why is rezoning required? (Parish 074)

Response 2-48: A rezoning is required to permit the mix of uses and densities proposed under the MOD Development Plan.

Comment 2-49: Why not leave the properties as single family residential as we expected when purchased 21 years ago. (Parish 074)

Response 2-49: Property owners have the right to request a rezoning of their parcel if the desired use of the land is in conflict with the existing zoning. Revisions to zoning laws are weighed carefully by the Town Board to determine the

best use of land for the majority of people in the Town or study area. In addition, all proposed changes to zoning are subject to an environmental review under the State Environmental Quality Review Act (SEQRA) and must be analyzed to determine if the proposed changes would result in a significant adverse impact. It is common for zoning changes to occur over time to reflect changes in development patterns and to accommodate the everchanging needs of the Town and its residents.

Comment 2-50: After the MOD rezone, are the MOD zoned properties able to be broken into smaller parcels and the parcels rezoned at a later time? (Parish 074)

Response 2-50: All parcels in the MOD will be subject to the Town's existing subdivision laws.

Comment 2-51: In accordance with the MOD Map on the Cortlandt Manor Website, 204 Lafayette Ave. is within the MOD Boundary (Yellow Bordered Area). Is 204 Lafayette Ave. property part of the rezoning? (Parish 074)

Response 2-51: No, 204 Lafayette is not included in the MOD.

Comment 2-52: In looking at the different renderings -- the original rendering, there was a much larger buffer between my house [on Buttonwood Avenue] and the [Gyrodyne] parking lot, it looks like it was revised, because in some of the appendices that were just released for the environmental impact statements, there's now parking lot, parking spaces right on my property line. (Doerr 002)

Response 2-52: The reference to a rendering of the Gyrodyne parking lot is missing a citation, however both the Gyrodyne Medical Office Site Plan and the Alternative Mixed-Use Site Plan meet all setback, buffering and screening requirements contained within the MOD District. Further, the building setbacks to the adjoining residential properties have been significantly increased from the DGEIS Plan to the current Medical Office Site Plan and Alternative Mixed-Use Site Plan. The DGEIS multi-family residential building was proposed with a 29.7-feet property line setback; the proposed medical office building from the revised Gyrodyne Medical Office Site Plan will have a property line setback of 174.5-feet to the south bordering residential property. In addition, compared to the DGEIS Plan, landscape buffers are significantly expanded and preserved to the Buttonwood Avenue homes adjacent to Orchard lake. The proposed landscape buffers are approximately 18 times greater than the DGEIS Plan. The surface parking area proximate to Buttonwood Avenue would be entirely screened by deciduous and evergreen trees and not visible from the street. This combination of plant selection would provide for overlapping screening, as well as seasonal coverage.

Comment 2-53: The rezoning will adversely impact and devalue the adjacent properties that remain residential. (Parish 074)

Response 2-53: Comment noted.

Comment 2-54: Quality of life of the neighborhood, in general gets reduced due to the rezoning? (Parish 074)

Response 2-54: The proposed MOD Development plan is undergoing an environmental review to identify any significant adverse impacts that could result from the proposed project. If significant adverse impacts are identified, mitigation will be required to reduce or avoid these impacts. Based on the DEIS, no significant adverse land use or community character impacts were identified as a result of the MOD.

Comment 2-55: To my knowledge this area isn't zoned for retail or commercial. Does that mean the town plans to rezone the entire area designated for these types of structures. What is the purpose of doing that. To be honest leaving it residential and putting in a few single-family homes would bring more revenue. (Lomardi 086)

Response 2-55: Comment noted.

Comment 2-56: There are failed hotel sites in our area that have been converted for other purposes. When I first heard of a hotel being proposed for the MOD, I also heard of a half way house being constructed. Could this be what was anticipated after the hotel failed? (Viola 089)

Response 2-56: A hotel is no longer proposed as part of the MOD Development Plan and the MOD zoning has been revised to eliminate hotel uses. A halfway house is not a permitted use in the proposed MOD.

Comment 2-57: The height of any building proposed for the MOD must be limited to two (2) stories. Having assisted living facilities higher than 2 stories is a problem. In the event an assisted living facility at the MOD, had a fire or other emergency, the residents would need to evacuate on foot. Having an assisted living facility higher than two (2) stories that was experiencing an emergency, would put the residents in jeopardy as well first responders. (Viola 089)

Response 2-57: Comment noted. The proposed development plans include buildings ranging in size from one-story to five stories. The assisted living facility is proposed to be four stories in height and would be required to comply with New York State Building Code.

Comment 2-58: I was under the impression the Zoning was for private homes? Now since $$ are involved it will be changed to accommodate those making the financial gain? (Dufort 091)

Response 2-58: Comment noted.

Comment 2-59: The MOD zoning offers an opportunity to bring such a transformation to the NYPH area, which we support. However, we are concerned that the density limits in the MOD zoning may be too restrictive from the standpoint of creating a mini-center around the hospital. (WCPB 099)

Response 2-59: The proposed density limits were established to reduce the potential for significant adverse impacts on the Route 202/35 corridor.

Comment 2-60: If the MOD zoning is adopted by the Town, the two developments currently under consideration would consume most of the allowed density of the new zone, leaving only 85,000 square feet of medical office space and 34,000 square feet of retail space for the remaining area eligible, for MOD zoning. We encourage the Town to consider increasing the allowable densities of various uses to allow for more MOD development, or at least examining alternatives for greater density in the DGEIS so that additional SEQR review won't be required if higher density limits are ultimately desired. (WCPB 099)

Response 2-60: Comment noted.

Comment 2-61: One of the density restrictions contained in the proposed MOD regulations is a cap on the number of bedrooms within the MOD district to 400 bedrooms (not including assisted living residences or skilled nursing facilities.) Furthermore, no more than 15% of the dwelling units may have two bedrooms. While the Town Board may permit the construction of additional bedrooms in exchange for amenities or public goods, it is our opinion that these regulations may not effectively encourage the range of housing types that are needed in. Westchester County, including affordable affirmatively furthering fair housing (AFFH) units. (WCPB 099)

Response 2-61: Comment noted.

Comment 2-62: Pursuant to the Stipulation of Settlement and Dismissal entered in U.S ex rel. Anti-Discrimination Center v. Westchester, the County produced a fair and affordable housing implementation plan containing Model Ordinance Provisions to affirmatively furthering fair housing (AFFH). Westchester County is required to promote the adoption of these Model Ordinance Provisions by eligible local municipalities. We urge the Town to take steps towards the adoption of new zoning that incorporates the Model Ordinance Provisions. By doing so, new developments would automatically be required to set aside 10% of newly created housing units as affordable AFFH. The Model Ordinance Provisions can be found at: http://homes.westchesteraov.com/resources/affordable-housing-ordinances/model-ordinance (WCPB 099)

Response 2-62: Comment noted. Ten percent of the proposed multifamily residential units and townhomes will meet the definition of an affordable unit based on the definition provided in the Town of Cortlandt Zoning Code.

Comment 2-63: What I'm asking for is inclusion [of 2 Ogden Avenue] into the MOD... the Holy Spirit Church is a part of this MOD... and also the Peekskill Animal Hospital. So if they can in the zone, we feel that we should be in the zone also. (Lorenzo 005)

Response 2-63: Comment noted.

Comment 2-64: We also disagree with some of the public goods or amenities that could be given by an applicant in exchange for additional bedroom count. For example, the provision of sidewalks and affordable housing should be requirements of the MOD zoning, and should not be used as development incentives unless they provide for amenities or affordable housing that exceeds mandatory minimums. (WCPB 099)

Response 2-64: Comment noted.

Comment 2-65: The proposed MOD regulations do not offer any mechanism for shared parking, or for parking credits to be given in exchange for amenities or development features that could be used to reduce car ownership and driving. As we point out further down in our comments, this can result in excessive parking schemes that can work contrary to the criteria established for sites eligible for MOD designation, which are encouraged to be interconnected and walkable. (WCPB 099)

Response 2-65: Comment noted.

Comment 2-66: The requirements in the MOD regulations pertaining to “layout design considerations” and “pedestrian circulation system” should be strengthened with more specific requirements that mandate the construction of sidewalks along all street frontages with a goal of creating pedestrian friendly streetscape and walkable environment throughout any MOD development. (WCPB 099)

Response 2-66: Comment noted.

Comment 2-67: We also recommend including a requirement for bicycle lanes on all new roadways and bicycle parking for all proposed buildings. As we note in our comments on the proposed site plans below, the currently proposed MOD regulations may be too general to result in development that is truly walkable and offers a sense of place. (WCPB 099)

Response 2-67: Comment noted.

Comment 2-68: We recommend removing the term "millennial" from the proposed zoning regulations as it refers to a specific generational cohort. Such terms may not be relevant, for zoning purposes, in the future as generational cohorts shift and the needs and desires of Millennials change as they age. (WCPB 099)

Response 2-68: Comment noted. The term "millennial" has been removed from the zoning text.

Comment 2-69: While the generalized standards of the MOD zoning aim to create a sense of place and improve walkability as part of new hospital-centered hamlet redevelopment, the proposed developments may not achieve these goals due to their sprawling, disconnected layouts that closely resemble the office park campuses that are struggling in other parts of the county. This may be perhaps the result of the vaguely worded requirements we called attention to in comment 4 above. (WCPB 099)

Response 2-69: Comment noted.

Comment 2-70: We also note that the applicant is petitioning the Town to allow for shared parking regulations to be added to the proposed MOD regulations. We support this, and we also encourage the Town to consider allowing some parking spaces to be land banked. (WCPB 099)

Response 2-70: Comment noted.

Comment 2-71: It [the MOD ordinance] defines assisted living as a defined term and also independent living as a defined term…but it actually does not give a number of beds for independent living versus assisted living. So I don't know if that's going under the bedroom count for the apartments or under the assisted living count when we get down to density. Because right now, both developments are at 400 bedrooms if it's considered an apartment for that. So I'd like further clarification from the town board on that. (Walsh 105)

Response 2-71: The number of assisted living and independent living units on the Evergreen Manor Site has been updated from a total 120 units in the DEIS to 114 units in the FEIS (and all residential uses have been eliminated from the Gyrodyne Site in the FEIS). On the Evergreen Manor Site, the 114 units consists of 18 memory care studio units, 39 assisted-living studio units, 26 assisted living one-bedroom units, 23 one-bedroom independent living units and 8 two-bedroom independent living units. The proposed unit mix in the multifamily apartment building has also been adjusted to 132 one-bedroom/studio units and 34 two-bedroom units. The footprints of the apartment and assisted living and independent living buildings remain unchanged.

Comment 2-72: Getting into the lot coverage I think 60 percent is quite excessive for this area. This is, again, a residential zone. I'd like to see that lowered. Half, 25 percent would be agreeable for myself. (Walsh 105)

Response 2-72: Comment noted.

Comment 2-73: The base elevation of the five-building is 40 feet from the elevation of the road. Then we're going to add 60 feet on top of that. So, essentially, from the corner of Conklin and 202, we're going to be looking at a hundred-foot building, and then we're going to add on a bulkhead, stairwells, air conditioning equipment. So I'd like the town board to be specific on what is allowable for the height… What is going to be allowable on top of that 60 feet? Are you going to allow any sort of stair bulkhead, elevator bulkhead, air conditioning equipment to exceed that 60 feet proposal? (Walsh 105)

Response 2-73: As proposed in the MOD Zoning, the maximum allowable height of a building in the MOD is 60 feet.

Comment 2-74: When I see this thing, there's absolutely no concern about the environment or about the people or anything else like that. It's like someone just sat down and came up with a science fiction version of -- let's see how much stuff we can get on as little property as possible. (Soyka 006)

Response 2-74: Comment noted. The proposed MOD Development plan is undergoing an environmental review to identify any significant adverse impacts that could result from the proposed project. If significant adverse impacts are identified, mitigation will be required. As part of the on-going environmental review, potential traffic impacts were identified and numerous traffic improvements are proposed to mitigate for these impacts. The proposed MOD development plan will result in disturbance to undeveloped areas on the Evergreen site. Since the proposed disturbance would occur on a previously developed site surrounded by a state road, commercial uses, medium density-suburban residential neighborhoods as well as higher density urban neighborhoods in the City of Peekskill, the proposed disturbance is not expected to result in any significant adverse impacts to land uses, community character, or natural resources.

Comment 2-75: Medical uses that are actually defined in the MOD calls for restaurants, hotels -- it says "restaurants except drive-throughs." But under the ancillary uses in the MOD ordinance, it says drive-throughs are acceptable... I'd like that, actually, clearly defined, that drive-throughs would not be allowed if a restaurant use is actually permitted at the end of this development. (Walsh 105)

Response 2-75: The MOD zoning text has been revised to prohibit drive throughs in the MOD.

Comment 2-76: General residence districts consider of one and two-family homes intended to be free of uses other than residential uses. So, essentially, you're going to be changing or going against town law, changing this from a residential use. (Walsh 105)

Response 2-76: Comment noted. Property owners have the right to request a rezoning of their parcel if the desired use of the land is in conflict with the existing zoning. Revisions to zoning laws are weighed carefully by the Town Board to determine the best use of land for the majority of people in the Town or study area. In addition, all proposed changes to zoning are subject to an environmental review under the State Environmental Quality Review Act (SEQRA) and must be analyzed to determine if the proposed changes would result in a significant adverse impact. It is common for zoning changes to occur over time to reflect changes in development patterns and to accommodate the everchanging needs of the Town and its residents.

Comment 2-77: Both developments are in [a] residential [zone]. I know the hospital and also the current medical building have special permits issued by the town to operate. They are actually currently in residential zones. And then even 6A section of the MOD, strict compliance, do not create an undo effect on the abutting property. (Walsh 105)

Response 2-77: Comment noted. Property owners have the right to request a rezoning of their parcel if the desired use of the land is in conflict with the existing zoning. Revisions to zoning laws are weighed carefully by the Town Board to determine the best use of land for the majority of people in the Town or study area. In addition, all proposed changes to zoning are subject to an environmental review under the State Environmental Quality Review Act (SEQRA) and must be analyzed to determine if the proposed changes would result in a significant adverse impact. It is common for zoning changes to occur over time to reflect changes in development patterns and to accommodate the everchanging needs of the Town and its residents.

Comment 2-78: A petition signed by almost 75 percent of the residents of Buttonwood, asking that all the properties on Buttonwood Avenue be excluded from the zoning map districts. So we'd like to actually have the... MOD to be redrawn to exclude all properties that abut Buttonwood Avenue. (Walsh 105)

Response 2-78: Comment noted.

Comment 2-79: How do 366 residential dwelling units contribute to aging in place? AARP, in their Aging in Place Toolkit for local governments, essentially says, aging in place is simply a matter of preserving the ability for people to remain in their home or neighborhood as long as possible... The MOD currently, is not going to represent one's own neighborhood. So the question is: Who's going to want to go there to age in place? (Weinberger 106)

Response 2-79: The proposed MOD has been revised to include 236 residential units and 114 units of assisted living. The 114 units consists of 18 memory care studio units, 39 assisted-living studio units, 26 assisted living one-bedroom units, 23 one-bedroom independent living units and 8 two-bedroom independent living units. The proposed mix of units would provide a range of housing options on one campus and would allow for an aging individual to adjust its service provisions and level of care criteria in one facility to meet their changing needs.

Comment 2-80: New York State Climate Leadership and Community Protection Act. Essentially, that's long-term for zero carbon with interim goals of 2030. What we're building now should not have a 2021 timeline. We need to be thinking about what the community builds now needs to meet those long-term goals for New York State. … because nobody's going to come back to you in 2030 and say, I'm going to retrofit now... What we build now needs to be as close to carbon neutral as possible, and we need to not rely on Con Ed to do it. (Weinberger 106)

Response 2-80: Comment noted. The proposed MOD Zoning would require that any plan for development of any site designated MOD shall consider the design, construction, and arrangement of buildings in such a way as to promote energy efficiency and encourage the use of alternative energy sources, such as geo- thermal and active or passive solar systems. All applicants shall be required to complete an energy analysis that quantifies the estimated reduction in electric and gas measured against a baseline scenario of standards consumption patterns that the proposed conservation measures are anticipated to achieve.

Comment 2-81: We have a number of vacant properties in our town. The old ShopRite on Route 6, the Con Ed building on the northwest side of Crompond Road. I'm asking that we explore these properties before developing any others. A great deal of work went into the MOD proposal. I'm asking we slow down and look at other options for revenue. (Fitzgerald 108)

Response 2-81: Comment noted.

Comment 2-82: The last thing we need in this area is more retail… Look at the area we have right now. We have plenty of retail in this area. (Mayes 109)

Response 2-82: Comment noted. The MOD Development plan has been revised to reduce the proposed retail/commercial square footage. A total of 11,000 sf of accessory retail is currently proposed on both sites. Approximately, 4,000 sf of retail is proposed within the Gyrodyne medical office building. This retail is proposed to be an accessory cafe/restaurant space to service the visitors and employees of the medical office building and hospital campus. The Evergreen Manor site has reduced the commercial space from 30,000 sf to 7,000 sf. The commercial space is located on Route 202/Crompond Road directly across from the existing Pataki Center on the hospital campus.

Comment 2-83: I'm 539 feet from the hospital [at 2 Ogden Avenue] and… I'm requesting that I be included in the medical zone. (DeLorenzo 110)

Response 2-83: Comment noted.

Comment 2-84: What is the board going to do with this section, 307-60? Are they going to continue that, or is that obsolete, or what is the situation there? (DeLorenzo 110)

Response 2-84: Section 307-60 will remain as is in the Code as it also pertains to other areas within the Town.

Comment 2-85: Listening to the presentations of the developers, calling this a medically-oriented district, to me, is, at best, a reach. Okay. Because they said the first development is going to be the residential and so forth, so I don't see how we could use medical or medical in -- as the first word. (Russo 009)

Response 2-85: Medical office space remains the primary component of both the Gyrodyne Site Plan (184,600 SF of medical office space) and the Alternative Site Plan (83,500 SF of medical office space). In addition, one of the primary uses proposed on the Evergreen Manor is assisted living.

Comment 2-86: There are empty commercial spaces for development all along Route 202 and Route 6 as well as other areas in the town, the proposal to add additional retail and hotel space as part of this project is absolutely absurd. (Radin 123)

Response 2-86: Comment noted. The project has been revised to eliminate the hotel uses and reduce commercial square footage. A total of 11,000 sf of accessory retail is currently proposed on both sites. Approximately, 4,000 sf of retail is proposed within the Gyrodyne medical office building. This retail is proposed to be an accessory cafe/restaurant space to service the visitors and employees of the medical office building and hospital campus. The Evergreen Manor site has reduced the commercial space from 30,000 sf to 7,000 sf. The commercial space is located on Route 202/Crompond

Road directly across from the existing Pataki Center on the hospital campus and is currently envisioned as restaurant/cafe space.

Comment 2-87: What zoning mechanisms can be or are included in the current Zoning proposal that can be used to support and ensure that MOD participating providers contribute to the goal of better integration of care? (Weinberger 125)

Response 2-87: The proposed MOD Zoning will permit additional medical uses to be provided in one central location. This will allow multiple medical services to be centralized and will improve patient choice and access to medical care.

Comment 2-88: What zoning mechanisms can be or are included in the current Zoning proposal that can be used to support and ensure that MOD participating providers contribute to the goal of better spectrum of services? (Weinberger 125)

Response 2-88: The MOD will provide Class A medical space which is in demand and limited in the surrounding area. Class A medical office space is more efficient, provides better technology features that are necessary to support modern medical practices, offers better access, and incorporates amenities that support the integration of health care such as multi-professional healthcare services, wellness services, relaxing common spaces, and cafes within the medical facility.

Comment 2-89: How will the quality (not quantity) of healthcare services improve as a result of establishing the MOD?

How will establishment of the MOD and implementation of the proposed MOD Development Plan influence healthcare services provided by NYP-HVHC…[and] by providers in the MOD-based medical offices not formally part of NYP-HVHC? (Weinberger 125)

Response 2-89: The MOD Zoning will permit medical uses on surrounding properties located in close proximity to the NYPH Campus. Increasing the supply of medical care supports competition which increases patient choice and can result in reduced healthcare costs. Further, the MOD would allow for the expansion of medical services in the area surrounding the hospital campus. This would support the reduction of the price of health care by increasing the volume and variety of cases and promoting the development of highly specialized services which increases experience and efficiency, facilitates training, limits costs, and reduces clinical variability.

Comment 2-90: What number and percentage of the residential dwelling units that are not senior independent living will be designated as market rate rental apartments? (Weinberger 125)

Response 2-90: Ninety percent of the proposed residential units will be designated as market rate apartments.

Comment 2-91: How does MOD Zoning address flexibility to increase the proportion of senior independent units as needed in the future? (Weinberger 125)

Response 2-91: The MOD Zoning permits senior housing as an as-of-right use in the district. The MOD Development Plan includes 114 units of assisted living, memory care, and senior independent units. In addition, the MOD will include 166 multifamily rental units and 70 townhomes increasing the range of housing types in Town and providing new housing options for residents of all ages including seniors.

Comment 2-92: What is the "concept plan for the MOD"?

How are the proposed MOD Development Plans from the Evergreen and Gyrodyne developers an expression of the Town's concept plan?

What is the rationale for including the large, predominantly residential area extending from the Peekskill City line to Croton Avenue in the MOD rather than a target plan around the hospital? (Weinberger 125)

Response 2-92: The proposed MOD was identified in the Town's Comprehensive Plan, Envision Cortlandt, as one of four strategic planning areas in Town where growth and development should be directed due to: 1) the presence of the New York Presbyterian Hospital Campus which provides regional medical services to the surrounding communities and is one of the Town's largest employers; 2) its location on a state highway; 3) its proximity to the City of Peekskill and the Beach Shopping Center. The goal of the MOD was to create a vibrant, compact, mixed-use district centered on the hospital campus where residents could access a range of health services (in partnerships with hospitals and private practices) and where residents seeking to age within the community could access a variety of housing options (within close proximity to medical services) that serve a varied range of income, ages, and family types and meet the needs of residents of all abilities and in all life stages. By creating a walkable and interconnected community where people can live, work, and access services, the MOD would support walkability and the reduction of vehicle trips while also providing improved services to residents in the surrounding areas.

The MOD boundary has been reduced to include only the existing NYPH Campus, the properties directly abutting the hospital campus to the east and west and the properties across Route 202/35/Crompond Road.

Comment 2-93: "How will the MOD Zoning changes and Town decisions consider Evergreen and Gyrodyne contributions together as well as separately by looking simultaneously at the two adjacent sites to ensure complementary contributions to the Ecological Sustainability Principle?

Response 2-93: How will the MOD Zoning changes and Town decisions consider the three major players in the MOD proposal to determine Ecological Harmony contributions from NYP-HVHC as well as from Evergreen and Gyrodyne?

Comment 2-94: The NYP-HVHC site was already 'mostly built' with what can reasonably be considered insufficient attention to environmental and ecological concerns as later codified in Envision Cortlandt. As a result, will the Evergreen and Gyrodyne components of the MOD be required in MOD Zoning and proposed MOD Development plans to 'make up the slack' with even stronger environmental and ecological harmony contributions to balance the MOD so that the overall MOD proposal effectively contributes to the Ecological Harmony Sustainability Principle in ways that NYP-HVHC alone does not?" (Weinberger 125)

Response 2-94: The proposed MOD was identified in the Town's Comprehensive Plan, Envision Cortlandt, as one of four strategic planning areas in Town where growth and development should be directed due to: 1) the presence of the New York Presbyterian Hospital Campus which provides regional medical services to the surrounding communities and is one of the Town's largest employers; 2) its location on a state highway; 3) its proximity to the City of Peekskill and the Beach Shopping Center. The goal of the MOD was to create a vibrant, compact, mixed-use district centered on the hospital campus where residents could access a range of health services (in partnerships with hospitals and private practices) and where residents seeking to age within the community could access a variety of housing options (within close proximity to medical services) that serve a varied range of income, ages, and family types and meet the needs of residents of all abilities and in all life stages. By creating a walkable and interconnected community where people can live, work, and access services, the MOD would support walkability and the reduction of vehicle trips while also providing improved services to residents in the surrounding areas.

Comment 2-95: Assuming the 'mostly built' NYP-HVHC campus to set a 'floor' density and commercialization, to what extent will the Evergreen and Gyrodyne components of the MOD be required in the MOD Zoning changes to be less dense to 'make up the slack' so that the overall MOD proposal effectively balances contributions to the quality of life of the community? (Weinberger 125)

Response 2-95: In response to public comments, the proposed MOD zoning has been revised to reduce the overall density of development permitted within the MOD. Hotels uses are no longer permitted, the allowable commercial square footage has decreased and the overall number of residential units has been reduced.

Comment 2-96: What other ways could Medical Oriented elements be designed, sited, landscaped or otherwise presented so as to be consistent with the character of long-standing residential neighborhoods as well as with the commercial NYP-HVHC?

How could existing commercial (NYP-HVHC) and residential MOD-adjacent neighborhoods be used to guide a MOD Development plan that reflects both the residential character of long-standing residential neighborhoods and existing, commercial presence of NYP-HVHC? (Weinberger 125)

Response 2-96: Route 202 in the area surrounding the New York Presbyterian Hospital Campus is characterized by a mix-of-uses including both single-family and multi-family residential, commercial and medical uses. The proposed MOD uses would be consistent with the existing uses and have been designed to balance the different land use elements to be compatible with the area's existing commercial and residential land uses.

Comment 2-97: What zoning mechanisms can be or are included in the current zoning proposal that can be used to support and ensure that MOD-participating providers contribute to the goal of high quality healthcare? (Weinberger 125)

"What zoning mechanisms can be or are included in the current Zoning proposal that can be used to support and ensure that MOD-participating providers contribute to the goal of improved patient outcomes?

How can [and how will] MOD Zoning require MOD-based providers to participate in the patient outcome improvement system of metrics? (Weinberger 125)

Response 2-97: The MOD Zoning will permit medical uses on surrounding properties located in close proximity to the NYPH Campus. This would allow result in an increase in the supply of medical care which would support provider competition and patient choice. In addition, the proposed development plans include the development of Class A medical offices. Changes in medical technology require medical office buildings to be technologically advanced to provide better and more efficient care. The MOD will provide for the construction of Class A medical office space in the MOD.

Comment 2-98: "What are the assumptions about the direction of movement between the MOD and MOD-adjacent neighborhoods?

Does the proposed MOD Development plan assume that MOD residents and employees will take advantage of the "connections to adjacent residential neighborhoods" to enter adjacent neighborhoods?

If yes, then on what basis is the movement presumed to be likely… [or] beneficial?

If no, then for what reason will connections to adjacent residential neighborhoods be included in the proposed MOD Development plan?

Does the proposed MOD Development plan assume that neighborhood residents will take advantage of the "connections to adjacent residential neighborhoods" to enter the MOD?

What facilities and services are expected to bring adjacent residents into the MOD?

What survey, interview or other data support the assumption of the relevance of these goods and services as likely to attract MOD-adjacent residents into the MOD?

What pathways or routes will be available for residents to get from their homes and neighborhoods to the MOD?

Where are these pathways or routes visible on the publicly available MOD documents?

If the routes connect through Route 202/35, what infrastructure (sidewalks, pathways, etc.) be added along Route 202/35 at and beyond the borders of the MOD and into the adjacent neighborhoods?

If the routes do not connect through Route 202/35, what infrastructure (sidewalks, pathways, etc.) be added at the borders of the MOD and into the adjacent neighborhoods?

If the routes connect through Lafayette Avenue, what infrastructure (sidewalks, pathways, etc.) be added along Lafayette Avenue at and beyond the border of the MOD and into the adjacent neighborhoods?

If the routes do not connect through Lafayette Avenue, what infrastructure (sidewalks, pathways, etc.) be added at the borders of the MOD and into the adjacent neighborhoods?" (Weinberger 125)

Response 2-98: The revised Development Plan does not propose a publicly accessible vehicular entrance on Buttonwood Avenue. Only an emergency access with a crash gate to Buttonwood Avenue is proposed. Buttonwood Avenue would not be used for site access during construction or operational phases.

Pedestrian connections are limited to the Crompond Road frontages of both the Gyrodyne & Evergreen campuses via proposed sidewalk enhancements. Residents walking from Lafayette Avenue and Buttonwood Avenue may enter the Evergreen & Gyrodyne campuses from the Crompond Road frontages if they wish. The connection from

Buttonwood Avenue through the Orchard Lake parcel was removed at the request of the residents of Buttonwood Avenue.

Sidewalks and bus stop enhancements are proposed along the frontages at both the Evergreen & Gyrodyne campuses. Crosswalk enhancements are proposed east-west across Lafayette Avenue to facilitate connectivity between the Hospital and the Evergreen & Gyrodyne campuses. Gyrodyne is ceding a portion of its land along Crompond Road to the Department of Transportation to facilitate the proposed sidewalk improvements. North-south Improvements along Lafayette Avenue are not proposed. It should be noted that Gyrodyne and Evergreen Manor have only one access point to Route 202/Crompond Road from each site. There are not other public access point to the proposed developments. Each site proposed an emergency access point. Gyrodyne's emergency access drive is via Buttonwood Avenue and Evergreen provides emergency access via Lafayette Avenue. "

Comment 2-99: Estimated intermediate and long-term assisted living needs could and should guide consideration of the mix of assisted living, living units for independent seniors and residential dwelling units for the public (neither assisted living nor senior independent living). On this basis, zoning and MOD density limits for multi-family that can serve assisted living, independent senior housing and apartments for the public can then be established to best serve the 20-year plus time frame, with shifts and reallocation of units to meet changing needs over time, all the while fitting with sustainable planned goals. (Weinberger 125)

Response 2-99: Comment noted.

Comment 2-100: The change from residential to commercial and will dramatically and negatively affect our neighborhood. (Mariutto 130)

Response 2-100: Comment noted. A number of properties within the MOD study area including the Gyrodyne Site are currently occupied with existing commercial businesses/operations.

Comment 2-101: I respectfully request that GyroDyne is required to stay within the current building square footage for any new structures proposed. This will help alleviate the majority of concerns I have and allow them to upgrade their facilities. (Mariutto 130)

Response 2-101: Comment noted. The proposed Gyrodyne Site Plan and Alternative Site Plan were developed directly in response to community and Town Board input, with significant reductions in the size and scope of the proposed development program. Comparing the revised Site Plan to the DGEIS Plan, the overall development footprint has been reduced by approximately 43,560 square feet (1 acre). Phase I of the Gyrodyne Site Plan replaces the previously proposed 4-story (60-foot) medical office

building with a 3-story (45-foot) medical office building. Phase II of the Gyrodyne Site Plan replaces the previously proposed 5-story (60-foot) multifamily building with a 3-story (45-foot) medical office building. The Alternative Mixed-Use Plan would employ similar building heights, including a 3-story (45-foot) medical office building and a 4-story (45-foot) residential building. The development program has also been reduced to eliminate all proposed recreational improvements, while also further reducing impacts to Town-delineated wetlands.

Comment 2-102: How much commercially zoned space is currently empty in the Town? (Sanders 136)

Response 2-102: This question is outside the scope of SEQRA.

Comment 2-103: We are zoned R-40. This is not a surprised to the multi-million dollar Developers or their teams of lawyers. It was residential when it was bought so they must have through they could strong arm (or in some way incentivize) the people, or at least the board, of the town to change it or why else come up with a commercial development rather than residential? (Sander 137)

Response 2-103: Comment noted. Property owners have the right to request a rezoning of their parcel if the desired use of the land is in conflict with the existing zoning. Revisions to zoning laws are weighed carefully by the Town Board to determine the best use of land for the majority of people in the Town or study area. In addition, all proposed changes to zoning are subject to an environmental review under the State Environmental Quality Review Act (SEQRA) and must be analyzed to determine if the proposed changes would result in a significant adverse impact. It is common for zoning changes to occur over time to reflect changes in development patterns and to accommodate the everchanging needs of the Town and its residents.

Comment 2-104: Many developers are required to build Public access Parks etc…to be allowed to build, why not an overpass?? (Sarro 143)

Response 2-104: Comment noted. The applicant determined that an overpass is not economically feasible. However, the project will include numerous transportation safety improvements including new sidewalks along Crompond Road, marked crosswalks and pedestrian signals, new signage, traffic lights and roadway improvements.

Comment 2-105: We need more doctor and medical specialty offices. (Guida 147)

Response 2-105: Comment noted. Medical office space remains the primary component of both the Gyrodyne Site Plan (184,600 SF of medical office space) and the Alternative Site Plan (83,500 SF of medical office space).

Comment 2-106: I am asking for inclusion in the Medically Oriented Zone. (DeLorenzo 151)

Response 2-106: Comment noted.

Comment 2-107: Hotel? Stores? Retails? I'm sorry. I don't see that in Cortlandt Manor. Not on Buttonwood Avenue, not by the hospital. (Unknown 014)

Response 2-107: In response to comments made during the DGEIS/DEIS public hearings and comment period, VS Construction has proposed modifications to the Evergreen Manor Project that include the elimination of the proposed hotel and commercial space, as well as a reduction in the proposed retail space. The revised plan includes townhouses in place of the eliminated uses to provide a variety of housing options.

Comment 2-108: We met the requirements under Section 307-60 for medical use and it would be logical to incorporate 307-60 properties in the medical zone. There are only a couple of properties that meet the 307-60 requirements. It would make sense to incorporate these in the MOD. Section 307-60 would be repealed. (DeLorenzo 151)

Response 2-108: Comment noted.

Comment 2-109: A number of properties within the zone have no relation to medical uses. For instance, the Holy Spirit Church, the Peekskill Animal Hospital, number of parcels on Button Avenue and Lafayette Avenue (clearly non-medical) are included in the MOD whereas my property, clearly within medical office Section 307-60 is excluded. (DeLorenzo 151)

Response 2-109: Comment noted.

Comment 2-110: Per "Envision Cortlandt," "Spotlight 1-2, Sense of Place," development in the MOD must integrate with the existing built environment; it must not appear to have been "dropped" into and among the residential neighborhoods surrounding it. To that then, 'welcoming' and walkable amenities for the shared use of new and existing residents should be created (play areas, walking paths, access to lake, common areas, easy access to on-site services, for example restaurants, stores, etc.) An effort should be made to make the new development blend into the existing. (Farrell 154)

Response 2-110: Comment noted.

Comment 2-111: The Hospital is an existing use and a prominent feature of the proposed MOD District. Yet, the proposed zoning text does not properly address this existing use. As an existing medial use that predates the proposed MOD's establishment, the Hospital should be specifically excluded from the proposed 200,000 square foot total gross floor area limitation of any

new medical use in the proposed MOD. In addition, as an existing use, this exclusion should apply to any future expansion of the Hospital. In this regard, there should be an analysis or baseline established of the existing medical uses that predate the proposed MOD District. (Zalantis 156)

Response 2-111: Under current zoning a hospital is allowed only by special permit in a residential zone. Based on the existing hospital footprint the hospital is currently built-out and would be precluded from expanding because any new expansion would no longer conform to the dimensional requirements of the special permit.

Comment 2-112: Proposed zoning text 307-XX(F)(1)(a) provides that "in no case shall the gross floor area of all new medical uses allowed in the MOD exceed 200,000 square feet (sf) not including assisted living residences or skilled nursing facilities." Just as assisted living residences or skilled nursing facilities are not included in the 200,000 square foot gross floor area limitation, a Hospital use should likewise not be included. (Zalantis 156)

Response 2-112: Comment noted.

Comment 2-113: n addition, while it appears to be the case, clarification is needed as to whether the proposed long-term nursing facility on the Evergreen Manor site is excluded from the 200,000 square foot total gross area limitation for medical uses and this should be clearly stated in the DGEIS/DEIS. (Zalantis 156)

Response 2-113: The proposed assisted living facility is excluded from the limitation for medical uses in the MOD zoning.

Comment 2-114: In addition, there is no analysis of whether unaffiliated medial uses would complement and support the Hospital and its operations or detract from it (Zalantis 156)

Response 2-114: Based on an economic study performed by HR&A, the primary study area could support an additional 270,000 SF of medical office space.

Comment 2-115: While the Hospital is generally supportive of the project site's development, additional analysis and inquiry of reduced density alternatives is necessary. Beside the "no action alternative" only three development alternatives are addressed in the DGEIS/DEIS. Analysis of reduced density alternatives should also address the potential for consolidated construction timeframes for the Evergreen Manor site that may be less impactful on the Hospital and the community. (Zalantis 156)

Response 2-115: The Final Scope adopted by the Town Board on August 7, 2018 requires consideration of three alternatives for comparison to the Proposed Action. The alternatives are designated as either "No Action" (assumes that

neither the MOD nor the MOD Development Plan would be approved and no development would occur within the 105-acre MOD Zoning Area); "Development Under Existing Zoning," which analyze the relative impacts on the MOD Zoning Area being developed in accordance with the existing zoning regulations; and "Reduced Residential Alternative," which proposes a maximum of 150 residential units in the MOD excluding assisted living units. See Alternative 3 in the DGEIS Chapter 19 "Alternatives". Potential environmental impacts from each of these alternatives have been analyzed to a level of detail sufficient to allow reasonable comparison with the Proposed MOD Zoning at full build-out and the MOD Development Plan.

Comment 2-116: In regards to the MOD, I am highly concerned what this development will do to the character of our town and my own neighborhood. I know that there needs to be change in order to continue to move forward, however, the scale of this project is just unnecessary. The project seems to have taken no consideration of what the people of this town need-everything from the look (which is a cookie cutter façade) to the "mixed use" retail/hotel/apartment/nursing home. (Weaver 165)

Response 2-116: The proposed Evergreen Manor and Gyrodyne Site Plan and Gyrodyne Alternative Site Plan have been modified in direct response to community and Town Board input, with significant reductions in the size and scope of the proposed development program. The Evergreen Site Plan was revised to remove the proposed hotel uses and reduce commercial square footage on the site to no more than 7,000 sf. Comparing the revised Gyrdodyne Site Plan to the DGEIS Plan, the overall development footprint has been reduced by approximately 43,560 square feet (1 acre). Phase I of the Gyrodyne Site Plan replaces the previously proposed 4-story (60-foot) medical office building with a 3-story (45-foot) medical office building. Phase II of the Gyrodyne Site Plan replaces the previously proposed 5-story (60-foot) multifamily building with a 3-story (45-foot) medical office building. The Alternative Mixed-Use Plan would employ similar building heights, including a 3-story (45-foot) medical office building and a 4-story (45-foot) residential building. The development program has also been reduced to eliminate all proposed recreational improvements, while also further reducing impacts to Town-delineated wetlands.

In total, the Gyrodyne Site Plan would result in 184,600 SF of medical office and the Alternative Site Plan would result in 83,500 SF of medical office with 160 residential units. Both plans represent significant reductions in size and scope as compared to the DGEIS Plan.

Comment 2-117: What is the town's projected impact on home values on Lafayette Avenue due to the increased traffic and huge development down the street? I am

highly concerned that my home that I purchased 3 years ago will decline in value, even in the short term (next 5 years). (Weaver 165)

Response 2-117: There is no anticipated impact on property values from the MOD. However, it should be noted that property values are dependent on many factors including the physical appearance of the property and its location. Home values typically increase when there are substantial services to support homes in the neighborhood such as walkability, hospitals, and shopping.

CHAPTER 3 – COMMUNITY SERVICES

Comment 3-1: This town has no police force and by adding more people to it just does not seem like a smart move. We already have homeless people living in tents along off of Route 6, let's not add any more people and try to clean up/ maintain what we have and make it a great place to live. (Rinaldi 044)

Response 3-1: Comment noted.

Comment 3-2: I am also concerned if we reached out to the fire department and our local police departments to have their input in terms of emergency services to assist in these new addition to our community. (Mahoney 196)

Response 3-2: Please see DGEIS Chapter 3 for an analysis of emergency services (with extensive analysis of fire service operations).

Comment 3-3: There are many safety concerns which have not been addressed, especially fire issues, water pressure and evacuation issues to name few. (Demaria 055)

Response 3-3: Please see DGEIS Chapter 3 for an analysis of emergency services (with extensive analysis of fire service operations).

Comment 3-4: How will the additional/potential increase in school age children affect the Lakeland Central School District? Will another school need to be built? At what cost to residents and taxpayers, who already share in these expenses, which can be especially burdensome to those who have no school-age children? (Robinson 059)

Response 3-4: School enrollment in LCSD has decreased approximately 14% from 6,354 in 2009-2010 to 5,510 in 2019-2020. The estimated 25 public-school aged children that could be generated by the Evergreen Manor project will account for less than 0.6% of the school district's current enrollment. Tax revenues associated with the Proposed Projects will significantly exceed proposed service and educational costs. Note that the all-medical Gyrodyne Site Plan would not generate any school children. If the Gyrodyne Alternative Site Plan is selected, the estimated number of students generated would be reduced in size and scope by

approximately 20% compared with the number of school children that were generated by the Gyrodyne Development in the DGEIS/DEIS analysis.

Comment 3-5: What security has Cortlandt Manor proposed for the influx of additional strangers to the community due to the commercial facilities such as the Hotel and Restaurants? (Parish 074)

Response 3-5: In response to public comments, a hotel is no longer proposed as part of the MOD Development Plan and the MOD zoning has been revised to eliminate hotel uses.

Comment 3-6: We already have over crowding in the schools around our towns. By adding the number of condos you plan on adding you add an over flow of people into what was a quiet neighborhood that further floods the schools. This does two things. Increases our school taxes to handle the excess and drives parents to put their children in private schools where their children can get a more one on one education. (Lomardi 086)

Response 3-6: In Table 3-1 of the DGEIS Chapter 3 "Community Services" the number of Estimated Public School-Age Children was studied at full build-out of 60 two-bedroom unit and 280 one-bedroom units with approximately 29 new students. The FEIS Plan proposes a reduction in the number of multi-family apartment units to the 166 units and 70 townhouses on the Evergreen Manor Project Site. The 200 apartments proposed on the Gyrodyne Project site have been eliminated. Based on the Amended Plans, the revised approximate number of school-aged children is reduced to approximately 25 students. The estimated total cost for the 25 potential public school-age children that could be generated by the Evergreen Manor Project is approximately $382,500. This amount is well below the approximately $1.6 million in property tax revenues for the LCSD that would be generated by the Evergreen Manor Project.

Comment 3-7: Additional law enforcement patrols will be required on the already strained NYS Troopers and Westchester County law enforcement departments. (DiRocco 090)

Response 3-7: Police protection is not funded through a special tax district and is not included in the Town general budget since the Town of Cortlandt does not have its own police service and contracts with Westchester County and New York State Police departments to provide police services in Town. Based on the fiscal analysis prepared for the proposed Gyrodyne Project, projected tax revenues would offset any additional cost for police protection that may result from the MOD Development Plan.

Comment 3-8: I would also like to question where the funds expected to come from. The DGEIS states, "The revenue that will be created will not offset the

additional costs that will be needed for our local fire department." ...Where will this money for this project… come from? Will this increase our taxes? (Rivera 107)

Response 3-8: The costs to the local fire district are expected to be more than offset by the estimated property tax revenue that the Mohegan Lake Fire district would receive as a result of the development of the proposed MOD projects.

Comment 3-9: As it stands now the town of Cortlandt pays for a Westchester county office during day hours and uses the state police after hours. Our fire and ambulance forces are volunteers. Assisted and senior living requires far more emergency response than traditional homes do. Are we going to be able to accommodate these additional emergency calls without a reduction in response time? Do we have the necessary firefighting equipment to respond to a call for a 5-story residence? (Mariutto 130)

Response 3-9: "Police and EMS services were studied in DGEIS Chapter 3 "Community Services", and it is anticipated that the new development may increase the need for services incrementally. However, it is anticipated that many of the senior units constructed under the Proposed Action will be occupied by seniors already residing in the Town of Cortlandt, in this case the need for ambulance services may not so much increase as shift in location. The Evergreen Manor and Gyrodyne project are expected to generate over $4 million dollars in tax revenue, which is expected to offset incremental costs associated with police and EMS services.

The Fire Advisory Board (FAB) will review all site plans as part of the required site plan approval. At a minimum, the FAB will require new development projects to demonstrate fire truck access to all sides of the building. The largest fire truck the Mohegan Fire District owns is a 40-foot aerial ladder truck, and the ability of the truck to maneuver safely around the site and have space for its outriggers would be evaluated as part of the site-specific site plan reviews.

An emergency access plan was prepared to demonstrate how a fire department apparatus would be able to service the structures located on the Evergreen Manor and Gyrodyne Project Sites in order to perform fire protection activities. The fire apparatus selected to be demonstrated on the access exhibit is 52 feet in length, 10 feet wide, and 10.85 feet in height, with a track width of 10 feet. The access plans demonstrate ingress/egress from Crompond Road and using the sites main driveways. At the Gyrodyne site, there are two existing fire hydrant locations that will remain. The first is located near the northwest corner of the Project Site, on the north side of Crompond Road, and the second existing fire

hydrant is located at the northeast corner of the Project Site, adjacent to Crompond Road.

The proposed Gyrodyne Site Plan and Alternative Site Plan were developed directly in response to community and Town Board input, with significant reductions in the size and scope of the proposed development program. Under the FEIS revised plan, the five-story residential building has been removed and replaced with a three-story 84,600 sf medical office building. The overall development footprint has been reduced by approximately 43,560 square feet (1 acre). Phase I of the Gyrodyne Site Plan replaces the previously proposed 4-story (60-foot) medical office building with a 3-story (45-foot) medical office building. Phase II of the Gyrodyne Site Plan replaces the previously proposed 5-story (60-foot) multifamily building with a 3-story (45-foot) medical office building. The Alternative Mixed-Use Plan would employ similar building heights, including a 3-story (45-foot) medical office building and a 4-story (45-foot) residential building.

Comment 3-10: Recreational areas to serve MOD Zoning Area and the surrounding neighborhoods should be considered with input from the existing surrounding community. (Farrell 154)

Response 3-10: Comment noted. Responding to input provided by Buttonwood Avenue residents, the proposed walking paths and environmental education area around Orchard Lake have been removed from the revised Site Plan and Alternative Site Plan. No additional recreational improvements to this area are proposed.

CHAPTER 5 – NATURAL RESOURCES

Comment 5-1: My children, when they were little they saw turtles and tortoises walking through the yard at times, several different species of snakes. We have deer that come and visit us, which I don't mind. It's nice. We have owls and hawks living in the woods. And if anybody thinks that this development is not going to destroy the local flora and fauna, that's insane. (Russo 009)

Is any of this Wildlife and the potential impacts on it being taken into account? We certainly see no evidence of this. We understand as per the reports that no endangered species have been identified .as living in this area, however, all wildlife is important and under threat currently. We run the risk of causing irreparable damage to the local environment with this development and losing vanishing wildlife in an already incredibly fragile ecosystem. (Edwards 034)

What about the ecological impact that will disrupt the natural wildlife habitat? (Robinson 059)

Where exactly do you expect all of those animals to go. There are more than just a few squirrels and raccoons living in there [the wooded area of the proposed development]. Everything in those woods will head straight for the streets and everyone's backyards. We have enough road kill already around here. This sets off a spree of unfair trapping and in some instances extermination that was unnecessary for an area that will take years to finish and may end up not being used. That is a huge environmental impact for the deer, raccoons, squirrels, skunks; possums; hedgehogs, coyotes as I am sure there are a few, etc. Did anyone ever care to take this into consideration? (Lomardi 086)

Talking about the wildlife: It is going to be affected no matter what you do. My seven-year-old got to grab an apple the other day and chase after a fawn that he saw and roll it down the street. Those deer are going to go running...They're going to end up straying who knows right across 202, and we're going to have more accidents that way. (Rivera 011)

Property values will affected adversely and the wildlife habitat will forever be destroyed. I request a study of the effect of this project on property values on Buttonwood Ave and Lafayette Ave. (Larish 030)

Response 5-1: No endangered, threatened, or rare species or significant ecological communities are known to be present on the Evergreen or Gyrodyne Project Sites; accordingly, no impacts to endangered, threatened, or rare species or significant ecological communities shall result from the Evergreen or Gyrodyne Projects. In a letter dated November 5, 2018, the NYSDEC Division of Fish and Wildlife, New York Natural Heritage Program stated that they have no records of rare or state-listed animals or plants, or significant natural communities at the project site or in its immediate vicinity (see MOD DGEIS/DEIS Appendix 5). An Information for Planning and Consultation (IPaC) resource list (//ecos.fws.gov/ipac/), under the jurisdiction of the U.S Fish and Wildlife Service, listed two species that could potentially be affected by the activities at the Evergreen or Gyrodyne Project Sites. The first species is the Indiana Bat (Myotis sodalist) which is endangered, and the second species is the Northern Long-eared Bat (Myotis septentrionalis) which is threatened. The resource list indicates that the project sites are located outside of the critical habitat for both species. Further, the Gyrodyne site is largely developed or landscaped lawn and provides limited habitat. As presented in Chapter 5 of the DEIS, a substantial part of the Evergreen site was previously cleared and open landscape for residential use, and as recently as 1990 the majority of the northern half of the site was maintained lawn and managed landscape. Much of the proposed development will occur in these areas. The majority of the vegetation and wildlife habitat area to be disturbed is either the former developed area or second growth scrub/shrub following the cessation of landscape management. While the proposed buildings and hardscape offer only limited habitat value, the second growth areas do provide habitat for the

more common suburban species. The surrounding residential and institutional properties offer similar habitat and following completion of construction it is expected that a continuity of habitat will continue to exist for the more adaptable species.

Comment 5-2: Another concern we have is that with the removal of trees and potential changes to the entire wetland area. Natural protections that are in place to secure our water supply and prevent issues such as flooding and erosion will be irreversibly damaged causing all manner of problems down the line. Not to mention the fact that we should not be removing trees in this area, but planting more. (Edwards 034)

Response 5-2: The Gyrodyne Project would occupy an area that has been previously improved. Responding to community and Town Board input, the revised Site Plan's (and Alternative Site Plan's) overall development footprint has been reduced, resulting in an approximately 6 percent net increase in open space. Further, under the revised Site Plan (and Alternative Site Plan), the natural areas around Orchard Lake would be preserved in their current natural state. Additionally, as stated in the DGEIS Chapter 5 "Natural Resources," to reduce the potential impacts associated with the removal of existing trees, potential mitigation includes the revegetation of the site with native landscaping, including over 400 trees, comprising of evergreen trees, as well as Maple, Beech and Oak trees that will be 10-14 feet in height at the time of planting.

Under both the Gyrodyne Site Plan and Alternative Site Plan development programs, approximately one (1) acre of natural areas would be developed; the area around Orchard Lake would be preserved in its natural state, and the wetland area would remain largely undisturbed and in its natural state. Only a limited portion of the wetland area (approximately 12,000 sf) would be developed in connection with the proposed parking area. There will be no impacts related directly to Orchard Lake. The Gyrodyne Project proposes to keep the lake in its natural state without any disturbance to its function or flow system. The proposed Gyrodyne Project will not have any adverse impacts on any aquifer or on the local water table level. However, stormwater runoff will be contained onsite and discharged into Orchard Lake, providing for natural ground infiltration. This process will help ensure that a healthy water level is maintained in the lake that will support the surrounding natural environment.

As discussed in the DGEIS Chapter 5 "Natural Resources", during preliminary discussions as stakeholders in the MOD process, several different scenarios were considered for development of the Evergreen Manor parcels. One concept, which required the elimination of the wetland at the north end of the site in order to locate all development closer to the Route 202 corridor, was modified following comments by the Army Corps of Engineers and Town Wetland Consultant. The

proposed Evergreen Manor plan preserves all but a small portion of the northern wetland (approximately ¼ acre of Wetland C), and provides a wetland mitigation/replacement plan that will offset the loss of wetland at a ratio of 2:1. The Town Wetland Consultant Stephen Coleman acknowledged that wetland and wetland buffer encroachment will still be required, but this section of wetland is the least valuable from a habitat function. The majority of the vegetation and wildlife habitat area to be disturbed is either the former developed area or second growth scrub/shrub following the cessation of landscape management. Additionally, mitigation measures will include an invasive species management program for Wetland C, which is overgrown with nonnative species, to improve the function of the wetland.

Comment 5-3: Building on Wetlands and Greenspace destroying the local ecology. (Russo 039)

Response 5-3: Comment noted.

Comment 5-4: We need to maintain some of the area's natural forests and wetlands. (Cipriani 058)

Response 5-4: Comment noted.

Comment 5-5: Wildlife as seen now will be completely decimated. Is Cortlandt Manor and its residences ok with this? We are not. (Parish 074)

You are ripping down a huge chunk of forested land where a lot of wildlife lives and a lot of trees absorb the carbon monoxide of the passing cars. Once those acres of trees are ripped out it will not only diminish our air quality (Lomardi 086)

Response 5-5: The Gyrodyne site is largely developed or landscaped lawn and provides limited habitat. As presented in Chapter 5 of the DEIS, a substantial part of the Evergreen site was previously cleared and open landscape for residential use, and as recently as 1990 the majority of the northern half of the site was maintained lawn and managed landscape. Much of the proposed development will occur in these areas. The majority of the vegetation and wildlife habitat area to be disturbed is either the former developed area or second growth scrub/shrub following the cessation of landscape management. While the proposed buildings and hardscape offer only limited habitat value, the second growth areas do provide habitat for the more common suburban species. The surrounding residential and institutional properties offer similar habitat and following completion of construction it is expected that a continuity of habitat will continue to exist for the more adaptable species.

Comment 5-6: As described in the March 2018 correspondence, the site is not near any known occurrences of State-listed threatened or endangered species. While the Department understands a review of impacts to wildlife is a component of the SEQR review, please note that a "Protected Species and Habitats Review" for any potential permitting pursuant to 6 NYC RR Part 182 (Incidental Take) would not be required from DEC. (NYSDEC 095)

Response 5-6: Comment noted.

Comment 5-7: DEC has reviewed the State's Natural Heritage records. No records of sensitive resources were identified by this review. The absence of data does not necessarily mean that other rare or state-listed species, natural communities or significant habitats do not exist on or adjacent to the proposed site. Rather, our files currently do not contain information which indicates their presence. For most sites, comprehensive field surveys have not been conducted. We cannot provide a definitive statement on the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources. (NYSDEC 098)

Response 5-7: Comment noted.

Comment 5-8: "How do the proposed MOD Development Plans address the Ecological Harmony Policy to ""Connect existing open space parcels and create larger patches or corridors of protected land in forest cover?"" (Envision Cortlandt, p. 10)

The proposed MOD Development plan for the Evergreen Manor site will clear a wooded area along the eastern edge of Parcel 4 for a parking lot associated with the proposed residential site (Executive Summary, p. 7). These woodlands approximately 100 feet wide are to be replaced with seven-foot tall evergreens wholly unlikely to replace habitat for breeding birds. ""A total of thirty-eight (38) different bird species were observed within the general study area during the spring/summer season. Approximately twenty-six (26) of these species represent summer resident breeding bird species."" identified during the 2017 breeding bird survey (Draft Generic Environmental Impact Statement (DGEIS) & MOD Development Plan Draft Environmental Impact Statement (DEIS) Chapter 5: Natural Resources, p. 5).

The removal of trees and forested areas will impact these species and thus appears not to support the Ecological Harmony principle. I can report that during Spring breeding season, birds from multiple species visit our feeders on Birchwood Lane and take food to the west toward the woodland that will be removed and replaced with buildings and parking lots.

In addition to birds, animal and plant species will be profoundly affected by the proposed clearing of what constitutes a corridor as identified in the Sustainable Comprehensive Plan and which are already constrained by the current level of development.

The dramatic reduction of habitat proposed for the Evergreen site calls for an explanation of how the proposed MOD Development Plan is consistent with and supports the Envision Cortlandt Ecological Harmony policies and goals. As proposed, the Evergreen site plan ascribes overwhelming emphasis to economic objectives without evidence of balance with the conservation, and healthy environment objective. Balance with social well-being and quality of life is lacking as well (described in Density and Commercialization: Quality of Life section in these comments)." (Weinberger 125)

Response 5-8: The 2016 Comprehensive Plan and the Four Key Strategies of Envision Cortlandt guided the Town in dedicating its efforts towards developing the Medical-Oriented District (MOD) to help achieve its vision, incorporate the Mid-Hudson Region's sustainability goals, and continue to create economic opportunities for the Town. The Evergreen Manor Project has been designed in compliance with the goals of Envision Cortlandt and the requirements of the MOD Zoning Ordinance.

The Gyrodyne Project would occupy an area that has been previously improved. Responding to community and Town Board input, the revised Site Plan's (and Alternative Site Plan's) overall development footprint has been reduced, resulting in an approximately 6 percent net increase in open space. Further, under the revised Site Plan (and Alternative Site Plan), the natural areas around Orchard Lake would be preserved in their current natural state. Additionally, as stated in the DGEIS Chapter 5 "Natural Resources," to reduce the potential impacts associated with the removal of existing trees, potential mitigation includes the revegetation of the site with native landscaping, including over 400 trees, comprising of evergreen trees, as well as Maple, Beech and Oak trees that will be 10-14 feet in height at the time of planting.

As discussed in the DGEIS Chapter 5 "Natural Resources" the Evergreen Manor Project Site was previously disturbed and maintained. Mammals were surveyed by active ground searches looking for evidence of any animal activity. Field investigation confirmed the presence of thirteen (13) different mammal species on the project site. Existing mammal populations are average and represented by species that will be considered common and readily observed within northern Westchester County. The species observed are more generalists and more adaptable to disturbed and fragmented habitats. No environmentally sensitive mammal species were observed to be present. Therefore, no adverse impact to the existing species population is anticipated. The DEIS identifies a number of migratory and probable breeding bird species

within the study area. Some of the proposed disturbance related to the development of the MOD will occur in the woodlands and successional forest, that may support nesting or migratory birds. Following coordination with the NYSDEC and USFWS project elements requiring tree-clearing will be scheduled during the winter months to avoid any potential for impacts to bats and outside of the early May through July primary bird-breeding season, to the extent practicable. Secondly, to enhance habitat for migratory birds and reduce human impacts, the proposed landscaping plans will include native species wherever possible and aggressive replanting and mitigation is proposed in areas where wetlands or buffers are proposed to be disturbed. On the Evergreen site, two open space areas will remain which include wetlands these areas will be separated from development area with a physical barrier during construction to avoid impacts to sensitive habitat.

Comment 5-9: The Gyrodyne proposal will fill the 13.8 acre site with medical office buildings, multifamily residential units and parking.

How do the remaining 5 acres of “open space"" advance the Ecological Harmony Principal?

How will the proposed MOD Development plan improve or advance the current state of the open space adjacent to Orchard Lake?

How will the open space become better, not just different from the current state? (Weinberger 125)

Response 5-9: Under both the Gyrodyne Site Plan and Alternative Site Plan development programs, approximately one (1) acre of natural areas would be developed; the area around Orchard Lake would be preserved in its natural state, and the wetland area would remain largely undisturbed and in its natural state. Only a limited portion of the wetland area (approximately 12,000 sf) would be developed in connection with the proposed parking area. There will be no impacts related directly to Orchard Lake. The Gyrodyne Project proposes to keep the lake in its natural state without any disturbance to its function or flow system. The proposed Gyrodyne Project will not have any adverse impacts on any aquifer or on the local water table level. However, stormwater runoff will be contained onsite and discharged into Orchard Lake, providing for natural ground infiltration. This process will help ensure that a healthy water level is maintained in the lake that will support the surrounding natural environment. As discussed in the DGEIS Chapter 5 “Natural Resources”, during preliminary discussions as stakeholders in the MOD process, several different scenarios were considered for development of the Evergreen Manor parcels. One concept, which required the elimination of the wetland at the north end of the site in order to locate all development closer to the Route 202 corridor, was modified following comments by the Army Corps of Engineers and Town Wetland

Consultant. The proposed Evergreen Manor plan preserves all but a small portion of the northern wetland (approximately ¼ acre of Wetland C), and provides a wetland mitigation/replacement plan that will offset the loss of wetland at a ratio of 2:1. The Town Wetland Consultant Stephen Coleman acknowledged that wetland and wetland buffer encroachment will still be required, but this section of wetland is the least valuable from a habitat function. The majority of the vegetation and wildlife habitat area to be disturbed is either the former developed area or second growth scrub/shrub following the cessation of landscape management. Additionally, mitigation measures will include an invasive species management program for Wetland C, which is overgrown with nonnative species, to improve the function of the wetland.

Comment 5-10: The identified impact on habitat for breeding birds should be considered in light of the recently published study in Science (and referenced in the September 19, 2019 New York Times Article "Birds are Vanishing from North American") which points to the 29% decline in the number of birds in North American – 3 billion birds – since 1970. Insufficient attention to environmental mitigation and Ecological Harmony may cost as many residents leaving as might be retained through the age in place incentives of the MOD. (Weinberger 125)

Response 5-10: Comment noted. Results from the breeding bird survey are provided within Chapter 5 of the DGEIS (page 5-4). Proposed disturbances to the Gyrodyne Project Site have been significantly reduced from the DGEIS development program to the current Site Plan/Alternative Site Plan.

Comment 5-11: "How can MOD zoning incorporate Envision Cortlandt Open Space & Natural Resources Policies 115 and 117, to integrate and balance environmental, social and economic principles?

How can both MOD goals and Opens Space goals be addressed in MOD Zoning changes and proposed MOD Development plans? (Weinberger 125)

Response 5-11: Policy 115 of Envision Cortlandt recommends encouraging private property owners to plant replacement trees whenever trees are removed or destroyed. Any MOD proposal will be subject to the Town's existing tree ordinance which requires applicants to mitigate for tree removal or contribute to a tree replacement fund. Policy 117 of Envision Cortlandt recommends that existing open space parcels be connected to create larger corridors of protected land in forest cover. None of the parcels proposed to be rezoned to MOD are currently designated as open space.

Comment 5-12: The proposed site of MOD, that stretch of Route 202, are such remaining natural areas and should be preserved and protected from development. In none of the proposed plans, did I get a sense that this ecosystem would

be preserved or respected. I heard the intentions to do so, but the slides shown told a very different and alarming story. (Rogerson 138)

Response 5-12: Under both the Gyrodyne Site Plan and Alternative Site Plan development programs, approximately one (1) acre of natural areas would be developed; the area around Orchard Lake would be preserved in its natural state, and the wetland area would remain largely undisturbed and in its natural state. Only a limited portion of the wetland area (approximately 12,000 sf) would be developed in connection with the proposed parking area. There will be no impacts related directly to Orchard Lake. The Gyrodyne Project proposes to keep the lake in its natural state without any disturbance to its function or flow system. The proposed Gyrodyne Project will not have any adverse impacts on any aquifer or on the local water table level. However, stormwater runoff will be contained onsite and discharged into Orchard Lake, providing for natural ground infiltration. This process will help ensure that a healthy water level is maintained in the lake that will support the surrounding natural environment. As discussed in the DGEIS Chapter 5 "Natural Resources", during preliminary discussions as stakeholders in the MOD process, several different scenarios were considered for development of the Evergreen Manor parcels. One concept, which required the elimination of the wetland at the north end of the site in order to locate all development closer to the Route 202 corridor, was modified following comments by the Army Corps of Engineers and Town Wetland Consultant. The proposed Evergreen Manor plan preserves all but a small portion of the northern wetland (approximately ¼ acre of Wetland C), and provides a wetland mitigation/replacement plan that will offset the loss of wetland at a ratio of 2:1. It was acknowledged in the Town Consultant Stephen Coleman report that wetland and wetland buffer encroachment will still be required, but this section of wetland is the least valuable from a habitat function. The majority of the vegetation and wildlife habitat area to be disturbed is either the former developed area or second growth scrub/shrub following the cessation of landscape management. Coupling this with an invasive species management program for Wetland C, which is overgrown with nonnative species, functional impacts to site wetlands can be more than offset by this development plan. As discussed in the DGEIS Chapter 5 "Natural Resources" the Evergreen Manor Project Site was previously disturbed and maintained. Mammals were surveyed by active ground searches looking for evidence of any animal activity. Field investigation confirmed the presence of thirteen (13) different mammal species on the project site. Existing mammal populations are average and represented by species that will be considered common and readily observed within northern Westchester County. The species observed are more generalists and more adaptable to disturbed and fragmented habitats. No environmentally sensitive mammal species were observed to be present. Therefore, no adverse impact to the existing species population is anticipated. The DEIS

identifies a number of migratory and probable breeding bird species within the study area. Some of the proposed disturbance related to the development of the MOD will occur in the woodlands and successional forest, that may support nesting or migratory birds. Following coordination with the NYSDEC and USFWS project elements requiring tree-clearing will be scheduled during the winter months to avoid any potential for impacts to bats and outside of the early May through July primary bird-breeding season, to the extent practicable. Secondly, to enhance habitat for migratory birds and reduce human impacts, the proposed landscaping plans will include native species wherever possible and aggressive replanting and mitigation is proposed in areas where wetlands or buffers are proposed to be disturbed. On the Evergreen site, two open space areas will remain which include wetlands these areas will be separated from development area with a physical barrier during construction to avoid impacts to sensitive habitat.

Comment 5-13: The impact on the environment, the air and noise pollution it would create would set this area back in terms of quality of life. (Rogerson 138)

Response 5-13: Comment is highly speculative, as analysis within the DGEIS did not identify any significant adverse impacts in any of the referenced impact areas. Analyses were performed in accordance with New York State and/or Town standards (where applicable). As the Gyrodyne Project has been further reduced in size, scope and scale, and additional landscaping/screening elements added to the proposed Site Plan and Alternative Site Plan, no adverse impacts are anticipated in the referenced impact areas.

Comment 5-14: I love that Lafayette Avenue is surrounded by beautiful, tall trees. As you know, the wetlands are a very important part of our environment. I love seeing all the wildlife here—deer, foxes, wild turkey. I even say a bobcat lope across my yard a few weeks ago. I am always concerned that one of them will get hit by a speeding car. Any damage done to our wetlands will cause even more harm to our wildlife. (Kovacs 169)

Response 5-14: Under both the Gyrodyne Site Plan and Alternative Site Plan development programs, approximately one (1) acre of natural areas would be developed; the area around Orchard Lake would be preserved in its natural state, and the wetland area would remain largely undisturbed and in its natural state. Only a limited portion of the wetland area (approximately 12,000 sf) would be developed in connection with the proposed parking area. There will be no impacts related directly to Orchard Lake. The Gyrodyne Project proposes to keep the lake in its natural state without any disturbance to its function or flow system. The proposed Gyrodyne Project will not have any adverse impacts on any aquifer or on the local water table level. However, stormwater runoff will be contained onsite and discharged into Orchard Lake, providing for

natural ground infiltration. This process will help ensure that a healthy water level is maintained in the lake that will support the surrounding natural environment.

Comment 5-15: Wildlife has been observed in the area, and any development will destroy their habitat. Any planned development of the property should consider the continuing impact to local wildlife habitat. During the planning commission meeting, a speaker indicated that the proposed planning area has several endangered species, which should be investigated by the appropriate agency prior to approving development. (Tavarez 170)

Response 5-15: No endangered, threatened, or rare species or significant ecological communities are known to be present on the Evergreen or Gyrodyne Project Site; accordingly, no impacts to endangered, threatened, or rare species or significant ecological communities shall result from the Evergreen or Gyrodyne Project. In a letter dated November 5, 2018, the NYSDEC Division of Fish and Wildlife, New York Natural Heritage Program stated that they have no records of rare or state-listed animals or plants, or significant natural communities at the project site or in its immediate vicinity (see Appendix 5). An Information for Planning and Consultation (IPaC) resource list (//ecos.fws.gov/ipac/), under the jurisdiction of the U.S Fish and Wildlife Service, listed two species that could potentially be affected by the activities at the Gyrodyne Project Site. The first species is the Indiana Bat (Myotis sodalist) which is endangered, and the second species is the Northern Long-eared Bat (Myotis septentrionalis) which is threatened. The resource list indicates that the project site is located outside of the critical habitat for both species.

Comment 5-16: Town Attorney Wood has assured me that there are strong environmental laws that are currently on the books and strongly enforced. I would greatly appreciate if the Town authorities would not only protect my rights and those of the affected residents, but also the special natural environment of this unique and beautiful area. (Soyka 180)

Response 5-16: Comment noted.

Comment 5-17: Although Lafayette Ave sits on top of a ridge, the water table is close to the surface. Where the water goes is always a mystery. I had to install pumps after the Cortlandt Estate project. I have concerns for our septic fields, Dicky Brook, and wildlife including the box turtles. (Lounsbury 051)

Response 5-17: As described in DGEIS, Appendix 4 “Gyrodyne Borings Report,” a geotechnical investigation was performed on the site. Groundwater was documented to be at depths of 13’-8” to 20’-6”; all construction activities would occur above groundwater level.

As described in Chapter 7 “Stormwater Management,” the SWPPP was developed so that the quantity and quality of stormwater runoff during construction and after development are not significantly altered from pre-construction activities. The stormwater management practices would consist of a combination of Stormwater Management Practices and Green Infrastructure Practices such as HDPE piping, drain inlets, trench drains, porous pavement, the Terre Arch stormwater storage system, and the Contech Jellyfish JF-6 stormwater treatment system to treat stormwater runoff from roads, walks, driveways, parking areas and roofs. The site would be divided into four watersheds, each with its own discharge outfall. Outfalls 1, 3, and 4 would discharge into Orchard Lake. Outfall 2 would discharge to the New York State system along Route 202/35/Crompond Road.

The stormwater management plan would include several mechanisms for improving water quality, including structural water quality pretreatment units as well as vegetated bioswales and permeable pavement. The integrated stormwater management approach provides a combination of stormwater pre-treatment techniques consistent with New York State Department of Conservation Stormwater Management Design Manual. The multiple techniques utilized will permit the pre-treatment of stormwater prior to the discharge into Orchard Lake by reducing floatable debris, Phosphorus, Nitrogen, some metals, and pathogens. Additionally, the integration of permeable pavements reduces the volume of snow melt products thereby reducing discharge into Orchard Lake.

Only a small portion of the wetland area (approximately 12,000 sf) would be developed in connection with the proposed parking area. "

Comment 5-18: I think it's kind of ridiculous to say that clearcutting a giant wood lot is going to remove invasive species and that equals environmental improvement. (Weaver 017)

Response 5-18: Under the revised Gyrodyne Site Plan and Alternative Site Plan, the limits of disturbance to town-regulated wetlands adjacent to Orchard Lake have been reduced by 45% to approximately 12,000 sf. Responding to community and Town Board input, the revised Site Plan’s (and Alternative Site Plan's) overall development footprint has also been reduced, resulting in an approximately 6 percent net increase in open space. Further, under the revised Site Plan (and Alternative Site Plan), the natural areas around Orchard Lake would be preserved in their current natural state. Additionally, as stated in the DGEIS Chapter 5 “Natural Resources,” to reduce the potential impacts associated with the removal of existing trees, potential mitigation includes the revegetation of the site with native landscaping, including over 400 trees, comprising of evergreen trees, as well as Maple, Beech and Oak trees that will be 10-14 feet in height at the time of planting.

Comment 5-19: In Section 179-1A Parts 1 and 2 of – 1 and 2 of the town code, I paraphrases and states the preservation of wetlands, water bodies and other natural resources are necessary to protect the health, safety, and general welfare of present and future residents. The MOD proposal flies in the face of this existing legislative intent and should never had even been considered. (Russo 189)

Response 5-19: In compliance with the Town Code of the Town of Cortlandt, the Proposed Projects have provided the necessary mitigation measures for disturbances and improvements to resources and infrastructure. Under both the Gyrodyne Site Plan and Alternative Site Plan development programs, approximately one (1) acre of natural areas would be developed; the area around Orchard Lake would be preserved in its natural state, and the wetland area would remain largely undisturbed and in its natural state. Only a limited portion of the wetland area (approximately 12,000 sf) would be developed in connection with the proposed parking area. There will be no impacts related directly to Orchard Lake. The Gyrodyne Project proposes to keep the lake in its natural state without any disturbance to its function or flow system. The proposed Gyrodyne Project will not have any adverse impacts on any aquifer or on the local water table level. However, stormwater runoff will be contained onsite and discharged into Orchard Lake, providing for natural ground infiltration. This process will help ensure that a healthy water level is maintained in the lake that will support the surrounding natural environment. As discussed in the DGEIS Chapter 5 "Natural Resources", during preliminary discussions as stakeholders in the MOD process, several different scenarios were considered for development of the Evergreen Manor parcels. One concept, which required the elimination of the wetland at the north end of the site in order to locate all development closer to the Route 202 corridor, was modified following comments by the Army Corps of Engineers and Town Wetland Consultant. The proposed Evergreen Manor plan preserves all but a small portion of the northern wetland (approximately ¼ acre of Wetland C), and provides a wetland mitigation/replacement plan that will offset the loss of wetland at a ratio of 2:1. Town Consultant Stephen Coleman acknowledged that wetland and wetland buffer encroachment will still be required, but this section of wetland is the least valuable from a habitat function. The majority of the vegetation and wildlife habitat area to be disturbed is either the former developed area or second growth scrub/shrub following the cessation of landscape management. The mitigation would also include an invasive species management program for Wetland C, which is overgrown with nonnative species, to improve the function of the wetland.

Comment 5-20: This development permanently and shamelessly disrupts the beautiful natural landscape of the area. (Kaufman 022)

Response 5-20: Under both the Gyrodyne Site Plan and Alternative Site Plan development programs, approximately one (1) acre of natural areas would be developed; the area around Orchard Lake would be preserved in its natural state, and the wetland area would remain largely undisturbed and in its natural state. Only a limited portion of the wetland area (approximately 12,000 sf) would be developed in connection with the proposed parking area. There will be no impacts related directly to Orchard Lake. The Gyrodyne Project proposes to keep the lake in its natural state without any disturbance to its function or flow system. The proposed Gyrodyne Project will not have any adverse impacts on any aquifer or on the local water table level. However, stormwater runoff will be contained onsite and discharged into Orchard Lake, providing for natural ground infiltration. This process will help ensure that a healthy water level is maintained in the lake that will support the surrounding natural environment.

Additionally, as stated in the DGEIS Chapter 5 "Natural Resources," to reduce the potential impacts associated with the removal of existing trees, potential mitigation includes the revegetation of the site with native landscaping, including over 400 trees, comprising of evergreen trees, as well as Maple, Beech and Oak trees that will be 10-14 feet in height at the time of planting.

Comment 5-21: I heard mention of an invasive species being removed. What were they referring to? (Sheehy 026)

Response 5-21: The immediate edge of Orchard Lake consists of several invasive plant species, with a large section of phragmites grass on the eastern side. The forested wetland areas consist of typical wetland species, dominated by red maple, American elm and cottonwood in the tree layer, spicebush and winterberry within the shrub layer, and the ground layer dominated by skunk cabbage, sphagnum moss and invasives such as Japanese stilt grass and garlic mustard. Within the drier sections, several invasive shrub species are present.

Comment 5-22: With this vast development being shoe horned into a relatively small area hemming us in on two sides and in some cases replacing beautiful and very important areas of natural habitat, how do they propose to ensure that our natural drainage and our existing wildlife won't be completely compromised? (Edwards 028)

Response 5-22: The Gyrodyne Project would occupy an area that has been previously improved. Responding to community and Town Board input, the revised Site Plan's overall development footprint has been reduced, resulting in an approximately 6 percent net increase in open space. Further, under the revised Site Plan, the natural areas around Orchard Lake would be preserved in their current natural state. Additionally, as stated in the

DGEIS Chapter 5 "Natural Resources," to reduce the potential impacts associated with the removal of existing trees, potential mitigation includes the revegetation of the site with native landscaping, including over 400 trees, comprising of evergreen trees, as well as Maple, Beech and Oak trees that will be 10-14 feet in height at the time of planting.

Under both the Gyrodyne Site Plan and Alternative Site Plan development programs, approximately one (1) acre of natural areas would be developed; the area around Orchard Lake would be preserved in its natural state, and the wetland area would remain largely undisturbed and in its natural state. Only a limited portion of the wetland area (approximately 12,000 sf) would be developed in connection with the proposed parking area. There will be no impacts related directly to Orchard Lake. The Gyrodyne Project proposes to keep the lake in its natural state without any disturbance to its function or flow system. The proposed Gyrodyne Project will not have any adverse impacts on any aquifer or on the local water table level. However, stormwater runoff will be contained onsite and discharged into Orchard Lake, providing for natural ground infiltration. This process will help ensure that a healthy water level is maintained in the lake that will support the surrounding natural environment.

Comment 5-23: [I request] A study of the project's effect on wildlife. (Larish 030)

Response 5-23: Please see DGEIS Chapter 5 "Natural Resources" for a discussion regarding the project's potential to affect wildlife and natural resources..

Comment 5-24: The natural green and wooded spaces that exist in Cortlandt Manor are incredibly important ecosystems that sustain huge amounts of life. We have worked hard to make our garden wildlife friendly and to work with the habitats provided by the wild areas that surround us rather than try to control and sanitize or destroy them. We have grave concerns about new developments taking the same approach as we do. Rather, they will want to completely clear out and sanitize huge areas of habitat and use insecticides and herbicides that not only kill the "nuisance" insects and plants but devastate the populations of our beneficial ones as well. Not to mention, pollute our waterways. (Edwards 034)

Response 5-24: Comment noted.

Comment 5-25: Is there a plan for Environmental Conservation in Cortlandt Manor? If there is please share the plan with me. How will MOD respect the plan for Environmental Conservation in Cortlandt Manor? How will the MOD impact the plan for Environmental Conservation in Cortlandt Manor? (Fitzgerald 176)

Response 5-25: The Town's 2016 Sustainable Comprehensive Master Plan *(Envision Cortlandt),* identifies the MOD as one of the Town's four strategic

economic development areas. The proposed development is consistent with the objectives of the MOD as outlined in *Envision Cortlandt*. In addition, none of the MOD parcels are identified in the Town's 2004 Open Space Plan as a priority vacant or underutilized parcel.

CHAPTER 6 – SURFACE WATER RESOURCES AND WETLANDS

Comment 6-1: The quality and health of Orchard Lake must be improved and a plan for ongoing maintenance must be devised and implemented. (Farrell 154)

Response 6-1: Responding to input provided by Buttonwood Avenue residents, the proposed walking paths and environmental education area around Orchard Lake have been removed from the revised Development Plan. No new recreational improvements to this area are proposed.

The stormwater management plan would include several mechanisms for improving water quality, including structural water quality pretreatment units as well as vegetated bioswales and permeable pavement. The integrated stormwater management approach provides a combination of stormwater pre-treatment techniques consistent with New York State Department of Conservation Stormwater Management Design Manual. The multiple techniques utilized will permit the pre-treatment of stormwater prior to the discharge into Orchard Lake by reducing floatable debris, Phosphorus, Nitrogen, some metals, and pathogens. Additionally, the integration of permeable pavements reduces the volume of snow melt products thereby reducing discharge into Orchard Lake."

Comment 6-2: The DGEIS calls for "keep the lake in its natural state without any disturbance" (Executive Summary, page 8). The current condition of Orchard Lake is not optimal and should not be considered "its natural state." As the Executive Summary acknowledges, much of the subject area was cleared in the "not so distant past for the construction of the existing structures." The Stormwater Management plan calls for Outfalls 1, 3 and 4 to discharge into Orchard Lake. Given past and proposed stressors on the lake, and its intended future use as an amenity, or walking area, every effort should be made to improve and maintain Orchard Lake. (Farrell 154)

Response 6-2: Responding to input provided by Buttonwood Avenue residents, the proposed walking paths and environmental education area around Orchard Lake have been removed from the revised Development Plan. No new recreational improvements to this area are proposed.

The stormwater management plan would include several mechanisms for improving water quality, including structural water quality pretreatment units as well as vegetated bioswales and permeable pavement. The integrated stormwater management approach provides a combination of stormwater pre-treatment techniques consistent with New York State

Department of Conservation Stormwater Management Design Manual. The multiple techniques utilized will permit the pre-treatment of stormwater prior to the discharge into Orchard Lake by reducing floatable debris, Phosphorus, Nitrogen, some metals, and pathogens. Additionally, the integration of permeable pavements reduces the volume of snow melt products thereby reducing discharge into Orchard Lake.

Comment 6-3: I would appreciate an investigation of these issues, that a representative of the town make an appointment with me to visit on-site to assess this situation, which cannot be determined by general statistic and charts, but only by direct observation. (Soyka 180)

I just want to make sure that someone from the town or whoever, comes to my property to see what I'm talking about. (Soyka 192)

Response 6-3: At the request of Mr. Edward Soyka the engineering consultants for Gyrodyne, LLC and VS Construction, met at his residence at 231 Lafayette Avenue on July 21, 2020 to observe the existing conditions.

Comment 6-4: There is a conservation easement around Dickey Brook toward the end of Buttonwood which was developed primarily because of the ecology and the water flows coming from Orchard Lake. By adding more structures and asphalt parking lots adjacent to this lake seems to contradict the purpose for creating easement and hence the "Open Space" policy the town had adopted in the past(which is a primary reason families like to move to Cortlandt). (Rinaldi 044)

Response 6-4: Comment noted.

Comment 6-5: New development on this scale causes a huge disturbance to wetlands and wildlife in the area. As stated at previous Town meetings, residents like the wildlife, and disturbance to wetlands leads to water difficulties elsewhere - often in our homes. (Roth 060)

Response 6-5: The Gyrodyne Project would occupy an area that has been previously improved. Responding to community and Town Board input, the revised Site Plan's (and Alternative Site Plan's) overall development footprint has been reduced, resulting in an approximately 6 percent net increase in open space. Further, under the revised Site Plan (and Alternative Site Plan), the natural areas around Orchard Lake would be preserved in their current natural state. Additionally, as stated in the DGEIS Chapter 5 "Natural Resources," to reduce the potential impacts associated with the removal of existing trees, potential mitigation includes the revegetation of the site with native landscaping, including over 400 trees, comprising of evergreen trees, as well as Maple, Beech and Oak trees that will be 10-14 feet in height at the time of planting.

The area around Orchard Lake would be preserved in its natural state, and the wetland area would remain largely undisturbed and in its natural state. Only a limited portion of the wetland area (approximately 12,000 sf) would be developed in connection with the proposed parking area. There will be no impacts related directly to Orchard Lake. The Gyrodyne Project proposes to keep the lake in its natural state without any disturbance to its function or flow system. The proposed Gyrodyne Project will not have any adverse impacts on any aquifer or on the local water table level. However, stormwater runoff will be contained onsite and discharged into Orchard Lake, providing for natural ground infiltration. This process will help ensure that a healthy water level is maintained in the lake that will support the surrounding natural environment.

Comment 6-6: Destruction of wetlands and natural environment should be avoided. I'm sure another area could be found. For example, on Washington Street in Peekskill there is a large amount of land around a now defunct fire house. It's close to Rt 9 & 9A. (Graziano 075)

Response 6-6: Comment noted.

Comment 6-7: As described in the March 2018 correspondence, there are no State-protected wetlands on either site. Neither site would require an Article 24 Freshwater Wetlands permit from DEC (also see comments 2 and 3, below). (NYSDEC 095)

Response 6-7: Comment noted.

Comment 6-8: Page 6-3 contains a clear reference that there are no DEC-mapped wetlands on the Evergreen site, however a similar statement for the Gyrodyne site is absent. This section of the DGEIS/DEIS should be clear that neither development, as proposed in the document, would require a Freshwater Wetlands permit from DEC nor would they impact DEC-mapped freshwater wetlands. (NYSDEC 095)

Response 6-8: Comment noted. There are no NYSDEC Mapped wetlands on the Gyrodyne or Evergreen parcels and no NYSDEC wetlands or adjacent area would be disturbed as a result of the proposed project. In addition, no freshwater wetlands permit from NYSDEC would be required.

Comment 6-9: With respect to potential approvals for the proposed developments, as described in the March 2018 correspondence if the US Army Corps of Engineers requires a permit pursuant to Section 404 of the federal Clean Water Act for disturbances to wetlands under their jurisdiction, a Section 401 Water Quality Certification would be required from DEC. For more information, see the “Water Quality Certification” section of the March

2018 correspondence. Table 1-2 accurately notes the WQC as a potential approval. (NYSDEC 095)

Response 6-9: Comment noted.

Comment 6-10: There are no waterbodies that appear on our regulatory maps at the location/project site you identified. Therefore, if there is a stream or pond outlet present at the site with year-round flow, it assumes the classification of the watercourse into which it feeds. For the Gyrodyne site, this would be Dickey Brook, and for the Evergreen site this would be a sub tributary of Furnace Brook. Both of these waterbodies are Class B, thus a Protection of Waters permit is required if there is to be proposed disturbance of a stream or pond outlet at the sites with year-round flow. If there is a stream or pond outlet present at the site that runs intermittently (seasonally), it is not protected, and a Protection of Waters permit is not required. (NYSDEC 098)

Response 6-10: Comment noted.

Comment 6-11: If a permit is not required, please note, however, you are still responsible for ensuring that work shall not pollute any stream or waterbody. Care shall be taken to stabilize any disturbed areas promptly after construction, and all necessary precautions shall be taken to prevent contamination of the stream or waterbody by silt, sediment, fuels, solvents, lubricants, or any other pollutant associated with the project. (NYSDEC 098)

Response 6-11: Comment noted.

Comment 6-12: Based upon review of available information, there appear to be wetlands on or near the project site that meet the 12.4-acre size threshold (eligible wetlands) to be regulated by New York State under Article 24 of Environmental Conservation Law. Wetlands provide functions and benefits to the people on New York State as outlined in Article 24. All development should be planned to avoid state-regulated wetlands and the 100 foot adjacent areas to the maximum extent practicable. Unavoidable impacts should be minimized and mitigated to the maximum extent practicable. The Department recommends that impacts to eligible wetlands be considered during this project's SEQR analysis. (NYSDEC 098)

Response 6-12: Comment noted.

Comment 6-13: If the USACE requires a permit pursuant to Section 404 of the Clean Water Act, then a Section 401 Water Quality Certification will be required. Issuance of these certifications is delegated in New York State to DEC. If the project qualifies for a Nationwide Permit, it may be eligible for coverage under DEC's Blanket Water Quality Certification. Coverage

under the blanket requires compliance with all conditions in the blanket for the corresponding Nationwide Permit. A copy of the current blanket for the 2017 Nationwide Permits is available on the DEC website at: http://www.dec.ny.gov/docs/permits_ej_operations pdf/wgcnwp2017.pdf. (NYSDEC 098)

Response 6-13: Comment noted.

Comment 6-14: My concern is the impact of this major development on the wetlands and the lake that support my pond. If my pond doesn't get its water, my pond is dead. My property value is worthless, et cetera, et cetera. This is significant. And, obviously, this is a small thing that I'm sure has not yet been investigated. (Soyka 006)

Response 6-14: Under both the Gyrodyne Site Plan and Alternative Site Plan development programs, approximately one (1) acre of natural areas would be developed; the area around Orchard Lake would be preserved in its natural state, and the wetland area would remain largely undisturbed and in its natural state. Only a limited portion of the wetland area (approximately 12,000 sf) would be developed in connection with the proposed parking area. There will be no impacts related directly to Orchard Lake. The Gyrodyne Project proposes to keep the lake in its natural state without any disturbance to its function or flow system. The proposed Gyrodyne Project will not have any adverse impacts on any aquifer or on the local water table level. However, stormwater runoff will be contained onsite and discharged into Orchard Lake, providing for natural ground infiltration. This process will help ensure that a healthy water level is maintained in the lake that will support the surrounding natural environment.

Comment 6-15: How many families have property abutting Orchard? And how about a dead lake, and how about property values in that regard? (Soyka 114)

Response 6-15: There are approximately 17 residential properties abutting Orchard Lake. Responding to input provided by Buttonwood Avenue residents, the proposed walking paths and environmental education area around Orchard Lake have been removed from the revised Gyrodyne Plan. No new recreational improvements to this area are proposed.

The stormwater management plan would include several mechanisms for improving water quality, including structural water quality pretreatment units as well as vegetated bioswales and permeable pavement. The integrated stormwater management approach provides a combination of stormwater pre-treatment techniques consistent with New York State Department of Conservation Stormwater Management Design Manual. The multiple techniques utilized will permit the pre-treatment of stormwater prior to the discharge into Orchard Lake by reducing floatable debris, Phosphorus, Nitrogen, some metals, and pathogens. Additionally,

the integration of permeable pavements reduces the volume of snow melt products thereby reducing discharge into Orchard Lake.

Comment 6-16: [The Gyrodyne engineers] mentioned was that they would consider an oxygenator for Orchard Lake. (Cassidy 115)

Response 6-16: An oxygenator was not proposed previously; however, additional water quality improvements related to stormwater runoff are proposed. The stormwater management plan would include several mechanisms for improving water quality, including structural water quality pretreatment units as well as vegetated bioswales and permeable pavement. The integrated stormwater management approach provides a combination of stormwater pre-treatment techniques consistent with New York State Department of Conservation Stormwater Management Design Manual. The multiple techniques utilized will permit the pre-treatment of stormwater prior to the discharge into Orchard Lake by reducing floatable debris, Phosphorus, Nitrogen, some metals, and pathogens. Additionally, the integration of permeable pavements reduces the volume of snow melt products thereby reducing discharge into Orchard Lake.

Comment 6-17: I've seen a lot of development, and a lot of trees that come down cause the water to drain into McGregor Brook, which is becoming more like a raging river when it's in spring, and it will impact the groundwater. (Kahn 117)

Response 6-17: Comment noted.

Comment 6-18: Section 179-1 A parts 1 and 2 of the Town code states: the preservation of wetlands, water bodies, and other natural resources are necessary to protect the health, safety and general welfare of present and future residents. The MOD proposal flies in the face of this existing legislative intent and should never have been considered. (Russo 133)

Response 6-18: Comment noted. In compliance with the Town Code of the Town of Cortlandt, the Proposed Projects have provided the necessary mitigation measures for disturbances and improvements to resources and infrastructure. Under the revised Gyrodyne Site Plan and Alternative Site Plan, the limits of disturbance to town-regulated wetlands adjacent to Orchard Lake have been reduced by 45% to approximately 12,000 sf. Responding to input provided by Buttonwood Avenue residents, the proposed walking paths and environmental education area around Orchard Lake have been removed from the revised Site Plan and Alternative Site Plan. No additional recreational improvements to this area are proposed.

Comment 6-19: Please consider the wetlands around Orchard Lake and when construction does begin, all of the homes behind the construction site, proper drainage

needs to be done correctly, and not to mention the loss of trees may have an impact on our wild life and our ecosystem. (Desarmo 148)

Response 6-19: As described in Chapter 7 "Stormwater Management," the SWPPP was developed so that the quantity and quality of stormwater runoff during construction and after development are not significantly altered from pre-construction activities. The stormwater management practices would consist of a combination of Stormwater Management Practices and Green Infrastructure Practices such as HDPE piping, drain inlets, trench drains, porous pavement, the Terre Arch stormwater storage system, and the Contech Jellyfish JF-6 stormwater treatment system to treat stormwater runoff from roads, walks, driveways, parking areas and roofs. The site would be divided into four watersheds, each with its own discharge outfall. Outfalls 1, 3, and 4 would discharge into Orchard Lake. Outfall 2 would discharge to the New York State system along Route 202/35/Crompond Road.

The stormwater management plan would include several mechanisms for improving water quality, including structural water quality pretreatment units as well as vegetated bioswales and permeable pavement. The integrated stormwater management approach provides a combination of stormwater pre-treatment techniques consistent with New York State Department of Conservation Stormwater Management Design Manual. The multiple techniques utilized will permit the pre-treatment of stormwater prior to the discharge into Orchard Lake by reducing floatable debris, Phosphorus, Nitrogen, some metals, and pathogens. Additionally, the integration of permeable pavements reduces the volume of snow melt products thereby reducing discharge into Orchard Lake.

Only a small portion of the wetland area (approximately 12,000 sf) would be developed in connection with the proposed parking area.

Comment 6-20: You have always preserved wetlands and open spaces in our town and the MOD proposal/project does not support this at all. (Dorsa 153)

Response 6-20: Comment noted. The Town of Cortlandt 2016 Sustainable Comprehensive Plan identified this area as a viable location for the Medical-Oriented District. Visit the 2016 Master Plan webpage at the webpage below to review the adopted plan.

http://www.townofcortlandt.com/cn/webpage.cfm?TID=20&TPID=14613

See DGEIS Chapter 6 "Surface Water Resources and Wetlands"

The subject wetlands located on the property would also meet the criteria to be regulated by the Army Corps of Engineers (USACE). A jurisdictional wetland permit would be required from the USACE. In order to offset the functional impacts to the site wetlands that will be disturbed as part of the proposed construction, the Applicant is proposing

a multi-phased mitigation plan that will result in expanded and enhanced existing wetlands. Stormwater management practices and buffer enhancement are also proposed to protect the wetlands in the long term.

Comment 6-21: The major environmental impact of destroying precious wetlands honestly should be ENOUGH of a reason to deny these plans. (Kaufman 160)

Response 6-21: Under both the Gyrodyne Site Plan and Alternative Site Plan development programs, approximately one (1) acre of natural areas would be developed; the area around Orchard Lake would be preserved in its natural state, and the wetland area would remain largely undisturbed and in its natural state. Only a limited portion of the wetland area (approximately 12,000 sf) would be developed in connection with the proposed parking area. There will be no impacts related directly to Orchard Lake. The Gyrodyne Project proposes to keep the lake in its natural state without any disturbance to its function or flow system. The proposed Gyrodyne Project will not have any adverse impacts on any aquifer or on the local water table level. However, stormwater runoff will be contained onsite and discharged into Orchard Lake, providing for natural ground infiltration. This process will help ensure that a healthy water level is maintained in the lake that will support the surrounding natural environment.

Comment 6-22: What can the town do to bring Orchard Lake back to life and raise the level of water and oxygen in the lake? (Fitzgerald 171)

Response 6-22: Orchard Lake is privately owned. As part of the proposed project, Gyrodyne proposes to preserve the wetland and the area surrounding Orchard Lake in it its natural state. Only a limited portion of the wetland area (approximately 12,000 sf) would be developed in connection with the proposed parking area. There will be no impacts related directly to Orchard Lake. The Gyrodyne Project proposes to keep the lake in its natural state without any disturbance to its function or flow system. The proposed Gyrodyne Project will not have any adverse impacts on any aquifer or on the local water table level. However, stormwater runoff will be contained onsite and discharged into Orchard Lake, providing for natural ground infiltration. This process will help ensure that a healthy water level is maintained in the lake that will support the surrounding natural environment.

Comment 6-23: I would like to invite you and the members of the town board to see Orchard Lake and the surrounding area. When will you be able to pay a visit to our area? (Fitzgerald 173)

Response 6-23: At the request of Mr. Edward Soyka the engineering consultants for Gyrodyne, LLC and VS Construction, met at his residence at 231 Lafayette Avenue on July 21, 2020 to observe the existing conditions.

Comment 6-24: The surrounding wetlands act like a sponge that absorbs water during wet times during the year and provides a runoff of water during the dryer times, like the summer months. The impact of this development can only negatively affect this water cycle. The destruction of the surrounding wetlands and the massive weight of the buildings and parking accommodations planned with obviously undermine and disrupt this delicate water balance and restrict or destroy the continuous water flow of Orchard Lake, Dicky Brook and my pond. (Soyka 180)

Response 6-24: Under both the Gyrodyne Site Plan and Alternative Site Plan development programs, approximately one (1) acre of natural areas would be developed; the area around Orchard Lake would be preserved in its natural state, and the wetland area would remain largely undisturbed and in its natural state. Only a limited portion of the wetland area (approximately 12,000 sf) would be developed in connection with the proposed parking area. There will be no impacts related directly to Orchard Lake. The Gyrodyne Project proposes to keep the lake in its natural state without any disturbance to its function or flow system. The proposed Gyrodyne Project will not have any adverse impacts on any aquifer or on the local water table level. However, stormwater runoff will be contained onsite and discharged into Orchard Lake, providing for natural ground infiltration. This process will help ensure that a healthy water level is maintained in the lake that will support the surrounding natural environment.

Comment 6-25: There are significant wetlands on the Evergreen Manor project that would negatively be affected by these monumental buildings. (Soyka 006)

Response 6-25: As discussed in the DGEIS Chapter 5 “Natural Resources”, during preliminary discussions as stakeholders in the MOD process, several different scenarios were considered for development of the Evergreen Manor parcels. One concept, which required the elimination of the wetland at the north end of the site in order to locate all development closer to the Route 202 corridor, was modified following comments by the Army Corps of Engineers and Town Wetland Consultant. The proposed Evergreen Manor plan preserves all but a small portion of the northern wetland (approximately ¼ acre of Wetland C), and provides a wetland mitigation/replacement plan that will offset the loss of wetland at a ratio of 2:1. The Town Wetland Consultant Stephen Coleman acknowledged that wetland and wetland buffer encroachment will still be required, but this section of wetland is the least valuable from a habitat function. The majority of the vegetation and wildlife habitat area to be disturbed is either the former developed area or second growth

scrub/shrub following the cessation of landscape management. Additionally, mitigation measures will include an invasive species management program for Wetland C, which is overgrown with nonnative species, to improve the function of the wetland.

Comment 6-26: what are the potential disturbances and remedies to the watershed zones within the MOD property and what are their potential effects to the watershed zones in the surrounding area? (Anonymous 201)

Response 6-26: Under both the Gyrodyne Site Plan and Alternative Site Plan development programs, approximately one (1) acre of natural areas would be developed; the area around Orchard Lake would be preserved in its natural state, and the wetland area would remain largely undisturbed and in its natural state. Only a limited portion of the wetland area (approximately 12,000 sf) would be developed in connection with the proposed parking area. There will be no impacts related directly to Orchard Lake. The Gyrodyne Project proposes to keep the lake in its natural state without any disturbance to its function or flow system. The proposed Gyrodyne Project will not have any adverse impacts on any aquifer or on the local water table level. However, stormwater runoff will be contained onsite and discharged into Orchard Lake, providing for natural ground infiltration. This process will help ensure that a healthy water level is maintained in the lake that will support the surrounding natural environment.

As discussed in the DGEIS Chapter 6 “Surface Water Resources and Wetlands”, the Evergreen Manor site proposes a multi-phased mitigation plan that will allow for the expansion and enhancement of existing wetlands and wetland buffer areas to offset the disturbance to wetland areas. Stormwater management practices are also proposed to protect the wetlands in the long term. The impacts to delineated wetland areas are necessary to provide efficient internal drives to access developable portions of the Evergreen Manor Project Site. It is the Applicant's opinion that this design represents the best layout for minimizing disturbances to wetland, buffer and steep slope areas while allowing development of those portions of the site that will best support the proposed uses. The design and implementation of the stormwater management plan will provide mitigation and allow the continuation of the stormwater conveyance and flood attenuation functions of the site wetlands. Because drainage patterns are not being significantly altered, the recharge/discharge capacity will not be altered. A detailed planting plan to offset the loss of wetlands vegetation is proposed (**see Appendix IX**, SP-10.0, Wetland Mitigation Plan for Evergreen Manor).

Comment 6-27: There appears to be a wet lands on the rezoned property. The redistribution of the water flow thru this property will impact the adjacent properties. (Parish 074)

Response 6-27: As described in the DGEIS Chapter 6 “Surface Water Resources and Wetlands”, 18,000 square feet of wetland will be filled on the Evergreen Manor Project site. This runoff will be captured and treated by the proposed stormwater collection management system. Following treatment, the water will be discharged back to the remaining wetland area. A total of ±35,944 square feet (±0.83 acres) has been identified as mitigation areas, for a ratio of 2:1 (ratio of mitigation area to disturbance area). Water leaving the wetland and site enters a network of subsurface drainage pipes under Route 202/35/Crompond Road and Conklin Avenue, ultimately being discharged to the Hudson River more than a mile away. The stormwater management system has been designed specifically to capture and treat the increased runoff before it is returned to the existing drainage flow pattern. Any habitat and desirable vegetation will be recreated as part of the mitigation plan, resulting in no net loss of wetland and improvement of the overall wetland conditions on site.

Under both the Gyrodyne Site Plan and Alternative Site Plan development programs, approximately one (1) acre of natural areas would be developed; the area around Orchard Lake would be preserved in its natural state, and the wetland area would remain largely undisturbed and in its natural state. Only a limited portion of the wetland area (approximately 12,000 sf) would be developed in connection with the proposed parking area. There will be no impacts related directly to Orchard Lake. The Gyrodyne Project proposes to keep the lake in its natural state without any disturbance to its function or flow system. The proposed Gyrodyne Project will not have any adverse impacts on any aquifer or on the local water table level. However, stormwater runoff will be contained onsite and discharged into Orchard Lake, providing for natural ground infiltration. This process will help ensure that a healthy water level is maintained in the lake that will support the surrounding natural environment."

Comment 6-28: The wetlands need to be protected against destruction in order to preserve the delicate balance of wild life. (Monachino 076)

How is the wetland situation in this proposed project area and surround being addressed? (Gurdineer 092)

Please note, the watercourse running adjacent to the depicted sewer line is a Class C stream. A Protection of Waters (Stream Disturbance) permit is not required to disturb the bed or banks of a Class C stream and there are no State-regulated freshwater wetlands in the location of the sewer interceptor shown as shown in Figure 9-2. However, as noted in the March 2018 correspondence and comment 3 above, if the US Army Corps of Engineers requires a permit for any work pursuant to Section 404 of the Clean Water Act, then a Section 401 Water Quality Certification would be required from DEC. This section of the DGEIS/DEIS should be revised as appropriate to accurately reflect the

potential permit requirements for disturbances to McGregor Brook associated with upsizing of this sewer line as described. (NYSDEC 095)

Response 6-28: "The proposed Gyrodyne and Evergreen Projects have been revised to further reduce projected sewer flows. As such, upsizing of this sewer line is not anticipated to be required.

In regards to Westchester County's McGregory Brook Interceptor, an analysis of the existing capacity compared with proposed in-district flows was performed. The analysis included the segment which both the Evergreen and Gyrodyne flows combine between manhole 30 and manhole 35. The 14" diameter segment of pipe between manholes 32 and 33 was identified as the portion which has the least capacity based primarily on existing pipe slope.

The on-site sanitary systems for both the Gyrodyne all medical proposal and Evergreen proposal include pipe capacity for potential future connection to the out of district neighborhoods of both Tamarack Drive and Buttonwood Avenue. The modeling of the McGregory Brook Interceptor includes in district existing values, proposed Gyrodyne all medical proposal & Evergreen flows, and that of the approved Yeshiva (including the 51 homes).

The analysis concludes that the combined existing flows with that of the proposed Gyrodyne all medical proposal, Evergreen, and Yeshiva flows result in a maximum pipe peak flow of 68%, which is below the Ten State Standard of 75% threshold recommendation of remediation.

A second analysis was performed using the alternate Gyrodyne Mixed Use (Residential and Medical Office) proposal which resulted in a maximum pipe peak flow of 69%, which is below the Ten State Standard of 75% threshold recommendation of remediation.

In summary, the analysis performed concludes the Gyrodyne and Evergreen proposals in conjunction with the approved in-district Yeshiva project (including the 51 homes) does not exceed the 75% pipe capacity within the segments of the McGregory Brook Interceptor between manholes 30 and 35.

Comment 6-29: Whereas, the former Evergreen Hotel and barn currently located at 2003 Crompond Road, Cortlandt have been determined by OPRHP to be eligible for listing in the New York State and National Registers of Historic Places. (NYSOPRHP 097)

Response 6-29: On September 27, 2019 the Division of Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP) determined that "there are no prudent and feasible alternatives to the demolition of the National Register eligible property on the site for the proposed medical oriented district. Although we agree the Manor is in an advanced state of deterioration, the removal of these buildings remains,

in the OPRHP's opinion, an Adverse Impact on historic resources." A Letter of Resolution (LOR) was subsequently executed by VS Construction, OPRHP and the NYS Department of Environmental Conservation (DEC), which identified mitigation measures to mitigate the Adverse Impact. The proposed mitigation measures include a Structures Documentation, A kiosk and/or interpretive panel that will be developed in coordination with OPRHP and displayed in or outside one or more of the new buildings, and the incorporation of key architectural design elements from the former Evergreen Manor Hotel into the building architecture and/or as display artifacts. The Structural Documentation was submitted to OPRHP in May 2020. The Evergreen Manor Project Alternative Analysis, OPRHP correspondence, executed LOR, and Structural Documentation are included in **Appendix VIII** of this FGEIS/FEIS.

Comment 6-30: The scale as proposed is beyond what's necessary for the area... The impact those office buildings will have is just such a detriment to the area. (Mayes 109)

Response 6-30: In response to community and Town Board input made during the DGEIS public hearing and comment period, the revised Development Plan proposes a reduction in the size and scale of the buildings: The Phase I Development Plan replaces the previously proposed 4-story (60-foot) medical office building with a 3-story (45-foot) medical office building. The Phase II Development Plan replaces the previously proposed 5-story (60-foot) multifamily building with a 3-story (45-foot) medical office building.

Comment 6-31: Our Home Values - Life long investments will be negatively affected and our property values will go down. (Sanders 121)

Response 6-31: The proposed Gyrodyne Site Plan (and Alternative Site Plan) would improve the subject site with modern medical offices, which would replace the site's existing, and largely out-of-date, medical offices. As the proposed project is a continuation of existing uses on-site, and is designed to be complementary to neighboring uses, no adverse impacts to property values are anticipated.

In response to community input, the building setbacks to the adjoining residential properties have been significantly increased from the DGEIS Plan to the current Medical Office Site Plan and Alternative Mixed-Use Site Plan. The DGEIS multi-family residential building was proposed with a 29.7-feet property line setback; the proposed medical office building from the revised Gyrodyne Medical Office Site Plan will have a property line setback of 174.5-feet to the south bordering residential property. In addition, compared to the DGEIS Plan, landscape buffers are significantly expanded and preserved to the Buttonwood Avenue homes

adjacent to Orchard Lake. The proposed landscape buffers are approximately 18 times greater than the DGEIS Plan."

Comment 6-32: So what you're talking about with this thing is downstream, where there's significant wetlands to (indiscernible) Avenue. A lot of that will be negatively affected. (Soyka 006)

Response 6-32: Please see Response 006 above. Construction at the Gyrodyne site will not impact the function or flow associated with Orchard Lake. The proposed stormwater management plan would include several mechanisms for improving water quality, including structural water quality pretreatment units as well as vegetated bioswales and permeable pavement. The integrated stormwater management approach provides a combination of stormwater pre-treatment techniques consistent with New York State Department of Conservation Stormwater Management Design Manual. The multiple techniques utilized will permit the pre-treatment of stormwater prior to the discharge into Orchard Lake by reducing floatable debris, Phosphorus, Nitrogen, some metals, and pathogens. Additionally, the integration of permeable pavements reduces the volume of snow melt products thereby reducing discharge into Orchard Lake. Only a limited portion of the wetland area (approximately 12,000 sf) would be developed in connection with the proposed parking area.

Comment 6-33: When you're building on wetlands all over the place, how could it not affect everything and everybody? (Soyka 006)

Response 6-33: Please see Response above. Under the revised Gyrodyne Site Plan and Alternative Site Plan, the limits of disturbance to town-regulated wetlands adjacent to Orchard Lake have been reduced by 45% to approximately 12,000 sf. Responding to input provided by Buttonwood Avenue residents, the proposed walking paths and environmental education area around Orchard Lake have been removed from the revised Site Plan and Alternative Site Plan. No additional recreational improvements to this area are proposed.

Comment 6-34: According to the initial posted environmental impact statement, among a number of other significant environmental impacts, one of them is including filling of 1800 square feet of wetlands for roads. Excuse me. 1800 square feet. Where is that water going? It's not just about the fill. It's about the filter system that's taken billions of years, to develop... What about the weight of all that asphalt pushing down over years? (Soyka 006)

Response 6-34: The stormwater management plan would include several mechanisms for improving water quality, including structural water quality pretreatment units as well as vegetated bioswales and permeable pavement. The integrated stormwater management approach provides a combination of stormwater pre-treatment techniques consistent with New York State

Department of Conservation Stormwater Management Design Manual. The multiple techniques utilized will permit the pre-treatment of stormwater prior to the discharge into Orchard Lake by reducing floatable debris, Phosphorus, Nitrogen, some metals, and pathogens. Additionally, the integration of permeable pavements reduces the volume of snow melt products thereby reducing discharge into Orchard Lake.

Comment 6-35: The water table on Buttonwood Avenue is very high. A study is required to determine the project's effect on the water table on Buttonwood Avenue and Lafayette Ave. (Larish 030)

Response 6-35: As described in DGEIS, Appendix 4 "Gyrodyne Borings Report," a geotechnical investigation was performed on the site. Groundwater was documented to be at depths of 13'-8" to 20'-6"; all construction activities would occur above groundwater level.

Comment 6-36: The wetland surrounding our property is not only an area of natural beauty, itis also a wonderful and important resource for all manner of wildlife which is doubly supported by the adjoining woodland. Areas such as this should be safeguarded and we were under the impression that in many ways they are. We are rather confused as to how and why the proposals for such potential damage to them have been considered? (Edwards 034)

Response 6-36: Under both the Gyrodyne Site Plan and Alternative Site Plan development programs, approximately one (1) acre of natural areas would be developed; the area around Orchard Lake would be preserved in its natural state, and the wetland area would remain largely undisturbed and in its natural state. Only a limited portion of the wetland area (approximately 12,000 sf) would be developed in connection with the proposed parking area. There will be no impacts related directly to Orchard Lake. The Gyrodyne Project proposes to keep the lake in its natural state without any disturbance to its function or flow system. The proposed Gyrodyne Project will not have any adverse impacts on any aquifer or on the local water table level. However, stormwater runoff will be contained onsite and discharged into Orchard Lake, providing for natural ground infiltration. This process will help ensure that a healthy water level is maintained in the lake that will support the surrounding natural environment.

CHAPTER 7 - STORMWATER

Comment 7-1: As stated in the EAF forms, the site developments will each disturb over one acre of land and thus requires coverage under the current SPDES General Permit for Stormwater Discharge from Construction Activity (GP-0-15-002), and a Stormwater Pollution Prevention Plan (SWPPP) must be developed which conforms to requirements of the General

Permit. Authorization for coverage under this SPDES General Permit is not granted until the Department issues all other necessary DEC permits. (NYSDEC 098)

Response 7-1: Comment noted.

Comment 7-2: As the site is within a Municipal Separate Storm Sewer System (MS4) community, the SWPPP must be reviewed and accepted by the municipality, and the MS4 Acceptance Form submitted with the SWPPP and the application for coverage, in accordance with the application instructions. (NYSDEC 098)

Response 7-2: Comment noted.

Comment 7-3: Water/Ground Water Pollution – the run off from the cars would be adding toxins to our area's ground water. (Sanders 136)

Response 7-3: The proposed Gyrodyne stormwater management plan would include several mechanisms for improving water quality, including structural water quality pretreatment units as well as vegetated bioswales and permeable pavement. The integrated stormwater management approach provides a combination of stormwater pre-treatment techniques consistent with New York State Department of Conservation Stormwater Management Design Manual. The multiple techniques utilized will permit the pre-treatment of stormwater prior to the discharge into Orchard Lake by reducing floatable debris, Phosphorus, Nitrogen, some metals, and pathogens. Additionally, the integration of permeable pavements reduces the volume of snow melt products thereby reducing discharge into Orchard Lake. Only a limited portion of the wetland area (approximately 12,000 sf) would be developed in connection with the proposed parking area.

Comment 7-4: As a mitigation measure to the proposed action, there should be additional monitoring required (during and after site-specific construction) to ensure that the project meets the stormwater management projections indicated in the DEIS. Also, during the site specific land-use review process, update information should be provided to ensure the continued accuracy of the projections. (Zalantis 156)

Response 7-4: Comment noted.

Comment 7-5: Evergreen Manor: The proposed drainage system noted in the DEIS has two discharge points, DP1 and DP3. Both discharge points flow to the same drainage basin that the hospital uses, McGregor Brook. As per the DEIS, the projected discharge from these two discharge points is not expected to increase through the 1, 2, 10 or 100-year storm events per the

SWPPP. Based on our review, it appears the calculation was done using generally accepted standards. (Torre 157)

Response 7-5: Comment noted.

Comment 7-6: Gyrodyne: As per the DEIS, the north side of the site shall drain into the municipal storm sewer on Crompond Rd, and the south side shall drain into Orchard Lake. As per the DEIS, and similar to the Evergreen Manor site, the projected discharge is not expected to increase through the 1, 2, 10 or 100-year storm events per the SWPPP. Based on our review, it appears the calculation was done using generally accepted standards. Under the premise that the DEIS is accurate and that there will be no increase in storm water discharge, there should be no impact to the hospital present and future regarding storm water discharge. (Torre 157)

Response 7-6: Comment noted.

CHAPTER 8 – WATER

Comment 8-1: How is this construction not going to effect our well water? Run off from construction is a major concern and we live on the property adjacent (and in front of) the "lake". (Verlin 035)

Response 8-1: Prior to construction, the Applicant is required to obtain a State Pollutant Discharge Elimination System (SPDES) permit from the Department of Environmental Conservation (NYSDEC). As described in Chapter 18 "Construction," as part of the permitting process, a Stormwater Pollution Prevention Plan (SWPPP) must be developed which includes an Erosion and Sediment Control Plan (ESCP). Appropriate erosion and sediment control measures for each phase would be developed as a project progresses. These measures would require review and approval from NYSDEC before any earth work activities can take place. Upon completion of construction activities, a landscape plan would be implemented to revegetate disturbed areas.

As described in Chapter 7 "Stormwater Management," the SWPPP was developed so that the quantity and quality of stormwater runoff during construction and after development are not significantly altered from pre-construction activities. During construction, erosion and sediment controls will be maintained daily. Silt fencing will be installed around the perimeter of the disturbed area and be maintained daily. Stabilized construction entrances will be provided with water available for a wash out area. Excavated material will be temporarily stockpiled on-site in designated areas and stabilized. Inlet protection measures will be installed on new on-site stormwater chambers and inlets. Temporary stabilization seeding will be implemented on any area which is to remain inactive.

As described in Chapter 8 "Water Supply," the owners and operators of the buildings within the Gyrodyne Project Site will be encouraged to

utilize water fixtures and appliances that meet or exceed the minimum standards for water efficiency. In addition, most landscape plantings will be selected based on their ability to be drought tolerant and native to the area. Irrigation if needed will be limited to only those areas where needed such as building and site entrances and gardens.

Comment 8-2: My concern is that my property is very low lying and prone to flooding... The biggest problem is ground water, we have been fighting the ground water runoff from Chapel Hill for years without any assistance from the town or cooperation or even investigation from the city of Peekskill. By build[ing] on the wetlands in this area I am very concerned that the delicate balance we have achieved to keep the water at bay will be broken, which will only be solved by spending more money. (Mariutto 130)

Response 8-2: Under both the Gyrodyne Site Plan and Alternative Site Plan development programs, approximately one (1) acre of natural areas would be developed; the area around Orchard Lake would be preserved in its natural state, and the wetland area would remain largely undisturbed and in its natural state. Only a limited portion of the wetland area (approximately 12,000 sf) would be developed in connection with the proposed parking area. There will be no impacts related directly to Orchard Lake. The Gyrodyne Project proposes to keep the lake in its natural state without any disturbance to its function or flow system. The proposed Gyrodyne Project will not have any adverse impacts on any aquifer or on the local water table level. However, stormwater runoff will be contained onsite and discharged into Orchard Lake, providing for natural ground infiltration. This process will help ensure that a healthy water level is maintained in the lake that will support the surrounding natural environment.

As described in DGEIS, Appendix 4 "Gyrodyne Borings Report," a geotechnical investigation was performed on the site. Groundwater was documented to be at depths of 13'-8" to 20'-6"; all construction activities would occur above groundwater level.

Comment 8-3: As detailed in the OLA Comment Letter, additional information is necessary before this Board can properly analyze the proposed action's impacts on water supply, including potential significant impacts on the Hospital's water supply. (Zalantis 156)

Response 8-3: The Proposed Action would not have any impact on the New York Presbyterian Hospital water supply. NYPH is currently constructing water improvement projects to rectify existing supply issues.

Comment 8-4: The minimum standard for the proposed action should be that all utility fixtures and appliance meet the standards for water efficiency with

incentives to exceed minimum standards. This should be included as an additional mitigation requirement. (Zalantis 156)

Response 8-4: All buildings constructed in the MOD will be required to meet the NYS Uniform Fire Prevention and Building Code. The Town Board may at their purview direct additional requirements as part of the permit and approval process.

Comment 8-5: The fire flow demand for the various buildings (page 8-3 under probable impacts) is indicated to be provided during permit review. While we agree that the building specific hydraulic calculations would not be completed at this point, they should be able to estimate the fire flow demand based on each building's occupancy (sprinkler flow) and height (standpipe flow). Recommendation: request the estimated fire flow demand for the proposed structures. (Torre 157)

Response 8-5: Preliminary design calculations for Evergreen Manor and Gyrodyne are provided below. Final design calculations are typically deferred until the building permit process.

Evergreen Manor

Anticipated water demand for building fire flow is typically from building fire sprinklers and standpipes hose connections located in the stairwells. For the residential apartment buildings and senior facilities, the water demand will be between 500 and 750 gallons per minute, which is within the flows recorded from nearby hydrant tests. The apartment buildings would require a higher water demand than from townhomes or the small retail building and therefore will not be an additional impact upon the public water distribution system. The final fire suppression system design will be provided during the building department permit review.

Gyrodyne

FEIS Plan:

[Phase I: 100,000 GSF (+4,000 GSF Cafe)] + [Phase II: 84,600 GSF]:

100,000/4,000 GSF Building: 6,800 GPM estimated fire flow demand

84,600 GSF Building: 6,300 GPM estimated fire flow demand

Mixed Use Alternative:

[Phase I: Mixed Use Alternate: 83,500 GSF (+1,500 GSF)] + [Phase II: 160 Unit Residential]:

83,500/1,500 GSF Building: 4,000 GPM estimated fire flow demand

160 Unit Residential Building: 6,000 GPM estimated fire flow demand

Comment 8-6: On page 8-3 under existing conditions for Gyrodyne, there was a water availability request submitted to the Town on 11/1/18. Ultimately this would determine the impacts of the water supply to the hospital. Recommendation: Request the results of the water availability request submitted to the town on 11/1/18. (Torre 157)

Response 8-6: The Cortlandt Consolidated Water District is required to supply a will serve letter to the satisfaction of the Westchester County Department of Health this typically occurs at the time of filing of construction improvement drawings and the request to extend the water supply.

Comment 8-7: While the DEIS recognizes the other properties on the Cortlandt water main it does not quantify them. From our understanding the Cortlandt water main serves up to Dayton Lane with the properties downstream of the hospital being multiple single-family dwelling units, a Medical Group Building, an orthodontics office and a charge. The demands for these properties would be provided along with the town's water availability in the water main. This is needed to properly determine if the water main is sufficient. Recommendation: Request that the DEIS be updated to include the known water uses of the other properties on the Cortlandt water main. (Torre 157)

Response 8-7: Comment noted. There is adequate water supply to service all properties on the Cortlandt water main.

Comment 8-8: On page 8-7 under water conservation for both sites, it is indicated that owners and operators are encouraged to utilize water fixtures and appliances that meet or exceed the minimum standard for water efficiency. The minimum requirement would be to utilize water fixtures and appliances that meet the standards for water efficiency, with encouragement for utilizing fixtures and appliances that exceed the minimum standards. Recommendation: Request that the water fixtures and appliances used by the owners and operators meet the minimum standards for water efficiency as opposed to the owners and operators being encouraged to meet the standard for water efficiency. (Torre 157)

Response 8-8: Comment noted. All buildings constructed in the MOD will be required to meet the NYS Uniform Fire Prevention and Building Code. The Town

Board may at their purview direct additional requirements as part of the permit and approval process.

Comment 8-9: Similar to the estimated water supply (tables 8-2 and 8-3), tables 9-1 and 9-4 are in accordance with the referenced standards (NYSDEC Design Standards). (Torre 157)

Response 8-9: Comment noted.

Comment 8-10: I can't see how this development can happen as it is and not throw off the water source. I have been informed by town officials that there is strong environmental laws in place and I'm looking forward to them to be enforced strictly. (Soyka 192)

Response 8-10: Comment noted.

Comment 8-11: Should we determine this project poses too great of a risk to our water supply, what is the town's plan for tying citizens into the city water system? We have a young child and cannot risk his health (or ours to be frank). (Verlin 035)

Response 8-11: The proposed project is currently undergoing an environmental review. The Westchester County Department of Health is an involved agency in the review of the projects impacts to the water supply. If any significant adverse impacts to the water supply are identified, mitigation will be required.

Comment 8-12: 204 Lafayette Ave has a stone lined well that is functional, on the NE corner of the property. I have noted this to Cortlandt Manor at an earlier date. What has Cortlandt Manor proposed to ensure clean water flow continues into the well? (Well is approx. 23 ft. deep with approx. 17 ft. of water.) (Parish 074)

Response 8-12: Well records should be provided to the Town of Cortlandt. Town records indicate a water and sewer service at this address. Stormwater controls are required to meet NYSDEC water quality requirements which include the capture and treatment of stormwater runoff as it pertains to water quality.

Comment 8-13: In light of the recent disastrous blaze that took down the Drum Hill low income senior housing project on rte 202/35, just down the street, my concern is both of suffice water pressure and supply for the proposed complex (Kahn 077)

Response 8-13: The proposed development will be required to connect to central sewer and water. The Westchester County Department of Health is the governing body responsible for ensuring that the water source is sufficient to support the development.

Comment 8-14: Water? Sewer? Gas? Electric?? How will this effect the drain on our current resources? Does the town have the ability to support the extra need without excessive construction including days of water shutoff, water issues to the towns around it, gas outages? (Lomardi 086)

Response 8-14: Temporary outages may occur as part of construction. Con Edison is responsible for providing gas and electric service to the MOD district. To our knowledge there is no moratorium related to gas in this area.

Comment 8-15: The March 2018 correspondence noted that the DEC Division of Water should be contacted regarding sewer district expansion; however, as an update to this previous comment, please note that no DEC approvals are required for sewer district expansion. The necessary approvals must be sought from the Westchester County Department of Health. (NYSDEC 095)

Response 8-15: Comment noted.

Comment 8-16: The EAF notes that the proposed development would be served by the Cortlandt Consolidated Water District (CCWD), and that expansion of the CCWD is required. Pursuant to Water Withdrawal regulations 6 NYCRR 601.6(d), a permit is required to "extend supply or distribution of mains of a public water supply system into any new water service area." If this site is not within the Town's current service area, the Town must apply for modification of their Water Withdrawal permit. Please visit the DEC website at http://www.dec.ny.gov/permits/6377.html for a checklist of application materials for modification of the existing permit. (NYSDEC 098)

Response 8-16: Comment noted.

Comment 8-17: Does the Town of Cortlandt have sufficient water to support this large development? (Kahn 117)

Response 8-17: The Town of Cortlandt has sufficient water capacity to support the estimated project flow.

Comment 8-18: Ground Water Pollution - Run off from the hundreds of cars will pollute our ground water and waterways. (Sanders 121)

Response 8-18: "As described in Chapter 7 "Stormwater Management," the SWPPP was developed so that the quantity and quality of stormwater runoff during construction and after development are not significantly altered from pre-construction activities. The stormwater management practices would consist of a combination of Stormwater Management Practices and Green Infrastructure Practices such as HDPE piping, drain inlets, trench drains, porous pavement, the Terre Arch stormwater storage system, and the Contech Jellyfish JF-6 stormwater treatment system to treat stormwater

runoff from roads, walks, driveways, parking areas and roofs. The site would be divided into four watersheds, each with its own discharge outfall. Outfalls 1, 3, and 4 would discharge into Orchard Lake. Outfall 2 would discharge to the New York State system along Route 202/35/Crompond Road.

The stormwater management plan would include several mechanisms for improving water quality, including structural water quality pretreatment units as well as vegetated bioswales and permeable pavement. The integrated stormwater management approach provides a combination of stormwater pre-treatment techniques consistent with New York State Department of Conservation Stormwater Management Design Manual. The multiple techniques utilized will permit the pre-treatment of stormwater prior to the discharge into Orchard Lake by reducing floatable debris, Phosphorus, Nitrogen, some metals, and pathogens. Additionally, the integration of permeable pavements reduces the volume of snow melt products thereby reducing discharge into Orchard Lake.

Only a small portion of the wetland area (approximately 12,000 sf) would be developed in connection with the proposed parking area. "

CHAPTER 9 – SEWER

Comment 9-1: I understand sewers are being proposed within MOD district; not sure if that applies to Buttonwood Avenue or how far down Buttonwood they would extend. But connecting to a sewer would again impose an unfair and substantial cost to my household and undermine the money we spent on making our septic work. (Mariutto 130)

Response 9-1: The Buttonwood Avenue neighborhood is not currently within the Peekskill Sewer District. However, should sewer service be provided to the Buttonwood Avenue neighborhood in the future, the sewer infrastructure on the Gyrodyne property would be sized to have the capacity to accommodate flow generation.

Comment 9-2: I also understand that Buttonwood Avenue is scheduled for repaving. If the MOD is approved and sewers are to be run down Buttonwood Avenue. I suggest that they be run prior to the road being repaved. I also suggest that we force the developers to do this at the beginning on the project to ensure it actually gets done otherwise it will probably just be an empty promise not fulfilled by the developer. (Mariutto 130)

Response 9-2: The Buttonwood Avenue neighborhood is not currently within the Peekskill Sewer District. However, should sewer service be provided to the Buttonwood Avenue neighborhood in the future, the sewer infrastructure on the Gyrodyne property would be sized to have the capacity to accommodate flow generation.

Comment 9-3: I also suggest that the developer incur some or all of the cost to connect houses to the sewer system. The home owners on Buttonwood Avenue should get something positive out of the proposed MOD, not just the negative impacts to the neighborhood. (Mariutto 130)

Response 9-3: Comment noted. The Buttonwood Avenue neighborhood is not currently within the Peekskill Sewer District. However, should sewer service be provided to the Buttonwood Avenue neighborhood in the future, the sewer infrastructure on the Gyrodyne property would be sized to have the capacity to accommodate flow generation.

Comment 9-4: The development sites are to be served by the Peekskill Sanitary Sewer District for wastewater disposal. The extension of service to the development sites in the MOD does not require modification of the Town's SPDES permit, provided that the current capacity is sufficient to allow for additional effluent. The Town must demonstrate that sufficient capacity is available. (NYSDEC 098)

Response 9-4: Comment noted.

Comment 9-5: The EAF indicates that expansion of the district is required; please contact the Region 3 Division of Water at 914-428-2505 x362 regarding the process for approval of district extensions. (NYSDEC 098)

Response 9-5: Comment noted.

Comment 9-6: The proposed developments will add to the volume of sewage flow requiring treatment at the Peekskill Joint Water Resource Recovery Facility operated by Westchester County.

Since 2010, it has been the policy of the County Department of Environmental Facilities (WCDEF) that municipal governments require development applicants to identify mitigation measures that will offset the projected increase in sewer flows to County operated wastewater facilities. The best means to do so is through the reduction of inflow and infiltration (I&I) at a ratio of three for one for market rate housing units and at a ratio of one for one for affordable housing units.

We recommend this mitigation policy be discussed in the FOEIS/FEIS with specific details on how implementation of I&I mitigation is to be accomplished. For example, what is the mechanism for applicants to direct funds to specifically address I&I mitigation? Will there be an account for I&I work based on a per gallon cost of removal of flow through I&I? How will I&I projects be identified? Who will conduct the work and in what timeframe? (WCPB 099)

Response 9-6: Typical I&I mitigation will be provided. In past applications the requirements have been 3:1 for non-affordable units and 1:1 for

affordable units. I&I mitigation will be required of the developers and any final I&I requirements will be included in the project findings.

Comment 9-7: The County Planning Board further recommends that the Town implement a program that requires inspection of sewer laterals from private structures for leaks and illegal connections to the sewer system, such as from sump pumps. These private connections to the system have been found to be a significant source of avoidable flows. At a minimum, we encourage the Town to enact a requirement that a sewer lateral inspection be conducted at the time property ownership is transferred and any necessary corrective action be enforceable by the municipal building inspector. (WCPB 099)

Response 9-7: All proposed construction will have new water tight sewer laterals and will meet current standards.

Comment 9-8: The FEIS should estimate the quantity of increased sanitary sewer flows through the County sewer main to the Peekskill Wastewater Treatment Plant for the build-out condition. (Peekskill 118)

Response 9-8: As discussed in Chapter 9 of the DGEIS/DEIS, the proposed mixed-use development on the Evergreen Manor site will result in an increase in sanitary flows to the existing 10" Town of Cortlandt sewer main located in Route 202/35/Crompond Road. However, the estimated flow for the Evergreen Manor FEIS Plan is substantially less than the flow studied in the DEIS Plan. The DEIS estimated average daily sanitary flow for the Evergreen Site was approximately 74,000 gpd or approximately 51 gpm with an estimated peak flow of approximately 180 gpm based on a peaking factor of 3.5 (increased to 4.0 peaking factor in the FEIS). See DEIS Table 9-1, ***Estimated Water and Wastewater Demands (NYSDEC Flow Values)*** for a summary of this flow estimate. The estimated average daily sanitary flow for the FEIS Plan is 53,070 gpd (approximately 21,000 gpd lower than the DEIS Plan) or 37 gpm with an estimated peak flow of approximately 148 gpm based on a peaking factor of 4.0. See Table II-4, Estimated Water and Wastewater Demands (NYSDEC Flow Values) for a summary of this flow estimate. The Gyrodyne Project has also been reduced in size, scope and scale compared to the DEIS, which will result in significantly less sanitary flow than calculated for the DEIS Plan. The all-medical Gyrodyne Site Plan would produce approximately 22,525 gpd and the Alternative Site Plan would produce 28,935 gpd, compared to 53,035 gpd under the DGEIS Plan. This represents a reduction in sanitary flow of 58% and 45%, respectively. The Applicants have evaluated off-site sanitary flows contributory to Westchester County's McGregor Brook Interceptor Sewer and find the County trunk sewer has adequate capacity to convey both existing sewage flows and flows estimated to be generated by both the Gyrodyne and Evergreen Manor proposed developments. Existing flows include sewage conveyances

from the Hudson Valley Hospital Center, the Furnace Woods Sewer District (including the pumped discharge from Yeshiva and 51 homes), and other existing homes and businesses through the City of Peekskill Sanitary Sewer, the Jacobs Hill Crossing Sanitary Sewer, and the Conklin Avenue East Sewer District. Future development was also studied and found to be within the capacity of the trunk sewer. Future development included the expansion of the Furnace Woods District, the addition of Buttonwood residences, and the formation of the Tamarack Sewer District. Refer to the Schematic Sewer System Layout Plan, FEIS Figure No. I-2 in **Section II, "MOD FGEIS/FEIS Environmental Analyses**." The Applicants are aware of a bottleneck point in the system downstream at Field Street in the City of Peekskill and the County's plans to correct the deficiency under its Capital project SPK26 slated for design in 2026.

Further, the Applicants will work with the Town to reduce inflow and infiltration at a rate of 3:1 for non-affordable units and 1:1 for affordable units to offset any impacts from its new construction.

Comment 9-9: The FEIS should identify and require mitigation measures to accommodate increased flows. Measures would include the locations to upgrade the McGregor Interceptor Main (in addition to the identified location behind the hospital). Mitigation should follow the Westchester County protocol of 3:1, and 1:1 for affordable housing. (Peekskill 118)

Response 9-9: Please see response to Comment 9-8 above.

Comment 9-10: Tamarack is in desperate need of sewers and the developers should be required to bring sewer lines onto the entire length of Tamarack. (Radin 123)

Response 9-10: Comment noted.

Comment 9-11: I also noticed that no mention was made of providing sewage to this area in replacement of our current septic systems. Perhaps that project was abandoned at a previous stage. (Rogerson 138)

Response 9-11: The Buttonwood Avenue neighborhood is not currently within the Peekskill Sewer District. However, should sewer service be provided to the Buttonwood Avenue neighborhood in the future, the sewer infrastructure on the Gyrodyne property would be sized to have the capacity to accommodate flow generation.

Comment 9-12: The proposed action will increase flow through the line located on the Hospital's property and as further set forth in the OLA Comment Letter, additional information is necessary before this Board can take a hard look at the proposed action's impacts on sewer capacity. There is insufficient

analysis of the adverse impacts to the Hospital from the anticipated increased flow. (Zalantis 156)

There must be review and analysis of remediation measures and corrective actions to address capacity limiting sections of the sewer piping and deficient manholes. (Zalantis 156)

There is no specific remediation for the capacity limiting sections of the sewer piping or the deficient manholes. We recommend these be addressed by someone other than NYP-HVH prior to the development being constructed. Recommendation: Request a plan of the corrective action be taken to address the capacity limiting sections of the sewer piping and deficient manholes. (Torre 157)

Invert information is not provided on manholes 1 and 12 (earth repair number MH 12 is the EIS MH 34) as shown on the attached. The invert elevations would be needed in order to determine the capacity available in the existing 10" which connects to the hospital. Our concern is that the capacity of the 10" is based on the pitch of the pipe. Our review indicates that the expected sewer flow including this proposed development would be approximately 568 gpm (420 gpm from the meter readings plus 148 gpm based on their projections for the new development). This gpm would require at least a 0.4% pitch and could severely limit any future growth for HVH. We recommend requesting more information on the pitch of the existing pipe, the resulting gpm after development and the resulting gpm for expansion for HVH. Recommendation: Request invert information on manholes 11 and 12 as well as the resulting flow rate after the development. (Torre 157)

Response 9-12: Applicants shall design all on-site sewer improvements to accommodate the future flows of Buttonwood Avenue, Tamarack Drive with side streets, and Northridge Road. Sanitary infrastructure will be brought to the each developments property lines to further enable future connections. Impacts associated with the proposed MOD Development(s) and these potential future residential connections shall extend to the evaluation of the McGregor Brook Interceptor and any improvements required within and along County DEF facilities.

Comment 9-13: We've been told many, many years in a row that the reason we don't have sewers in Cortlandt is because we don't have the capacity or the water treatment plants don't have the capacity for that... And so I'm concerned about why a hotel would be able to go in there and have that ability, as well as all the medical facilities and the assisted living. (Roth 012)

Response 9-13: Up to this point, there has not been sewer infrastructure located in close proximity to the residential neighborhoods sufficient to convey residential effluent to the Westchester County Peekskill Sanitary Treatment Plant. Furthermore, the properties currently being considered under the MOD are located with the Westchester County Peekskill

Sanitary Sewer District (WDPSSD) and are as-of-right allowed to connect provided the necessary infrastructure and improvements are proposed to be made. Further, the DEIS estimated average daily sanitary flow for the Evergreen Site was approximately 74,000 gpd or approximately 51 gpm with an estimated peak flow of approximately 180 gpm based on a peaking factor of 3.5 (increased to 4.0 peaking factor in the FEIS). See DEIS Table 9-1, ***Estimated Water and Wastewater Demands (NYSDEC Flow Values)*** for a summary of this flow estimate. The estimated average daily sanitary flow for the FEIS Plan is 53,070 gpd (approximately 21,000 gpd lower than the DEIS Plan) or 37 gpm with an estimated peak flow of approximately 148 gpm based on a peaking factor of 4.0. See FEIS Table II-4, Estimated Water and Wastewater Demands (NYSDEC Flow Values) for a summary of this flow estimate. The Gyrodyne Project has also been reduced in size, scope and scale compared to the DEIS, which will result in significantly less sanitary flow than calculated for the DEIS Plan. The all-medical Gyrodyne Site Plan would produce approximately 22,525 gpd and the Alternative Site Plan would produce 28,935 gpd, compared to 53,035 gpd under the DGEIS Plan. This represents a reduction in sanitary flow of 58% and 45%, respectively.

In regards to Westchester County's McGregory Brook Interceptor, an analysis of the existing capacity compared with proposed in-district flows was performed. The analysis included the segment which both the Evergreen and Gyrodyne flows combine between manhole 30 and manhole 35. The 14" diameter segment of pipe between manholes 32 and 33 was identified as the portion which has the least capacity based primarily on existing pipe slope.

The on-site sanitary systems for both the Gyrodyne Site Plan and Evergreen proposal include pipe capacity for potential future connection to the out of district neighborhoods of both Tamarack Drive and Buttonwood Avenue. The modeling of the McGregory Brook Interceptor includes in district existing values, proposed Gyrodyne Site Plan & Evergreen flows, and that of the approved Yeshiva (including the 51 homes).

The analysis concludes that the combined existing flows with that of the proposed Gyrodyne Site Plan (all-medical office), Evergreen, and Yeshiva flows result in a maximum pipe peak flow of 68%, which is below the Ten State Standard of 75% threshold recommendation of remediation.

A second analysis was performed using the alternate Gyrodyne Alternative Mixed Use (Residential and Medical Office) proposal which resulted in a maximum pipe peak flow of 69%, which is below the Ten State Standard of 75% threshold recommendation of remediation.

In summary, the analysis performed concludes the Gyrodyne and Evergreen proposals in conjunction with the approved in-district Yeshiva project (including the 51 homes) does not exceed the 75% pipe capacity within the segments of the McGregory Brook Interceptor between manholes 30 and 35.

Comment 9-14: Attached is the section from the referenced NYSDEC Design Standards which is used to estimate the water and sanitary demand. The values in Table 8-2 and 8-3 are in accordance with the referenced standard. The complete standard can be found at: https://www.dec.ny.gov/docs/water_pdf/2014designstd.pdf (Torre 157)

Response 9-14: Comment noted.

Comment 9-15: We want SEWERS on Buttonwood Ave (Anonymous 201)

Response 9-15: Applicants shall design all on-site sewer improvements to accommodate the future flows of Buttonwood Avenue, Tamarack Drive with side streets, and Northridge Road. Sanitary infrastructure will be brought to the each developments property lines to further enable future connections. Impacts associated with the proposed MOD Development(s) and these potential future residential connections shall extend to the evaluation of the McGregor Brook Interceptor and any improvements required within and along County DEF facilities..

Comment 9-16: The sewer system. That was just mentioned. The water quality. We want runoff well water. We rely on clean water source. My concern is immediately our well. (Verlin 013)

Response 9-16: Connection to a public sewer system is critical to maintaining the health and function of local groundwater resources. The proposed Gyrodyne Project would not introduce any new impacts or threats to well water in the area.

Prior to construction, the Applicant is required to obtain a State Pollutant Discharge Elimination System (SPDES) permit from the Department of Environmental Conservation (NYSDEC). As described in Chapter 18 "Construction," as part of the permitting process, a Stormwater Pollution Prevention Plan (SWPPP) must be developed which includes an Erosion and Sediment Control Plan (ESCP). Appropriate erosion and sediment control measures for each phase would be developed as a project progresses. These measures would require review and approval from NYSDEC before any earth work activities can take place. Upon completion of construction activities, a landscape plan would be implemented to revegetate disturbed areas.

As described in Chapter 7 "Stormwater Management," the SWPPP was developed so that the quantity and quality of stormwater runoff during

construction and after development are not significantly altered from pre-construction activities. During construction, erosion and sediment controls will be maintained daily. Silt fencing will be installed around the perimeter of the disturbed area and be maintained daily. Stabilized construction entrances will be provided with water available for a wash out area. Excavated material will be temporarily stockpiled on-site in designated areas and stabilized. Inlet protection measures will be installed on new on-site stormwater chambers and inlets. Temporary stabilization seeding will be implemented on any area which is to remain inactive.

As described in Chapter 8 "Water Supply," the owners and operators of the buildings within the Gyrodyne Project Site will be encouraged to utilize water fixtures and appliances that meet or exceed the minimum standards for water efficiency. In addition, most landscape plantings will be selected based on their ability to be drought tolerant and native to the area. Irrigation if needed will be limited to only those areas where needed such as building and site entrances and gardens.

Comment 9-17: Are Chapter 9 Sewers includes connections for residential hook ups? (Fitzgerald 020)

Response 9-17: Chapter 9 includes a discussion of the potential for private laterals to connect to the sewer infrastructure constructed as part of the MOD Development Plan. Applicants shall design all on-site sewer improvements to accommodate the future flows of Buttonwood Avenue, Tamarack Drive with side streets, and Northridge Road. Sanitary infrastructure will be brought to the each developments property lines to further enable future connections. Impacts associated with the proposed MOD Development(s) and these potential future residential connections shall extend to the evaluation of the McGregor Brook Interceptor and any improvements required within and along County DEF facilities.

Comment 9-18: When I first bought the house 8 years ago, I was informed that getting a line connected to the sewage system was difficult due to the town not having the capacity to support this. Yet with this new plan, the sewage system would be able to maintain a hotel, hospital, assisted living homes, restaurants and doctor offices. Can an explanation be given to let us know how this is now not a problem? (Ortiz 025)

Response 9-18: As part of the MOD Development Plan the applicants would be required to install and fund new sewer infrastructure as well as fund improvements to existing infrastructure to accommodate sanitary flows from the proposed developments. Applicants shall design all on-site sewer improvements to accommodate the future flows of Buttonwood Avenue, Tamarack Drive with side streets, and Northridge Road. Sanitary infrastructure will be brought to the each developments property lines to further enable future connections. Impacts associated with the proposed

MOD Development(s) and these potential future residential connections shall extend to the evaluation of the McGregor Brook Interceptor and any improvements required within and along County DEF facilities.

Comment 9-19: Does this mean we will finally get sewers installed up Lafayette Avenue? (Ruller 031)

Response 9-19: The proposed project would not result in the construction of sewers up Lafayette Avenue.

Comment 9-20: How will the Town of Cortlandt deal with the large population density within the two properties with regard to sewers? Residents have been repeatedly told that the Town cannot accommodate more sewers. (Roth 060)

Response 9-20: The developers of the two sites would be responsible for obtaining approvals from the Westchester County Department of Health for any required sewer infrastructure. In addition, the developers would also be responsible for funding and constructing the required sewer infrastructure improvements needed to accommodate the proposed uses on the development sites.

Comment 9-21: This will have a negative impact on the environment especially considering the increased demand of water and sewerage disposal. (DiRocco 090)

Response 9-21: The DEIS estimated average daily sanitary flow for the Evergreen Site was approximately 74,000 gpd or approximately 51 gpm with an estimated peak flow of approximately 180 gpm based on a peaking factor of 3.5 (increased to 4.0 peaking factor in the FEIS). See DEIS Table 9-1, ***Estimated Water and Wastewater Demands (NYSDEC Flow Values)*** for a summary of this flow estimate. The estimated average daily sanitary flow for the FEIS Plan is 53,070 gpd (approximately 21,000 gpd lower than the DEIS Plan) or 37 gpm with an estimated peak flow of approximately 148 gpm based on a peaking factor of 4.0. See FEIS Table II-4, Estimated Water and Wastewater Demands (NYSDEC Flow Values) for a summary of this flow estimate. The Gyrodyne Project has also been reduced in size, scope and scale compared to the DEIS, which will result in significantly less sanitary flow than calculated for the DEIS Plan. The all-medical Gyrodyne Site Plan would produce approximately 22,525 gpd and the Alternative Site Plan would produce 28,935 gpd, compared to 53,035 gpd under the DGEIS Plan. This represents a reduction in sanitary flow of 58% and 45%, respectively.

As discussed in the DGEIS Chapter 8 “Water”, the owners and operators of the buildings within the Evergreen Manor Project and Gyrodyne Project will be encouraged to utilize water fixtures and appliances that meet or exceed the minimum standards for water efficiency. In addition,

most landscape plantings will be selected based on their ability to be drought tolerant and native to the area. Irrigation, if needed, will be limited to only those areas where needed such as building and site entrances and gardens. It is recommended that irrigation systems be used during non-peak water usage times to minimize impacts to the Town's water distribution system. Typical peak demands in the public water distribution systems occur during the early morning hours and early evening hours. Irrigation should be scheduled during late evening or before early morning hours.

As discussed in the DGEIS Chapter 9 "Sewer", based on the Town's 2017 flow monitoring results and flow estimates for the anticipated development in the area, including the Proposed Projects, the Yeshiva Development, and 156 additional residential connections, approximately 500 feet of the existing 12" McGregor Brook Interceptor Sewer will be upgraded by the Applicants with new sanitary infrastructure to increase the flow capacity through these sections of the County Trunk Sewer.

Comment 9-22: Page 9-7 describes sewer system alterations that may be implemented to accommodate additional flow from the MOD and/or MOD development, specifically upsizing of the McGregor Brook Interceptor Sewer (shown in Figure 9-2). The DGEIS/DEIS states that "NYSDEC Freshwater Wetlands Permitting will also be involved as McGregor Brook is a regulated state wetland/watercourse." (NYSDEC 095)

Response 9-22: Comment noted. Any and all required NYSDEC wetland permits will be obtained prior to any construction. Applicants will design all on-site sewer improvements to accommodate the future flows of Buttonwood Avenue, Tamarack Drive with side streets, and Northridge Road. Sanitary infrastructure will be brought to each of the developments property lines to further enable future connections. Impacts associated with the proposed MOD Development(s) and these potential future residential connections shall extend to the evaluation of the McGregor Brook Interceptor and any improvements required within and along County DEF facilities.

CHAPTER 10 – ENERGY TELECOMMUNICATIONS

Comment 10-1: How would required energy efficiency targets improve how well the MOD proposals and implementation meet Envision Cortlandt principles, goals and policies… [and] CLCPA targets? (Weinberger 125)

How do MOD zoning changes promote renewable energy and efficiency practices in ways to support the likelihood that CLCPA targets for 2030 and 2040 will be met?

What renewable energy and efficiency practices are required in the MOD Zoning?

If renewable energy and efficiency practices are not required by MOD zoning and MOD facilities do not voluntarily comply with renewable energy and efficiency practices, how will CLCPA targets be met over the life of the MOD and life of the building? (Weinberger 125)

If a proposed MOD building does not include CLCPA-consistent renewable energy and efficiency practices,

What incentives can be included in the MOD Zoning? For example, is a renewable energy design that anticipated CLCPA targets rewarded with increased allowable size and/or density?

What penalties can be included in the MOD Zoning? For example, does the absence of renewable energy reduce the allowable size and allowable density of the proposed structure?" (Weinberger 125)

What assurances of future compliance can be included in MOD Zoning?

What will be the consequences of delayed compliance to developers and/or the 2030 owners …and/or the 2040 owners of the properties for non-compliance?" (Weinberger 125)

"If MOD construction is not built to meet 2030 CLCPA targets, will targets become mandatory in 2030? In 2040?

What are the targets for percentage of square feet in residential and commercial development that demonstrate renewable energy and energy efficiency standards?

We must assume MOD commercial and residential structure will be here in 2030, 2040 and 2050, and therefore, what will be the MOD zoning requirements for sustainable choices. (Weinberger 125)

What incentives… [and] penalties if added to the MOD Zoning requirements for energy efficiency will ensure that target and metrics are met? (Weinberger 125)

How can MOD zoning changes include desired outcomes consistent with CLCPA and environmental sustainability goals to eliminate or minimize the need for retrofits and associated costs to meet or exceed known future targets? (Weinberger 125)

Response 10-1: All buildings proposed within the MOD will be required to comply with NYStretch-2020 which is a supplement to the 2020 Energy Conservation Construction Code of New York State (State Energy Code), developed by NYSERDA, and voluntarily adopted by the Town of Cortlandt as a more stringent local energy code. On average, the NYStretch-2020 supplement improves the State Energy Code's efficacy by roughly 10%, and is a model for New York jurisdictions to use to meet their energy and climate goals by accelerating the savings obtained through their local building energy codes. Further, MOD zoning would encourages compact development, walkability, and centralized services with the goal of

establishing a mixed-use development that results in fewer vehicle trips by providing a range of services in one central area. In addition, the following energy efficiency measures are proposed to be included with the Gyrodyne and Evergreen projects: Gyrodyne As stated in Chapter 10 of the DEIS, it is anticipated that the buildings on the Gyrodyne parcel will be designed to apply for LEED Green Building Certification. Therefore, there are a number of categories of energy efficiency measures that are proposed to investigated and implemented in order to reduce both electric and natural gas consumption and demand including the following:

1) High-efficiency HVAC systems

2) High-efficiency boilers and hot water heaters

3) Energy recovery ventilators and economizers

4) Building energy management systems for HVAC and lighting systems

5) Automatic occupancy and CO2 controlled space temperature and lighting controls

6) Daylight harvesting

7) Enhanced and thermally insulated envelop and fenestration assemblies

8) High-efficiency water fixtures

9) High-efficiency equipment (ex. Washers/dryers, refrigerators, computer, medical and entertainment equipment) Evergreen As discussed in Chapter 10 of the DEIS, the Evergreen buildings will be designed to utilize energy efficient fixtures, smart technology, LED fixtures, and solid state reduced voltage frequency-controlled motor starters to help reduce the electric demands and overall energy demands.

Comment 10-2: "How much additional progress toward CLCPA interim and final net zero greenhouse gas emission targets would be achieved were Evergreen plans to incorporate geothermal heating and cooling to enhance current proposals for all new MOD construction?

How much additional progress toward CLCPA interim and final net zero greenhouse gas emission targets would be achieved if were Evergreen plans to incorporate on-site solar power to support: Heating and cooling systems? LED lighting? Advanced indoor air quality equipment and controls to reduce energy usage? LED lighting or the parking areas and urban green?" (Weinberger 125)

Response 10-2: Net zero design is not an applicable regulation of the MOD, the Town of Cortlandt or any utility purveyor. Nor is such an analysis required under SEQRA. However, The proposed Gyrdoyne buildings will be designed to apply for LEED Green Building certification. The Evergreen buildings will utilize energy efficient fixtures, smart technology, LED lighting

fixtures, and solid state reduced voltage frequency-controlled motor starters. In addition, all construction will be required to comply with NYStretch-2020 which is a supplement to the 2020 Energy Conservation Construction Code of New York State (State Energy Code), developed by NYSERDA, and voluntarily adopted by the Town of Cortlandt as a more stringent local energy code. On average, the NYStretch-2020 supplement improves the State Energy Code's efficacy by roughly 10%, and is a model for New York jurisdictions to use to meet their energy and climate goals by accelerating the savings obtained through their local building energy codes.

Comment 10-3: "How much progress toward Envision Cortlandt energy efficiency goals and CLCPA interim and final net zero greenhouse gas emission targets would result from installation of solar parking "canopies"? [Solar "canopies" are elevated structures that host solar panels and provide shade, are typically installed in parking lots or other paved areas and can augment a rooftop solar system when the electricity needs of the site exceed the capacity of the rooftop system.]

How much progress would result from solar canopies on the 444 at-grade parking spaces proposed for the Gyrodyne Site… [and] on the 618 at-grade parking spaces proposed for the Evergreen site?

If not 100%, what percentage of the proposed 618 Evergreen parking spaces are not in a parking structure and could support solar canopies?" (Weinberger 125)

Response 10-3: Solar parking canopies are not currently proposed within the MOD. The Town is exploring the installation of solar canopies at other locations within the Town.

Comment 10-4: "The Gyrodyne proposed MOD Development plan "is projected to achieve a minimum LEED certified rating" (Gyrodyne EAF Expanded Narrative, p. 2)

How would Envision Cortlandt Sustainability Principals be affected if all new construction in the MOD met the LEED Certified minimum standard…[,] LEED Silver standard…[,] LEED Gold standard…[, or] LEED Platinum standard?

How would progress toward and achievement of CLCPA interim and final net zero greenhouse gas emission targets be impacted if all new construction in the MOD met the LEED Certified minimum standard…[,] LEED Silver standard…[,] LEED Gold standard…[, or] LEED Platinum standard?" (Weinberger 125)

Response 10-4: Net zero design is not an applicable regulation of the MOD, the Town of Cortlandt or any utility purveyor. Nor is such an analysis required under SEQRA. However, the proposed Gyrdoyne buildings will be designed to

apply for LEED Green Building certification. The Evergreen buildings will utilize energy efficient fixtures, smart technology, LED lighting fixtures, and solid state reduced voltage frequency-controlled motor starters. In addition, all construction will be required to comply with NYStretch-2020 which is a supplement to the 2020 Energy Conservation Construction Code of New York State (State Energy Code), developed by NYSERDA, and voluntarily adopted by the Town of Cortlandt as a more stringent local energy code. On average, the NYStretch-2020 supplement improves the State Energy Code's efficacy by roughly 10%, and is a model for New York jurisdictions to use to meet their energy and climate goals by accelerating the savings obtained through their local building energy codes.

Comment 10-5: The feasibility of an electric "micro grid" should be evaluated (Envision Cortlandt, Policy 79.) Evaluate the placement of EV charging stations; explore options for solar energy creation and use on site. (Farrell 154)

Response 10-5: Comment noted. EV charging is proposed on the revised Gyrodyne Site Plan.

Comment 10-6: "What specific plans or actions will "Evaluate areas that could be serviced by an electric 'Micro grid.'" (Envision Cortlandt, Policy79, p. 65)?

How will the MOD or MOD elements incorporate 'Micro grid' electric service?

[What specific plans or actions will] "Adopt a lighting ordinance that ensures safety, night sky access, and greenhouse gas emission reduction, where appropriate, through adherence to light trespass and uplight requirements in perpetuity."[?] (Envision Cortlandt, Policy 136, p. 99)

[What specific plans or actions will] "Seek approval from New York State to allow Cortlandt to develop more energy efficient building standards for commercial and residential construction that help reduce per capita energy use." (Envision Cortlandt, Policy 158, p. 117)?" (Weinberger 125)

Response 10-6: The MOD area is not currently proposed to be serviced by a Micro grid. All proposed lighting will be evaluated during site plan review. The Town will require all light fixtures to be full cut-off and will require lighting plans that demonstrate no light spillover to neighboring properties. All light plans will be reviewed to ensure lighting levels are safe for pedestrians and vehicular activity. All buildings proposed within the MOD will be required to comply with NYStretch-2020 which is a supplement to the 2020 Energy Conservation Construction Code of New York State (State Energy Code), developed by NYSERDA, and voluntarily adopted by the Town of Cortlandt as a more stringent local

energy code. On average, the NYStretch-2020 supplement improves the State Energy Code's efficacy by roughly 10%, and is a model for New York jurisdictions to use to meet their energy and climate goals by accelerating the savings obtained through their local building energy codes. Further, MOD zoning would encourages compact development, walkability, and centralized services with the goal of establishing a mixed-use development that results in fewer vehicle trips by providing a range of services in one central area.

Comment 10-7: How much progress toward Envision Cortlandt energy efficiency goals and interim and final CLCPA net zero greenhouse gas emission targets would result if developers create a community-minded "microgrid" with cogeneration capabilities in order to meet the power load of connected facilities for routine use (rather than in the event of an emergency or other grid outage as identified in the January 11, 2018 Final Draft MOD Zoning, p. 4) (Weinberger 125)

Response 10-7: The MOD area is not currently proposed to be serviced by a Micro grid.

Comment 10-8: We encourage the applicants to incorporate as much green building technology as possible into the proposed developments. We also encourage the applicants to provide bicycle parking with all buildings associated with each development. (WCPB 099)

Response 10-8: Comment noted.

Comment 10-9: Is there enough electricity provided to this area without Con Ed or Entergy? (Kahn 117)

Response 10-9: Electrical power for development in the MOD would be provided by Con Edison. Per the MOD Zoning, the developers would be encouraged to explore the feasibility of renewable energy technologies, such as passive solar systems, where possible.

Comment 10-10: More consideration should be given to solar energy panels to lessen the burden on the existing power grid. In addition the applicants should provide additional details regarding recycling methods, composting and other green building and site initiatives such as rain gardens, geothermal heating and other general sustainability practices. (PlanningBoard 124)

Response 10-10: Comment noted. The proposed MOD Zoning would require that any plan for development of any site designated MOD shall consider the design, construction, and arrangement of buildings in such a way as to promote energy efficiency and encourage the use of alternative energy sources, such as geo- thermal and active or passive solar systems. All applicants shall be required to complete an energy analysis that quantifies the estimated reduction in electric and gas measured against a baseline

scenario of standards consumption patterns that the proposed conservation measures are anticipated to achieve. In addition, all buildings proposed within the MOD will be required to comply with NYStretch-2020 which is a supplement to the 2020 Energy Conservation Construction Code of New York State (State Energy Code), developed by NYSERDA, and voluntarily adopted by the Town of Cortlandt as a more stringent local energy code. On average, the NYStretch-2020 supplement improves the State Energy Code's efficacy by roughly 10%, and is a model for New York jurisdictions to use to meet their energy and climate goals by accelerating the savings obtained through their local building energy codes. Further, MOD zoning would encourages compact development, walkability, and centralized services with the goal of establishing a mixed-use development that results in fewer vehicle trips by providing a range of services in one central area.

Comment 10-11: The MOD plans are insufficiently attentive to energy efficiency as articulated in Envision Cortlandt and to the NYS Climate Leadership and Community Protection Act. As planned, MOD construction of the early 2020's will not meet 2030 CLCPA renewable energy targets let alone those for 2040. (Weinberger 125)

Response 10-11: Comment noted.

Comment 10-12: As planned, the MOD approach to the environment and energy efficiency misses a prime opportunity to support and extend the environmental stewardship and leadership of the Town among neighboring communities, the region and New York State. (Weinberger 125)

Response 10-12: Comment noted.

Comment 10-13: What, if any, is the maximum new square footage of the MOD that will be allowed to use greenhouse gas producing technology for heating, cooling, cooking and lighting? (Weinberger 125)

Response 10-13: The proposed MOD Zoning does not restrict greenhouse gas producing technology for heating, cooling, cooking and lighting. The proposed Gyrdoyne buildings will be designed to apply for LEED Green Building certification. The Evergreen buildings will utilize energy efficient fixtures, smart technology, LED lighting fixtures, and solid state reduced voltage frequency-controlled motor starters. In addition, all construction will be required to comply with NYStretch-2020 which is a supplement to the 2020 Energy Conservation Construction Code of New York State (State Energy Code), developed by NYSERDA, and voluntarily adopted by the Town of Cortlandt as a more stringent local energy code. On average, the NYStretch-2020 supplement improves the State Energy Code's efficacy by roughly 10%, and is a model for New York

jurisdictions to use to meet their energy and climate goals by accelerating the savings obtained through their local building energy codes.

Comment 10-14: How will Gyrodyne "LED lighting and occupancy sensors to reduce the electrical demand, advanced indoor air quality equipment and controls to reduce energy usage & increase air quality" (Gyrodyne EAF Expanded Narrative, p. 2) meet interim and final CLCPA targets for energy efficiency?

How much additional progress toward interim and final CLCPA net zero greenhouse gas emission targets would be achieved were Gyrodyne plans to incorporate geothermal heating and cooling to enhance current proposals for all new MOD construction?

How much additional process toward interim and final CLCPA net zero greenhouse gas emission targets would be achieved were Gyrodyne plans to incorporate on-site solar power to support: Heating and cooling systems? LED lighting? Advanced indoor air quality equipment and controls to reduce energy usage? LED lighting of the parking areas and urban green?

How will "LED lighting and occupancy sensors to reduce the electrical demand, advanced indoor air quality equipment and controls to reduce energy usage & increase air quality" (Gyrodyne EAF Expanded Narrative, p. 2) meet CLCPA interim and final targets for energy efficiency if incorporated into Evergreen designs? (Weinberger 125)

Response 10-14: LED lighting and occupancy sensors significantly reduce electricity demand. As a significant amount of Westchester County's electricity is sourced through traditional power plants, saving electricity is a critical site component that works towards reducing greenhouse gas emissions. Geothermal would create a large increase in electrical demand, which negates a significant benefit associated with a renewable technology like geothermal. Net zero design is not an applicable regulation of the MOD, the Town of Cortlandt or any utility purveyor. Nor is such an analysis required under SEQRA.

CHAPTER 11 – TRAFFIC

Comment 11-1: From the artist rendition, it appears that your parking lot as well as an access into and out to, i.e., your driveway, is going right into Buttonwood Avenue. This is a residential road. You are changing the character of that residential road... I would like the environmental impact statement to understand and to address the issues in terms of how this will affect the residents on Buttonwood Avenue itself. (Cassidy 001)

There will be an increase in traffic, because there is a proposed entry into that [Gyrodyne] parking lot on Buttonwood Avenue. And I have children that play outside the front of my house. And because I am the house that's

right next to that parking lot, people overshoot the entrance into that parking lot on Buttonwood Avenue. Will they be turning around in my driveway? Will they be zooming past my house? (Doerr 002)

If there wasn't an entrance on Buttonwood Avenue, I think it would be a lot better. (Doerr 002)

This is a very residential street. It's an R10, everything outside of the MOD. We have, about quarter-acre lots all the way down through the Buttonwood. It is a dead-end street. So I'm seeing cars are going to be coming up and down the street. (Walsh 003)

307.5 showed that residential districts are intended to be free from uses other than residential uses, except those which are both compatible with and convenient to the residents of such districts. If we're talking about putting a road from this parking lot into Buttonwood Avenue, that medical facility that you're talking about, that's not residential use. That's not compatible with our needs. (Rivera 011)

Issue #1 is the amount of traffic that Buttonwood Avenue will see due to the parking lot looking to be built 2 houses away from me. I live close to the corner and I worry that cars will be coming around the corner at a high rate of speed. I should not have to worry about my grandchildren's safety while they play outside. (Ortiz 025)

Allowing for a connection from the proposed project to Buttonwood would destroy its neighborhood feel (the reason why families chose to live there) with additional traffic and overflow parking from the facility. A connection to Lafayette would exacerbate the already dangerous driving conditions that exist on that road. (Rinaldi 044)

To think of having an exit on Buttonwood Ave is horrible and mean-spirited. (Lounsbury 051)

[The Gyrodyne engineers] mentioned that they would change the access onto Buttonwood Avenue to be a crash gate with, I believe what they called it was supported turf. So, essentially, it’s no longer a viable entrance. (Cassidy 115)

Response 11-1: An emergency only access point will provided at the west side of the project area adjoining Buttonwood Avenue. The access is intended for emergency only, and as such will be designed to be as visually low key as possible, using reinforced turf (lawn) products such as GrassPave 2 or similar, and a locked crash-gate. The crash gate will be approximately 4’ in height and utilize galvanized metal pipe rail. The access point is designed for emergency vehicle access only and not for the distribution of vehicles to Buttonwood Avenue. All standard vehicles will utilize the vehicular circulation interior of the Gyrodyne property to and from Crompond Road.

Comment 11-2: Traffic will become worse along Route 202/35 and intersecting streets along the corridor, with more than 1,000 new vehicle trips by 2021 and more than 1,200 new parking spaces. Because much of the proposed mitigation steps depend on decisions and actions of NYSDOT the interventions are neither assured nor can be expected to be timely. In other instances, traffic problems will simply not be addressed. (Weinberger 125)

NYSDOT actions are of particular importance to the MOD Development Plan traffic mitigation steps because NYSDOT actions are wholly outside of the control of the Town, Town residents and of the applicants. Previous NYSDOT control of timelines related to Route 202/35 are instructive and should be specifically addressed in the Final Approval process, documentation and decisions… (Weinberger 125)

How can zoning changes and development approvals be designed to be continent on NYSDOT review and approval for project elements with traffic consequences where remediation is NYSDOT-dependent? (Weinberger 125)

How can NYSDOT approvals and actions lead rather than follow implementation of project components with implications for traffic? (Weinberger 125)

How can NYSDOT be brought into the planning and review process with the Town, residents and MOD applicants to ensure transparency of assumptions and commitments? (Weinberger 125)

Therefore NYSDOT review and approval should be in hand before Town approvals of MOD Zoning changes and the proposed MOD Development plan. (Weinberger 125)

What are the Town and developer commitments to resolving existing and/or preventing deterioration of traffic conditions for identified locations that are not dependent on NYSDOT review and approval? (Weinberger 125)

Response 11-2: The New York State Department of Transportation (NYSDOT) is reviewing the Proposed Project Environmental Impact Statement (EIS), including the traffic study and proposed mitigation measures parallel to the Town's review and has provided preliminary approval of the mitigation measures to be implemented, pending review of the FEIS. In addition, as both sites require permits from NYSDOT to begin any work and to construct the driveways to/from the site, permits will not be issued and work will not begin until NYSDOT has approved the improvement measures. Furthermore, NYSDOT and the Town will require the Applicants to construct all agreed upon improvement measures (those presented in the FEIS) before the sites are operational. The Applicants are responsible for the construction of the improvement measures, not

NYSDOT, and must be completed and accepted by the Town and NYSDOT in order to begin operating their sites.

Comment 11-3: Create an electric trolley/jitney system. Phase 1 to connect shopping areas along Route 6. Future phase to connect the hospital center, train stations, and the waterfront areas." (Envision Cortlandt, Policy 87, p. 80) What is the projected timeline for Phase II to connect to the hospital center/MOD? (Weinberger 125)

Response 11-3: The creation of an electric trolley or jitney system is a recommended policy action in the Town's 2016 Comprehensive Plan Envision Cortlandt. The goal of the trolley system would be to link existing public transit such as train stations and bus stops to major employers and commercial centers in the Town of Cortlandt thereby reducing vehicle trips and congestion. There is no identified timeline for the implementation of the trolley/jitney

Comment 11-4: I am very concerned about the traffic that will be generated along Conklin Avenue and what will be done to both control the flow of traffic and the plan to insure residents of Adrian Court will have a reasonable degree of access and egress at all times, including normal rush hours. Even now, we are often blocked from getting out or making a left turn into our development by traffic that has built up for the traffic light by drivers who have no concern for ours safety or right to use the road as well. (Harde 126)

Response 11-4: With the proposed mitigation, the 95th percentile queue for the southbound approach of Conklin Avenue at Route 202/35 will not back up to the intersection of Conklin Avenue and Adrian Court. In addition, the Adaptive Traffic Control System (ATCS) being implemented with be programmed to account for long queues accessing Route 202/35 that could extend and block access from local roads.

Comment 11-5: I am also NOT in favor of widening 202/35 for obvious reasons. Increasing the number of lights just creates more traffic and becomes a city vs a town and doesn't change the number of cars (that's the issue-Volume). (Michael 068)

Response 11-5: Widening Route 202/35 is not a proposed mitigation measure for the Proposed Project. Two additional traffic lights are proposed, one for the existing hospital and Gyrodyne driveway and one at Dayton Lane along Route 202/35 to safely enter and exit vehicles from Route 202/35. These additional lights will provide improved flow from Dayton Lane to Conklin Avenue along Route 202/35 and provide gaps in traffic for Buttonwood residents and the church located between Dayton Lane and the hospital to turn to and from Route 202/35.

Comment 11-6: I would like to formally request the intersection of Buttonwood Avenue and Route 202 be added to the list of street intersections to be analyzed as part of the Post Mitigation study as per the DGEIS/FGEIS Traffic Study. (Walsh 128)

Response 11-6: The Post Construction Monitoring Study will first compare the trip estimates for the Proposed Project with field counts once the Proposed Project is fully occupied. Based on those results and in consultation with the Town, updated intersection analyses at study locations, which includes Buttonwood Avenue/Route 202, could be undertaken.

Comment 11-7: I would also like to discourage the installation of the No Left Turn from Route 202 onto the Bear Mountain Parkway over adding a turning lane at that intersection. This intersection needs immediate attention and will only cause confusion for most drivers and send them into the Bowling Alley or Mobile station to try and make a U-turn going back West. (Walsh 128)

Response 11-7: Wayfinding signage, in conjunction to the "No Left Turn" signage at the intersection will be used to better inform drivers of the travel pattern change. Due to available public right-of-way, a full eastbound left-turn lane cannot be provided.

Comment 11-8: The plans appear to have Hundreds and Hundreds of parking spaces. There really is no way I can see that study's is more than a guess. Really we don't know the turnover of the Restaurant, or the Hotel, or the vaguely labeled 'retail'. (Sander 137)

Response 11-8: Parking has been provided per the Town's Zoning Code. In addition, a detailed parking demand analysis for each land use using the latest approved methodology, the Institute of Transportation Engineers (ITE) Parking Generation Manual, was conducted to determine if the provided parking was sufficient for the anticipated demand (see Page 11-40 of the FEIS).

Comment 11-9: What is the timetable for the improvements and who would be responsible for implementing them? (WCDPW 100)

Response 11-9: Improvement measures are required by NYSDOT and the Town to be constructed before either site is occupied (prior to the Certificate of Occupancy). The Applicants are required to design and construct all agreed to improvement measures to the satisfaction of the Town and NYSDOT.

Comment 11-10: The traffic study was so brief and general that it left me wholly unconvinced that the potential traffic increase from this development could be mitigated. (Rogerson 138)

Response 11-10: The Traffic Study is a 59 page report with extensive supporting analyses which using all current methodologies and software per NYSDOT and Town requirements to analyze the extent of Route 202/35 from Peekskill to Yorktown as well as key intersections along US Route 6 to determine the impacts to traffic associated with the Proposed Project.

Comment 11-11: What if the developer paid for overpasses without stop lights (and a additional exit lanes each way to "exit" to the light or stop signs?? There is certainly enough room on both sides before and after the hospital itself…and if feasible at additional stop lights that hinder traffic flow. (Sarro 142)

Response 11-11: An overpass is not feasible for construction over Route 202/35.

Comment 11-12: What I learned over the years is that when you address the traffic issues, when you make the investments to fix the intersections, put in turning lanes, do the right thing, it alleviates a lot of the problems. And we've seen a lot of projects develop in the town that have not had a disastrous effect on traffic. So I have the same caution here. The key: Make sure we upgrade the traffic system, we make the investment that is recommended, regardless of how much development actually goes into this project. (Reber 004)

We need to think about infrastructure and how well it can support the proposed development. And I think it behooves us to see what infrastructure improvements we need to do to support the MOD...I think we need to have a more pragmatic vision around what infrastructure improvements we need to do that can sustain this economic activity that you are embarking on. (Ramaswamy 007)

The 202 corridor, especially during the rush hour period, is a disaster. And I'm just curious as to whether adding a few lights and increasing what I call the occupant load of this area -- there's going to be hundreds or thousands of more people coming into this area to use the facilities or live there. Is just by adding these few lights going to solve the issue that we already have a problem with right now? (Fraietta 010)

Regarding the traffic studies, if changing traffic signal timing would improve traffic problems and congestion problems, we should just do that. We should find ways to do that. And, of course, there are costs associated with that, but the proposed development would not be the only way to pay for those costs. And if that's a major concern, there should be alternative approaches considered as well. (Weaver 017)

How will the inadequate road be addressed with the proposed development projects? (Ruina 019)

Traffic is the one thing that affects the whole community every day and has the biggest negative impact on our lives. If they want to develop these

projects, more needs to be done to alleviate the additional traffic moving through the area. (Rainbeau 042)

What can be done to eliminate traffic difficulties for residents and commuters that will result as part of the development? Traffic is difficult as it exists right now. The proposed traffic light changes (2 additional lights, one at Dayton/202, another at Gyrodyne entrance) to the existing two lights at (Conklin/202 and Lafayette/202) and turn lanes seems inadequate for today's traffic, much less an additional 800 cars per day. (Roth 060)

If there are improvements to 202/35 that can occur now to reduce the traffic delays, why are we not doing them, or negotiating re-lining or re-timing with the NYDOT? (Michael 068)

Review of the Traffic report seems to fall short of what will be required due to the influx of added traffic to the immediate area. Adding and timing lights will be insufficient. Reevaluate widening the road and adding lanes, beginning at and along Lafayette Ave. (Parish 074)

I don’t think any red light or lane is going to fix that capacity. (McGuire 103)

I don’t care how many lights and turning lanes and how well they’re timed if they’re smart lights. It’s going to be a disaster for the people. (Russo 104)

Without land to actually widen 202, I don’t see how lights are going to solve the problem. (Cassidy 115)

We put this in in Stage 1… The traffic becomes worse. What do we have to do? We have to address that traffic. How do we address that traffic? We widen the corridor. We take land from this house, land from that house. What happens then? People start moving out, because there’s an encroachment on all their properties. (Farina 116)

I’m concerned for the traffic, because the road is only so wide, unless there’s eminent domain and they cut into private property or business property. It’s one lane in either direction. (Kahn 117)

$3,000,000 is about the money that was spent on improving the Bear Mountain extension. Although the improvements have enhanced safety, there wasn’t much road widening included. My point being is that when it comes to road work $3,000,000 doesn’t go very far; its just a cosmetic band aid. (Anderson 122)

The traffic study that has been executed and presented does not represent any REAL improvement in the traffic in the area. Multiple traffic lights, additional turning lanes and timing will never facilitate the additional volume or cars these proposals will bring to the area. I was shocked to see that with the proposed traffic changes a savings of one and half minutes! How does this improve the quality of life of the community? It

was said by some board members that these proposal would solve many of the traffic problems, however I don't see as the traffic study identifies any significant improvement. (Thomasset 166)

Response 11-12: The comprehensive traffic study, extending from Peekskill to Yorktown along Route 202/35, outlines numerous infrastructure improvements to be implemented by the Applicants in order to construct the Proposed Project and best mitigate traffic impacts without private land acquisition or eminent domain. These improvement measures would result in an overall reduction in travel time along Route 202/35 from Dayton Lane to Lexington Avenue with the Proposed Project, as compared to the future 2023 condition without the Proposed Project. The mitigation measures outlined in the FEIS, with an expected fee of several million dollars, have been agreed to by the Applicants to fund, design and construct in order to develop the proposed sites. Town and State funding does not currently allow for these improvements to be constructed without the Proposed Projects.

While such improvements will not address all traffic concerns along Route 202/35, they will prevent further deterioration due to the Proposed Project, extensive neighboring development in Peekskill and Yorktown which have no plans to improve traffic along Route 202/35 in the Town of Cortlandt, and provide for improved flow along Route 202/35 during periods of congestion that occur presently.

Comment 11-13: For the Evergreen project the proposal was for 162 rental units and for the Gyrodyne project 200 market rate apartments; between the two projects there would be 362 rental units, with each household having at least two cars, so that would mean that there would be 724 cars on the Route 202 corridor. Add about 120 more cars with the assisted living facility and that would be a total of 844 cars a day on Route 202. Route 202 is already bottlenecked from Yorktown to Peekskill and these proposals are not even built yet. (Desarmo 148)

Response 11-13: Both the Evergreen and Gyrodyne development programs have been altered for the FEIS. The revised Proposed Project development size and associated vehicle trip generation is provided in Table 11-23 of the FEIS (page 11-35).

Comment 11-14: The proposed traffic study did not include other streets, such as Lafayette Avenue, Conklin Avenue, Locust Avenue and Route 6 corridors. In addition, there will be more traffic on the side streets, if people do not want to take Route 202 and start going on the side streets to avoid the backlog of traffic. For example, some traffic will cut through Ogden Avenue to go to Conklin Avenue en route to Route 6. People did not buy homes for increased traffic. The traffic study should be conducted with

all of these adjoining streets and maybe a study should be done over 6 months to a year. (Desarmo 148)

Response 11-14: The study area of the Traffic Study included 25 intersections in the Town of Cortlandt and was coordinated with the Town and NYSDOT (see page 11-5 of the FEIS for a complete list of intersections). The study area included all major intersections along Route 202/35 including Lafayette Avenue, Conklin Avenue and Locust Avenue as well as key intersections along US Route 6. The traffic data used to inform the analysis was collected over several seasons and years to present a conservative analysis. Cut through traffic is expected to be limited as such intersections along Route 202/35 are unsignalized making turning more difficult than at the adjacent improved signalized intersection.

Comment 11-15: I request a traffic study and an environmental study of the effects of the MOD upon the Buttonwood and Lafayette neighborhoods. (Larish 152)

Response 11-15: The Environmental Impact Statement (EIS), including the Traffic Study, include Buttonwood Avenue and Lafayette Avenue (from Route 202/35 to Ridge Road).

Comment 11-16: There are significant concerns about the methodology employed in the DGEIS/DEIS's assessment of the proposed action's impacts on traffic and additional information is needed before this Board can take a hard look at the potential traffic impacts to the community and to the Hospital. (Zalantis 156)

Response 11-16: The methodology used for the Traffic Study is the industry approved standard both nationally in determining Level of Service (LOS) and as approved by the New York State Department of Transportation (NYSDOT) using the latest approved software and data collection procedures.

Comment 11-17: The level of cross-site travel, travel between the existing NYPH and the proposed development, has not been evaluated. This is a critical activity with potential traffic/pedestrian related impacts at the intersections along Cromland Road. (Luglio 157)

Response 11-17: Pedestrian activity along the proposed crosswalks between sites has been accounted for in the Traffic Study. Conservatively, no credits were taken to the trip generation associated with cross site traffic, and each site was analyzed with the trip generation that would be anticipated of the site on its own. Although cross site traffic is anticipated, this would also result in a reduction of the number of new trips to the area, as one vehicle would visit multiple sites, which is a less conservative analysis of the overall study area. Furthermore, as an Adaptive Traffic Control System (ATCS) is proposed for the signals in the immediate vicinity of the Proposed

Traffic, the signals will have the capability to adapt to any fluctuations in traffic patterns associated with cross site traffic in real time.

Comment 11-18: New traffic signals and roadway lane modifications at:

- Route 202/35 & Dayton Lane
- Route 202/35 & NYPH Entrance Drive

Modification to existing traffic signal with roadway / lane changes:

- Route 202/35 & NYPH Exit Drive
- Route 202/35 & Conklin Ave / Site Drive

The anticipated Level of Service (LOS) at these four locations would operate at unacceptable LOS F for certain movements and with mitigation / improvement measures they would operate at an acceptable LOS D. (Luglio 157)

Response 11-18: Comment Noted.

Comment 11-19: As shown in DEIS, on page 11-11, for the purposes of the 2017 Existing Conditions Level of Service Analysis, an average or 95th percentile queue lengths are not disclosed. In addition, 2017 Existing Conditions Level of Service Analysis does not clearly mention that 2017 Existing Conditions are calibrated to match in-field queue lengths. (Luglio 157)

Response 11-19: The 2017 Existing Conditions analysis is calibrated to match field observed conditions. The 95th percentile queue lengths for the 2017 Existing Conditions are not used to determine queue impacts, which compare No Action to With Action conditions as presented in **Appendix VII**.

Comment 11-20: The Existing conditions analysis should be calibrated to match observed queue lengths. In addition, if turning movement queues spillback to adjacent lanes, an adjustment to the affected lane group should be made. (Luglio 157)

Response 11-20: The analysis was calibrated per field observations NYSDOT guidelines. The existing operations were reviewed by both Town and NYSDOT staff and were found to reflect the existing intersection operations.

Comment 11-21: One thing I did not hear anybody address is the amount of traffic that is going to be put on Lafayette Avenue. (Connor 008)

We're talking about another 7 to 800 trips between 202 and, because Lafayette's one of the main routes that people get down to 202 from the southern part of the town. It's not only the hospital. They go to, you know, Route 6. So my concern is all this traffic and what we're going to do about this. (Connor 008)

You still have to go across the street [Lafayette Avenue] to grab our mail, and it's pretty crazy. So I know that with the additional traffic that will come down there, it will inevitably get more congested and might pose a risk to anybody coming into the neighborhood. (Verlin 013)

I basically have to play Frogger to get my mail on Lafayette across the road. If there's a 26 percent increase in travel, that's going to basically be impossible. My daughter eventually, hopefully she could cross the road to ride her bike on some of those developments across the street on Lafayette Avenue. So maybe make like a bridge or something across it. (Cotchen 015)

I can no longer walk Lafayette as it is too dangerous. Too much traffic and vehicles traveling too fast. I am lucky, I DO NOT have to cross the street to retrieve my mail. (Sheehy 026)

My mailbox is located across the street and I dread having to cross it to get my mail. I have to be very careful just pulling out of my driveway in my car when I need to go to the store for essentials or for other errands as many drivers do not adhere to the 20/30 mph speed limit. (Kovacs 169)

Response 11-21: Figures 11-7A and 11-7B show the projected project generated traffic turning to and from Lafayette Avenue from Route 202/35 in the weekday AM and PM peak hours. There are approximately an additional 12 vehicles in the weekday AM peak hour and 24 vehicles in the weekday PM peak hour along Lafayette Avenue due to the Proposed Project. Mitigation measures to the intersection of Lafayette Avenue and Route 202/35, including improved signal timing and an additional turning lane from Lafayette Avenue to improve existing backups due to the signal along Lafayette Avenue.

Comment 11-22: Queue length and corridor delay should be determined from Sim Traffic, not from Synchro since Synchro will underestimate queues in oversaturated conditions as per New York State Department of Transportation (NYSDOT) Highway Design Manual—Chapter 5—Basic Design – 5.2.3.6. (Luglio 157)

Response 11-22: The methodology used in the DEIS and subsequently in the FEIS for the traffic study was approved by both the Town and NYSDOT.

Comment 11-23: As shown in the DEIS, on page 11-31 and 11-40, for the purpose of estimating the likely distribution of project generated trips to and from the Proposed Project, a directional distribution of vehicle trips was created for each peak hour utilizing the existing travel patterns in the study area. The trip assignment in the DEIS unrealistically assumes the same inbound/outbound assignment for the all land uses of the proposed development. It is more reasonable to assume that each land use would have a different assignment. In addition, instead of utilizing the existing

travel patterns in the study area, the trip distribution should be based on on-site employee/visitor surveys or US census data or O-D data for each land use separately. (For example, https://www.streetlightdata.com/ can be utilized to get detailed O-D data based on location based cell phone information). (Luglio 157)

Response 11-23: Existing travel patterns to the study area represent the likely trip distribution for the Proposed Project based on the street network and location to major arterials. Trip assignments were reviewed and approved by the Town and NYSDOT staff and represents a reasonable trip distribution assumption for the estimated generated trips.

Comment 11-24: At the intersection of Route 202/35 and Dayton Lane, will the restriping of the SB Dayton Lane approach from one lane to one left turn only lane and one right turn only lane require widening of SB Dayton Lane? (Luglio 157)

Response 11-24: Widening Dayton Lane is not required in order to stripe the additional turning lane to Route 202/35.

Comment 11-25: Is the proposed signal is warranted or not at the intersection of Gyrodyne/NYPH Driveway and Route 202/35? (Luglio 157)

Response 11-25: The proposed signal at the intersection of Gyrodyne/NYPH driveways and Route 202/35 is warranted per MUTCD Warrant 3. **See Appendix VII for details.**

Comment 11-26: The proposed signalizations of the intersection of Gyrodyne/NYPH Driveway and Route 202/35 is approximately 400' away from existing signalized intersection of Lafayette Avenue/NYPH Driveway and installing Route 202/35. The applicant should consult with relevant agencies, including NYSDOT regarding the feasibility of closely spaced intersections. (Luglio 157)

Response 11-26: NYSDOT has reviewed the Environmental Impact Statement (EIS) and Traffic Study including the proposed signalization along Route 202/35.

Comment 11-27: The Evergreen project Site provides shared parking for the retail, medical office, restaurant, and hotel land uses and distinct parking for the assisted living and residential land uses. SSE believes shared parking for this development is acceptable, however, a parking demand analysis should be done for typical Saturday to determine whether enough parking spaces are provided. (Luglio 157)

Response 11-27: The Evergreen development program has been revised to primarily include residential land uses only. As such, a parking demand analysis was conducted for a typical weekday to determine if the provided

parking, per the Town Zoning Code, meets the anticipated demand. Refer to the Parking section starting on page 11-40 for additional details.

Comment 11-28: The additional traffic the MOD will bring along this route will result in many more delayed opportunities turning onto Route 202 from side streets with no traffic lights and significantly reducing the safety of making left hand turns. This increased traffic congestion reduces our quality of life and the desirability of living in this area of Cortlandt Manor. (Altadonna 164)

Response 11-28: As shown in Table 11-24 on page 11-38, there are side streets that would experience a deterioration in side street operations for vehicles trying to enter Route 202/35. However, these locations do not meet the thresholds for a traffic signal, and therefore would operate at LOS E and F conditions.

Comment 11-29: Is there any prediction how long it will take the people on Lafayette Avenue to turn out of their driveways from the increased traffic? Today is can already take 5 minutes to have both sides clear. (Weaver 165)

Response 11-29: Individual delays at residential driveways were not included as part of the traffic study. However, less than 25 vehicles in a peak hour are estimated to travel on Lafayette which is not anticipated to result in a noticeable delay for residents exiting their driveways.

Comment 11-30: There has been a huge increase in commercial traffic on Route 202, a road that no matter how frequently the potholes are filled in they reappear relatively quickly. With more traffic, Route 202 (both west and east bound) Will deteriorate even more quickly. (Robinson 059)

Response 11-30:

Comment 11-31: Besides the dangers of increased congestion on 202/35, there is the everyday travel difficulties that would be created. Since 202/35 is maintained by NYS, there is no saying the road will be kept up, and repairs would also further tangle traffic. (Sanders 136)

Response 11-31: NYSDOT's Office of Transportation Maintenance should be notified of deterioration of the roadway conditions along Route 202/35 should be sent

Comment 11-32: Traffic study did not address maintenance and repairs on Rt 202/35, why? Because it is not in their control, not in the Developers' control, not in the Town's control and certainly not in the control of the residents of the Town (hey, we just have to actually live here!). And wishing and hoping that NYS will keep up with the road is ludicrous. (Sander 137)

Response 11-32:

Comment 11-33: Will there be a consideration to open up another road through chapel hill to reduce the traffic going up Lafayette? I know at one point there was an access road but it was closed for some reason. Either way this would be good. (Weaver 165)

Response 11-33: As part of the Proposed Project there are no plans to open up another through road through the Chapel Hill area.

Comment 11-34: How much more is the hospital planning on expanding? What will be the traffic impact on Lafayette Avenue? (Weaver 165)

Response 11-34: There is no proposed expansion to the New York Presbyterian Hospital (NYPH) associated with the Proposed Project. Any expansion to NYPH would require separate review and approval by the Town and NYSDOT.

Comment 11-35: Will sidewalks be installed on 202 to support pedestrians? (Weaver 165)

Response 11-35: Sidewalks will be constructed along the south side of Route 202/35 from the Gyrodyne driveway to the Evergreen driveway, including crosswalks at the intersections of Gyrodyne/New York Presbyterian Hospital, Lafayette Avenue and Conklin Avenue with Route 202/35.

Comment 11-36: Getting out onto Route 202/35 is a challenge already in the morning with the hospital shift changing. You also have Holy Spirit Church CCD at night. Try making a left out on Buttonwood at any given time, and it's a challenge. And this is only going to be compounded with adding additional cars to Buttonwood and coming out from the Gyrodyne project. (Walsh 003)

Response 11-36: There is no public access point to the Gyrodyne site on Buttonwood Avenue allowing cars to enter or exit the site. The additional traffic signals at Dayton Lane and Gyrodyne/NYPH driveways and Route 202/35 adjacent to Buttonwood Avenue will provide additional gaps in traffic for vehicles turning to and from Buttonwood Avenue.

Comment 11-37: For pedestrian safety, mitigation should include the construction of a new sidewalk on the east side of Dayton Lane from Route 202 to the Beach Shopping Center, with a pedestrian crosswalk across Dayton Lane at Route 202 (Peekskill 118)

Response 11-37: Dayton Lane is not within the Town of Cortlandt's jurisdiction nor within the Applicants' properties to construct such improvements. Should a sidewalk be provided along Dayton Lane in the future, a crosswalk could be added to the proposed Dayton Lane traffic signal.

Comment 11-38: All these housing units themselves, there’s a lot of them. And each one of them is going to bring two cars, they got a kid or something, you know, probably bring three but that there will be at least two cars there. I don’t

know. I don't know what you plan on doing to improve the roads but, you know, you are going to have to do a huge amount of improvement to put 500 cars or whatever happens a day on that thing. (DeBenedictis 188)

Response 11-38: The anticipated peak hour trip generation is presented in Table 11-23 (page 11-35 of the Traffic Chapter) and the proposed improvements are presented in Table 11-28 (page 11-45 of the Traffic Chapter).

Comment 11-39: Right now, the traffic on Route 202 is unacceptable. It has been for a long time. What people seem not to have focused on is that this MOD concept resolves that. If there were no MOD, if there were no proposal that came to the town, the traffic is worse than if they built everything that they said they wanted to build. (Creighton 197)

Response 11-39: Continued traffic generation along the corridor without infrastructure improvements will continue to degrade traffic conditions along Route 202/35. Although the Proposed Project will result in significant impacts along the corridor, the improvements will overall provide for better flow along the corridor than if the project was not constructed. See Table 11-30 (page 11-51 of the Traffic Chapter) for additional details.

Comment 11-40: Have there been any DOT surveys done on 202 between Cortlandt lanes bowling alley and the beach shopping center for the new potential traffic ramifications due to the new MOD development that's in consideration? if so are the findings public (Anonymous 201)

Response 11-40: AKRF conducted traffic data collection along the entire Route 202/35 corridor from Lexington Avenue to Dayton Lane, analyzed the existing, future, and future with the Proposed Project conditions to determine the traffic impacts due to the new MOD development. Furthermore, AKRF provided improvement measures to mitigate the impacts of the Proposed Project where feasible. The detailed study is presented in the Traffic Chapter of the Environmental Impact Statement (EIS).

Comment 11-41: So how is adding 1,000 cars a day going to make this better? (Anonymous 201)

Response 11-41: The improvement measures proposed to mitigate the impacts of the Proposed Project are estimated to improve travel time along the Route 202/35 corridor within the Town.

Comment 11-42: I don't care how nicely you time out the lights. It's going to be a disaster. It's going to be an unmitigated disaster. It sometimes can take you three, four, five minutes to make a left-hand turn out onto 202. (Russo 009)

Traffic already can be a problem for people who get onto Route 202 which in some instances I have had to wait 5-10 minutes to make a right or a left turn. (Siedler 018)

Currently, it is dangerous to try to turn onto 202 from Dimond, even without the proposed monstrous development. (Cusick 027)

I have been here at Tamarack Drive for 38 years and it has been getting harder and harder to get out because of the traffic on 202. (Wolfe 053)

Route 202 is already a nightmare during the morning and afternoon/evening rush hours. Trying to turn westbound from Tamarack onto Route 202 is a test of patience and then how fast can it be done before another vehicle comes barreling eastbound (Robinson 059)

It has become dangerous to try to turn left onto 202 from Dimond Avenue, a major bypass to Maple Ave. This has forced more traffic onto Lafayette Avenue and the intersection with the hospital parking lot. And it is exactly these two streets - Lafayette and Dimond - with our 119 homes in Cortlandt Estates trapped in between, that will see all-day traffic multiply exponentially. (Cusick 066)

There are many cars that come and go out of this block [North Ridge Road] now. It is almost impossible to leave my block and make a left onto 202 heading toward Peekskill without risking your life. (Farina 067)

Along Route 202, egress into and out of the already existing roads and outlets, such as Lafayette Ave., Holy Spirit Church, and the Hospital itself will require development equal to sufficient turning lanes. What has been proposed for each of the egress locations across 202? Without above, exiting from 204 Lafayette Ave . driveway and possibly other driveways further up Lafayette Ave.1 will become a major hardship. At certain times of the day it is already difficult due to traffic. (Parish 074)

It can take me over ten minutes just to pull out of my road, Rick Lane and enter the main Highway, Route 202. (Monachino 076)

How will [the increase in traffic] affect the local streets, like Buttonwood, that will not have a traffic light to be able to turn out of our street onto the incoming traffic? (Rivera 107)

It’s very difficult getting out of Stone Gate, and in the morning, going to the Taconic and coming out of the unit, going either to Peekskill or east. (Kahn 117)

Getting out of Northridge is a hazard at best. I hold my breath every time I pull out on 202. (Werner 119)

Northridge Road, is a dead end block. At times, we have difficulty turning in and out of our street NOW. Once the additional traffic is added, this will be almost impossible. (Anderson 122)

The normal traffic load on 202 at peak times prevents us from either entering or exiting Tamarack safely. (Radin 123)

How will safety, visibility and delays be addressed for drivers on these side streets entering the more major roadways of Route 202/35 and the Bear Mountain Parkway? (Weinberger 125)

The traffic study did not address the side streets that don't get 'mitigation' are already hard to turn into/out of, so, even assuming all other 'mitigation' is done, big assumption, the study can only presume, i.e. hope, that there 'will be gaps' in traffic long enough for neighborhood cars to turn. Well, that's encouraging… (Sander 137)

Response 11-42: The traffic study assessed side street operations along Route 202/35 at Dayton Lane, Buttonwood Avenue, Tamarack Drive, Dimond Avenue/Shipley Drive, Locus Avenue, Crestview Avenue, Rick Lane, and Arlo Lane, As presented in Table 11-2 the analysis shows the vehicles trips generated by the Proposed Project would result in an impact at Dayton Lane, Tamarack Drive, Shipley Drive, and Locust Avenue. While the Dayton Lane intersection can be mitigated by installing a traffic signal, the other locations due not warrant traffic signals based on the side street traffic volumes. However, with the improved signal timings along the corridor and the deployment of an Adaptive Traffic Control System, it is expected vehicles platooning would occur providing gaps in traffic to help alleviate side street operations entering Route 202/35

Comment 11-43: It was stated at the most recent board meeting that there was going to be a construction entrance on Buttonwood. This presents a safety risk for my children, as construction vehicles coming in and out near my house on a daily basis. (Doerr 146)

Response 11-43:

Comment 11-44: It is very concerning that the Town of Cortlandt cannot secure support from NYSDOT for 202 after five years of discussions/negotiations. Quite frankly, I find it hard to believe. (Norton 132)

[11-159]I understand the applicant has put forth traffic studies and said, We're going to take measures to alleviate the traffic. Well, traffic is already bad. So I propose we take those measures anyway and not build the MOD, so we can alleviate the traffic and not increase the traffic and make the problem worse. (Mayes 109)

Response 11-44: Comment noted. While the Town continues to lobby NYSDOT for improvements to the Route 202/35 corridor, no such improvements are anticipated at this time.

Comment 11-45: As shown in the DEIS, on page 11-37 and 11-38, for the purpose of estimating the parking demand throughout a typical weekday for each land use on the Gyrondyne and Evergreen Project Sites, parking generation rates and time-of-day distributions provided by the ITE

Parking Generation Manual, 5th Edition were used. The parking demand for all land uses should be based on zoning regulation of Town of Cortlandt. A parking demand evaluation can be performed by surveying nearby similar sites with land uses similar to the proposed project. (Luglio 157)

Response 11-45: The parking demand is separate from parking supply based on zoning regulations. There are scenarios where the parking supply provided based on the Town code exceed what would be expected for parking demand. Therefore, the parking demand to assess the adequacy of the parking supply was based on the ITE Parking Generation Manual.

Comment 11-46: The proposed mixed-use development relies on a Shared Parking operation among residential, assisted living, medical office, retail, hotel, and restaurant land uses. It seems the residential parking ratio (calculated at 1.29 parking spaces per unit) is low and not enough for the anticipated residential parking demand. (Luglio 157)

Response 11-46: On the Gyrodyne site, there is only one use, medical office, therefore shared parking was not assumed. On the Evergreen site, there are multiple lane uses that could provide shared parking since the land use parking demand peaks at different times (i.e., retail vs residential), however, since the Evergreen parking was designed to provide separate parking for each land use, any credits for shared parking were not applied to the analysis.

Comment 11-47: As per DEIS Table 11-24, the Gyrodyne Project Site for residential land use, 259 parking spaces would be required for 200 dwelling units. This translates to 1.29 parking spaces per dwelling unit. For comparison, as per zoning regulation for residential land use, a 2.0 parking spaces would be required per dwelling unit. (Luglio 157)

The review of 2013-2017 American Community Survey 5-Yeat Estimates for Household Size by Vehicles shows an average of 2.090 vehicles per household for Town of Cortlandt, NY. For the Gyrodyne Project Site, parking spaces are considered shared for all land uses. It is recommended to have separate dedicated parking spaces for the residential land use. (Luglio 157)

Response 11-47: The revised Gyrodyne development program does not includes residential land use.

Comment 11-48: Looked at the AKRF proposed traffic presentation, besides company hired by the town to consult has there been plans for a third party to conduct a traffic study? Somebody who doesn't have a conflict of interest in the matter. (Anonymous 201)

Response 11-48: AKRF is employed by the Town and is acting on the Town's behalf ensuring the traffic study is conducted per the Town's requirements.

Furthermore, the New York State Department of Transportation (NYSDOT) has also reviewed the traffic study.

Comment 11-49: The applicants should investigate providing connections from the MOD to the Peekskill and Cortlandt Metro-North stations as well as to downtown Peekskill. (PlanningBoard 124)

Most millennials do not have cars and want to be able to take public transportation. Where do you see adequate public transportation. The Bee Line service is not able to service this area in an adequate manor and they never run on time. Millennials want to be able to take transportation and be available. Buses would have to run at least every 20 minutes in order for it to work. Millennials also like night life and there are no buses that run in the early morning hours. Millennials like city life and that places like White Plains, New York City and Brooklyn are more suitable places because there they can walk to different places and take a bus when needed. Don't get me wrong, public transportation has come a long way but it still has a long way to go. (Desarmo 148)

Response 11-49: Ride share and car share services (Uber, Lyft, Zipcar, etc.) could facilitate access to nearby destinations and the Metro-North Railroad Stations. These services provide a more on-demand service that many users prefer.

Comment 11-50: The applicants should re-think the internal traffic patterns on the Evergreen site to reduce dead-end cul-de-sacs, promote more fluidity among buildings and amenities and analyze the possibility for more than one single entrance on Crompond. (PlanningBoard 124)

Response 11-50: The Evergreen Manor Project has been designed to provide access to the proposed uses from a central roadway. Additional interconnections were studied and were found to be not practicable due to topographic and land area constraints.

Comment 11-51: There was mention of an emergency exit onto Lafayette Avenue from the Gyrodyne development, and I'd be interested to know some more details about that emergency exit, under what conditions it would be used. Who would have access to it? Would that become a shortcut for residents or customers or patients in this area? Would it strictly be accessible to emergency vehicles, and under what conditions? And what expected flows would be associated with that? Would it be routine responses by fire trucks to every alarm, or would it only be for a burning building or a police response? Would police use it any time there was a call, an ambulance any time there's a call, et cetera? (Weaver 017)

Response 11-51: Gyrodyne does not have an emergency exit to Lafayette Avenue.

Comment 11-52: Evergreen emergency/service entrance and exit road. Suggest putting it on the NE side to the MOD property. (Parish 074)

Response 11-52: Due to the existing grade changes, additional emergency service entrances on the northeast side of the Evergreen Manor Project Site would not be practical.

Comment 11-53: As we all know, traffic on Route 202 during peak times is a nightmare from Buttonwood Avenue to the Taconic and vice versa in the evening. No amount of lights or tuning lanes is going to alleviate the addition of 500 to 1,000 cars per day. (Colarossi 155)

How will the traffic lights reduce the amount of additional cars on an already very busy road? (Gilson 163)

Would traffic lights that have to allow cars out of the new area mean more stopping for cars on 202, which then would cause more traffic? (Gilson 163)

As proposed, the increase in traffic along the Route 202 corridor will pose a nightmare! The addition of turning lanes and lights near the development appear to be insufficient to handle the increase in traffic without the widening of 202, which is prohibited from the development to Bear Mountain Parkway (as reported in the AKRF presentation). (Bizzoco 168)

The addition of traffic lights will not alleviate any of the mess, as they are too close together to sufficiently "break up" the traffic patterns. Route 202 is only a two-lane road, and with the increase in traffic, it will leave only access to the BMP via Conklin Road/Route 6. (The increase in easterly traffic on Route 202 cannot be handled by Arlo Lane or Locus Avenue, which are the only two streets feeding into BMP, as well as the already overcapacity intersection at Route 202/BMP.) (Bizzoco 168)

Even with the addition of turning lanes and traffic signals in the identified locations, the additional number of cars on Route 202 will put significant strain on already overcapacity major intersections (i.e., BMP and Lexington Avenue), let alone Route 202 (especially where limited ingress and egress is available). (Bizzoco 168)

Response 11-53: The corridor between Dayton Lane and Bear Mountain Parkway has only two existing signals spaced approximately 750 feet apart and not timed together. In addition, the signal at Lafayette Avenue and Route 202/35 provides minimal time to traffic on Lafayette Avenue. The addition of traffic lights at both Dayton Lane and the Gyrodyne/NYPH driveway with coordination of the 4 closely spaced lights will ensure a smooth flow of traffic along Route 202/35 and create the necessary gaps in traffic for Buttonwood Avenue and other unsignalized adjacent roadways to access Route 202/35. The distance between Conklin Avenue and Bear Mountain Parkway does not allow for traffic signals to break up the flow of vehicles

along Route 202/35 to improve turning to and from the unsignalized minor roads. However, signalization of the intersection of Shipley/Dimond Avenues and Route 202/35 would create additional opportunities for vehicles to enter/exit 202/35 safely and more effectively. This is discussed in Section J of the Traffic Chapter (see page 11-58).

Comment 11-54: The buffer zones between the MOD and the surrounding neighborhoods need to be doubled in size, and there should be no through streets from the MOD to the surrounding neighborhoods. (Viola 089)

Response 11-54: Comment noted. As part of the FEIS, the proposed Gyrodyne site plan was modified to increase the property line setbacks to the residential properties. The DGEIS multi-family residential building was originally proposed with a 29.7-feet property line setback; the medical office building proposed in the revised FEIS development plan shows the Gyrodyne Medical Office building with a property line setback of 174.5-feet to the south bordering residential property. In addition, compared to the DGEIS Plan, landscape buffers are significantly expanded and preserved to the Buttonwood Avenue homes adjacent to Orchard Lake. The proposed landscape buffers are approximately 18 times greater than the DGEIS Plan. The surface parking area proximate to Buttonwood Avenue would be entirely screened by deciduous and evergreen trees and not visible from the street. This combination of plant selection would provide for overlapping screening, as well as seasonal coverage. On the Evergreen Manor site, at a minimum, a 25-foot buffer of existing vegetation would be maintained around the entire site with supplemental landscaping proposed to reduce visibility into the site. Topographical changes between the adjacent neighborhoods and the proposed buildings along with the proposed landscaping will partially obscure lower levels of the proposed buildings. Site landscaping, retaining walls in earth tone colors, and proposed architecture featuring a neutral color palette and architectural detailing are proposed to break up the massing of the various elements and provide visual interest. No through streets are currently proposed between the MOD properties and the surrounding neighborhoods. The only proposed connections between the surrounding neighborhoods and the MOD properties will be for emergency access. The emergency access drives will be gated and will only be used in the event of an emergency by emergency services.

Comment 11-55: When you add up Gyrodyne and Evergreen, you got 1253 parking spaces. Not clear how that's going to make us healthier and how that's going to help us age in place. So this speaks to density, commercialization, quality of life. A dramatic increase in the density and commercialization in the middle of existing residential neighborhoods is very troubling. (Weinberger 106)

Response 11-55: Comment noted. The MOD Development plans were revised to show a total of 427 surface spaces on the Evergreen site and 346 surface spaces and 593 structured spaces on the Gyrodyne site for total of 1,366 spaces. The proposed parking structures and site layout were designed to reduce the visual impacts of the proposed parking structures and to limit the number of surface parking spaces. The proposed parking structures would be located behind the proposed medical office buildings when viewing the site from Buttonwood Avenue and Route 202/Crompond Road. A wooded buffer of approximately 40 to 50 feet in width would be maintained along Lafayette Avenue to reduce visibility of the parking structures and medical office buildings from Route 202/Crompond Road.

Comment 11-56: What specific enhancement to mass transit will connect the MOD to Town centers?

What direct connections will be established between transportations hubs such as the train station (Envision Cortlandt, Policy 11, p. 36)?

Will mass transit enhancements be modifications to the County systems, Town-provided, or a combination?

What specific plans by developers (Evergreen Manor and Gyrodyne) and NYP-HVHC will:

"Support the use of shuttles/jitneys to foster connections between major employers and commercial centers and to transport employees to their places of employment." (Envision Cortlandt, Policy 12, p. 37)?

Encourage the use of trolleys/shuttles…to connect commercial waterfront areas to other commercial areas and area train stations." (Envision Cortlandt, Policy 25, p. 38)?

What commitments will the Town seek from County or private providers prior to or at the time of Town approvals of MOD Zoning changes and proposed MOD Development plans? (Weinberger 125)

Response 11-56: As part of the proposed MOD, a public bus stop that will serve two public bus routes will be constructed on Route 202/Crompond to facilitate the use of mass transit. In addition, the MOD will require sidewalk connections between MOD uses to improve walkability and provide pedestrian links to the existing and proposed bus stops. The creation of an electric trolley or jitney system is a recommended policy action in the Town's 2016 Comprehensive Plan Envision Cortlandt. The goal of the trolley system would be to link existing public transit such as train stations and bus stops to major employers and commercial centers in the Town of Cortlandt thereby reducing vehicle trips and congestion. There is no identified timeline for the implementation of the trolley/jitney. VS Construction would support shuttle service and stops for a Town-provided service could be incorporated during the detailed site plan and subdivision review process for the Evergreen Manor Project. VS

Construction also believes that ride share and car share services (Uber, Lyft, Zipcar, etc.) could facilitate access to nearby destinations and the Metro-North Railroad Stations. These services provide a more on-demand service that many users prefer. The Gyrodyne Preliminary Subdivision Map site plan includes a DOT taking-dedication area, and the Site Plan indicates this space could be repurposed for a new Bee Line bus stop. Therefore, Gyrodyne LLC is supporting enhanced transit use and connectivity along Route 202-Crompond Road, to the extent that it has street frontage along Route 202-Crompond Road.

Comment 11-57: How many times will Lafayette be paved over the course of the proposed 5 year construction period? Construction vehicles and increased traffic typically create a lot of wear and tear on roads. (Weaver 165)

Response 11-57:

Comment 11-58: Traffic along the 202 corridor toward and into Peekskill will become further congested due to the ongoing and future Peekskill construction. Has Cortlandt Manor taken this into account for the 202 corridor traffic? (Parish 074)

The traffic study that I saw did talk about other projects in the area that will affect the 202 traffic... One of the ones they mentioned was the recent building that burned down, the 53 units, but it didn't mention any other projects. We have the 200 apartment units going in on Broad Street and Park, just off 202. We have the Toddville School on Locust Avenue, which hasn't been developed. We have the Peekskill Veterinarian that's been closed down in the (indiscernible) property and the birthing center... Maybe that should be understood before we allow other big projects to go without putting that in... the same traffic study... On Lexington, there's 2360 Crompond Road... And there's also the enlargement of the New York Sports on 202, and you have Peekskill and Yorktown's development. (McGuire 103)

There's a lot of development in Peekskill which is going to impact traveling both to the Taconic and the area. (Kahn 117)

In addition to this proposal, there is an 8 story residential building under construction in Peekskill as well as the structure across from the Hospital that burned. All these additions will impact traffic on 202. (Anderson 122)

We are going to get more traffic do to the 7 story building that is being built now in Peekskill. Peekskill is not going to give money to improve Rt. 202. And don't wait for NY State to come in and upgrade that road. NY State created a traffic problem with the Bear Mountain Extension (Parkway). They reduced road capacity, made a 4 lane road to a 2/3 lane road, I believe the developer would be a better job. (Guida 147)

Northridge Road, Locust Avenue, and the roads in between Northridge and Route 9 were not in the traffic survey. I hope that they are in the survey or that they have been looked into. (Farina 182)

Response 11-58: The Town of Cortlandt, as well as the City of Peekskill and Town of Yorktown provided all development projects with the possibility of being constructed by 2023 when the MOD Development, this exhaustive list is presented in Table 11-21 (page 11-27). All projects were evaluated to determine the level of traffic they may conservatively add to Route 202/35 and this traffic was added to the existing traffic along the corridor to develop the future without the Proposed Project or No Action condition. The No Action analysis resulted in notable deterioration along the corridor without the MOD Development. In addition, no improvement measures to Route 202/35 are anticipated with any of the projects identified in Table 11-21.

Comment 11-59: Your plans don't include Northridge rd There's a school bus stop there and day care in the block no study was done on the impact of dragging and safety for this. (Farina 043)

North ridge Rd. was totally left out of the traffic study. We have a proximately 24 houses on this block with a fully operating daycare center. (Farina 067)

We looked at the plan a number of times, and Northridge Road is not... in the study. (Farina 116)

Response 11-59: The study area that was selected in coordination with the Town of Cortlandt is intended to be representative of key intersections and roadway types along the corridor. Northridge Road, located between Tamarack Drive and Dimond Avenue is anticipated to operate with similar delays and levels of service as the adjacent analyzed intersections.

Comment 11-60: The Summary Number of Parked Cars for the Evergreen Full Build Out shows a range of 269 to 465 total parked cars (DGEIS Appendix 11, p. 378).

What assumptions about staff shifts (numbers of staff per shift and timing of shifts) underline parking estimates for each of the six Evergreen facilities listed in the Summary? (Weinberger 125)

The Summary number of Parked Cars for the Evergreen Full Build out shows zero parked cars for Assisted Living between the hours of 7 PM and 7 AM (DGEIS Appendix 11, p. 778).

What is the rationale for the presumptive determination that evening and overnight staff will all use public transportation with no impact on evening and nighttime parking counts?

What are the bases for assuming that no Assisted Living residents will have their own vehicle that would result in more than zero parked cars between the hours of 7 PM and 7 AM? (Weinberger 125)

The Summary Number of Parked Cars for the Evergreen Full Build Out shows a maximum of 74 parked cars for the Hotel (DGEIS Appendix 11, p. 778).

If there are never more than 74 parked cars (and 71 overnight), what assumptions are the basis for proposing to build a 100-room facility when parking requirements suggest a maximum occupancy of less than 70 percent? (Some of the 71 overnight parking spaces will be taken by hotel staff.) (Weinberger 125)

The Summary Number of Parked Cars for the Evergreen Full Build Out shows a maximum of 66 parked cars for the Restaurant (DGEIS Appendix 11, p. 778).

What assumptions about the type of restaurant are the basis for the parking requirements, numbers of spaces, and hours of operation? (Weinberger 125)

The Summary Number of Parked Cars for the Evergreen Full Build Out shows a maximum of 148 parked cars for the Retail entity (DGEIS Appendix 11, p. 778).

What assumptions about the type(s) of retail businesses are the basis for the parking requirements, number of spaces and hours of operation?

The 11/19/2019 Public Hearing Transcript described the Evergreen project as including “modest retail” and “other potential retail spots” (Public Hearing Transcript, p. 31, lines 16-17).

Number of parked cars range from 22 to 148 per hour interval (average 98 per hour) during the 15 hours between 8:00 AM and 10:00 PM. How does a “modest retail” entity generate 148 parked cars?

What “other potential retail spots” were the basis for the estimates of numbers of parked cars included in the Evergreen – Full Build Out table included in DGEIS Appendix 11, p. 778? (Weinberger 125)

The Summary Number of Parked Cars for the Evergreen Full Build Out shows a maximum of 45 parked cars for the Medical/Dental entity (DGEIS Appendix 11, p. 778).

What assumptions about the type of Medical/Dental offices and/or labs are the basis for the parking requirements, numbers of spaces and hours of operation? (Weinberger 125)

The Summary Number of Parked Cars for the Evergreen Full Build Out shows a maximum of 214 parked cars for the Residential facility (DGEIS Appendix 11, p. 778).

What assumptions about the type of residential facility are the basis for the parking requirements and the distribution of usage throughout the day?

How many spaces are estimated for senior independent living residents… [and] residents who are not senior independent living residents?" (Weinberger 125)

The Summary Number of Parked Cars for the Gyrodyne Full Build Out show a range of 219 to 487 total parked cars (DGEIS Appendix 11, p. 779).

What assumptions about staff shifts (numbers of staff per shift and timing of shifts) underlie parking estimates for each of the four Gyrodyne facilities listed in the Summary? (Weinberger 125)

The Summary Number of Parked Cars for the Gyrodyne Full Build out shows a maximum of 259 parked cars for the Residential facility (DGEIS Appendix 11, p. 779).

What assumptions about the type of residential facility are the basis for the parking requirements and the distribution of usage throughout the day? (Weinberger 125)

The Summary Number of Parked Cars for the Gyrodyne Full Build out shows a maximum of 229 parked cars for the Medical Office (DGEIS Appendix 11, p. 779).

What assumptions about the types of Medical Offices and/or medical facilities are the basis for the parking requirements, number of spaces and hours of operation? (Weinberger 125)

The Summary Number of Parked Cars for the Gyrodyne Full Build out shows a maximum of 38 parked cars for the Eatery (DGEIS Appendix 11, p. 779).

What assumptions about the type of eatery are the basis for the parking requirements, number of spaces and hours of operation? (Weinberger 125)

The Summary Number of Parked Cars for the Gyrodyne Full Build out shows a maximum of 126 parked cars for the Retail entity (DGEIS Appendix 11, p. 779).

What assumptions about the type(s) of retail business(es) are the basis for the parking requirements, number of spaces and hours of operation? (Weinberger 125)

The Summary Number of Parked Cars for the NYP-HVHC Full Build out shows a range of 0 to 232 total parked cars (DGEIS Appendix 11, p. 780).

What assumptions about staff shifts (numbers of staff per shift, and timing of shifts) underlie parking estimates for the NYP-HVHC medical office? (Weinberger 125)

Response 11-60: Parking generation rates and time-of-day distributions provided by the Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition were used to estimate the parking demand throughout a typical weekday for each land use on the Gyrodyne and Evergreen Project Sites. ITE data is based on national surveys of similar sites and is considered the industry standard and the approved New York State Department of Transportation methodology for parking demand assessments.

Comment 11-61: I did a quick parking calculation based on the 4,000 square feet of retail, 100,000 square feet of medical, and then the 200 apartment space on the studio, one-bedroom, and two-bedrooms, and I come up with about 973 parking spaces should be available. And the SEQRA that was just issued on 10/23 is only listing 635 parking places that are going to be provided. So with this access to Buttonwood Avenue, I see the major overflow of the 300-plus parking -- cars trying to find places to park on Buttonwood. (Walsh 003)

What happens to the overflow parking when it does occur? What is Cortlandt Manor's Plan for ensuring it does not filter into the adjacent neighborhoods adjacent properties or their parking lots? (Parish 074)

Parking for an additional approximately 1,200+ cars in a residential area to support this development is ill conceived. (DiRocco 090)

The MOD initiative does not have sufficient parking spaces for their patrons. Therefore, the overflow of cars will seek parking on Buttonwood Avenue. (Larish 152)

A number of parking spaces proposed are still not in compliance with the draft MOD ordinance. The overflow of parking is going to be pushed over to Buttonwood Avenue since it’s only a short 25-foot buffer. Also, the zoning MOD ordinance does not allow for shared parking. So they must provide the required number of parking spaces as defined under the proposed zoning ordinance or reduce their scope for compliance. (Walsh 184)

Response 11-61: The parking demand assessment for both the revised Gyrodyne and Evergreen development programs concluded that the proposed parking supply exceeds the anticipated parking demand and a parking shortfall is not anticipated. In addition, neither site provides public access to the site from the adjacent residential roadways.

Comment 11-62: Traffic studies estimate impact only through 2021 with no consideration of consequences over the life of the MOD and the 20-plus year span of the Envision Cortlandt Sustainable Comprehensive Plan. With no confirmable assurances from NYSDOT, there is every reason to expect traffic will continue to worsen with negative quality of life,

environmental and economic consequences for the intermediate and long-term. (Weinberger 125)

While there are numerous data tables and an extensive dataset represented by the Draft Generic Environmental Impact Statement (DGEIS) Appendix 11, what has been presented thus far, at least in the Executive Summary and DGEIS Appendix 11 contains limited analysis. Projections and trends extend barely to the start let along through the duration on construction… Therefore, it is important that both residents and the Town know more about what AKRF traffic consultants project over the life of the project and about the assumptions underlying those projections. (Weinberger 125)

The [traffic] estimates extend only through 2021. This time horizon is far too short to judge the impact of the MOD on traffic. The 20-plus year time frame of the Envision Cortlandt Sustainable Comprehensive Plan and the MOD emerging from that plan makes 2021 more 'present' than 'future'. (Weinberger 125)

The DGEIS/DEIS anticipated a build year of 2021 and if this is no longer feasible, what is the anticipated build year and how does this alter other anticipated schedules, including construction schedules? (Zalantis 156)

Response 11-62: The future analysis year to compare the Proposed Project to the No Action scenario and identify impacts and mitigations is based on when the project is constructed and would be occupied. The traffic study reflects that the construction and occupancy of the Proposed Project is anticipated to occur in 2023, not 2021.

Comment 11-63: We don't want it where it's located. Put it in Buchanan, Montrose, put it in an area where there's a major thoroughfare. 202, I don't want you widening 202. (Thomasset 198)

I live off 202. What are you going to make it into? A Route 6, four-lane highway? Are you buying now – New York State buying land? (Thomasset 198)

Response 11-63: There are no plans as part of the Proposed Project to widen Route 202/35.

Comment 11-64: Topography can make oncoming traffic not visible for those leaving side streets. (Siedler 018)

Visibility in certain areas is at a minimum, whether summer being blocked by shrubs and greenery and in the winter by mounds of snow. (Robinson 059)

Response 11-64: The recommended intersection sight distance for unsignalized intersections along Route 202/35 were assessed per the American Association of State Highway Transportation Officials (AASHTO) and NYSDOT design guidance (EB 17-007) (see page 11-26 of the Traffic

Chapter). The Traffic Study recommends confirming the intersection sight distances along Route 202/35 meet the recommended distances in Table 11-20 and where necessary landscaping be trimmed or advanced warning signs be installed to improve safety and visibility for vehicles along the corridor.

Comment 11-65: Did the traffic study measure speed limits and impact to speed on Lafayette Avenue? Currently people use our street as a through road and are often speeding on it. With the increased traffic I imagine there will also be more people speeding on our road. (Weaver 165)

In substitution for police to enforce speed limits, what additional measures will the town be taking to reduce speed on Lafayette. With potentially more people leveraging this road as a through street traffic and speed will increase. The speed sign is not sufficiently slowing people down today. (Weaver 165)

Response 11-65: Vehicle speed data was collected along Lafayette Avenue from Route 202/35 to Ridge Road. The data determined the 85th percentile speed is approximately 8 to 9 miles above the posted 30 mph speed limit. Traffic calming measures are presented on page 11-25.

Comment 11-66: I read online that there is a proposal for buses e.g. beeline to be on 202 to facilitate public transportation to the development. Why is that needed? And what impact will buses have on the traffic study/parking lot size? (Dominguez 029)

The development of the two subject sites examined in the DEIS may increase demand for the Bee-Line bus stops in the immediate area which currently primarily serve NYPH. We recommend that the Town require the applicant to contact the County Department of Public Works and Transportation to discuss what impacts, if any, the proposed project will have on the provision of bus service in the area and whether or not improvements to the bus stops serving the site are required or desired. The results of this discussion should be included in the FGEIS/FEIS. (WCPB 099)

The applicants should provide confirmation that the County Bus system (the Bee-Line) will go into both the Evergreen and Gyrodyne properties and not stop along Rt. 202. (PlanningBoard 124)

Response 11-66: There is an existing Bee-Line bus stop in front of the Gyrodyne development. The Gyrodyne site is proposing the addition of a bus shelter and pull over area for the bus to load and unload without disturbing vehicles along Route 202/35. Such improvements are being coordinated with the Westchester County Department of Public Works and Transportation.

Comment 11-67: I'm just wondering if that walkability would extend beyond the compound of each property or whether that's just [for the developments]. Add more walkability to the town, which would be nice. (Verlin 013)

And heaven help anyone walking along Route 202 for any reason... something our daughter (who is deaf) had to do several times a week morning and evening to get to and from the bus. Drivers fly down Route 202 like it's a speedway, with very little concern for pedestrians. (Robinson 059)

How can Route 202 be used for walking to and from these new buildings? Traffic is already difficult and not conducive to walking. (Roth 060)

All streets and driveways associated with each site (both new and existing) should have sidewalks, and direct pedestrian access should be provided from the sidewalks to the front of each building. (WCPB 099)

Providing an interconnected, walkable environment between NYPH and the two development sites will be critical to the success of these developments. (WCPB 099)

The walkability that was highlighted feels superficial and nearly inconsequential. None of what I say suggested any degree of pleasurable walkability, and if it were, it would be quite a small area. It would still [be] impossible to walk some stretches of Route 202 without taking your life in your hands with motorists. (Rogerson 138)

At the recent town hall meetings, the projects would have sidewalks on the route 202 corridor, and that residents can easily walk to anywhere they wanted to. By any chance, did these people look at the rest of Route 202, because I travel there every day and there are no sidewalks and what malls are there? The Beach Shopping center is NOT walking distance, the only area there is walking distance is the hospital, there are no sidewalks on Conklin Avenue and along the Route 202 corridor from Peekskill to Yorktown. Route 6 is not walking distance, and the Cortlandt Town Center is at least 2 miles away. (Desarmo 148)

Response 11-67: The Proposed Project includes pedestrian facilities along the entire frontage of both sites which is within the Applicant's property or the public right-of-way to construct such improvements. Connection between each site and the hospital is provided by signalized, ADA accessible crosswalks at the intersections of Conklin Avenue, Lafayette Avenue and Gyrodyne/NYPH Driveway and Route 202/35. Sidewalks and ADA pedestrian facilities continue within each site to provide access to the front of each building.

Comment 11-68: It is our understanding that one of the other town boards asks for an updated traffic study. If so, when will this be done? We hope it was not done during the covid shut down. Traffic study should factor in at

minimum New Valeria, Taco bell and Popeyes and Starbucks all contributing to more traffic on 202. (Russo 133)

It's my understanding that one of the other town boards did ask for a traffic study that was updated. I was wondering if there's an idea when this would be done or if it was done during the Covid shutdown, which would be of no use. (Russo 189)

Response 11-68: The Traffic Study was revised for changes to the proposed development program, a new build year of 2023 and additional future developments to be constructed by 2023 as provided by the City of Peekskill, Town of Yorktown and Town of Cortlandt. The Existing year of the study was not altered and traffic data was not collected during the COVID-19 pandemic.

Comment 11-69: My concern is the 202 problem, which with the current level of commercial activity, 202 still remains (indiscernible) for us. So the fundamental problem that I see with the proposed development is, what is the traffic implications of the proposed development? (Ramaswamy 007)

Response 11-69: The Traffic Study documents the traffic impacts, as well as the proposed improvement measures and resulting delays and levels of service to be expected with the Proposed Project. A summary of the impacts and improvements can be found in the Principal Conclusions of the Traffic Chapter starting on page 11-2.

Comment 11-70: I was wondering if they had done a volumetric assessment of the proposed traffic that's going to be impacting this area given the proposed development. I haven't seen that in the report that was provided. (Ramaswamy 007)

Response 11-70: The Traffic Study includes a detailed traffic analysis using existing traffic volumes, future traffic volumes based on documented growth rates along the corridor and an extensive list of developments that may be constructed and adding traffic to the corridor by the time the MOD Development is constructed and future traffic volumes with the MOD Development. Findings of the analysis can be found in the Principal Conclusions of the Traffic Chapter starting on page 11-2.

Comment 11-71: If we can lobby the state in terms of expansion of 202, make it a two-lane road where the proposed development is being proposed, perhaps that might alleviate some of the traffic conditions that we see today with the current level of commercial activity on that road. (Ramaswamy 007)

Response 11-71: There does not exist sufficient public right-of-way controlled by the Town or New York State Department of Transportation (NYSDOT) to widen Route 202/35 from Dayton Lane to Bear Mountain Parkway without private land acquisition. Such widening will not be considered

by the NYSDOT. Furthermore, NYSDOT has no plans for the expansion of Route 202/35 from Bear Mountain Parkway to Lexington Avenue where sufficient right-of-way does exist. While the Town continues to lobby NYSDOT for improvements to the Route 202/35 corridor, no such improvements are anticipated at this time.

Comment 11-72: A left tum lane at the current entrance to the property. I believe that this would help to ease the flow of traffic most especially during major church events, i.e., Sunday Mass, weddings, funerals, etc. (Debellis 050)

There is, in fact, a second means of egress for the property directly across the intersection of Dayton Lane. The "entrance" is unusable in its current state and would require major reconstruction if it is be used safely. My intention is to eventually rebuild and beautify the retaining wall along Route 202 that frames our property. Perhaps, this can be combined into one project if you deem it feasible. (Debellis 050)

The applicants should analyze a left tum lane from Rt. 202 into the Holy Spirit Church property along with other areas of widening along Rt. 202 to help mitigate traffic impacts. (PlanningBoard 124)

Response 11-72: The Proposed Project would not generate notable traffic during the peak hours of the existing Holy Spirit Church. The proposed signals at Dayton Lane and Route 202/35 and Gyrodyne/NYPH driveway and Route 202/35 will create additional gaps in traffic for turning vehicles to and from the church. The Dayton Lane signal is being designed to allow for a potential signalized driveway from the church in the future if one is constructed to appropriate NYSDOT requirements.

Comment 11-73: When you talk about traffic and what the traffic effects are, if you could also describe it using real terms... when you estimated how many lights were needed in order to handle the increase in traffic, you must have had some kind of an estimate number of cars that you are anticipating. (Roth 012)

Response 11-73: The number of cars anticipated with the Proposed Projects are presented in Table 11-23. Estimated traffic at each study intersection and it's movement (through, left, right) are presented in the traffic figures within the Traffic Chapter.

Comment 11-74: I use Route 202 in order to get to Route 6 via Arlo (which is a right-hand turn for me) but with increased traffic I don’t know if I can safely cross Bear Mt heading west to get to Route 6. Left-hand turn might not be possible therefore people would have to go through Mohegan Lake. (Siedler 018)

Response 11-74: With mitigations, the Arlo Lane/Bear Mountain Parkway intersection would operate at a similar service level as the No Build condition. It

should be noted that there is an alternative route that would via the signalized Route 202/Bear Mountain Parkway intersection that would facilitate vehicles on Route 202 to travel westbound on Bear Mountain Parking to Route 6.

Comment 11-75: How will accidents increase due to increased traffic? (Siedler 018)

Response 11-75: The Proposed Project is not anticipated to exacerbate traffic safety conditions, however, the following improvements, included as mitigation measures above, would also be beneficial to traffic safety conditions:

- Route 202/35 and Dayton Lane— Installation of a new red/yellow/green signal (CMF of 0.78 for all crashes and 0.75 for left turn crashes) and Installation of a left turn only lane for the southbound Dayton Lane approach (CMF of 0.75 for all crashes)
- Route 202/35 and Conklin Avenue—Installation of a left turn lane for westbound Route 202/35 approach and signal timing modifications to provide protected/permitted eastbound, westbound, northbound and southbound left turns (CMF of 0.62 for left turn crashes along Route 202/35)
- Route 202/35 and Bear Mountain Parkway—Installation of a left turn lane along the Route 202/35 eastbound approach (CMF of 0.88 for all crashes) In addition, for the left turn prohibition discussed above there would be a CMF of 0.40 for left turn crashes, and 0.77 for rear end crashes.
- Route 202/35 corridor from Dayton Lane to Conklin Avenue—Coordinate arterial signals (CMF of 0.79 for all crashes)

Comment 11-76: I can only imagine the amount of traffic that would overflow (using Dayton or Conklin) to Route 6 just to avoid Crompond/202 if this proposal were to be passed. (Sheehy 026)

Response 11-76: With the proposed mitigations identified in the Traffic Study, the travel time on the Route 202 corridor as presented in Table 11-30, would be similar to or improved compared to the No Action condition, thus minimizing vehicles overflowing to adjacent residential streets.

Comment 11-77: It often takes more than one cycle to get through the light onto 202 from Lafayette or from the hospital parking lot. The additional traffic running from Maple Ave through Dimond and Lafayette will surround Cortlandt Estates with an endless stream of cars, trucks, construction and service vehicles ... everything that we love about this town and our location ruined. (Cusick 027)

Response 11-77: Mitigation measures are provided in Table 11-28 that would results in acceptable intersection operations (LOS D or better) at the Lafayette Avenue/Route 202 intersection. This would avoid vehicles waiting multiple cycles to exit Lafayette Avenue.

Comment 11-78: The traffic consultant spoke about adding two additional lights East of Lafayette. She also spoke about the traffic issue as being neglected already and in need of reconstruction prior to the MOD. Do we really need this development disaster to fix the town traffic problem? (Dominguez 029)

Response 11-78: Improvement identified in the traffic study are based on potential impacts due to vehicle trips generated by the Proposed Project. These improvements would also address some of the existing traffic issues while be funded by the development.

Comment 11-79: On page 40 in the traffic section of the DEIS it indicates that traffic will deteriorate between Lafayette and Lexington. Considering That there are things in traffic that is needed now I think traffic will still be an issue. (Wise-Murray 032)

Response 11-79: While traffic operations is anticipated to deteriorate with the Proposed Project, mitigation measures are identified to address some of these impacts. However, some locations would still experience unmitigated impacts such at the Route 6/Lexington Avenue intersection.

Comment 11-80: The traffic analysis, it was done in 2016 and 2017. And the projected from Dayton to Conklin showed a 29 percent increase going eastbound and westbound on 202. And just the other night, I had to turn right [from Buttonwood Avenue] to go into the hospital to turn around to get into Holy Spirit to pick up my son from CCD. I live the closest. I was the last one there to pick up my child. So if that's already happening now, giving us a 29 percent increase in volume my child's going to be there the whole night. (Rivera 011)

The Bottlenecks down Crompond Road I know that there's issues right in and around the immediate area. And I know that traffic was looked into, elements of that going down eastward. But, you know, we have our son in day care probably about a mile and a half down the road. It takes about 20 minutes to get home some nights. It's absolutely, you know, crazy. And a 29 percent increase that just seems like it's going to be a lot. And it's not just so much the immediate area, as it affects down the road there. (Verlin 013)

The approval of this plan will have serious environmental implications not to mention will be a detriment to traffic patterns which are already difficult to navigate. (Kaufman 022)

As a nearby resident, already dealing with traffic and congestion extending from Bear Mountain Parkway into Peekskill, the potential for more than a thousand additional vehicles, throughout the entire day (due to its mixed commercial and residential features) is unimaginable. (Cusick 027)

Would cause a traffic nightmare on an already overburdened RT 202. (Russo 039)

I do not believe it [the traffic study] takes in to account that for at least 4 hours everyday, 202 turns into a parking lot in both directions. There is simply too much traffic for the Croton Ave and Bear Mountain and Lexington traffic lights to properly allow through. (Rainbeau 042)

Route 202 is already at capacity from Yorktown to Peekskill, essentially it is a two lane road not capable of withstanding this proposed development. (Rinaldi 044)

The traffic on 202 between the Taconic and the hospital is already unbearable. The Light at 202 and Bear Mountain Highway can take 4-5 cycles to get through between 3-7:30 pm and 7-9 am. Getting to the Taconic northbound takes forever already. (Yoder 049)

Crompond Rd. And its tributaries cannot withstand this onslaught of dwelling units, assisted living units, retail use and a hotel (Lounsbury 051)

We have enough traffic on Rt 202. We do not need a single additional car on this already busy road. (Williams 062)

Today, there is almost no time - other than early on weekend mornings - when traffic is not an issue in both directions. It can take 5-10 minutes to get from the Lafayette Ave & the hospital to Croton Avenue. (Cusick 066)

The negative impact on traffic will be utterly enormous. (Graziano 075)

The traffic on Crompond Road (Route 202) is already congested and often people are speeding to the Hospital. (Monachino 076)

[My concern is] the impact of the already burdened traffic on Rt 202/35. (Kahn 077)

How does the town expect to handle the already impossible route 202? During rush hour one can add an hour on to their day. What is the proposal for the horrendous traffic this will create??!! (Ronelle 080)

Traffic in this town is bad enough already- especially on 202. Any increase in traffic in this area would be intolerable. (Jensen 082)

The traffic by the Lowe's is terrible and I cannot get through that area at rush hour... The traffic by the hospital is already a problem. The town does nothing to accommodate the extra traffic when they are building these massive projects. (MacGilvray 083)

How does the town propose to handle the already overloaded traffic flow on 202, westbound from the Yorktown merge near McDonalds through the Bear Mt. turnoff and east bound beginning near Conklin to Lexington? (Migliozzi 085)

There is already a severe traffic issue coming from rt. 9, the Taconic and 684. During rush hour it can take up to 20 minutes to get from the Taconic to the hospital alone: Increasing the number of people heading into a small town for retail is ridiculous (Lomardi 086)

The added traffic by this MOD will make it untenable. The Town of Cortlandt has no way to address all the current traffic issues much less the added problems. (Mastropolo 087)

Traffic is horrible during rush hours, what mitigating efforts will be done for the obvious increase in traffic this will cause? (Ng 088)

Traffic would be horrific with all the proposed buildings (Viola 089)

Are there any plans to ease up the current congestion on Route 202 presently? If not how is this going to work? Right now it takes me an hour, from Yorktown to my place on Rte 202 in Peekskill, during rush hour. (Dufort 091)

How will [the] increase in traffic [from MOD] affect many people's commute through 202? (Rivera 107)

How will [the increase in traffic] affect students taking the bus to Lakeland's Copper Beech Middle School and the other schools? (Rivera 107)

I do travel Crompond Road on a daily basis, several times a day. The traffic is horrific. I do think that it is in desperate need of a lot of things, including the road system to be revamped considerably. (Amabile 111)

From the Taconic Parkway to Conklin Avenue, 20 minutes. That's today… How much worse does it have to get? (Smith 113)

The area cannot support such an initiative as Rt. 202 is already backed up each morning and evening beyond capacity. (Mariconti 120)

Traffic/Road Conditions - Congestion will increase dramatically making both emergency and every day travel difficult. The main road 202/35 will deteriorate more quickly from the increased volume of cars and trucks. Just because we hope that NYS will maintain it as they should, does not mean they will. (Sanders 121)

The commute from the Taconic State Parkway to Tamarack exceeds 15 minutes for just a just 3.5 mile trip. (Radin 123)

The traffic on 202 in the immediate area and surrounding area cannot accommodate current traffic conditions let alone with the proposed expansion. The limited traffic improvements proposed by the developers are needed now! They will not be sufficient even with the conservative traffic estimate increases. (Mariutto 130)

I am very familiar with the traffic on all parts of Route 202, and avoid the road – from Lafayette to the Taconic Parkway – during morning rush hours and from 3.00 to 7.00pm on weekdays. I don't recall the number of

additional cars that the developer projects will be put on the road from residential and commercial uses, but my impression is that it will far exceed the ability of the road to handle the additional capacity. (Most 135)

The traffic on Rt. 202, during normal times, has been terrible in the morning and evening. Without widening the road, how can the traffic improve with so many more cars and people on the road that would be traveling to and from the commercial property. (Dorsa 153)

The traffic on 202 is already horrendous. The MOD will make a bad traffic situation very much worse. (Kaufman 160)

This has been brought up, but continues to be "skimmed over" as if it's a nonissue. While developers and people who use the complex will come maybe once a month, what about people that live here that commute on that road every single day? (Gilson 163)

Given the propose parking capacity of more than 550 cars at the development (which seems mind boggling for the area), even if 300 cars are added to the "corridor," it will put an incredible amount of constant stress throughout the day on the Route 202 corridor, let alone during the morning and nightly rush all the way to the Taconic Parkway. This is evident by the already existing traffic—for example, the road widening at Lowe's and TSP did not alleviate the Route 202 traffic congestion but only moved it further west on Route 202 at the intersection of Lexington Avenue and BMP. (Moving in a westerly direction, the 2-lanes funnel down to only one lane, which creates more of a bottleneck.) (Bizzoco 168)

The local neighborhood traffic will disproportionately surge during morning and evening rush hours, causing traffic issues. (Tavarez 170)

Response 11-80: Although the Proposed Project will increase traffic along the Route 202/35 corridor, the proposed mitigation measures, presented in Table 11-28 will improve the overall flow of traffic and travel time along the corridor during the weekday AM and PM peak hours analyzed as presented in Table 11-30. In addition, as an Adaptive Traffic Control System (ATCS) is included in the proposed mitigation, the traffic signals from Dayton Lane to Conklin Avenue will be able to adjust to real-time traffic demand throughout the day to better alleviate periods of congestion outside the peak commuting peak hours as well.

Comment 11-81: Route 202/365 is A County Road in Peekskill and the County does own/maintain the signal 600 feet to the west of Dayton Lane, at the Wood Ill subdivision (now known as Woodbrook Lane). We'd love for someone to take this signal off our hands as technically the NYS V& T Law does not allow the County to regulate traffic signals in Cities and Villages. This signal is on our Computerized signal system and that system is

incompatible with the Naztec/Trafficware Adaptive System that may be put in to the east, as part of the mitigation plan. It is also 13 miles north of my next closest signal. (Roseman 037)

Response 11-81: Comment noted. The Applicants are working closely with the Town of Cortlandt, City of Peekskill, New York State Department of Transportation (NYSDOT) and Westchester County to include the signal at Woodbrook Lane and Route 202/35 in the Adaptive Traffic Control System (ATCS) to be operated by NYSDOT.

Comment 11-82: The street labeled "Crigler" (Avenue) is actually one segment of Taylor Ave (the other segment of Taylor Ave runs from the intersection of Route 6 l Main Street, Conklin Ave, and Taylor Ave to a dead end above the MacGregor Brook). (Grevin 040)

Response 11-82: Comment noted. The traffic figures have been revised.

Comment 11-83: I would like to state for the record that Page 11-48 specifically acknowledge that they cannot mitigate the issues I raised [intersections of Route 202/35 and Bear Mountain Parkway, Croton Avenue and Lexington Avenue] and explicitly state that they expect significant adverse traffic impacts at the specific intersections I raised concerns about. (Rainbeau 041)

Response 11-83: The revised traffic study notes significant adverse impacts for one or more movements at the intersections of Route 202/35 and Bear Mountain Parkway, Croton Avenue and Lexington Avenue. The impacts at the Bear Mountain Parkway are mitigated with the proposed mitigation measures. The impacts at the Croton Avenue intersection and the Lexington Avenue intersections could not be fully mitigated; however, the overall delay along Route 202/35 from Bear Mountain Parkway to Lexington Avenue would decrease by approximately one minute during the weekday AM peak hour and 30 seconds during the weekday PM peak hour as compared to the projected 2023 traffic without the proposed MOD development (see Table 11-30).

Comment 11-84: A dedicated turning lane at the Bear mountain intersection is not enough since queuing from Lexington Ave prevents thru traffic for the Croton Ave and Bear Mountain intersection going east and vice versa going west. Using route 6 as an example, the Lexington intersection is the bottleneck and all of the alleviating work doesn't improve the ability for that intersection to handle the volume of traffic or the other intersections heading east. (Rainbeau 042)

Response 11-84: The proposed improvement measures at Route 202/35 and Lexington Avenue and Route 202/35 and Bear Mountain Parkway while not fully mitigate the significant impacts to all movements, will improve travel time through this segment of the corridor by approximately one minute

during the weekday AM peak hour and 30 seconds during the weekday PM peak hour as compared to the projected 2023 traffic without the proposed MOD development (see Table 11-30).

Comment 11-85: The proposed traffic lights at Dayton and the medical center would make an already difficult task of ingress and egress from Buttonwood nearly impossible and frustrating. (Rinaldi 044)

Response 11-85: Constructing traffic lights on either side of Buttonwood Avenue as is proposed would create more gaps in traffic for vehicles to turn to and from Buttonwood Avenue.

Comment 11-86: If traffic is backed up, how will this affect people trying to get to the hospital? (Siedler 018)

Route 202 is also an evacuation route. How will people be able to evacuate if they cannot get onto Route 202? (Siedler 018)

Potentially dangerous situation for First Responders to access the area. (Russo 039)

There is a huge concern of the impact of this development on residential areas, traffic burden, Wetland and Greenspace, and most importantly the potentially dangerous safety situations which may result in this area for first responders in this immediate area of this proposal as well as surrounding areas. (Demaria 055)

What thought, also, has been given to how the additional populace will impact emergency services trying to negotiate an already crowded road? (Robinson 059)

How will [the increase in traffic] affect first responders to get to people and businesses that need help? (Rivera 107)

Another important traffic consideration is the impact of congestion and delays (Level of Service 'F' with traffic at a standstill) has consequence for the ability of emergency vehicles to move on Route 202/35, for example to and from the hospital, eastbound and westbound. Delays appear most consequential at locations on two lane roads where there is limited or no room to 'pull over' out of the way of the emergency vehicles.

What are ambulance/EMS… [and] fire emergency projected out-bound, in-bound, and overall response time increases/delays, possible along the Route 202/35, Lafayette Avenue and other MOD-impacted roads with unmitigated higher levels of traffic? (Weinberger 125)

Response 11-86: With the proposed mitigations identified in the Traffic Study and the implementation of the Adaptive Traffic Control System, the travel time on the Route 202 corridor as presented in Table 11-30, would be similar to or improved compared to the No Action condition, thus emergency

services would have similar travel times as the No Action in conditions. During an evacuation, typical travel patterns would likely not be experienced with travel being restricted to facilitate the evacuation route direction.

Comment 11-87: The amount of congestion, noise and traffic would surely surpass the capabilities of the infrastructure that is in place. (DiRocco 090)

Response 11-87: The EIS identifies potential impacts to traffic and noise. Improvements were identified to mitigate some of these impacts, however, there are potentially unmitigated impacts. While mitigations for some areas were not identified, traffic generated by the Proposed Project and its potential impact at the study intersections will be monitored as part of post construction monitoring studies.

Comment 11-88: If there is no plan in place to enlarge all of Route 202 my feeling is to scrap this entire construction project... There would be several towns involved in this construction who would be affected by the horrendous traffic. Are they willing to widen Route 202 along with this "MOD" project? It was already done near Lowe's but what about the rest of it? (Dufort 091)

Response 11-88: There are currently no planned improvements for the Route 202 corridor

Comment 11-89: The real question here is: Route 202 needs to change now even without new construction .... anything being considered? (Dufort 091)

Response 11-89: There are currently no planned improvements for the Route 202 corridor

Comment 11-90: Crompond Road (US Route 202/NYS Route 35) is a State road. The Town should forward a copy of the application to NYS DOT to identify any required permits for the proposed project and to evaluate potential traffic impacts to Crompond Road. (WCPB 099)

Response 11-90: Table ES-1 provides a summary of agencies involved in approval or issuance of permits, which includes NYSDOT. The traffic study has been provided to NYSDOT for review and comment.

Comment 11-91: WCDPWT County Road Permit is required for any work at this intersection or on Crompond Road in Peekskill (see https://publicworks.westchestergov.com/ building-and-road-permits). (WCDPW 100)

Response 11-91: Table ES-1 provides a summary of agencies involved in approval or issuance of permits, which includes Westchester County

Comment 11-92: A traffic signal warrant analysis should be conducted for the proposed future conditions to insure a traffic signal is warranted. (WCDPW 100)

Response 11-92: A peak hour traffic signal warrant was conducted for Dayton Lane. Based on the 2023 volumes, the peak hour signal warrant was met at this location

Comment 11-93: Jurisdictional control of the proposed traffic signal needs to be established. It appears that given ½ the intersection is in Cortlandt and there are adaptive signals to the east, NYSDOT ownership & maintenance responsibility of this new signal would be most appropriate. Please note, from a pavement maintenance perspective, as shown in the image below, WCDPWT maintains both sides of the roadway to the east of Dayton Lane. (WCDPW 100)

Response 11-93: Comment Noted.

Comment 11-94: The signal at Crompond Road and Woodbrook Rd, 600 feet to the west, could not be part of the proposed Adaptive System unless it were taken over by NYSDOT. (WCDPW 100)

Response 11-94: Comment Noted. Intersections included as part of the Adaptive Traffic Control System would need to be controlled by NYSDOT. At this time the Woodbrook Road intersection is not included in the ATCS system identified in this traffic study.

Comment 11-95: The proposed eastbound Crompond Road left turn lane lengthening @ Dayton would require a commensurate reduction of the westbound left turn lane at the signalized intersection of Crompond Road and Woodbrook Rd. A queuing analysis should be performed for the westbound left turn lane to determine feasibility. (WCDPW 100)

Response 11-95: The proposed 50 foot eastbound left-turn lengthening would be accommodated with little impact to the westbound left-turn lane at Woodbrook Road.

Comment 11-96: There appears to be typographical errors in Table 2 of Appendix VII Trip Generation. Please revise. (NYSDOT 101)

Response 11-96: Table 2 of Appendix VII has been revised.

Comment 11-97: I also believe that the traffic study should be done during the beginning and ending hours of Holy Spirit CCD classes and masses. The congregation has hundreds of families that attend. (Rivera 107)

Response 11-97: What are the effects of the MOD Zoning changes and MOD Development plans [on traffic conditions] associated with: the remainder of morning commuter drive time (outside the peak hour)? The remainder of afternoon

commuter drive time (outside the peak hour)? Other times of day (non-peak, non-commuter)? School schedules and school bus schedules?

Comment 11-98: Shift change at NYP-HVHC? How do staffing schedules and shift changes (e.g., at NYP-HVHC) impact off-peak traffic patterns and projected LOS. (Weinberger 125)

Define AM Peak and PM Peak hours used for the traffic study. What time are day is AM Peak hour? What time of day is PM peak hour?

Response 11-98: What are the traffic impacts in adjacent time periods to the peak hour?

Comment 11-99: Residents traversing the Route 202/35 corridor are well aware that current delays exist over a period of time that extends well beyond one hour. Therefore, what are the projected traffic impacts on associated time periods?

This information should be used to extend the AM/PM Peak conclusions to the more experientially relevant periods of 'morning drive time' and 'evening drive time' along the Route 202/35 corridor. (Weinberger 125)

Response 11-99: The traffic study was conducted during the peak travel times along the corridor and with notable traffic to and from the Proposed Project when the significant impacts to traffic are most likely to occur. Based on a review of all the traffic count data, the peak hours for the study area were determined to be 7:45 AM to 8:45 AM and 5:00 PM to 6:00 PM for the Weekday AM and Weekday PM peak hours, respectively. The shoulder hours of the weekday peak hours (i.e. 7 AM to 9AM and 4 PM to 6PM) experience similarly high traffic volumes and would likely experience similar delays to what is noted during the peak hours analyzed. Evening CCD and weekend masses do not coincide with the peak hours of the proposed medical office land use and as such would not be anticipated to see notable increases in traffic along Route 202/35 during that time with the Proposed Project. Since the background traffic during off peak hours would be less than during peak hours, the traffic analysis is considered the worst case scenario to identify impacts and mitigation measures. The improvement measures proposed as part of the Proposed Project would improve travel along the corridor during these off peak hours.

Comment 11-100: Provide span wire analysis for any signal with proposed modifications that would add equipment to the span wire, like extra houses or backplates. (NYSDOT 101)

Response 11-100: The span wire analysis was provided with the 30 percent design submission dated and submitted to the New York State Department of Transportation (NYSDOT) on July 20, 2020.

Comment 11-101: NYSDOT is not interested in narrowing the travel lanes width as proposed on Page 11-23. (NYSDOT 101)

Response 11-101: Comment noted. The proposed mitigation measures presented in Table 11-28 do not include narrowing of travel lanes along Route 202/35.

Comment 11-102: NYSDOT would like the applicant to explore and potentially pursue the viability of encouraging motorists to reroute from using Route 35/202 left onto BMP to instead utilize Conklin Avenue to Route 6 then accessing the BMP through the interchange with Route 6. (NYSDOT 101)

Response 11-102: Comment noted. The revised traffic study includes the rerouting of left-turning vehicles onto Bear Mountain Parkway to Conklin Avenue and Route 6 as a proposed mitigation measure. The results of the improvement are shown in Table 11-29.

Comment 11-103: Please ensure the proposed highway lighting improvements follow NYSDOT Policy on Highway Lighting. (NYSDOT 101)

Response 11-103: Comment noted.

Comment 11-104: A Town Resolution and Maintenance Agreement will be needed for the proposed highway lighting improvements. (NYSDOT 101)

Response 11-104: Comment noted.

Comment 11-105: I would like to request a more recent traffic study to be conducted. The reason that I feel it's warranted is because as per the U.S. Government Census, the population of Cortlandt Manor, in 2018, was an estimated 42,380. We're now in 2020, probably with an increased population, and a proposed projected estimated 0.7 percent projected increase within this mile of these developments once they're completed, as per the DGEIS. (Rivera 107)

Response 11-105: The growth in population and traffic has been considered in the traffic study with a 2 percent per year growth for existing conditions data and with growth of one percent per year from 2017 to 2023 for the future traffic condition. These growth rates are in line with historical data for the corridor.

Comment 11-106: NYSDOT wants the ATCS mentioned on Page 11-65 included in the mitigation package for this project. (NYSDOT 101)

The FEIS should confirm that a computer-coordinated traffic light system will be required as mitigation, and include the Woods Brook Road traffic light in that system. (Peekskill 118)

The applicants should confirm that all of the proposed traffic signals are adaptive and will talk to each other. (PlanningBoard 124)

Response 11-106: Comment noted. An Adaptive Traffic Control System (ATCS) will be included in the mitigation to be constructed by the Proposed Project.

Comment 11-107: The FEIS should identify all lane widths (including turning lanes) at the intersection of Route 202 and Dayton Lane, and confirm that this width is sufficient and safe for truck and bus movements. (Peekskill 118)

Response 11-107: The proposed lane widths at the intersection of Route 202 and Dayton Lane are included in the Synchro analysis located in Appendix VII. All proposed geometry meets NYSDOT criteria for lane widths, etc. Detailed design documents including the location of striping for safe truck and bus maneuvers will be included in the NYSDOT Highway Work Permit Application.

Comment 11-108: The proposed signal at Dayton Lane and Route 202 should be installed at the start of construction. (Peekskill 118)

Response 11-108: Comment noted.

Comment 11-109: The FEIS should include 2017 baseline conditions for travel time on Route 202, and quantify the change in delay time with the proposed Dayton Lane traffic light in place. (Peekskill 118)

Response 11-109: Per NYSDOT approved methodology, traffic impacts are assessed by comparing future without the project to future with the project conditions. As such, both travel times for the no action and with action conditions are presented as well as with the proposed mitigation, including the Dayton Lane signal.

Comment 11-110: The FEIS should identify the change in delay expected at the Route 6/Conklin Avenue intersection. This intersection should be incorporated into all traffic analyses. (Peekskill 118)

Response 11-110: The intersection of Route 6 and Conklin Avenue is included in the traffic study.

Comment 11-111: For pedestrian safety, mitigation should include a new sidewalk on the north side of Route 202 from Dayton Lane to the hospital entrance. (Peekskill 118)

Response 11-111: The property needed for the proposed sidewalk is not in the control of the Applicants, the Town of Cortlandt or NYSDOT. As such, the sidewalk cannot be constructed as part of the Proposed Project. However, the Town will continue to look for opportunities to extend the sidewalk network along Route 202/35,

Comment 11-112: The traffic issue on 202 has to be looked at not just in the area of the proposed developments but from the Taconic Parkway to Peekskill. (Anderson 122)

Response 11-112: The comprehensive traffic study analyzes all of the major intersections along Route 202/35 within the Town of Cortlandt from Peekskill to Yorktown.

Comment 11-113: Consideration should be given to adding the Bear Mountain Parkway on-ramps/off ramps to Route 6 to the traffic analysis. The traffic in this area was a concern with respect to a different project recently approved by the Planning Board (Gasland) and there is a concern that additional traffic from the MOD sites will affect this area. (PlanningBoard 124)

Response 11-113: The Bear Mountain Parkway Ramps at U.S. Route 6 have been included in the FEIS Traffic Analysis.

Comment 11-114: The Planning Board suggests that the traffic study be further expanded to include analysis of intersections further to the east along Rt. 202 and down Lafayette and Maple Avenues. (PlanningBoard 124)

Response 11-114: Expanding the traffic study east along Route 202/35 would be outside the Town of Cortlandt's jurisdiction. The intersections of Route 202/35 and Lafayette Avenue and Lafayette Avenue and Ridge Road were analyzed and were either mitigated or did not have impacts to traffic. As these intersections are closest to the development and were mitigated/unimpacted it is anticipated that additional intersections further from the site would not be impacted by the Proposed Project.

Comment 11-115: The Bear Mountain Expressway has to be connected to the Taconic before we can really sustain all this big development… Maybe the state road could improve it, so we could then develop this area responsibly and not have more congestion on a road that can't handle it as is (McGuire 103)

We've been trying to connect the Bear Mountain Expressway since the master plan from 1955... It would help people develop their properties easily, and also would help move the truck route out of 202... (McGuire 103)

Where are the improvements to the Bear Mountain State Parkway Extension that would alleviate some of the current congestion. Work on what is needed now instead of exacerbating an existing problem without any real solutions proposed. (Radin 123)

Response 11-115: The New York State Department of Transportation (NYSDOT) has no plans presently or in their five year look ahead to connect the Bear Mountain Parkway to the Taconic Parkway. In the meantime, development in adjacent municipalities continues to increase traffic along

the Route 202/35 corridor within the Town of Cortlandt without providing improvements to existing traffic issues. The Proposed Project would provide the funding, design and construction for necessary improvements now while the Town continues to lobby for greater infrastructure improvements for the corridor.

Comment 11-116: The work of AKRF identifies a NYP-HVHC presence in select ways that suggest some level of participation in planning to date and which calls for clarification. In the Draft Generic Environmental Impact Statement (DGEIS) Appendix 11 of the MOD GDEIS, The AKRF Trip Generation Memorandum (AKRF MOD Trip Generation Memorandum to Michael Preziosi, March 7, 2019 DGEIS Appendix 11 pp. 150-154) references both "NYPH: 102,000 sq. ft. (not including existing hospital facilities)" (Memorandum, Table 1, p. 2, DGEIS Appendix 11, p. 151) and Medical Office space at 85,000 square feet (Memorandum, Tables 2 and 3, pp. 3 and 4, DGEIS Appendix 11, pp. 152 and 153). Also in DGEIS Appendix 11, Peak Period Parking Demand—Proposed Zoning Action, the NYPH Full Build Out table (DGEIS Appendix, p. 779) references a "Medical Office" with numbers of parked cars ranging from 33 to 279 per hour interval (average 209 per hour) during the 11 hours between 7:00 AM and 5:00 PM.

What are the proposed uses of the NYP-HVHC 102,000 square foot and 85,000 square foot medical office facilities that are included in the AKRF traffic study?

What is the planned location of the additional [NYPH] facility or facilities?

What medical oriented functions are planned for these buildings that are "not included in existing hospital facilities"?

How will the proposed facilities/uses support accomplishment of MOD goals?

How do the NYP-HVHC new facilities coordinate with or complement those in the proposed MOD Development plan?

For what reasons are these NYP-HVHC facilities not addressed directly in the Draft Environmental Impact Statement and other relevant planning documents in a manner comparable to other facilities of the proposed MOD Development plan? (Weinberger 125)

Response 11-116: The New York Presbyterian Hospital has no proposed plans for expansion as part of the MOD Development and has been removed from the trip generation and traffic study.

Comment 11-117: Traffic impacts (addressed below) described a 'level of service' resulting from the MOD that is a common standard in large urban areas, where some roadway congestion is inevitable. Since the project can be expected

to generate large urban area levels of roadway congestion, the MOD Zoning changes and MOD Development plans seem most appropriate for a large urban area inconsistent with the character of a residential area... the Town of Cortlandt and... the expectations of Town residents. The consequences will be a negative impact on what Envision Cortlandt described so well as the "…visual and community character…critical to making a community a desirable place to life." (Envision Cortlandt, Community Character & Visual Quality, p. 93). (Weinberger 125)

Response 11-117: The Traffic Study states that it is not uncommon for unsignalized minor approaches/driveways on a state/city roadway to operate at LOS E and F. This statement is not meant to define the area as urban but to note that state roadways in the area can typically make turning to and from minor roadways and driveways difficult. It should be noted that much of the anticipated level of service degradation would also occur in the No Action condition without the Proposed Project and the funded mitigation measures.

Comment 11-118: What are the [traffic volume] trends from 2009 to 2016 for each of the indicated locations?

What are the projections from 2016 to the present (if NYSDOT data are not currently available) for each of the included locations?

What are the projections for each of the included locations at completion of MOD construction…[,] five years after completion of the MOD construction…[,] ten years after completion of the MOD construction…[, and] twenty years after completion of the MOD construction? (Weinberger 125)

For each of the surveyed intersections, what is the rate of increase [in traffic volumes] observed?

…By extending the observed rate, what are the projected counts at completion of the MOD construction…[, at] five years after completion of the MOD construction…[, at] ten years after completion of the MOD construction…[, and at] twenty years after the completion of the MOD construction?

For any/all of these Turning Movement Counts, what additional data are needed to establish these projections? (Weinberger 125)

Response 11-118: Previous year trends do not directly correlate to future year projects as trends could change and new developments may have come online during that historical period, impact the growth trend. While historical trends do factor into the development of future volumes, there are other elements that need to be considered. The future growth projection in this study were developed in coordination with the Town and NYSDOT and included increasing the 2017 Existing Conditions traffic volumes by 1.0 percent per year from 2017 (existing year) to 2023 (build year) for

background growth, resulting in an overall compounded growth rate of 6.15 percent and manually add trips from pending developments ("No Action projects") located in the vicinity of the Proposed Action. The EIS future year assesses conditions when the project is constructed and occupied to identify impacts associated only with the Proposed Project compared to the No Build condition. Analyses of years beyond that may not capture the potential impacts and would include future unknowns such as potential new developments.

Comment 11-119: How are [traffic volume] projections for the consequences of the MOD based on single recording episode (apparently of a one-week duration)?

What statistical and/or professional guidelines were used as the basis for projecting trends based on single observations?

What additional data collections are needed to support projecting trends useful to estimate traffic volumes at the completion of MOD construction and over the life of the MOD? (Weinberger 125)

Response 11-119: The traffic study, which relied on peak period counts and weekly counts for calibration follow industry standard practices. The existing volumes and associated intersection operation analyses were viewed by both the Town and NYSDOT to confirm the existing condition analyses reflect typical conditions.

Comment 11-120: For each of the surveyed locations, what is the rate of increase [in traffic volume] observed?

…What are the projected traffic volumes at completion of the MOD construction…[,] five years after completion of the MOD construction…[,] ten years after completion of the MOD construction…[, and] twenty years after completion of the MOD construction? (Weinberger 125)

Response 11-120: Previous year trends do not directly correlate to future year projects as trends could change and new developments may have come online during that historical period, impact the growth trend. While historical trends do factor into the development of future volumes, there are other elements that need to be considered. The future growth projection in this study were developed in coordination with the Town and NYSDOT and included increasing the 2017 Existing Conditions traffic volumes by 1.0 percent per year from 2017 (existing year) to 2023 (build year) for background growth, resulting in an overall compounded growth rate of 6.15 percent and manually add trips from pending developments ("No Action projects") located in the vicinity of the Proposed Action. The EIS future year assesses conditions when the project is constructed and occupied to identify impacts associated only with the Proposed Project compared to the No Build condition. Analyses of years beyond that may

not capture the potential impacts and would include future unknowns such as potential new developments.

Comment 11-121: While movement between internal components may reduce external vehicle trips, internal movement between NYP-HVHC, Evergreen and Gyrodyne will mix with and therefore impact external traffic on Route 202/35 and/or Lafayette avenue.

How are internal trips for Gyrodyne and Evergreen sites not expected to travel on external roadways (MOD Trip Generation Memorandum, p. 4) when "The Gyrodyne, Evergreen, and New York-Presbyterian Hospital sites are integrated developments that consist of land uses that are complementary and interacting." (AKRF MOD Trip Generation Memorandum, p. 1-2)?

How do the trip generation estimates adjust for internal trips that impact Route 202/35 and/or Lafayette Avenue when internal movement is between NYP-HVHC and the Evergreen and/or Gyrodyne site?

What are the projections for internal trips impact on Route 202/35 and/or Lafayette Avenue when internal movement is between NYP-HVHC and the Evergreen and/or Gyrodyne site five years after completion of the MOD construction…[,] ten years after completion of the MOD construction…[, and] twenty years after completion of the MOD construction? (Weinberger 125)

Response 11-121: The Proposed Project has been revised and no longer classifies as a mixed-use development per trip generation guidance, therefore credits have been removed for internal trips between multiple land uses and adjacent sites.

Comment 11-122: Hospital, office-based medical/dental, out-patient services as well as retail options, eatery, restaurant and hotel can reasonably be expected to be open for business on Saturdays.

What is the rationale for not including internal trips within each of the "integrated complementary and interaction developments" in estimates of Saturday Trip Generation (AKRF MOD Saturday Trip Generation Memorandum to Michael Preziosi, March 7, 2019, DGEIS Appendix 11, p. 155)?

How will Saturday internal trips impact Route 202/35 and/or Lafayette Avenue when internal movement is between NYP-HVHC and the Evergreen and/or Gyrodyne site… Five years after completion of the MOD construction[,] ten years after completion of the MOD construction[, and] twenty years after completion of the MOD construction? (Weinberger 125)

Response 11-122: A Saturday assessment is provided in the transportation chapter that compares weekday and Saturday existing volumes and compares the

weekday peak hour and Saturday peak hour trip generation estimates. Since the existing volumes and Proposed Project trip estimates are lower during the Saturday time period compared to the weekday peak periods, the weekday AM and PM detailed analysis and findings would cover Saturday operations and any potential Saturday impacts.

Comment 11-123: With the 677 AM and 1012 PM new trips projected for the MOD, the following questions remain to be answered:

What NYP-HVHC facilities and/or services are included in the NYP-HVHC 193 AM and 349 PM new trips? This appears to reference the 85,000 square foot medical office building to be added in addition to existing facilities. (AKRF MOD Trip Generation Memorandum to Michael Preziosi, March 7, 2019 Table 2, DGEIS Appendix 11, p. 151).

What future, additional NYP-HVHC plans, growth, possible expansion that will expand traffic during the short, intermediate and long term future?

How have traffic estimates taken into account staggered shift changes at NYP-HVHC?

What are the projected numbers of employees as well as itinerant staff for the 120-bed assisted living facility, residential, medical/dental labs, medical offices, retail facilities, restaurant/eateries and 100-room hotel plus clients and customers of these entities plus service providers (e.g., deliveries, trash collection, mail, maintenance, etc.)? (Weinberger 125)

Response 11-123: The estimated number of trips generated by the Proposed Project was based on trip generation rates provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition) that reflect anticipated trip estimates that would occur during the peak hours of the adjacent street, which would represent a worst cased scenarios. The trip generation estimates are based on square footages for the medical-office building and shopping center, dwelling units for the multifamily land uses, and beds for assisted living. The hotel and restaurant are no longer included in the Proposed Project

Comment 11-124: How have traffic studies and predictions accounted for proposed MOD Development plan elements that require commercial support services such as laboratory pick-ups, food service deliveries, maintenance, support services and private trash hauling associated with: The 100-room hotel? Medical and dental offices? Medical and/or dental labs? Restaurants? The Assisted Living facility? Residential housing? New/expanded NYP-HVHC facilities? (Weinberger 125)

Response 11-124: The estimated number of trips generated by the Proposed Project was based on trip generation rates provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition) that reflect

anticipated trip estimates that would occur during the peak hours of the adjacent street, which would represent a worst cased scenarios. The trip generation estimates are based on square footages for the medical-office building and shopping center, dwelling units for the multifamily land uses, and beds for assisted living. The hotel and restaurant are no longer included in the Proposed Project

Comment 11-125: Evaluation of the Stopping Sight Distance and visibility of signal heads would be required on the eastbound Crompond Road approach to Dayton Lane due to the horizontal curve on the approach and extensive tree canopy over the roadway. Clearing & grubbing and/or a supplemental signal head may be required in addition to signal ahead signs. (WCDPW 100)

The FEIS should analyze the sight distance traveling from west to east on Route 202 approaching the proposed Dayton Lane traffic light and determine if mitigation is necessary for safety. (Peekskill 118)

Response 11-125: Comment noted. The design of the traffic signal will follow MUTCD guidelines for visibility with advanced warning signs if warranted.

Comment 11-126: Intermediate and long-term intensification of traffic problems appear certain for residents and commuters over the life of the MOD and during the Envision Cortlandt 20-year plus sustainable time frame.

How are NYSDOT contributions to traffic problems and traffic solutions relevant to the MOD Zoning and proposed MOD Development plan?

How will NYSDOT contributions to traffic problems and traffic solutions relevant to a sustainable MOD over the 20-plus year life of Envision Cortlandt? (Weinberger 125)

Response 11-126: The Town will continue to coordinate with NYSDOT on the operations of State owned roads to identify opportunities to improved traffic operations.

Comment 11-127: What are the measured and the projected impacts of AM and PM commuters selecting alternative routes on residential streets to avoid existing Route 202/35 traffic problems? For example, eastbound AM commuter 'bail out' of Route 202/35 to Dimond Avenue – Hill and Dale Road – Maple Avenue – Furnace Dock Road – Croton Avenue – Jacob Road – Hunterbrook Road – White Hill Road – TSP, or Dimond Avenue – Hill and Dale Road – Maple Avenue – Croton Avenue – Route 129 – Underhill Avenue – TSP.

Include impacts that can be defined as traffic per se as well as impact on safety to residents on these and other primarily residential alternative routes. Relatively recent additions of speed humps and stop signs along

the 'Dimond bail-out route' suggests safety considerations are known. (Weinberger 125)

Response 11-127: Corridor travel times along 202/35 are presented in the traffic study. Increases in travel time are identified with the Proposed Project, however, with the implementation of improvements including an Adaptive Traffic Control System, the With Action corridor travel times would be similar to the No Action scenario. By maintaining similar travel times to the No Action scenario, additional cut-through traffic beyond what may occur in the No Action scenario is not anticipated.

Comment 11-128: Beyond the twelve individual signaled and unsignalized intersections listed (MOD Executive Summary, 9/17/2019, p. 22), identify the cumulative impact on a resident commuter who must traverse the series of identified trouble spots, including:

Peak AM commute eastbound from Dayton Lane through the Lexington signal (as in proceeding to the Taconic State Parkway),

Peak AM commute eastbound from the Bear Mountain State Parkway intersection with Route 202/35 through the Lexington signal (as in proceeding to the Taconic State Parkway),

Peak PM commute westbound from the Route 202/35 4-to-2 lane merge through the Lexington signal through to Dayton Lane (as in proceeding from the Taconic State Parkway), and

Peak PM commute westbound from the 202/35 4-to-2 lane merge through the Lexington signal through the Bear Mountain Parkway 202/35 intersection (as in proceeding from the Taconic State Parkway). (Weinberger 125)

Response 11-128: Corridor travel times along 202/35 are presented in the traffic study. Increases in travel time are identified with the Proposed Project, however, with the implementation of improvements including an Adaptive Traffic Control System, the With Action corridor travel times would be similar to the No Action scenario.

Comment 11-129: The three signalized intersections for which MOD Development planning and will not fully mitigate traffic impacts (Executive Summary, p. 19) are three Route 202/35 locations long known as problems to residents and commuters using Route 202/35. Specifically, for these three exception signaled intersections,

What are the historical and current average travel times and shortest/longest travel times during a measured period (e.g., one week or one month)? (Given the known impact on traffic volume, it is important to provide the data, trends and projections for periods when schools are in session.)

Metrics and travel times should include realistic travel that includes a person traveling from NYP-HVHC or Peekskill through all three of the signaled intersections through Yorktown and a realistic destination such as the TSP.

Based on historical and current data, project the future average and lower and upper ranges for a comparable measured interval." (Weinberger 125)

Response 11-129: Historical travel times were not available along the corridor. To determine the potential incremental impacts and improvements with mitigations along the corridor, corridor travel time analyses were conducted for the future No Action and With Action conditions.

Comment 11-130: A MOD Zoning change and MOD Development project which introduced new or exacerbates existing problems is not appropriate. What modifications to the MOD Zoning changes and proposed MOD Development plan will eliminate the not fully mitigated unsignalized traffic impacts? (Weinberger 125)

Response 11-130: There are no proposed changes to the MOD Zoning or Development Plan, however, alternatives were identified and discussed in Chapter 19: Alternatives. It should be noted a Post Construction Monitoring Studies will be conducted to determine if additional mitigations are needed or could be developed.

Comment 11-131: Note (3) of Table ES-3, Recommended Intersection Mitigation Measures – MOD Development Plan (Executive Summary, P. 21) references an "Unsignalized intersection which does not meet signal warrant criteria under With Action Condition." This description applies to Route 202/35 and Shipley Drive and Route 202/35 and Locust Avenue.

What are the traffic signal warrants that apply to Route 202/35 and Tamarack Drive?

How is this unsignalized intersection different from the Shipley and Locust intersections with Route 202/35? (Weinberger 125)

Response 11-131: The peak hour traffic signal warrant is based on traffic volumes on Route 202/35 and the side streets. Since the side street volumes vary along the corridor not all the unsignalized intersection would meet the minimum side street volume to meet the peak hour signal warrant.

Comment 11-132: "Note (1)" of Table ES-3, Recommended Intersection Measures – MOD Development Plan (Executive Summary, P. 21) identifies that the Route 202/35 and Dayton Lane intersection warrants a traffic signal with or without the Proposed Project.

What are the reasons there is currently no traffic signal at this intersection?

To date, what actions have been proposed by the Town to NYSDOT for a signal at this intersection?

To what extent has NYSDOT action (or inaction) contributed to the absence of a signal at this intersection?

How might the presence of need but the absence of a traffic signal at this intersection provide a model for solutions to known traffic problems that would guide expectations for the proposed MOD Development plan? (Weinberger 125)

Response 11-132: The note in Table ES-3 is for the future 2023 year where a signal is warranted with and without the Proposed Project. A signal warrant for the existing conditions was not conducted.

Comment 11-133: Exceptions to fully mitigated adverse traffic impacts (e.g., Executive Summary pp. 19-20) appear to reflect that the MOD Zoning and proposed MOD Development plan implementation will create new traffic problems or will make existing problems worse, even with the proposed interventions. This MOD plan and the public process owes it to Town residents to say so simply and directly, with as much specificity as possible. (Weinberger 125)

Response 11-133: Comment Noted

Comment 11-134: [11-1]Over the last five years, continued sprawl and development all around northern Westchester have had a noticeable impact on noise, traffic and travel times. Most noticeable have been the changes on Route 202. (Cusick 066)

Response 11-134: Comment Noted.

Comment 11-135: [11-155]Do something good for the traffic and town for a change vs something to hurt the traffic and town (Michael 068)

Response 11-135: While the proposed MOD development would result in an increase in vehicle trips along the Route 202/35 corridor, the developers would be required to mitigate the potential for new traffic impacts through roadway improvements that would be expected to create operational and safety improvements along Route 202/Crompond Road. In addition, the proposed project is expected to include sidewalk and streetscape improvements.

Comment 11-136: [11-156]I request that the roadway setbacks be looked into as well. The latest GyroDyne plans I saw show their building very close to the roadway. This will make it impossible to ever widen Route 202 if there state ever comes to their senses. (Mariutto 130)

Response 11-136: Besides for the Gyrodyne and Evergreen properties, substantial additional land acquisition would be needed along Route 202/35 from Dayton Lane to Bear Mountain Parkway in order to widen the segment of Route 202/35. As such, the widening of this segment of road is not a current or future plan for the New York State Department of Transportation (NYSDOT).

Comment 11-137: [11-157]The developers have stated that they will pay about $3.2 million dollars for the traffic improvements if the project is approved. What if the Town of Cortlandt approves 50% of the scope of the project. Let's say the medical building is approved and a portion of the assisted living facility. Will the $3.2 million pledge to improve the traffic be decreased by a percentage to be equal to the approval of the project? Will the developer pledge drop to $1.6 million with a 50% approval? If so, will the Town of Cortlandt be held hostage to the developer to approve the project fully to get the necessary funding to improve the traffic conditions? (Norton 132)

Response 11-137: As the existing and future without the proposed project traffic conditions are presently near or at capacity, it is anticipated that any development on the Gyrodyne and Evergreen sites that generates moderate traffic volumes will require the same mitigation measures as what is proposed in the traffic analysis. In addition, the alternate program for the Gyrodyne site described in section H of the traffic chapter would require the same traffic mitigation measures to be constructed.

Comment 11-138: [11-158]Those Traffic and Transportation impacts, discussed on page 14 of Executive Summary, that "could not be fully mitigated" should be reevaluated. (Farrell 154)

Response 11-138: The unmitigated impacts were reevaluated with the revised Proposed Project and were revised accordingly. Many occur at unsignalized intersections where a traffic signal is not warranted per NYSDOT criteria. As such, additional improvement measures that could mitigate the impact to traffic at these locations is not feasible.

CHAPTER 12 – AIR QUALITY

Comment 12-1: Air Pollution - Hundreds of parking spaces with potentially thousands of car entries and exits daily causing worsening air quality in the area. (Sanders 121)

Air Pollution – our health and that of our children would be affected. The proposal includes hundreds of parking spaces, with the potential for thousands of incoming and exiting vehicles daily. (Sanders 136)

Response 12-1: The predicted values for CO and PM2.5 are below the respective NAAQS, therefore no significant adverse impacts are predicted for CO

or PM2.5 from the Proposed Project as a result of emissions from the parking facilities.

Comment 12-2: I am a cancer survivor living on Lafayette. So clearly I am concerned about the pollution that I will be forced to live in for 5 years !?!? (Dimeglio 134)

Response 12-2: The Proposed Project would not result in potential significant adverse air quality impacts from stationary and parking sources. Similarly, traffic generated by the Proposed Project would not result in an exceedance of New York State Department of Transportation's (NYSDOT) screening criteria for mobile source air quality impacts. Therefore, the Proposed Project, as with the DEIS, would not have significant adverse air quality impacts.

Comment 12-3: An air quality permit or registration from DEC is included in this table, yet Chapter 12 does not clearly outline a component of the development plan which would exceed regulatory thresholds. The DGEIS/DEIS should be revised to clearly describe whether an Air Pollution control permit from DEC is required for the proposed development(s). If so, this equipment should be described in Chapter 12 in detail. If not, this item should be removed from Table 1-2. (NYSDEC 095)

Response 12-3: No Air Pollution Control permit will be required for the proposed MOD Developments.

CHAPTER 13 – NOISE

Comment 13-1: So, you know, there's noise pollution. There's light pollution. My children's windows are right across from where the proposed parking lot is. So I don't know what kind of buffer is being proposed. (Doerr 002)

Response 13-1: The proposed MOD zoning guidelines require a minimum buffer area of at least 25 feet between any MOD Campus designated parcel boundary and any existing residential unit. These buffer areas will either be landscaped or left in their natural state, where appropriate.

Comment 13-2: How will they protect us from the noise, dust and overall pollution that will occur with all the demolition, other destruction and rebuilding that will take place on the site over potentially very long periods of time? How will they protect us from ongoing activity and noise on the site once construction has been completed? (Edwards 028)

Response 13-2: Based on public comments, the proposed MOD developments have been phased to reduce the potential for temporary construction related impacts. The first phase of the Evergreen Manor Project ("Phase 1 Evergreen Manor") is expected to be completed over approximately a two-year

period and will involve the grading and construction of new access roadways, parking areas, underground utility systems, building footing and foundation systems, building structures, stormwater management measures, landscaping and other physical improvements. The Phase 1 Evergreen Manor program will consist of the assisted and independent living facility and residential apartments on proposed Parcels 3 and 4, and the main entrance road and related stormwater and utility systems located on Parcels 7 and 8. The remaining residential and commercial uses on the Evergreen Manor site will be developed in later phases. The Gyrodyne DGEIS Plan was previously proposed to be completed in a single phase. The revised Site Plan proposes two phases of build-out. This phasing would allow the existing medical offices to remain operational while new facilities are constructed. After Phase I is complete, the existing tenants are anticipated to relocate to the new buildings and Phase II will commence subject to market conditions. This development phasing will allow the existing medical facilities to continue to provide health care services to the Cortlandt community during construction activities. Following construction, the site the building setbacks to the adjoining residential properties have been significantly increased from the DGEIS Plan to the current Medical Office Site Plan and Alternative Mixed-Use Site Plan. The DGEIS multi-family residential building was proposed with a 29.7-feet property line setback; the proposed medical office building from the revised Gyrodyne Medical Office Site Plan will have a property line setback of 174.5-feet to the south bordering residential property. In addition, compared to the DGEIS Plan, landscape buffers are significantly expanded and preserved to the Buttonwood Avenue homes adjacent to Orchard Lake. The proposed landscape buffers are approximately 18 times greater than the DGEIS Plan.

Comment 13-3: What about the environmental impact of additional noise and pollution from the development. (Robinson 059)

Response 13-3: As shown in Table 13-6 of the DGEIS, noise levels in the future with the full build out of the DGEIS development programs (which are larger in size, scope and intensity compared to the current development programs) would be similar to existing conditions at the analyzed noise receptor locations. The projected noise level increments compared to existing noise levels would be less than 3 dBA in the future with the DGEIS development program, which would be considered imperceptible and not a significant impact according to NYSDEC noise impact criteria. Noise Exposure at residences included in the development program would not result in a significant adverse impact.

In terms of construction noise, activities would comply with the hour limitations in the Town of Cortlandt Noise Control Law §197-16 to minimize noise intrusion from construction activities during weekends and nights when most families are at home. 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 sensitive receptors for only a limited period of time, it is the Applicant's belief that the potential noise generated by construction of the proposed developments would not create a significant adverse noise impact.

Comment 13-4: What will Cortland Manor do to regulate the associated garbage pick-up times, deliveries, noise and smells that will impact the privacy of the adjacent residential properties. Will a moratorium be established for these times? Who will strictly enforce and who will bear the cost? (Parish 074)

Response 13-4: The proposed MOD developments would be subject to the Town's existing noise and solid waste ordinances and would be enforced by the Town's Code Enforcement Division.

Comment 13-5: Once the MOD is built, and if there is a parking lot next to my home, it will cause a great deal of noise pollution. Slamming of doors, people talking, horns, etc., will be less that 50 feet from my children's windows. (Doerr 146)

Response 13-5: Under the revised Development Plan, the property line setbacks have been increased, the landscaped buffer areas enlarged, and natural areas preserved. Combined, these elements would create significant buffers and space between the Proposed Development Project and the surrounding residential uses. The surface parking area proximate to Buttonwood Avenue would be entirely screened by deciduous and evergreen trees and not visible from the street. This combination of plant selection would provide for overlapping screening, as well as seasonal coverage.

Comment 13-6: The noise from 24/7 comings and goings is also a concern to our neighborhood. (Sanders 136)

Response 13-6: The DEIS Noise analysis found that the Proposed Action would not be expected to result in significant adverse noise impacts at residences or other receptors immediately adjacent to the project site according to the NYSDEC noise impact criteria or the Town of Cortlandt's code restrictions on noise, and that future noise levels at the buildings included in the proposed development would experience noise levels in the range considered acceptable for residential use according to NYSDEC's noise exposure guidelines.

CHAPTER 14 – ECONOMIC CONDITIONS

Comment 14-1: I'm also concerned about home value. I purchased this house on a residential street. And again, now they're rezoning it for medical use and

there will be a parking lot there. And I know if when I was buying this house, I probably wouldn't have bought a house next to a parking lot. I spoke to different real estate brokers, and they told me, you know, it could affect my property value, which is a concern. (Doerr 002)

Response 14-1: Comment noted. Both the Gyrodyne Medical Office Site Plan and the Gyrodyne Alternative Mixed-Use Site Plan have been reduced from the original mixed-use plan analyzed within the DGEIS. Both plans utilize a reduced development footprint, reduced overall building height, increased buffers and would construct a perimeter landscape treatment that encircles the entire site. Under the revised Development Plan, the property line setbacks have been increased, the landscaped buffer areas enlarged, and natural areas preserved. Combined, these elements would create significant buffers and space between the Gyrodyne Project and the surrounding residential uses. The surface parking area proximate to Buttonwood Avenue would be entirely screened by deciduous and evergreen trees and not visible from the street. This combination of plant selection would provide for overlapping screening, as well as seasonal coverage.

Comment 14-2: Issue #3 - my wife and I worked hard and saved for many years to purchase this home. We invested pretty much all we had and looked forward to this house being a part of our retirement plan. With a public parking lot so near to us, I cannot see how this does not diminish our home value. This is obviously a major concern for us. (Ortiz 025)

Response 14-2: Under the revised Development Plan, the property line setbacks have been increased, the landscaped buffer areas enlarged, and natural areas preserved. Combined, these elements would create significant buffers and space between the Proposed Development Project and the surrounding residential uses. The surface parking area proximate to Buttonwood Avenue would be entirely screened by deciduous and evergreen trees and not visible from the street. This combination of plant selection would provide for overlapping screening, as well as seasonal coverage.

Comment 14-3: Why won't the money go towards the Hendricks Hudson School district where my children will be attending? Why would we pump money into the Lakeland school district when we know the impact from Indian Point affect HHSD more then anything. Was this looked at? (Dominguez 029)

Response 14-3: The proposed project is located within the Lakeland School district taxing jurisdiction. The proposed development would bring tax revenue to the Town of Cortlandt which will also experience a shortfall in revenue due to the closing of Indian Point. The proposed MOD Development Plan would also create jobs, attract new investment, and facilitate infrastructure improvements within the Town. The Town is also working

on economic development opportunities throughout the Town including within the Hendrick Hudson School District taxing jurisdiction.

Comment 14-4: Are you giving the MOD developers a 10 year tax abatement? (Russo 039)

Response 14-4: The Town is not providing a tax abatement to the developers.

Comment 14-5: I am not opposed to finding ways to offset the tax dollars from Indian Point and Entergy. What I think would be prudent regarding the proposed MOD project is to provide the rationale through market research data that states there is a need for additional medical office buildings including LTC facility, extended living and apartment space, retail, etc. Providing local examples of how specific expansions would work and are necessary based on a qualified need which is based on non-biased research data. I have no idea if younger adults would want to live in Cortlandt Manor, or if there is a need for assisted living when there are other facilities near by (are they filled?), and can people in Cortlandt not get medical care here? Why would people need to stay at a hotel to go to a small community hospital regardless of what the banner says on the outside. (Michael 068)

Response 14-5: As described in the DGEIS the intent of the proposed MOD is to centralize medical services in the Town of Cortlandt with the New York Presbyterian-Hudson Valley Hospital (NYPH) as the anchor institution. The proposed MOD Zoning is expected to support the NYPH campus by permitting complimentary uses and would provide NYPH additional flexibility to expand medical uses on the site. The revised Gyrodyne Site Plan (and Alternative Site Plan) would create state-of-the-art medical facilities allowing medical care providers to incorporate the latest technologies and services available.

Health care is Cortlandt Manor's and Westchester County's largest industry and driving the proposal for the MOD. In 2015, HR&A Advisors, Inc. conducted a market study demand analysis for a study area within a 25-minute drive of the site (the "study area"). The analysis concluded that the study area could support an additional 270,000 SF of medical office space. As described in the DGEIS Chapter 3 "Community Services," the intent of the proposed MOD is to centralize medical services in the Town of Cortlandt with the New York Presbyterian-Hudson Valley Hospital (NYPH) as the anchor institution. The proposed MOD Zoning is expected to support the NYPH campus by permitting complimentary uses and would provide NYPH additional flexibility to expand medical uses on the site. The revised Gyrodyne Site Plan (and Alternative Site Plan) would create state-of-the-art medical facilities allowing medical care providers to incorporate the latest technologies and services available.

Health care is Cortlandt Manor's and Westchester County's largest industry and driving the proposal for the MOD. In 2015, HR&A Advisors, Inc. conducted a market study demand analysis for a study area within a 25-minute drive of the site (the "study area"). The analysis concluded that the study area could support an additional 270,000 SF of medical office space. The Evergreen Manor Project has been designed to be consistent with "Goals of MOD" stated in the Town's Comprehensive Plan Envision Cortlandt to "Provide housing options that allow for a continuum of care (aging in place)." In support of these goals, the Evergreen Manor Project proposes market rate apartments open to residents of all ages, townhouses, independent living and assisted living with memory care. Envision Cortlandt separately encourages flexible zoning and allowing multi-generational housing on single family lots (Policies 37-38) that could support those that wish to age in place in their own homes. In response to comments made during the DGEIS/DEIS public hearings and comment period, VS Construction has proposed modifications to the Evergreen Manor Project that include the elimination of the proposed hotel and the 30,000 square foot medical/dental laboratory and retail building.

Comment 14-6: How will Cortlandt Manor residents such as us be compensated for the devaluation. Since the developers stand to profit from the rezoning, Cortlandt Manor residents should be kept whole in every manner. (Parish 074)

Response 14-6: Comment noted. The proposed Gyrodyne Project will result in tax revenues to the Town and School District that far exceed projected service costs associated with the proposed development.

Comment 14-7: What will the tax assessment be per unit? (Parish 074)

Response 14-7: An analysis of the proposed tax revenues to the Town from the proposed projects is provided in Chapter 14, "Economic Conditions" of the DGEIS/DEIS and is updated in the "Economic Conditions" section of the FEIS.

Comment 14-8: What is the additional tax revenue that Cortlandt Manor will collect from the rezoned MOD area? (Parish 074)

Response 14-8: The MOD rezoning and development would be expected to result in increase tax revenues to the Town. An analysis of the proposed tax benefits to the Town from the proposed projects is provided in Chapter 14, "Economic Conditions" of the DGEIS/DEIS and is updated in the "Economic Conditions" section of the FEIS.

Comment 14-9: What is the additional cost that Cortlandt Manor expects to incur due to the MOD rezoning and development? (Parish 074)

Response 14-9: The MOD rezoning and development would be expected to result in increase tax revenues to the Town. An analysis of the proposed tax benefits to the Town from the proposed projects is provided in Chapter 14, "Economic Conditions" of the DGEIS/DEIS and is updated in the "Economic Conditions" section of the FEIS.

Comment 14-10: Are present Cortlandt Manor taxpayer annual taxes expected to increase or decrease due to the MOD rezoning and development? (Parish 074)

Response 14-10: Annual property taxes are not expected to be affected by the MOD rezoning and development.

Comment 14-11: The additional real estate taxes will be offset by the additional services required to meet the needs of the new residents and guests (at the hotel and medical offices). (Anderson 122)

Response 14-11: As discussed in the DGEIS Chapter 14 “Economic Conditions – Projected Tax Revenues”, the Proposed Projects in the MOD are not anticipated to result in any significant adverse economic or fiscal impacts. The Projects would result in new commercial uses, including professional offices, as well as new residential development that would attract and retain residents and consumer expenditure associated with those residents. Upon full build-out, development associated with the Project Sites is estimated to generate a significant increase in tax revenue compared to current conditions. The projected annual property tax revenues generated for each affected taxing jurisdiction is expected to exceed the estimated costs to those jurisdictions, particularly for the LCSD. The MOD would therefore have overall net positive economic and fiscal effects, and no mitigation measures are required.

In response to comments made during the DGEIS/DEIS public hearings and comment period, VS Construction has proposed modifications to the Evergreen Manor Project that include the elimination of the proposed hotel and commercial space, as well as a reduction in the retail space. The revised plan includes townhouses in place of the eliminated uses to provide a variety of housing options.

Comment 14-12: I'm in favor of the development. Just from a personal standpoint, I think it's a great economic boom to the town, and I think it will go a long way in supplementing the loss of tax income from Indian Point, to help us do that. (Ramaswamy 007)

Response 14-12: Comment noted.

Comment 14-13: "What is the projected effect of the MOD on property values?

Response 14-13: Perhaps the Town will conduct appraiser-based estimates of the property value declines associated with siting a large commercial entity adjacent to residential neighborhoods?

Comment 14-14: If nothing else, it would be a way to allay the concerns of the affected residents." (Weinberger 125)

Response 14-14: There is no anticipated impact on property values from the MOD. However, property values are dependent on many factors including the physical appearance of the property and its location. Home values typically increase when there are substantial services to support homes in the neighborhood such as walkability, hospitals, and shopping.

Comment 14-15: The Town cannot overlook the benefits that Evergreen Manor's ("Project") construction work will have on the local economy. It is our understanding that the developer has agreed to utilize local labor and local contractors on the Project. The use of local contractors, employing a workforce consisting of local union members, reinvests in the local economy and the local tax base. This provides an immediate benefit to the community, as well as lasting benefits over the life of the project. This can also help to offset caused by the imminent closure of the Indian Point Energy Center. (Picani 129)

Response 14-15: Comment noted.

Comment 14-16: At a time when local employees are losing their jobs and local aid is disappearing, it is imperative that the Board act to ensure that local projects maximize that benefits to the community, including utilizing local workers. These are the individuals who will reinvest in the community, be it through taxes or spending at local businesses. (Picani 129)

Response 14-16: Comment noted.

Comment 14-17: We are highly skeptical that there will be a “net benefit” to the town with regards to tax revenue. Considering the size and scope of the proposal we are sure additional town employees and services will be needed and that those salaries and subsequent pensions will completely erode any increase in tax revenue the proposed MOD will bring in. We request an independent study on this be done. (Russo 133)

Response 14-17: Comment noted. As discussed in the DGEIS Chapter 14 “Economic Conditions”, The Proposed Projects are not anticipated to result in any significant adverse economic or fiscal impacts. The Proposed Projects would result in new commercial uses, including professional offices, as well as new residential development that would attract and retain residents and consumer expenditure associated with those residents. The

projected annual property tax revenues generated for each affected taxing jurisdiction is expected to exceed the estimated costs to those jurisdictions, particularly for the LCSD. The Proposed Zoning Action would therefore have overall net positive economic and fiscal effects, and no mitigation measures are required. The Town's economic consultant, AKRF, participated in the preparation and review of the DGEIS/DEIS.

Comment 14-18: Home Values – in the area will see a decrease. For those of us whose main investment is our homes, this seems unconscionable. (Sanders 136)

Response 14-18: Comment noted. No impact to property values are anticipated from the proposed MOD.

Comment 14-19: Has anyone compared the tax income generated by 50-100 homes on the properties vs. the Developers' commercial plan? Just roughly I figure, homes on ½ acre each, at $15,000/yr property tax would generate $1,500,000. Look at the homes on Dimond for example. (Sander 137)

Response 14-19: Comment noted. Please see the "Economic Conditions" section off the FEIS and the DGEIS/DEIS Chapter 14, "Economic Conditions" for an analysis of the project tax revenues of the project.

Comment 14-20: Henry Hudson Dist. property owners need this help desperately. If the town taxes can be kept low, that will give those owners some form of relief. (Guida 147)

Response 14-20: Comment noted.

Comment 14-21: What happens in this town effects the school districts taxes. As you know that is the biggest tax burden on us. The MOD can really help increase the tax revenue. (Guida 147)

Response 14-21: Comment noted.

Comment 14-22: It has been said at the previous town hall meetings, that New York Presbyterian Hospital is either not participating or has not responded to any inquiries for additional information. If there will be rentals for the doctors, I would like to know if a survey went out to the hospital and the percentage of doctors or nursing staff would be interested in short term rentals so it would be convenient. If there was a survey I would like to the statistics of total doctors employed at the hospital vs who might be interested and come up with a percentage to get an idea if it is actually needed. (Desarmo 148)

Response 14-22: Comment noted. Comment is outside the scope of SEQRA for the adoption of the MOD and associated development projects.

Comment 14-23: The apartment rentals will also increase population in the school district, more buses and increased staff that will be needed in order to provide town services such as sanitation. There may not be any revenue to the town if benefits, pensions, and payrolls are an expense. (Desarmo 148)

Response 14-23: Tax revenues associated with the Evergreen Manor and Gyrodyne Project will significantly exceed proposed service and educational costs. Note that the all-medical Gyrodyne Site Plan would not generate any school children. In addition, the Gyrodyne Alternative Site Plan has been reduced in size and scope by approximately 20%, which would further reduced potential school district impacts compared to the DEIS analysis which showed no potential for significant adverse impacts to the school district.

Comment 14-24: The proposed prices of the residence was never addressed. I don't know what the cost of one of these single units is going to cost. (Verlin 013)

Response 14-24: The Evergreen Manor Project proposes 166 market rate apartments. Rents is expected to be as follows: studios will range between $1,900 to $2,100; one-bedroom units will range $2,300 to $2,500; two bedroom units will range $2,700 to $3,100. The pricing for the independent living and assisted living, and the townhouse are not available at this time. It is anticipated that pricing would be comparable to other similar developments in the surrounding area. The Gyrodyne Project has eliminated the 200-unit apartment building from its proposal.

Comment 14-25: With greatly increased traffic, my property would be devalued as not suitable for residential use. Especially families with children would be reluctant to be directly on Rt. 202, a major highway with downgrade from Taylor down to Conklin, meaning speeding downhill making it dangerous to children and others. (DeLorenzo 151)

Response 14-25: Traffic safety improvements, including mitigation measures to calm traffic along the corridor are presented in the traffic chapter section D beginning on page 11-14. The Traffic Study will be reviewed and approved by New York State Department of Transportation which will include an evaluation of the roadway capacities and safety. Any proposed improvements to the MOD roadways would be required to have permits from NYSDOT. As proposed, the MOD roadway improvements would be expected to improve safety and operations in the MOD study area.

The proposed Gyrodyne Site Plan (and Alternative Site Plan) would improve the subject site with modern medical offices, which would replace the site's existing, and largely out-of-date, medical offices. As the proposed project is a continuation of existing uses on-site, and is designed to be complementary to neighboring uses, no adverse impacts to property values are anticipated.

In response to community input, the building setbacks to the adjoining residential properties have been significantly increased from the DGEIS Plan to the current Medical Office Site Plan and Alternative Mixed-Use Site Plan. The DGEIS multi-family residential building was proposed with a 29.7-feet property line setback; the proposed medical office building from the revised Gyrodyne Medical Office Site Plan will have a property line setback of 174.5-feet to the south bordering residential property. In addition, compared to the DGEIS Plan, landscape buffers are significantly expanded and preserved to the Buttonwood Avenue homes adjacent to Orchard Lake. The proposed landscape buffers are approximately 18 times greater than the DGEIS Plan.

Comment 14-26: A needs assessment for housing for NY-P Hospital Center employees should be conducted, with input from NY-P and employee representatives, to determine workable rental rates for employees at all income levels, from Support Staff (security, food service, maintenance) to professionals at all points of their careers (newly credentialed nurses, doctors and other health care providers) to formulate the optimal mix of housing options to make a place for all involved in healthcare. (Farrell 154)

Response 14-26: In response to public comments, the residential uses as part of the Evergreen Manor project were revised to feature a 166-unit apartment building with a mix of studio, one-bedroom and two-bedroom layouts. Ninety percent of these units will be market rate with anticipated monthly rents as follows: studios will range between $1,900 to $2,100; one-bedroom units will range $2,300 to $2,500; two-bedroom units will range $2,700 to $3,100. In addition, the revised FEIS plan includes 70 townhomes. Ten percent of the proposed apartment and townhome units will meet the Town Code definition for affordable units.

Comment 14-27: The DGEIS/DEIS's Chapter 14 makes the conclusory statement that the proposed action will "maximize the economic potential of the area by supporting new complementary medically-oriented commercial investment in proximity to New York Presbyterian Hospital (NYPH)…" There is no analysis, however, of the potential impacts associated with introducing new medical uses or commerce unaffiliated with the Hospital in close proximity of the Hospital. (Zalantis 156)

Response 14-27: The analysis contained within the DGEIS is not intended to break down Hospital operations or profitability. SEQRA analyses are primarily performed to identify any significant adverse environmental impacts associated with the proposed action. SEQRA documents are not intended to provide a complete analysis of nearby business operations that are owned and operated by other entities (particularly as that type of financial information is often kept confidential).

Comment 14-28: Completely lacking from the economic conditions section is whether certain medial office uses would compete with and detract from the Hospital's operations. (Zalantis 156)

Response 14-28: The analysis contained within the DGEIS is not intended to break down Hospital operations or profitability. SEQRA analyses are primarily performed to identify any significant adverse environmental impacts associated with the proposed action. SEQRA documents are not intended to provide a complete analysis of nearby business operations that are owned and operated by other entities (particularly as that type of financial information is often kept confidential).

Comment 14-29: The tax revenue doesn't event benefit our troubled Hen Hud school district. (Kaufman 160)

Response 14-29: Comment is outside the scope of SEQRA.

Comment 14-30: 166 Residential Units – Given the high quality of finishes and amenity package reported by the developer, what are the projected rents and are they achievable in the marketplace and who will be the target market (i.e., at an estimated average $3,000/mo. rent, the average HH income for a tenant could likely be in the $120,000 range or higher). (Bizzoco 168)

Response 14-30: For the 166-unit market rate apartment building proposed for the Evergreen Manor Project, the anticipated rent structure is as follows: studios will range between $1,900 to $2,100; one-bedroom units will range $2,300 to $2,500; two bedroom units will range $2,700 to $3,100.

Comment 14-31: Real Estate Taxes – Has the developer or anyone provided an analysis on the estimated tax revenue generated to the Town from the various uses upon completion and/or operating at full capacity? (Bizzoco 168)

Response 14-31: Please see Chapter 14 of the DGEIS and the "Economic Conditions" section in the FEIS.

Comment 14-32: Has anyone reviewed the developer's feasibility and/or cost-benefit analysis for each component to see if the development as proposed is viable and/or makes financial sense? (Bizzoco 168)

Response 14-32: This comment is outside the scope of SEQRA.

Comment 14-33: I do still feel their hotel, office, retail and restaurant buildings are not needed and out of character of the existing neighborhood and the current zoning of the Evergreen site. (Walsh 184)

Response 14-33: Evergreen Manor's Amended Plan has eliminated the 100-room hotel and the 30,000 square foot medical/dental laboratory and retail building. A 7,000 square foot retail building is proposed near the Crompond Road

frontage in closer proximity to the hospital and the other uses within the MOD.

Comment 14-34: The Gyrodyne site as designed is too dense of a parcel and it's news to me now they're having a construction entrance on buttonwood, that's the first time I've been hearing of that proposal other than the entrance that they had and not a construction entrance during the whole process. You know, with the installation of a crossgate to appease us. (Walsh 184)

Response 14-34: Neither the revised Gyrodyne Site Plan nor the Alternative Site Plan propose a publicly accessible vehicular entrance on Buttonwood Avenue. Only an emergency access with a crash gate to Buttonwood Avenue is proposed. Buttonwood Avenue would not be used for site access during construction or operational phases.

Comment 14-35: And the boundary of the public park just want to make sure we know if that's going to be a public area, how it's going to be finished, how it's going to look. (Verlin 013)

Response 14-35: Responding to input provided by Buttonwood Avenue residents, the proposed walking paths and environmental education area around Orchard Lake have been removed from the revised Development Plan. No additional recreational improvements to this area are proposed.

Comment 14-36: I think that there – the MOD makes sense for a planning view and an economic standpoint. It addresses smart growth. It brings important tax revenues and employment generators to the town. (LaPerch 187)

Response 14-36: Comment noted.

Comment 14-37: I'm highly skeptical that there will be a net benefit to the town with regards to tax revenues. Considering the size and scope of the proposal, I'm sure that additional town employees and services will be needed and those salaries and subsequent pensions will completely erode any increase in tax revenue that the MOD will bring in. I really think that an independent study should be done on this. (Russo 189)

Response 14-37: As discussed in the DGEIS Chapter 14 "Economic Conditions", the Proposed Projects are not anticipated to result in any significant adverse economic or fiscal impacts. Upon full build-out, development associated with the Proposed Projects are estimated to generate a significant increase over current conditions in property taxes each year. The projected annual property tax revenues generated for each affected taxing jurisdiction is expected to exceed the estimated costs to those jurisdictions, particularly for the LCSD. The Proposed Projects would therefore have overall net positive economic and fiscal effects, and no mitigation measures are

required. The Town's economic consultant, AKRF, reviewed the tax generation analysis prepared by the Applicants.

Comment 14-38: I don't know if the school district will be able to facilitate all these families or 20-year-olds (indiscernible) are living in these apartments. (Thomasset 198)

Response 14-38: Tax revenues associated with the proposed development will significantly exceed proposed service and educational costs. Note with the FEIS revisions to an all-medical Gyrodyne Site Plan the total number of residential units proposed within the MOD would decrease to 236 units. Under the proposed FEIS revisions, the Gyrodyne site would not generate any school children and the Evergreen Manor site would generate an estimated 25 school children. Similar to the number of school children estimated to be generated in the DGEIS/DEIS.

Comment 14-39: Is the estimated tax revenue determined by the Gyrodyne proposal determined by full occupancy? There is so many empty store fronts already in Cortlandt due to high rents, so my question is this a realistic number? (Anonymous 201)

Response 14-39: The estimated revenue from the Gyrodyne Project is calculated during the first year of occupancy and based on the method of deriving assessment value and tax levies. Retail storefronts represent a significantly different market sector and should not be viewed as a gauge of all market sectors. The proposed medical office uses are in response to local market demand and bolstered by the proposed MOD zoning and potential synergies associated with nearby complementary uses.

Comment 14-40: The roads besides 202 and Conklin that are going to be affected the most would be Buttonwood, Tamarack, and Lafayette. If those kind of streets who are going to take more traffic and more down for their property values could also maybe be involved in the sewer district that's being done, that would maybe help offset some of this massive change in property values. (McGuire 103)

Response 14-40: The proposed MOD would not be expected to have any adverse impact on property values. However, property values are dependent on many factors including the physical appearance of the property and its location. Home values typically increase when there are substantial services to support homes in the neighborhood such as walkability, hospitals, and shopping.

Comment 14-41: We are already losing Indian point so electric will be going up for all of the towns. Does this mean we will have to now pay extra taxes for a development no one wants? (Lomardi 086)

Response 14-41: The proposed MOD will not affect property taxes.

Comment 14-42: What is this going to cost the current tax payers. Someone has to pay for this and I'm sure its not coming out of your salaries. So what kind of tax hike do the residents have to look forward to. (Lomardi 086)

Response 14-42: The proposed MOD will not affect property taxes.

Comment 14-43: The MOD takes away the value of our properties. (Doria 145)

Response 14-43: Comment noted. The proposed MOD would not be expected to have any adverse impact on property values.

Comment 14-44: What is actual tax benefit to residents - which residents, by how much in dollars, which residents will not benefit, what is the tax benefit to the Town? (Roth 060)

Response 14-44: The MOD rezoning and development would be expected to result in increased tax revenues to the Town. An analysis of the proposed tax benefits to the Town from the proposed projects is provided in Chapter 14, "Economic Conditions" of the DGEIS/DEIS and is updated in the "Economic Conditions" section of the FEIS.

Comment 14-45: Those of us who live around these town are already suffering from lower than wanted housing costs. By adding retail stores and a hotel you add exactly what people move up here not to be around. This will only drive down the costs of our homes (Lomardi 086)

Response 14-45: Comment noted. The Evergreen Manor Project's Amended Plan has eliminated the proposed hotel and 30,000 square foot commercial building, including 15,000 square feet of retail space.

Comment 14-46: Both proposals are making multi-million dollar promises of tax revenue to the town. I have yet to hear how this tax revenue is to be achieved. What if the medical building is not filled, or the retail space? What if apartments and senior facilities are empty due to high rents? If these proposed facilities are built and remain mostly empty how is this generating a major tax revenue? We have so many empty retail buildings already in this town. Tax revenue is not achieved, how will this be any different? Because it is shiny and new people will want to move in? (Thomasset 166)

Response 14-46: Chapter 14 "Economic Conditions" of the MOD DEIS/DGEIS assesses the economic and fiscal effects of the MOD on the Town of Cortlandt and other affected taxing jurisdictions.

Comment 14-47: There wasn't any talk of the projected costs for these units that are being contemplated for the senior living component. Are they going to be luxury units? Are they going to be things that people in this community can actually afford to put their parents into when they need to move out of their own homes? (Weaver 017)

Response 14-47: Pricing for the independent living and assisted living, and the townhouses are not available at this time; however, it is anticipated that pricing would be comparable to other similar developments in the surrounding area.

Comment 14-48: There was no talk of how much tax money these developments will use on an annual basis. You don't just generate tax revenue and not use any money. You use services. You use water. You use electricity. You have roads that need to be maintained, you need plowed. You need police services, et cetera. So that should be balanced out. (Weaver 017)

Response 14-48: "The Gyrodyne Project (during the first year of occupancy and based on the method of deriving assessment value and tax levies) would result in Phase I total tax revenue of $2.6 million (with $1.9 million in projected school tax revenue) and Phase II total tax revenue of $2.1 million (with $1.5 million in projected school tax revenue).

Further, excluding the tax revenues which are projected to go to the school district, there would be more than sufficient revenue from Phase I ($746,460) and Phase II ($598,153) to cover the projected service costs in Phase I ($10,054) and Phase II ($8,382)."

Comment 14-49: Regarding the taxes, my children will attend Hendrick Hudson School District. From my understanding of this proposal, the tax revenue generated by these developments will go to Lakeland School District. My understanding of the situation is that the school district impacted by Indian Point's closure is Hendrick Hudson, not Lakeland. So if a primary focus of the medical-oriented district is to address the tax losses by Indian Point's closure, we need to understand why that money's not going to fund the things that are going to lose money when Indian Point closes. For example, the school district. (Weaver 017)

Response 14-49: Comment noted. The issue of taxing jurisdiction modifications is not part of the MOD zoning initiative or the proposed development plans, with such an issue falling outside the scope of SEQRA. Neither the proposed development plans, nor the Town of Cortlandt is planning to redistribute school district taxes based on Indian Point's closing.

Comment 14-50: I am extremely disappointed that the Town of Cortlandt would even consider it. The school tax revenue of this development does not even help Henry Hudson school district which obviously is in dire need of alternate means of funding. (Kaufman 022)

Response 14-50: Comment noted. The MOD rezoning and development would be expected to result in increase tax revenues to the Town. An analysis of the proposed tax benefits to the Town from the proposed projects is provided in Chapter 14, "Economic Conditions" of the DGEIS/DEIS and is updated in the "Economic Conditions" section of the FEIS. In addition to tax revenue, the proposed project would also create jobs, attract new investment, and facilitate infrastructure improvements.

Comment 14-51: A huge development will hurt our home values (Farina 023)

Response 14-51: Comment noted.

CHAPTER 15 – CULTURAL RESOURCES

Comment 15-1: I know Evergreen, we have Evergreen Manor Hotel. I read through the state archeological site today, stating that the study that was sent in by the Evergreen developers wasn't eligible for that [historic designation]. But I would ask that that be re-looked at for that building and that site. (Walsh 003)

Response 15-1: The Division of Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP) determined that the structure was eligible for designation on the National Register of Historic Places. However, on September 27, 2019 the OPRHP determined that "there are no prudent and feasible alternatives to the demolition of the National Register eligible property on the site for the proposed medical oriented district. Although we agree the Manor is in an advanced state of deterioration, the removal of these buildings remains, in the OPRHP's opinion, an Adverse Impact on historic resources." A Letter of Resolution (LOR) was subsequently executed by VS Construction, OPRHP and the NYS Department of Environmental Conservation (DEC), which identified mitigation measures to mitigate the Adverse Impact. The proposed mitigation measures include a Structures Documentation, A kiosk and/or interpretive panel that will be developed in coordination with OPRHP and displayed in or outside one or more of the new buildings, and the incorporation of key architectural design elements from the former Evergreen Manor Hotel into the building architecture and/or as display artifacts. The Structural Documentation was submitted to OPRHP in May 2020. The Evergreen Manor Project Alternative Analysis, OPRHP correspondence, executed LOR, and Structural Documentation are included in **Appendix VIII** of this FGEIS/FEIS.

Comment 15-2: [Lafayette-Lent Cemetery] adjoins my property and has been completed neglected. Maybe some effort could be put into preserving our heritage vs destroying it. (Sheehy 026)

Response 15-2: Lafayette-Lent Cemetery is a private business that has no relationship to the proposed development program.

Comment 15-3: In reference to the Evergreen Site, we are in favor of it being restored to its original beauty, and preserve it for historic purposes. This area of Cortlandt Manor has been overlooked historically, and it should be restored to its beauty for all to enjoy. (Demaria 054)

Response 15-3: Comment noted.

Comment 15-4: We have reviewed the statewide inventory of archaeological resources maintained by the New York State Museum and the New York State Office of Parks, Recreation, and Historic Preservation. These records indicate that the project is located within an area considered to be sensitive with regard to archaeological resources. For more information, please visit the New York State Office of Historic Preservation website at http://www.nysparks.com/shpo/. (NYSDEC 098)

Response 15-4: Comment noted. Please see Chapter 15, "Cultural Resources" of the DGEIS/DEIS for an analysis of the site's potential to contain cultural resources.

Comment 15-5: The Planning Board recommends the Town's recently formed Historic Resources Advisory Council review the proposals for potential impacts to historic resources. (PlanningBoard 124)

Response 15-5: The project will be referred to HRAC for review.

Comment 15-6: Put a park there. Leave the beautiful property alone. (Egan 150)

Response 15-6: Comment noted. The creation of a public park would not result in any tax revenues to the Town and would require annual capital, operations and maintenance costs, potentially raising taxes on residents. In addition, the proposed Gyrodyne Project now includes several public outdoor spaces, including MOD Green 1 and 2 and the wellness plaza. MOD Green 1 and 2 will be a landscaped open space gathering area, while the wellness plaza will serve as a multi-functional space for cultural and seasonal events, such as outdoor markets or other community programming. The medical office building will also contain a green rooftop terrace that in addition to providing pre-treatment and reduction of stormwater runoff also serves as additional public open space.

Comment 15-7: Recommendation: As part of the continued planning process, as well as during the future construction, the hospital should be provided with additional information to confirm that the project is meeting the projections indicated in the DEIS. (Torre 157)

Response 15-7: Comment noted.

Comment 15-8: VS Construction hired a consulting company out of Poughkeepsie to evaluate the property. The findings are steered to showing that the property has no historical value as to guidelines as to national historical registry status. However what about local landmark status? There are different levels of historical value. I think someone from Westchester County historical society needs to fairly evaluate the property. I noticed in the report paid for by VS that the photos focus on the driveway, pool, barn, collapsed shed, etc. and avoids the mansion itself. The report seems biased. The person who prepared the report did not include a photo of the front of the mansion. There are massive 2 story high Greco Roman columns on the façade. They are similar to the Dempsey house. (Healey 179)

Response 15-8: Comment noted. The Evergreen Hotel does not have any local landmark status.

Comment 15-9: If Westchester County Historic Society finds no historical value at a county level then can the Town of Cortlandt historical society evaluate the property for local historical value? (Healey 179)

Response 15-9: The Evergreen property is privately owned. The Town does not have any local laws that would require private property owners to preserve historic structures not designated as historic by the State or Federal government.

CHAPTER 16 – VISUAL RESOURCES

Comment 16-1: That picture that 202 is going to look at the end of Buttonwood. It looks like something that you would see driving down one of those main roads in Florida. (Russo 009)

Response 16-1: The layout of the site has been designed to create a sense of place by providing public amenities, exemplary architecture, and landscaping features. Connectivity between the hospital and the other campuses will be enhanced by the streetscape treatments included as part of the development. New sidewalks, street trees, wayfinding signage, benches and LED lighting will be added to the Route 202/Crompond Road frontage to improve walkability and enhance the pedestrian experience.

Comment 16-2: What quality of life improvements would result from limiting visual consistency of MOD components with the commercial visual character of "surrounding MOD uses" to only those MOD components sited directly on Route 202/35?

What quality of life improvements would result from a visual presentation of MOD components closest to adjacent residential properties (and furthest from Route 202/35) to be consistent with the visual and community character of the adjacent long-standing residential neighborhoods? (Weinberger 125)

Response 16-2: No significant adverse visual impacts were identified from the proposed MOD. While the MOD will result in visual changes to the Route 202/Crompond Road frontage the proposed changes would not be inconsistent with the existing hospital campus and would not be expected to result in any significant adverse visual impacts to the surrounding residential uses.

Comment 16-3: Large parking lots with hundreds of spaces are located along property boundaries of residential neighborhoods in both the Evergreen and Gyrodyne proposals, placing burden of unpleasant visual elements on residents. Examples include:

The Evergreen Residential Facility at Full Build Out will proposed to have a parking lot that accommodates a maximum of 214 parked cars (DGEIS Appendix 112, p. 778) located in close proximity to Tamarack Drive residents' homes.

The Gyrodyne proposals also place numerous parking spots as well as new construction adjacent to homeowners both on Buttonwood Avenue and on Lafayette Avenue. (Weinberger 125)

Response 16-3: Under the revised Gyrodyne Development Plan, the property line setbacks have been increased, the landscaped buffer areas enlarged, and natural areas preserved. Combined, these elements would create significant buffers and space between the Proposed Development Project and the surrounding residential uses. The surface parking area proximate to Buttonwood Avenue would be entirely screened by deciduous and evergreen trees and not visible from the street. This combination of plant selection would provide for overlapping screening, as well as seasonal coverage. With regards to the Evergreen site, see DGEIS Chapter 16 "Visual Resources" to review Figures 16-10 through 16-15 of the visual simulations for the Evergreen Manor site and the narratives for each figure beginning on page 16-5 of the chapter. The parking lot in question will service the proposed 166 unit apartment building. In order to lower the finished floor elevation of the building it was shifted forward on its parcel and the parking area was located to the rear of the structure. There six (6) homes on Tamarack Drive and one (1) on Cypress Lane that share a property line with the proposed parcel of the apartment building. Depending on their location, the first floor elevation elevations of these homes range from 10 to 15 feet higher than the proposed top of wall elevation of the retaining walls shown with the parking lot.

The proposed landscape plan and lighting plan provide vegetated buffer screenings and safe lighting techniques. The Evergreen Manor Lighting Plan will provide safety in evening hours and will be appropriately scaled and designed to have little visual impact on surrounding areas. Parking areas will utilize appropriately-scaled lights that will be selected to complement the architecture. These fixtures incorporate LED bulbs and

optical systems to uniformly distribute light downward. The light distribution pattern will be directed downward towards proposed interior driveways, walkways and parking areas. Building mounted LED-lighting fixtures will be installed adjacent to doorways to provide general lighting at the building entryways for safe ingress and egress to buildings. Where practicable, motion controls and dimmers may be utilized to reduce the amount of lighting in areas where full lighting may not be necessary all night.

Comment 16-4: I request that the town code be developed in greater detail regarding the total height of a structure. My understanding is it is restricted to 60 feet. I request that this be modified to include structures placed on rooftops, including stairwells, elevator shafts, and HVAC equipment. This will help us limit the overall height of the proposed buildings. (Mariutto 130)

Response 16-4: Comment noted.

Comment 16-5: Light and Noise Pollution – Hotel, Restaurant, Apartments, etc. all require intense lighting, parking lot lights, all day and night. (Sanders 136)

Response 16-5: In response to comments made during the DGEIS/DEIS public hearings and comment period, VS Construction has proposed modifications to the Evergreen Manor Project that include the elimination of the proposed hotel and the commercial building comprised retail use and medical/dental lab space. As discussed in the DGEIS Chapter 16 "Visual Resources", the Evergreen Manor Project, the Lighting Plan will include fixtures the provide safety in evening hours and will be appropriately scaled and designed to have little visual impact on surrounding areas. Parking areas will utilize appropriately-scaled lights that will be selected to complement the architecture. These fixtures incorporate LED bulbs and optical systems to uniformly distribute light downward. The light distribution pattern will be directed downward towards proposed interior driveways, walkways and parking areas. Building mounted LED-lighting fixtures will be installed adjacent to doorways to provide general lighting at the building entryways for safe ingress and egress to buildings. Where practicable, motion controls and dimmers may be utilized to reduce the amount of lighting in areas where full lighting may not be necessary all night.

Comment 16-6: Mention was made briefly about safety from crime with well-lit parking lots. The residents who will find their homes lit brightly by the lights of an adjacent parking lot to their property will be ill served. (Rogerson 138)

Response 16-6: The lighting fixtures adjacent to neighboring properties are proposed to be 14 feet tall or less light poles which will be set back away from the

property line adjacent to the curb, thus minimizing potential lighting impacts to neighboring properties.

The parking lot lighting will utilize appropriate optics which disperse the lighting into the property and provide advanced cut-off techniques drastically reducing light trespass behind the light pole. Additionally, the lighting will utilize a lighting control system to moderate light intensity and duration of illumination.

Comment 16-7: There is already considerable visual pollution in the way of electrical equipment along this road, I can only imagine what would need to be added to this already grossly overloaded and antiquated system for this complex! (Rogerson 138)

Response 16-7: As required in the MOD to reduce the potential for visual and community character impacts, any new energy service or telecommunications connections would be required to be placed underground in the manner prescribed by the Town or service provider.

Comment 16-8: I implore you to reconsider using the land on Buttonwood Avenue as a parking surface. Not only would it be in violation of the town's MOD Zoning Ordinance, but the effects it would have on the residents of Buttonwood Avenue would be both "undue" and "adverse." (Doerr 146)

Response 16-8: Comment noted. Under the revised Gyrodyne Site Plan, the property line setbacks have been increased, the landscaped buffer areas enlarged, and natural areas preserved. Combined, these elements would create significant buffers and space between the Proposed Development Project and the surrounding residential uses. The surface parking area proximate to Buttonwood Avenue would be entirely screened by deciduous and evergreen trees and not visible from the street. This combination of plant selection would provide for overlapping screening, as well as seasonal coverage.

Comment 16-9: Utilities should be underground. Burying of existing utilities fronting the site should be explored to remove roadside hazards and improve appearance of site. (Farrell 154)

Response 16-9: As required in the MOD, to reduce the potential for visual and community character impacts, any new energy service or telecommunications connections would be required to be placed underground in the manner prescribed by the Town or service provider.

Comment 16-10: Light and noise pollution are issues as well. (Kaufman 160)

Response 16-10: Lighting will provide safety in evening hours and will be appropriately scaled and designed to have little visual impact on surrounding areas. Parking areas will utilize appropriately-scaled lights that will be selected

to complement the architecture. These fixtures incorporate LED bulbs and optical systems to uniformly distribute light downward. The light distribution pattern will be directed downward towards proposed interior driveways, walkways and parking areas. Building mounted LED-lighting fixtures will be installed adjacent to doorways to provide general lighting at the building entryways for safe ingress and egress to buildings. Where practicable, motion controls and dimmers may be utilized to reduce the amount of lighting in areas where full lighting may not be necessary all night.

As shown in Table 13-6 of the DGEIS, noise levels in the future with the full build out of the DGEIS development programs (which are larger in size, scope and intensity compared to the current development programs) would be similar to existing conditions at the analyzed noise receptor locations. The projected noise level increments compared to existing noise levels would be less than 3 dBA in the future with the DGEIS development program, which would be considered imperceptible and not a significant impact according to NYSDEC noise impact criteria. Noise Exposure at residences included in the development program would not result in a significant adverse impact.

In terms of construction noise, activities would comply with the hour limitations in the Town of Cortlandt Noise Control Law §197-16 to minimize noise intrusion from construction activities during weekends and nights when most families are at home. 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 sensitive receptors for only a limited period of time, it is the Applicant's belief that the potential noise generated by construction of the proposed developments would not create a significant adverse noise impact.

Comment 16-11: The elevation from 202 to the top of Lafayette Avenue, you're probably looking at between 60 and 100 feet. And when you look at the drawing that the – there is no – everything shown in very low. And that would not be the case. You would have buildings that would basically – on the – on – on the other side of 202, that would be twice as high as the hospital. If they're built up on the top of the ridge. Up at the top Cortlandt Manor – Cortlandt Avenue. So I just want you to be aware of that. That those drawings are not accurate in the sense they are not showing any elevation. Those drawings that were shown to us shows everything at a level down 202. And, obviously, you got buildings that go all the way back of the property. And those buildings would be up on the top of the ridge. So being up on top of the ridge, you would have buildings that are, what, four to five stories high. Those buildings would be sitting at the same

level or higher than the hospital. And I think that would really – affect the look of our neighborhood. (Connor 195)

Response 16-11: Both the Gyrodyne Medical Office Site Plan and the Alternative Mixed-Use Site Plan meet all setback, buffering and screening requirements contained within the MOD District. Further, the building setbacks to the adjoining residential properties have been significantly increased from the DGEIS Plan to the current Medical Office Site Plan and Alternative Mixed-Use Site Plan. The DGEIS multi-family residential building was proposed with a 29.7-feet property line setback; the proposed medical office building from the revised Gyrodyne Medical Office Site Plan will have a property line setback of 174.5-feet to the south bordering residential property. In addition, compared to the DGEIS Plan, landscape buffers are significantly expanded and preserved to the Buttonwood Avenue homes adjacent to Orchard lake. The proposed landscape buffers are approximately 18 times greater than the DGEIS Plan.

A visual analysis for the Evergreen Manor Project, with renderings, from the intersection of Route 202/35/Crompond Road and Lafayette Avenue was presented in Figure 16-8 of the DGEIS in Chapter 16 "Visual Resources". This view shows the proposed Evergreen Manor Project looking to the southeast along Crompond Road near the intersection of Lafayette Avenue. The proposed restaurant building is in the foreground approximately 150 feet from this vantage point. The assisted living building and residential buildings are located over 800 feet from this vantage point.

Comment 16-12: The pictures that the developers showed during the presentation look nothing like the Town of Cortlandt. What will be done to make the development more suburban. If I wanted to live in lower westchester I would have moved there. (Dominguez 029)

Response 16-12: The layout of the site has been designed to create a sense of place by providing public amenities, exemplary architecture, and landscaping features. Connectivity between the hospital and the other campuses will be enhanced by the streetscape treatments included as part of the development. New sidewalks, street trees, wayfinding signage, benches and LED lighting will be added to the Route 202/Crompond Road frontage to improve walkability and enhance the pedestrian experience.

Comment 16-13: There will be lights used to illuminate the parking lot. This will again have an undue effect on my home, as lights will be visible, and most likely pointed in towards my home. (Doerr 146)

Response 16-13: "The lighting fixtures adjacent to neighboring properties are proposed to be 14 feet tall or less light poles which will be set back away from the property line adjacent to the curb, thus minimizing potential lighting impacts to neighboring properties.

The parking lot lighting will utilize appropriate optics which disperse the lighting into the property and provide advanced cut-off techniques drastically reducing light trespass behind the light pole. Additionally, the lighting will utilize a lighting control system to moderate light intensity and duration of illumination."

Comment 16-14: Are the renderings of the properties, buildings and parking areas presented for viewing drawn to scale and correctly orientated? (Parish 074)

Response 16-14: Yes, drawings are properly scaled and orientated.

Comment 16-15: What buffer zone for safety and privacy has Cortlandt Manor proposed between the adjoining residential and the MOD properties? (Parish 074)

Response 16-15: As shown on Figure 16-19, Landscape Plan, evergreen, deciduous, and flowering trees and shrubs are proposed throughout the Evergreen Manor Project to provide both screening and visual interest from within and outside of the Property. Further, existing vegetation would be maintained between the proposed assisted and independent living facility and the eastern property boundary, and further south near the wetlands.

Comment 16-16: Property views will surely be impacted. It's one thing to view your neighbor's house, which is what is expected, vs. viewing a hotel, commercial building or high rise building. (Parish 074)

Response 16-16: The MOD Zoning Ordinance restricts building heights to a maximum of 60 feet, or 5-stories. Please note, the Evergreen Manor Project has been updated to remove the proposed hotel and commercial space, as well as reduce the retail space. As discussed in the DGEIS Chapter 16 "Visual Resources", Figures 16-10 through 16-15 presented visual simulations for the Evergreen Manor site and the narratives for each figure beginning page 19 of the chapter. As shown on Figure 16-19, Landscape Plan, evergreen, deciduous, and flowering trees and shrubs are proposed throughout the Evergreen Manor Project to provide both screening and visual interest from within and outside of the Property. Existing vegetation would be maintained between the proposed assisted and independent living facility and the eastern property boundary. In response to comments made during the DGEIS/DEIS public hearings and comment period, VS Construction has proposed modifications to the Evergreen Manor Project that include the elimination of the proposed hotel and commercial space, as well as a reduction in the retail space.

Comment 16-17: With their establishment, lighting pollution for buildings and parking is expected. Has Cortlandt Manor proposed lighting limitations to reduce the pollution? (Parish 074)

Response 16-17: The Planning Board as part of their review will require the applicants to provided a photometric plan showing that the proposed development would not result in light spillover to neighboring properties. In addition, the Planning Board will require all lighting fixtures to be downward directed and use fill cut-off technology.

Comment 16-18: While the hospital may be five stories, the hospital is also in a hole. All this other land is already elevated above the street; so we're looking at probably seven, eight stories above street level. (Cassidy 115)

Response 16-18: "In response to community and Town Board input made during the DGEIS public hearing and comment period, the revised Development Plan proposes a reduction in the size and scale of the buildings: The Phase I Development Plan replaces the previously proposed 4-story (60-foot) medical office building with a 3-story (45-foot) medical office building. The Phase II Development Plan replaces the previously proposed 5-story (60-foot) multifamily building with a 3-story (45-foot) medical office building.

The MOD Zoning Ordinance restricts building heights to a maximum of 60 feet, or 5-stories. As discussed in DGEIS Chapter 16 "Visual Resources", Figures 16-10 through 16-15 presented visual simulations for the Evergreen Manor site and the narratives for each figure beginning page 19 of the chapter. Specifically, Figure 16-5 shows a rendering of the anticipated view from Nancy Lane. The homes located on Tamarack Drive currently sit at the highest elevation in relation to the Evergreen Manor Project site. Depending on the locations, the first-floor elevation elevations of the existing homes range from 10 feet to nearly 40 feet higher than the proposed Finished Floor Elevation of the proposed buildings. As shown on Figure 16-19, Landscape Plan, evergreen, deciduous, and flowering trees and shrubs are proposed throughout the Evergreen Manor Project to provide both screening and visual interest from within and outside of the Property."

Comment 16-19: The proposed project also would impose itself right in our backyards visually due to the overall height and limited buffer area to Tamarack. The night time noise and light level will be a constant disturbance to the community resident's sleep and peaceful enjoyment of their property. (Radin 123)

Response 16-19: The MOD Zoning Ordinance restricts building heights to a maximum of 60 feet, or 5-stories. Please note, Evergreen Manor Project has been updated to remove the proposed hotel and commercial space, as well as reduce the retail space. In lieu of these uses, the Amended Plan proposed townhouses. As discussed in DGEIS Chapter 16 "Visual Resources", Figures 16-10 through 16-15 presented visual simulations for the Evergreen Manor site and the narratives for each figure beginning page

19 of the chapter. The proposed buildings have been designed to feature articulated façade elements and neutral color palettes with accent colors to provide complementary design and visual interest. As shown on Figure 16-19, Landscape Plan, evergreen, deciduous, and flowering trees and shrubs are proposed throughout the Evergreen Manor Project to provide both screening and visual interest from within and outside of the Property. Existing vegetation would be maintained between the proposed assisted and independent living facility and the eastern property boundary. The proposed landscape plan and lighting plan provide vegetated buffer screenings and safe lighting techniques. The Evergreen Manor Lighting Plan will provide safety in evening hours and will be appropriately scaled and designed to have little visual impact on surrounding areas. Parking areas will utilize appropriately-scaled lights that will be selected to complement the architecture. These fixtures incorporate LED bulbs and optical systems to uniformly distribute light downward. The light distribution pattern will be directed downward towards proposed interior driveways, walkways and parking areas. Building mounted LED-lighting fixtures will be installed adjacent to doorways to provide general lighting at the building entryways for safe ingress and egress to buildings. Where practicable, motion controls and dimmers may be utilized to reduce the amount of lighting in areas where full lighting may not be necessary all night.

Comment 16-20: The Board requests a 3-D representation be provided to get a better understanding of the impacts of the project. (PlanningBoard 124)

Response 16-20: A three-dimensional model of the Evergreen Manor Project was presented during the public hearings to illustrate an overview of the entire project and provides a bird's eye view of the project.

CHAPTER 17 – HAZARDOUS MATERIALS

Comment 17-1: I know that in these [Gyrodyne] plans, the home on that [Gyrodyne] lot will be taken down and used for the parking lot. So during construction, I don't know the contaminants in that house, if there's asbestos or anything. It's a big health concern for me, as well as the other medical buildings that are right across the lake that will be redone as well. (Doerr 002)

Response 17-1: Based upon the Phase 1A investigation performed on the Gyrodyne site, suspect ACM pipe insulation was observed in the basement of the residence located at 1987 Crompond Road. When development begins on the Gyrodyne site any ACM present in any of the existing structures will be removed by a New York-licensed contractor to eliminate the asbestos in accordance with federal and State regulations.

CHAPTER 18 – CONSTRUCTION

Comment 18-1: I was seeing 7 a.m. to 7 p.m., Monday through Friday [construction hours of operation], also, I think, on Saturday, with no construction on Sundays. A lot of us have young children. I would ask it be cut down to a 6 p.m. cutoff time. And Saturday, maybe start at 9:00 and again to 6 p.m., because it is abutting an R10 District with full residential all the way around this MOD district. (Walsh 003)

Response 18-1: Comment noted. Construction at the Gyrodyne Site will comply with all applicable Town of Cortlandt noise regulations. At this time, the Town has not indicated any plans to change construction hour regulations.

Comment 18-2: There is no information provided about the requirement for a cohesive construction management plan and the DGEIS/DEIS lacks any analysis of the necessity of such a plan as a potential mitigation measure. (Zalantis 156)

Response 18-2: Please see Chapter 18 of the DGEIS. Detailed construction phasing plans have been developed for each proposed development under the MOD.

Comment 18-3: I see this particular project as opening up from the hospital or from the beach shopping center all the way to the Bear Mountain Extension, a pretty needed changes and improvements. (Vesce 185)

Response 18-3: Comment noted.

Comment 18-4: What will happen during the construction. What streets will be impacted with construction vehicles, and for how long will they be in the way of our quality of life? (Dominguez 029)

Response 18-4: Please see Chapter 18 of the DGEIS (and associated construction phasing plan).

Comment 18-5: A massive construction project on Route 202 that will last anywhere from 1-3 years will cripple the flow of traffic. (DiRocco 090)

Response 18-5: Comment noted.

Comment 18-6: Implementation of an 'early phase' before there is a complete plan with well-defined outcomes and final approvals could lead to negative consequences. The early phase could result in start-and-stop work that can become either leverage by developers to pursue undesirable or unapproved outcomes, an incomplete community eyesore or both. (Weinberger 125)

Response 18-6: Comment noted. Phasing was introduced to minimize potential construction-related impacts and associated interruptions to the existing

medical uses. The proposed construction phasing has been designed to balance efficiency with minimizing the potential impacts of each phase. Construction phasing was discussed in Chapter 18 of the DGEIS/DEIS. The first phase of construction will include the Project's main entry road and related stormwater and utility improvements. The next phase contemplates the rental apartments and assisted/independent living. The townhouses and the retail component would be developed in the final phase of the Project. Construction phasing would be further reviewed by the Planning Board during the site plan/subdivision review process for each project submitted as part of the MOD.

Comment 18-7: My biggest concern is that my home on Buttonwood Avenue, which is across the street from the hospital and adjacent to Crompond Road, will be in the 'line of fire' once construction begins. For example, will there be increased traffic on my street as people travel to certain buildings or sites that will be developed under the plan? (Scipio 139)

Response 18-7: The revised Gyrodyne Site Plan/Alternative Site Plan does not propose a publicly accessible vehicular entrance on Buttonwood Avenue. Only an emergency access with a crash gate to Buttonwood Avenue is proposed. Buttonwood Avenue would not be used for site access during construction or operational phases.

Comment 18-8: During construction, we will be living directly next to commercial construction site. This construction in the area next to my home will result in the demolition of the house at 206 Buttonwood Avenue. This will release potentially hazardous contaminants into the area, such as asbestos. Additionally, during construction, the wooded area next to my home will include taking down dozens if not hundreds of trees, which will be constant noise pollution as well. Laying all that asphalt will cause a great deal more noise, and smells that our small children will have to endure. (Doerr 146)

Response 18-8: As described in the DGEIS Chapter 17 "Hazardous Materials," an asbestos survey will be performed to determine if there is any asbestos-containing material (ACM) present in the existing buildings and the removal of any aboveground storage tanks, ACM and other materials within the Gyrodyne Site will be conducted in accordance with applicable local, county and state regulations by licensed contractors, as required. Any required asbestos abatement will be conducted prior to demolition activities.

All construction activities will comply with applicable standards and hours of operation as described in the DGEIS, Chapter 18 "Construction."

Comment 18-9: I heard Mr. Steinmetz mention construction would be done in phases and last approximately 5 years. He said that like it was a good thing! We do

not want to live on a road where trucks are traveling up and down and construction is going on for 5 years! (Colarossi 155)

Response 18-9: Comment noted. While phasing could extend the duration of construction, it would allow greater flexibility of construction operations and reduce the daily intensity of construction activities at the project site.

Comment 18-10: Based upon Gyrodyne, LLC's representation at the public hearing that its construction will not be phased to allow for continued operation and relocation of existing businesses into the new space, there must be analysis of the potential impacts from the interruption in operations or permanent closing of the multiple Hospital-affiliated practices currently located on the project site. (Zalantis 156)

Response 18-10: Comment noted. Phasing was introduced to the revised Gyrodyne Site Plan to minimize potential construction-related impacts and associated interruptions to the existing medical uses.

Comment 18-11: Unimpeded access to the Hospital is of paramount importance and much more detail is necessary to review traffic operations during construction to ensure that there will be no adverse impacts to the Hospital operations or to emergency vehicles' access and/or response times. (Zalantis 156)

Response 18-11: The applicant's will be required to follow all NYSDOT permit requirements during construction and would be required to maintain safe access to the hospital and all other uses within the construction zone.

Comment 18-12: The DEIS assessment of the impact of the Proposed Project on traffic and transportation is in the failure to disclose the transportation impacts of the Proposed Actions. As shown in DEIS, on Page 183, lane closures, signing plans, conflict of construction vehicles with NYPH emergency vehicles etc., are not provided. (Luglio 157)

Response 18-12: The transportation impacts are fully identified and mitigated has been proposed where feasible between the DEIS and the FEIS Supplemental Analyses. Additionally, it is outside the purview of SEQRA to establish the "Work Zone Traffic Control" (WZTC) scheme in a DEIS. WZTC is not a discretionary approval. WZTC is an established component of construction plans that must be reviewed and approved by the entity/entities in charge of the corresponding street network. In this instance, the Town of Cortlandt and the NYSDOT both need to review and approve the future WZTC scheme because the work will involve Town and State roadways. WZTC plans in New York State follow State and federal requirements that stipulate sign types, sign placement, barrier vehicles, arrow boards, flagmen, etc. according to the type of road and environment, and according to the speed limit on each approach to the work zone. Requirements are provided in the National Manual on Uniform Traffic Control Devices; NYS MUTCD Supplement; NYSDOT

Work Zone Traffic Control Manual; and NYSDOT Highway Design Manual. Additionally, WZTC plans typically require the construction manager to alert the local Town, emergency response personnel (i.e. police and fire departments), and affected property owners, multiple days in advance of any planned lane or road closures. Lane and road closures are to be avoided unless completely necessary, and if they are indeed necessary to accommodate construction, the closure(s) typically cannot be in place during traditional peak hour periods. Keeping closures to off-peak hours (e.g. 9:30 a.m. to 3:00 p.m.) minimizes the potential impact to school buses and commuter traffic.

Comment 18-13: Much more information is required with respect to conceptual plans for new traffic signals, potential roadway widening, construction staging, number of locations under construction simultaneously, and overall roadway network operations given many study locations do not include mitigation/improvements. (Luglio 157)

Response 18-13: Construction phasing would be coordinated with the NYSDOT and the Town of Cortlandt prior to the commencement of any roadwork as required by NYSDOT approvals. The majority of the road work will include modifications of the intersections, restriping and paving. Major road relocation work is not proposed for this project. All work will include traffic control during construction including emergency access at all time. The schedule of the work will be coordinated with the Town and NYSDOT.

Comment 18-14: We are already looking at school bus transportation concerns. How can we expect to think about traffic issues due to construction because of the MOD? (Fitzgerald 177)

Response 18-14: Construction phasing would be coordinated with the NYSDOT and the Town of Cortlandt prior to the commencement of any roadwork as required by NYSDOT approvals.

Comment 18-15: Will there be any building or construction around the MOD West of Buttonwood Avenue? If so where and what type? (Fitzgerald 174)

Response 18-15: The Gyrodyne Project is limited to the area east of Buttonwood Avenue.

MISCELLANEOUS

Comment G-1: How did respondents to the 2014 survey define their ‘own neighborhood’?

On what basis does living in the commercialized and relatively high density MOD ‘hamlet center’ adjacent to the NYP-HVHC hospital

campus constitute one's own neighborhood to survey respondents? (Weinberger 125)

Response G-1: The survey prepared for Envision Cortlandt did not include a question that asked the respondents to define their own neighborhood. The proposed MOD was identified in the Town's Comprehensive Plan, Envision Cortlandt, as one of four strategic planning areas in Town where growth and development should be directed due to: 1) the presence of the New York Presbyterian Hospital Campus which provides regional medical services to the surrounding communities and is one of the Town's largest employers; 2) its location on a state highway; 3) its proximity to the City of Peekskill and the Beach Shopping Center. The goal of the MOD was to create a vibrant, compact, mixed-use district centered on the hospital campus where residents could access a range of health services (in partnerships with hospitals and private practices) and where residents seeking to age within the community could access a variety of housing options (within close proximity to medical services) that serve a varied range of income, ages, and family types and meet the needs of residents of all abilities and in all life stages. By creating a walkable and interconnected community where people can live, work, and access services, the objective was to establish a walkable neighborhood center focused on the MOD properties.

Comment G-2: How will the MOD Zoning and Town look across the three major players in the MOD proposal to consider density and commercialization contributions from NYP-HVHC as well as from Evergreen and Gyrodyne? (Weinberger 125)

Response G-2: As part of the SEQR review for any new proposed development within the MOD, the cumulative impacts of the projects will be reviewed and evaluated. The traffic analysis will be required to include the proposed traffic generation for any existing and new projects.

Comment G-3: What specific construction projects will take place on or near my street? Will the expansion zone directly impact this block? (Scipio 139)

Response G-3: Comment is lacking a specific citation (or further detail about streets in question).