

MOD DGEIS/DEIS

Public Comments received through January 2, 2020

Michelle Robbins

From: Michelle Robbins
Sent: Thursday, December 12, 2019 9:32 AM
To: 'yank7894@gmail.com'
Cc: Chris Kehoe; Rosemary Boyle Lasher
Subject: RE: MOD

Dear Ms. Seidler,

Thank you for your comments on the Medical Oriented District (MOD) Development Proposal. The Draft Environmental Impact Statement (DEIS) is in the process of being reviewed by Town staff and the involved agencies including the New York State Department of Transportation (NYSDOT) and New York State Department of Environmental Conservation (NYSDEC).

Any questions that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, including yours, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town closes the public hearings on the DEIS.

If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you again for your comments.

From: yank7894@gmail.com [<mailto:yank7894@gmail.com>]
Sent: Tuesday, December 10, 2019 10:31 PM
To: Chris Kehoe
Subject: MOD

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Traffic already can be a problem for people trying to get onto rte 202 which in some instances I have had to wait 5-10 minutes to make a right or a left turn.

Topography can make oncoming traffic not visible for those leaving side streets.

I use rte 202 in order to get to rte 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 rte6. Left hand turn might not be impossible therefore people would have to go thru mohegan lake.

If traffic is backed up, how will this affect people trying to get to the hospital?

How will accidents increase due to the increased traffic?

Rte 202 is also an evacuation route. how will people be able to evacuate if they cannot get onto rte 202?

Jacqui Seidler (resident of 40 years)

Michelle Robbins

From: Michelle Robbins
Sent: Thursday, December 12, 2019 9:25 AM
To: 'Robyn Ruina'
Cc: Rosemary Boyle Lasher; Chris Kehoe
Subject: RE: Route 202

Dear Ms. Ruina,

Thank you for your comment on the Medical Oriented District (MOD) Development Proposal. The Draft Environmental Impact Statement (DEIS) is in the process of being reviewed by Town staff and the involved agencies including the New York State Department of Transportation (NYSDOT) and New York State Department of Environmental Conservation (NYSDEC).

Any questions that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, including yours, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town closes the public hearings on the DEIS.

If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you again for your comment.

From: Robyn Ruina [mailto:robini0902@gmail.com]
Sent: Wednesday, December 11, 2019 12:49 PM
To: mod <mod@townofcortlandt.com>
Subject: Route 202

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

How will the inadequate road be addressed with the proposed development projects?

Michelle Robbins

From: Michelle Robbins
Sent: Tuesday, December 10, 2019 4:36 PM
To: 'martinfitzgerald1@msn.com'
Cc: mod; Rosemary Boyle Lasher; Chris Kehoe
Subject: MOD Questions

Dear Mr. Fitzgerald,

Thank you for your questions on the MOD. I have provided answers to your questions below.

1) Has the Environmental Impact Statement for the MOD been completed?

The Draft Environmental Impact Statement (DEIS) has been completed. The DEIS is in the process of being reviewed by Town staff and the involved agencies including the New York State Department of Transportation (NYSDOT) and New York State Department of Environmental Conservation (NYSDEC). Any questions that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, including yours, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town closes the public hearings on the DEIS.

2) Are Chapter 9 Sewers includes connections for residential hook ups?

The mitigation section of Chapter 9 includes a discussion of off-site sewer connections which could potentially include off-site residential properties.

If you have any other questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you again for your comments.

Michelle Robbins

From: Michelle Robbins
Sent: Tuesday, December 10, 2019 2:09 PM
To: 'chris judis'
Cc: Rosemary Boyle Lasher; Chris Kehoe
Subject: RE: Another vote NO

Dear Mr. Judis,

Thank you for your comments on the Medical Oriented District (MOD) Development Proposal. The Draft Environmental Impact Statement (DEIS) is in the process of being reviewed by Town staff and the involved agencies including the New York State Department of Transportation (NYSDOT) and New York State Department of Environmental Conservation (NYSDEC).

Any questions that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town closes the public hearings on the DEIS.

If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you again for your comments.

From: chris judis [mailto:cjudis@outlook.com]
Sent: Monday, December 09, 2019 10:06 AM
To: mod <mod@townofcortlandt.com>
Subject: Another vote NO

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My name is Christopher Judis. As a busy resident of Cortlandt Manor I can not make the meetings. I would though like to have my voice heard. Although I'm sure this would bring in some revenue....this would be disasterous to our residents who chose to live here to escape "City" living and traffic. I am against it and ask for a NO vote.

Thank you
CHRISTOPHER JUDIS

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Michelle Robbins

From: Michelle Robbins
Sent: Tuesday, December 10, 2019 2:08 PM
To: 'Kacey Kaufman'
Cc: Chris Kehoe; Rosemary Boyle Lasher
Subject: RE: Medical Oriented District

Dear Ms. Kaufman,

Thank you for your comments on the Medical Oriented District (MOD) Development Proposal. The Draft Environmental Impact Statement (DEIS) is in the process of being reviewed by Town staff and the involved agencies including the New York State Department of Transportation (NYSDOT) and New York State Department of Environmental Conservation (NYSDEC).

Any questions that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town closes the public hearings on the DEIS.

If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you again for your comments.

-----Original Message-----

From: Kacey Kaufman [mailto:kaceymf@me.com]
Sent: Friday, December 06, 2019 9:58 AM
To: mod <mod@townofcortlandt.com>
Subject: Medical Oriented District

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

I write to express my strong opposition to the proposed Medical Oriented District plan on 202 near Hudson Valley Hospital. I live near this project and am extremely concerned about the implications of this project's approval. I am extremely disappointed that the Town Of Cortlandt would even consider it. The school tax revenue of this development does not even help Hen Hud school district which obviously is in dire need of alternate means of funding. 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. This will greatly affect the quality of life for those of us who live near the hospital. The people of Cortlandt Manor live here partly for the natural beauty and this development permanently and shamelessly disrupts the beautiful natural landscape of the area. Please please do not approve the MOD plans.

Concerned,
Kacey Kaufman

Sent from my iPhone

Michelle Robbins

From: Michelle Robbins
Sent: Tuesday, December 10, 2019 2:06 PM
To: 'Kathy Farina'
Cc: Chris Kehoe; Rosemary Boyle Lasher
Subject: RE: MOD

Dear Ms. Farina,

Thank you for your comments on the Medical Oriented District (MOD) Development Proposal. The Draft Environmental Impact Statement (DEIS) is in the process of being reviewed by Town staff and the involved agencies including the New York State Department of Transportation (NYSDOT) and New York State Department of Environmental Conservation (NYSDEC).

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If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you again for your comments.

-----Original Message-----

From: Kathy Farina [mailto:tangiars@aol.com]
Sent: Sunday, December 08, 2019 8:09 PM
To: mod <mod@townofcortlandt.com>
Subject: MOD

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

This proposed development will have a negative impact on our community. We moved to Cortlandt to get away from the congestion of the city and now you are putting it in our back yard. We do not need a hotel and an apartment building here. Come on now. I can see the need for senior/assisted living facility. Do not overdo it. A huge development will hurt our home values.

Sent from my iPhone

Michelle Robbins

From: Michelle Robbins
Sent: Tuesday, December 03, 2019 3:50 PM
To: 'sara weaver'
Cc: Chris Kehoe; Rosemary Boyle Lasher
Subject: RE: Stenographer's notes from 11/19

Hi Sara,

The stenographer's transcript is now posted to the MOD website.

Website link: <http://www.townofcortlandt.com/cn/webpage.cfm?tpid=16459>

Transcript link:
[http://www.townofcortlandt.com/documents/mod/mod_seqr_dgeis_deis_local_law_\(11_19_2019\)fi.pdf](http://www.townofcortlandt.com/documents/mod/mod_seqr_dgeis_deis_local_law_(11_19_2019)fi.pdf)

Please let me know if you need any additional information.

Thank you.

Michelle Robbins
914-467-9168

From: sara weaver [mailto:weaversmt@gmail.com]
Sent: Friday, November 22, 2019 5:13 PM
To: mod <mod@townofcortlandt.com>
Subject: Stenographer's notes from 11/19

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am looking for the stenographer's notes from the 11/19 on the towns website and cant find them posted.

I was hoping you could direct me to that link as I know in the hearing it was stated it would be posted.

Thank you!

Sara

Michelle Robbins

From: Michelle Robbins
Sent: Tuesday, December 03, 2019 11:31 AM
To: 'Louis Ortiz'
Cc: Rosemary Boyle Lasher; Chris Kehoe
Subject: RE: MOD Development Concerns

Dear Mr. Ortiz,

Thank you for your comments on the Medical Oriented District (MOD) Development Proposal. The Draft Environmental Impact Statement (DEIS) is in the process of being reviewed by Town staff and the involved agencies including the New York State Department of Transportation (NYSDOT) and New York State Department of Environmental Conservation (NYSDEC).

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Thank you again for your comments.

-----Original Message-----

From: Louis Ortiz [mailto:madlou24@aol.com]
Sent: Tuesday, November 26, 2019 8:32 PM
To: mod <mod@townofcortlandt.com>
Subject: MOD Development Concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good evening Town of Cortlandt Board Members,

My name is Louis Ortiz and I live at 202 Buttonwood Avenue. I am writing to express some concerns I have about the proposed MOD developments.

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 .

Issue #2 is 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?

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.

Issue #4 - one of the reasons we relocated to Cortlandt Manor was its suburban serenity. Seeing that we both work in the city with a lot of traffic and noise it always feels good to come home. 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.

We sincerely hope and pray that you read this and take into consideration our concerns. If you could address any of our concerns listed above, we would greatly appreciate it.

Regards,

Louis and Vanessa Ortiz
202 Buttonwood Avenue
Cortlandt Manor, NY 10567

Michelle Robbins

From: Michelle Robbins
Sent: Tuesday, December 03, 2019 11:28 AM
To: 'Sheehy, Lori J.'
Cc: Chris Kehoe; Rosemary Boyle Lasher
Subject: RE: PUBLIC HEARING MOD COMMENTS

Dear Ms. Sheehy,

We have received your comments on the Medical Oriented District (MOD) Development Proposal. The Draft Environmental Impact Statement (DEIS) is in the process of being reviewed by Town staff and the involved agencies including the New York State Department of Transportation (NYSDOT), New York State Department of Environmental Conservation (NYSDEC) and the Office of Parks Recreation and Historic Preservation (OPRHP).

Any questions that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, including yours, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town closes the public hearings on the DEIS.

If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you for your comments.

From: Sheehy, Lori J. [mailto:LSheehy@HoulihanLawrence.com]
Sent: Friday, November 22, 2019 11:15 PM
To: mod <mod@townofcortlandt.com>; Linda Puglisi <lindap@townofcortlandt.com>
Subject: PUBLIC HEARING MOD COMMENTS

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

11/19/2019 MOD PUBLIC HEARING

My name is Lori (Puff) Sheehy, eldest grandchild of James Dempsey. My address is 252 Lafayette Avenue, Cortlandt Manor, NY. My heritage in this area goes back at least six generations. I grew up at 116 Depew Street and when not there, spent my days at my grandfather's home at 1992 Crompond Road (Dempsey House). I am a 37-year Realtor and pride myself on my passion for my community and the lifestyle it provides. I am also a trustee for the Peekskill Museum. You might want to take a look at my recent program, "Peekskill in Postcards; Then & Now" to really understand my passion for the place I call home, "Peekskill/Cortlandt".

These are just some of my thoughts on the what was presented at the above referenced Public Hearing:

QUALITY OF LIFE

Unlike some of the other speakers, I did not move here for this lifestyle... I was born here and stayed here because of the existing lifestyle.

FLORA/FAUNA

If I recall correctly, I heard mention of an invasive species being removed. What were they referring to?

I have 1.32 acres and welcome/feed a host of wildlife each and every day. The list below are creatures known to frequent my property.

- Birds (including the lesser seen Brown-headed cowbird and Rose-breasted Grosbeak)
- Bobcat (rare)
- Chipmunks
- Coyote (rare)
- Deer
- Falcons
- Hawks
- Opossum
- Racoons
- Skunks
- Snakes
- Squirrels
- Turkey
- Turtles

I have feeders and a troth for deer as they too are seeking a safe haven.

LAFAYETTE - LENT CEMETARY

Adjoins my property and has been completed neglected. Maybe some effort could be put into preserving our heritage vs destroying it.

LAFAYETTE TRAFFIC

- I walk 3 miles daily. I can no longer walk Lafayette as it is too dangerous. Too much traffic and vehicles traveling too fast. I have resorted to walking Cortlandt Estates in fair weather and the Jefferson Valley Mall in poor weather.
- I am lucky, I DO NOT have to cross the street to retrieve my mail.

202 TRAFFIC

I used to commute Crompond/202 to the Taconic Southbound daily. I now commute Crompond/202 to the Taconic Northbound. Either way, it's a nightmare. Route 6 Eastbound at the Cortlandt Town Center is also a nightmare. Congestion and long wait times almost all the time on both Route 6 and

Crompond/202. 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.

RETAIL/RESTAURANTS

Take a 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.

HOTEL

Don't see the need 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.

HISTORIC REFERENCE (click or copy links to read FULL VERSIONS)

<https://www.thedailycortlandt.com/>

"This town has many historical stories entwined with it, which creates a larger presence in American history.

Many notable Revolutionary War events happened in Cortlandt. Benedict Arnold met Major Jon Andre (Britain) at The Cortlandt Manor to discuss plans for treason against The United States. "Washington's Hill" is where French and American troops met to declare victory against Britain. Washington was known to have stayed here on occasion, after the war, and give morning prayer services at The Old St. Peter's Church when in town".

<http://www.hudsonriver.com/river-towns/westchester-county/cortlandt-ny>

"One of the largest municipalities in Westchester County, The Town of Cortlandt encompasses two incorporated villages, several hamlets and even more neighborhoods. Each has distinctive characteristics, but they are united by their magnificent common heritage".

<http://www.townofcortlandt.com/FCpdf/Historical%20Roads%20Draft.pdf>

"Survey and Assessment of Historic Roads", Town of Cortlandt, Westchester County, New York, January 2007 (beginning on page 42):

"Lafayette Avenue is one of the shorter roadways considered in this survey. The 1798 map of the town illustrates an unnamed road that roughly corresponds to it plus an extension to the south that corresponds to portions of present-day Maple Avenue and Furnace Woods Road, terminating at Watch Hill Road on its southern end. The thoroughfare was previously known as "Jocky Town Road" due to horse races held in Pleasantville, which it traversed. After the Revolutionary War its name was changed in honor of General Lafayette, who camped along it during a winter offensive. By definition then, this roadway can be categorized as historic due to this association as well as its earlier use. The Historic Roads Advisory Committee asked that this road be added to the list of those to be surveyed and rated its Integrity as 3. Beginning at the northern end of Lafayette Avenue, the following observations were made: The view south from the north end of Lafayette Avenue shows the familiar pattern of rubblestone walls along the Lafayette right-of-way. Mature trees evenly spaced along the stone walls reinforce the image of former farm fields, now overgrown, which were prevalent in the area. The road width is about 24 feet wide, currently a standard width for town roadways".

IN CLOSING, LET ME STATE CATIGORICALLY "WE DON'T WANT TO BE ANOTHER MT KISCO"!!!

Reminder: email is not secure or confidential. Houlihan Lawrence will never request that you send funds or nonpublic personal information, such as credit card or debit card numbers or bank account and/or routing numbers, by email. If you receive an email message concerning any transaction involving Houlihan Lawrence, and the email requests that you send funds or provide nonpublic personal information, do not respond to the email and immediately contact Houlihan Lawrence. To notify Houlihan Lawrence of suspected email fraud, contact: fraudalert@houlihanlawrence.com or call 914-273-4357.

Michelle Robbins

From: Michelle Robbins
Sent: Tuesday, December 03, 2019 11:25 AM
To: 'Bob Cusick'
Cc: Chris Kehoe; Rosemary Boyle Lasher
Subject: RE: MEDICAL ORIENTED DISTRICT

Dear Mr. Cusick,

We have received your comments on the Medical Oriented District (MOD) Development Proposal. The Draft Environmental Impact Statement (DEIS) is in the process of being reviewed by Town staff and the involved agencies including the New York State Department of Transportation.

Any questions that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, including yours, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town closes the public hearings on the DEIS.

If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you for your comments.

From: Bob Cusick [mailto:robertcusick@cs.com]
Sent: Monday, November 25, 2019 10:20 AM
To: mod <mod@townofcortlandt.com>; Linda Puglisi <lindap@townofcortlandt.com>
Cc: lccusick@cs.com; pcannizzo@ii-ltd.com
Subject: MEDICAL ORIENTED DISTRICT

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Supervisor Puglisi et al,

I am writing in regard to the proposed development proposed for the Lafayette/Route 202 site.

First of all, the lack of notice to the community points to a hush & rush job - clearly the nearby residents would be up in arms over this proposal.

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.

Currently, it is dangerous to try to turn onto 202 from Dimond, even without the proposed monstrous development. Furthermore, 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.

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.

The earlier proposal for residential only units the undeveloped property on the east side of Lafayette (with one house) was far more sensible than this mega-deal – expected to generate more than 650 trips in a.m. peak and 1,000+ during p.m. peak.

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.

Anyone who votes for this, or grants exception to zoning density because of the potential future tax revenue "after abatements", should be prepared to lose their jobs in public service.

Our family stand firmly against this proposal and hope we can count on our elected officials to do the same.

Thank you,
Bob Cusick

Michelle Robbins

From: Michelle Robbins
Sent: Tuesday, December 03, 2019 11:40 AM
To: 'Sarah Edwards'
Cc: Chris Kehoe; Rosemary Boyle Lasher
Subject: RE: MOD effects to our us and our property 217 Lafayette avenue, plus invitation

Dear Mr. and Mrs. Edwards,

Thank you for your additional comments on the Medical Oriented District (MOD) Development Proposal. I will make sure the Town Board receives your comments and invitation.

The Draft Environmental Impact Statement (DEIS) is in the process of being reviewed by Town staff and the involved agencies.

As I mentioned previously, any questions that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, including yours, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town closes the public hearings on the DEIS.

If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you again for your comments.

From: Sarah Edwards [mailto:sarahedwards1@verizon.net]
Sent: Monday, November 25, 2019 9:26 AM
To: Linda Puglisi <lindap@townofcortlandt.com>; mod <mod@townofcortlandt.com>
Subject: MOD effects to our us and our property 217 Lafayette avenue, plus invitation

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please find attached our further comments following last weeks meeting on the MOD project that relate specifically to us and effects on our life and property. **We also extend an open invitation to Linda Puglisi** and members of the town board to visit our property which will be bordered on two sides by the development in order to view the proposed sites from arguably the best perspective. The issue of land available and scale are clearly visible from the elevated position of our property.

Sincerely

Sarah and David Edwards

Sarah and David Edwards

Tel: 914 486 1846

217 Lafayette Avenue

Cortlandt Manor NY 10567

Email: Sarahedwards1@verizon.net

Further to our recent letter in which we commented on the potentially calamitous effects of the proposed MOD development on the community, the environment and the local wildlife of Cortlandt Manor, we have further comments and questions which relate specifically to us, our home and quality of life.

This project will border our property on two sides. Arguably, we are to be one of the residents most greatly affected by any construction and resulting development. The proposed changes to the landscape and the introduction of large buildings, more cars and more people are quite frankly horrifying to us.

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 increase hugely with further development of the site, especially on the suggested scale.

- 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?
- 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?
- 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.
- How will they maintain or improve our remaining privacy and quality of life?
- What are the proposed buffering zones between our properties? Are they going to plant trees and shrubs to create an attractive and sustainable border? Will it be enough to make up for the huge areas of habitat they are proposing to destroy?
- 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?

It remains of considerable concern to us that consideration of this huge project, one that will change our home and environment in such a massive way, surrounding us on two sides, changing the landscape and covering areas of great scenic value to our property, has got so far with us only recently being made aware of it, and without any consultation whatever with us regarding impacts and proposed safeguards.

Additionally we would like to extend an invitation to Linda Puqisi and members of the town board to visit our property to view the potential site. This would be not only to see first hand just how greatly the proposed project will effect us and our neighbors. Our property is on an elevated piece of ground and offers arguably one of the best views of the oversized scale of the proposed site. Anyone considering this project needs the best perspective of the site and we would argue that our address does offer this. Come and appreciate the wildlife, space and natural beauty that will be irrevocably lost if this project goes ahead as planned.

We TRUST that our questions and comments will be given serious consideration and we request that we receive responses to our specific questions relating to the proposal and our property and borders. We also welcome site visits as proposed by anyone from the town involved in the planning and sanctioning of this project.

Sincerely

Sarah and David Edwards

Michelle Robbins

From: Michelle Robbins
Sent: Monday, November 25, 2019 3:48 PM
To: 'Frank Dominguez'
Cc: Chris Kehoe; Rosemary Boyle Lasher
Subject: RE: Questions to be answered

Dear Mr. Dominguez,

Thank you for your comments on the Medical Oriented District (MOD) Development Proposal. The Draft Environmental Impact Statement (DEIS) is in the process of being reviewed by Town staff and the involved agencies including the New York State Department of Transportation.

Any questions that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, including yours, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town holds the initial public hearings on the DEIS.

If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you again for your comments:

-----Original Message-----

From: Frank Dominguez [mailto:frankdnyc@yahoo.com]
Sent: Friday, November 22, 2019 10:00 PM
To: mod <mod@townofcortlandt.com>
Subject: Questions to be answered

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Frank Dominguez
16 Damian way/ off of Lafayette Ave

The assistant town planner spoke about "housing options". Does this include "affordable housing, low income housing or section8"? If so why?

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?

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"?

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?

Who is going to be paying for the maintenance of the properties. Street cleaning, lighting maintenance, garbage/recycle ect?

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?

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?

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.

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?

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?

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. It looks terrible.

Will there be any type of drug treatment facilities, methadone facilities, mental treatment centers or anything on these developments?

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?

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?

Were there any political contributions given from the developers or sellers to any of the panel members? If so to who, and how much?

I'm really sorry if my questions make anyone upset. I just spent my whole life savings to purchase this house which wasn't cheap. I could have moved all over the county or stayed in the city but we chose Cortlandt Manor to get away from this exact thing. We wanted great leadership, great schools, and the we loved the rural area that surrounds the home. Anyone who votes for this is not with the people of Cortlandt Manor. We will not forget in the next election cycle. Please ensure that these questions get answered, and have a blessed Holiday season.

Sent from my iPhone

Michelle Robbins

From: Michelle Robbins
Sent: Tuesday, December 03, 2019 4:08 PM
To: 'Maria Larish'
Cc: David Larish; Chris Kehoe; Rosemary Boyle Lasher
Subject: RE: David Larish

Dear Ms. Larish,

Thank you for your comments on the Medical Oriented District (MOD) Development Proposal. The Draft Environmental Impact Statement (DEIS) is in the process of being reviewed by Town staff and the involved agencies including the New York State Department of Transportation (NYSDOT) and New York State Department of Environmental Conservation (NYSDEC).

Any questions that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, including yours, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town closes the public hearings on the DEIS.

If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you again for your comments.

-----Original Message-----

From: Maria Larish [mailto:marialarish@icloud.com]
Sent: Thursday, November 21, 2019 9:25 PM
To: mod <mod@townofcortlandt.com>
Cc: David Larish <dm1116@optonline.net>
Subject: David Larish

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To the Town Supervisor, Ms. Pulgisi , and Town Board,

I am a resident at 264 Buttonwood Ave., Cortlandt Manor, and was present at MOD Public Hearing of November 19th. I understand the need for a "medical facility" to address the needs of the Cortlandt community however, 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.

Property values will be affected adversely and the wildlife habitat will forever be destroyed. Therefore, I request a study of the effect of this project on property values on Buttonwood Ave and Lafayette Ave. A second study of the project's effect on wildlife.

In addition, the water table on Buttonwood Avenue is very high. A third study is required to determine the project's effect on the water table on Buttonwood Avenue and Lafayette Ave.

Thank you for your time and attention to my concerns.

Regards,

David Larish
264 Buttonwood Avenue
Cortlandt Manor, NY 10567

Michelle Robbins

From: Michelle Robbins
Sent: Thursday, November 21, 2019 11:35 AM
To: 'Peter Ruller'
Cc: Chris Kehoe; Rosemary Boyle Lasher
Subject: RE: Envision Cortlandt

Dear Mr. Ruller,

Thank you for your comment on the Medical Oriented District (MOD) Development Proposal. A Draft Environmental Impact Statement (DEIS) has been completed for this project and is in the process of being reviewed by Town staff and the involved agencies. The DEIS is required to study all potential environmental impacts of this proposed project including impacts related to infrastructure and utilities such as sewer and water. The DEIS is currently posted on the Town's website at: www.townofcortlandt.com/mod

Specifically, issues related to sewer infrastructure were analyzed in Chapter 9. Any questions that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, including yours, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town holds the initial public hearings on the DEIS.

If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you again for your comment.

From: Peter Ruller [mailto:krimegory@gmail.com]
Sent: Tuesday, November 19, 2019 1:45 PM
To: mod <mod@townofcortlandt.com>
Subject: Envision Cortlandt

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Does this mean we will finally get sewers installed up Lafayette Avenue??

Peter Ruller
1 Lyncrest Road (corner of Lafayette Ave.)
Cortlandt Manor

Michelle Robbins

From: Michelle Robbins
Sent: Thursday, November 21, 2019 11:29 AM
To: 'Ida Wise'
Cc: Chris Kehoe; Rosemary Boyle Lasher
Subject: RE: Mod

Dear Ms. Wise-Murray,

Thank you for your comments on the Medical Oriented District (MOD) Development Proposal. The Draft Environmental Impact Statement (DEIS) is in the process of being reviewed by Town staff and the involved agencies including the New York State Department of Transportation.

Any questions that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, including yours, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town holds the initial public hearings on the DEIS.

If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you again for your comments.

From: Ida Wise [mailto:murwise2@verizon.net]
Sent: Tuesday, November 19, 2019 8:24 PM
To: mod <mod@townofcortlandt.com>
Subject: Mod

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Good day,

I heard the recommendations for the traffic improvements on 202. So of which should be I place today. However I still have concerns. 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.

Ida Wise-Murray

Sent from AOL Mobile Mail
Get the new AOL app: mail.mobile.aol.com



November 19, 2019

Supervisor and Town Board
Town of Cortlandt
1 Heady Street
Cortlandt Manor, New York 10567

RE: Proposed Medical Orientated District

Honorable Supervisor Puglisi and Town Board:

On behalf of the 522 members of the Hudson Valley Gateway Chamber of Commerce (HVGCC), this letter is submitted for your consideration.

The HVGCC supports the proposed establishment of the Medical Orientated District (MOD) in the area that surrounds the New York Presbyterian – Hudson Valley Hospital.

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.

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.

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.

Thank you for your consideration.

Sincerely,

Deb Milone
President Hudson Valley Gateway Chamber of Commerce

Hudson Valley Gateway Chamber of Commerce • One South Division Street •
Peekskill, New York 10566 • 914-737-3600 • www.hvgatewaychamber.com

cc: Tom Clerk -
Michael P.
Chris Kibbe

for MOD
for records J.P.

Michelle Robbins

From: Michelle Robbins
Sent: Thursday, November 14, 2019 4:32 PM
To: 'Sarah Edwards'
Cc: Chris Kehoe; Rosemary Boyle Lasher
Subject: RE: Comments and concerns regarding MOD plans

Dear Mr. and Mrs. Edwards,

Thank you for your comments on the Medical Oriented District (MOD) Development Proposal. A Draft Environmental Impact Statement (DEIS) has been completed for this project and is in the process of being reviewed by Town staff and the involved agencies. The DEIS is required to study all potential environmental impacts of this proposed project including natural resources, wetlands, stormwater, visual, traffic, and historic resources, etc. The DEIS is currently posted on the Town's website at: www.townofcortlandt.com/mod

Specifically, issues related to wetlands and natural resources were analyzed in Chapters 5 and 6. Any questions that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, including yours, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town holds the initial public hearings on the DEIS.

If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you again for your comments.

From: Sarah Edwards [mailto:sarahedwards1@verizon.net]
Sent: Wednesday, November 13, 2019 12:41 PM
To: lindaap@townofcortlandt.com; mod <mod@townofcortlandt.com>
Subject: Comments and concerns regarding MOD plans

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please find our comments attached

Sarah and David Edwards

Sarah and David Edwards

Tel: 914 486 1846

217 Lafayette Avenue

Cortlandt Manor NY 10567

Email: Sarahedwards1@verizon.net

To whom it may concern,

Having just recently received information regarding the proposals for the MOD development in our area, we are writing to you as concerned residents with a number of comments and questions regarding the proposal.

Of course we have concerns about the way this development will change the community in which we live regarding traffic, infrastructure and the loss of our open spaces. Our main concerns though surround the question of sustainability and conservation. In particular, concerning the proposed development around the wetland and woodland off of Lafayette Avenue, Buttonwood Avenue and around Orchard Lake.

We have lived at 217 Lafayette Avenue for about the last 15 years. During that time we have come to really appreciate the natural beauty and wildlife of the area. 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.

The wetland surrounding our property is not only an area of natural beauty, it is 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?

These wetlands are an impressive and vibrant ecosystem. There are vernal pools which support Salamanders, turtles of all kinds including Box Turtles, dragonflies, among a myriad of other insects and of course frogs. The woodland and shrubbery is alive with insect and birdlife throughout the year due to the wild flowers, trees and plants that exist to support them. There are a number of types of bats that call these woods home as well as Owls, Hawks, Hummingbirds, Orioles, Redwing Blackbirds, Woodpeckers (including a pair of pileated) warblers, and too many other wonderful birds to mention.

The added beauty and importance of this particular area of wood and wetland is that it not only supports wonderful birds, insects and reptiles and the usual mammals such as Rabbits, Squirrels, Chipmunks, foxes, Opossums etc. There is a healthy population of the more unusual Red Squirrels there too and we have also seen Grey Fox. Orchard Lake supports ducks, geese and herons, who for the last several years have nested here. We have observed visiting Osprey and muskrats there as well.

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. This is something we cannot afford to do. Once these habitats are destroyed, we have lost them for ever and our community will be much the worse as a result.

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. Trees are after all, the worlds lungs!

The whole area around Lafayette Avenue provides important food and shelter for a whole host of birds mammals insects and reptiles whose numbers we know are dwindling nation and worldwide due to the continued destruction of habitats. We value the ecosystem and natural habitats that surround us and recognize there importance, so much has already been stripped away, the area can't afford to lose anymore. We had no idea that this not only beautiful, but

amazing and vital part of our community was under threat of development and are quite frankly horrified, upset and extremely concerned. We feel strongly that we have been let down by our town, it is frustrating to say the least, that we have only just now been aware of such major and effecting plans. I hope that our comments are read and taken seriously. We will most certainly be attending the public hearing next week to hear if any of these concerns are to be addressed by the town and the developers.

Sincerely

David and Sarah Edwards

Michelle Robbins

From: Michelle Robbins
Sent: Tuesday, November 12, 2019 4:22 PM
To: 'Jeanna Verlin'; mod
Cc: Sean Verlin; Rosemary Boyle Lasher; Chris Kehoe
Subject: RE: Concerned Citizen

Thank you for your comment(s) on the Medical Oriented District (MOD) Development Proposal. A Draft Environmental Impact Statement (DEIS) has been completed for this project. The DEIS is required to study all potential environmental impacts of this proposed project including traffic, stormwater, visual, and historic resources, etc. The DEIS is posted on the Town's website at:

www.townofcortlandt.com/mod

Specifically, issues of Stormwater were analyzed in Chapter 7, Water in Chapter 8 and Sewers in Chapter 9. Any questions that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, including yours, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town holds the initial public hearings on the DEIS. If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you again for your comment(s).

From: Jeanna Verlin [mailto:jegorm107@gmail.com]
Sent: Tuesday, November 12, 2019 11:28 AM
To: mod <mod@townofcortlandt.com>
Cc: Sean Verlin <srverlin@gmail.com>
Subject: Concerned Citizen

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To Whom It May Concern -

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". 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).

Thank you,

Jeanna Verlin

Have YOU HEARD what's coming down the block?

Major development planned for Rte. 202 both sides of Lafayette Ave: Town of Cortlandt "Medical Oriented District"



LOCATION

1985-2003 Crompond Road, Cortlandt Manor
Opposite New York Presbyterian Hudson Valley Hospital, **13.79 acres**

EXISTING CONDITIONS

Existing 2-story Class B Medical Building, 3 residential single family homes and wooded area

PROPOSED PLAN

* Approximately

366 residential dwelling units
120 bed assisted living facility
100-room (52,000 square feet) hotel
718 new residents (+1.7% in town residential population)
563 parking spaces – 383 surface and 180 structured
227,000 square feet of commercial space
15,000 sf of medical/dental lab space
185,000 sf of medical office use
60,000 sf of retail uses, including restaurant space

ESTIMATED TAX REVENUE

\$5.32 million/year

Westchester County: approximately \$537,000
Town of Cortlandt: approximately \$554,000
Lakeland Central School District: approximately \$3.8 million
According to the developers' website: **"Tax abatements have been negotiated on other projects and typically start at 10 years depending on project specifications."**

CONCERNS IMPACTING OUR NEIGHBORHOOD

All information has been taken directly from the Town of Cortlandt's website.

The Proposed Action would result in new development within the MOD Zoning Area at higher densities than allowed under existing zoning. The below highlights are impacts of this Action.

TRAFFIC AND TRANSPORTATION

It is estimated that the full build out of the Proposed Zoning Action (including the MOD Development Plan) would generate approximately **677 net new trips during the weekday AM peak hour** (369 entering, 308 exiting) and **1,012 net new trips during the weekday PM peak hour** (445 entering, 567 exiting).

GEOLOGY, SOILS, AND TOPOGRAPHY

Development actions would **decrease forest cover** on steep slopes, add impermeable surfaces that will **increase peak water flows**, and **increase sedimentation into streams** if shallow soils are eroded off steep slopes. There could also be **increased contaminant concentrations in surface water** by increasing peak flows from impermeable surfaces. The MOD Development Plan as presented herein is estimated to require the **off-site export of some 130,000 cubic yards of excess fill material**, which could potentially result in up to **34 truck trips per day**.

SURFACE WATER RESOURCES AND WETLANDS

Development actions could result in **direct impacts to wetlands and buffers**, add impermeable surfaces that will increase peak water flows into wetlands and waterbodies, and increase sedimentation into streams if shallow soils are eroded off steep slopes. There could also be increased contaminant concentrations in surface water by increasing peak flows from impermeable surfaces.

WATER SUPPLY

The Evergreen Manor Project (east side of Lafayette Ave.) will require a conservatively estimated **average daily water demand of approximately 81,411 gallons per day**. The average daily water usage for the proposed Gyrodyne Project (west side of Lafayette Ave.) is estimated at **53,035 gal./day**. A seasonal irrigation system will contribute an additional water load of approximately **3,037 gal./day** pro-rated over a year.

PUBLIC HEARING

The town has only informed us of the public hearing on 11/19 by placing a small sign at the end of Lafayette Ave. and posting a notice on their website.

Let's show them that we're concerned about the future of our neighborhood by attending to learn more about the plans and express our concerns about this development's impact on our everyday lives.

Tuesday 11/19/19 at 7pm at Cortlandt Town Hall, 1 Heady St.

To read the reports: www.townofcortlandt.com/MOD

Contact Town Supervisor Linda Puglisi at (914) 734-1002 or lindap@townofcortlandt.com with your questions or concerns in advance of the hearing

Comments can also be submitted by email to mod@townofcortlandt.com

DEIS COMMENT PERIOD DEADLINE: December 6, 2019

Michelle Robbins

From: Roseman, Kevin <kmr5@westchestergov.com>
Sent: Thursday, December 19, 2019 11:19 AM
To: Michelle Robbins
Cc: Marissa Tarallo (mtarallo@akrf.com); Griffith, Roger
Subject: RE: Medical Oriented District (MOD) Town of Cortlandt

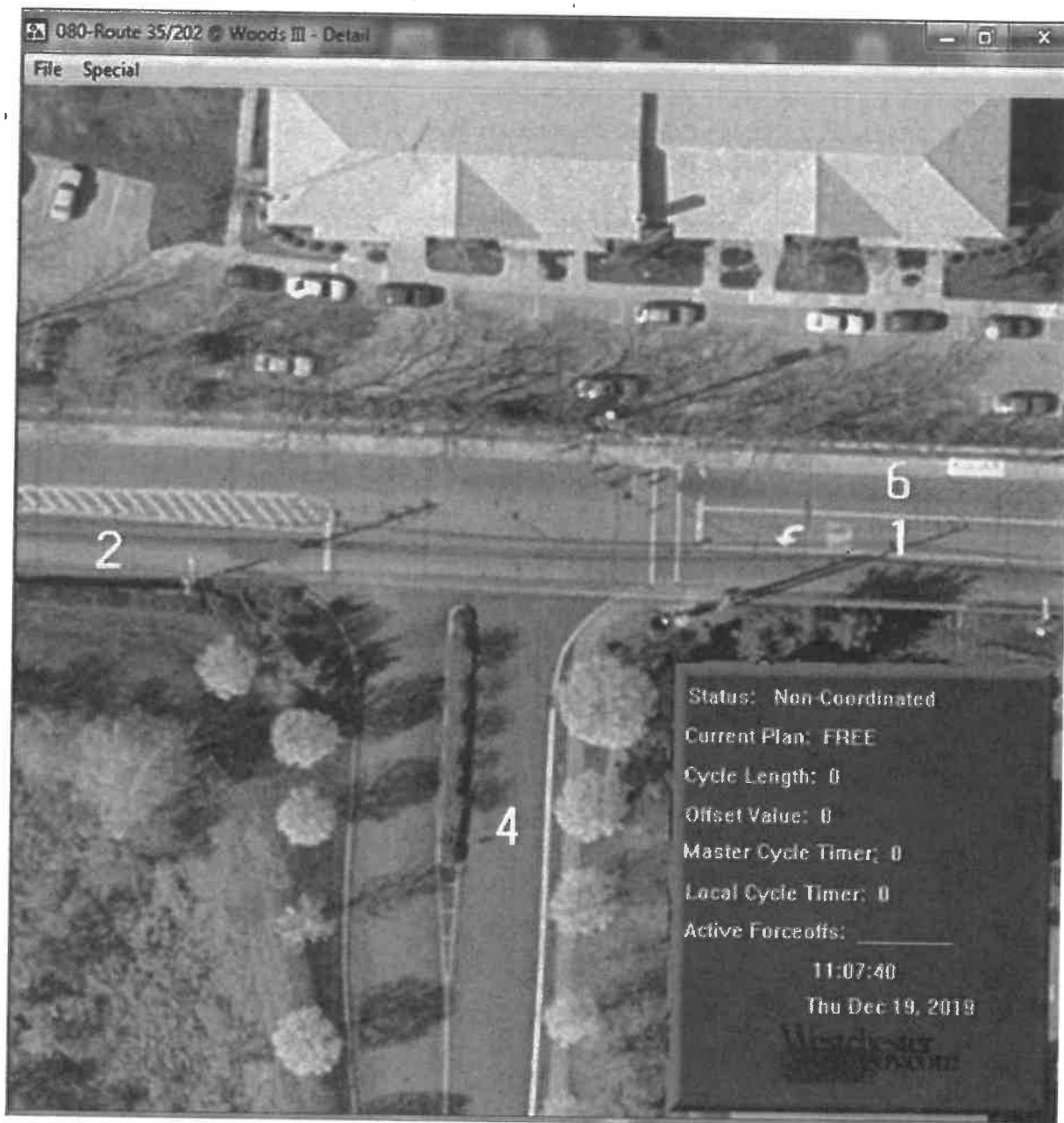
CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Michelle,

I just saw Marissa Tarallo with AKRF this morning and we discussed this project and the signalization/adaptive implications briefly. We probably should meet in the New Year, after I get a chance to review the documents below.

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 III 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.

Thank you.



Kevin Roseman
Traffic Engineer
Westchester County Dept. of Public Works and Transportation
148 Martine Avenue, Suite 400B
White Plains, NY 10601
kmr5@westchestergov.com
(914) 995-4084 - Voice
(914) 995-2558 - Fax

From: Michelle Robbins [mailto:MichelleR@townofcortlandt.com]
Sent: Thursday, December 19, 2019 9:38 AM
To: Roseman, Kevin
Subject: Medical Oriented District (MOD) Town of Cortlandt

Hi Kevin,

Thank you for returning my call. We wanted to reach out to you with regards to the Crompond Road/Route 202 and Dayton Lane intersection. As I described on the message I left you, the Town of Cortlandt is in the process of reviewing a DGEIS/DEIS for the proposed Medical Oriented District (MOD). The proposed action includes the potential adoption of MOD zoning as well as two development applications for mixed-use projects within the boundaries of the proposed MOD. A traffic study has been prepared by AKRF, Inc. which proposes extensive mitigation along the Crompond Road/Route 202 corridor. This mitigation includes a proposed traffic signal at Dayton Lane. The Town has met with the City of Peekskill to discuss this intersection as well as NYSDOT regarding the Crompond Road/Route 202 corridor under their jurisdiction. We wanted to reach out to you to make you aware of the project and discuss any thoughts you have about the project and proposed traffic study/mitigation. I have included a link to the MOD website where you will find all of the project documentation including a link to the DGEIS/DEIS www.townofcortlandt.com/mod.

The Traffic Study is discussed in Chapter 11 of the DGEIS/DEIS and all the supporting documentation is included in the Traffic Appendices here: http://www.townofcortlandt.com/documents/mod/chapter_11_traffic_9_17_19.pdf
[http://www.townofcortlandt.com/documents/mod/appendices/appendix%20 11.pdf](http://www.townofcortlandt.com/documents/mod/appendices/appendix%2011.pdf)

Please feel free to call me if you have any questions.

Thank you.
Michelle Robbins
914-467-9168

Michelle Robbins, AICP
Town of Cortlandt
Department of Technical Services
914-734-1082

Michelle Robbins

From: Michelle Robbins
Sent: Thursday, January 02, 2020 1:40 PM
To: 'Robin Castillo'
Subject: RE: Good idea

Dear Ms. Castillo,

Thank you for your comment on the Medical Oriented District (MOD) Development Proposal. The Draft Environmental Impact Statement (DEIS) is in the process of being reviewed by Town staff and the involved agencies including the New York State Department of Transportation (NYSDOT) and New York State Department of Environmental Conservation (NYSDEC).

Any questions or comments that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town closes the public hearings on the DEIS.

If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you again for your comment.

-----Original Message-----

From: Robin Castillo [mailto:robin.castillo@gmail.com]
Sent: Sunday, December 15, 2019 3:31 PM
To: mod <mod@townofcortlandt.com>
Subject: Good idea

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

It's an excellent concept which will improve the town and attract new talent.

Sent from my iPad

Michelle Robbins

From: Michelle Robbins
Sent: Thursday, January 02, 2020 1:48 PM
To: 'Regina Russo'
Cc: Chris Kehoe; Rosemary Boyle Lasher
Subject: RE: Taxes

Dear Ms. Russo,

Thank you for your question/comment on the Medical Oriented District (MOD) Development Proposal. The Draft Environmental Impact Statement (DEIS) is in the process of being reviewed by Town staff and the involved agencies including the New York State Department of Transportation (NYSDOT) and New York State Department of Environmental Conservation (NYSDEC). The DEIS includes a fiscal analysis of the project which can be located in Chapter 14 Economic Conditions. Please see link to DEIS here:

<http://www.townofcortlandt.com/cn/webpage.cfm?TID=20&TPID=17032>

Any questions that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, including yours, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town closes the public hearings on the DEIS.

If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you again for your question/comment.

From: Regina Russo [mailto:rooster_regina@yahoo.com]
Sent: Saturday, December 21, 2019 12:02 PM
To: mod <mod@townofcortlandt.com>
Subject: Taxes

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Are you giving the MOD developers a 10 year tax abatement?

LOCATION MAP OF PROPOSED MEDICAL ORIENTED DISTRICT



Delay the Cortlandt MOD Vote!!

LOCATION MAP OF PROPOSED MEDICAL ORIENTED DISTRICT



303 have signed. Let's get to 500!



Regina Russo started this petition to Town Board of Cortlandt

Town is trying to change a residential area into a commercial district.

Would cause a traffic nightmare on an already overburdened RT 202.

Building on Wetlands and Greenspace destroying the local ecology.

Potentially dangerous situation for First Responders to access the area.

We would like to delay the Town Boards Vote on the MOD and ask that they keep the public hearings open longer than January 14, 2020. Many residents of our town are unaware of these projects and need additional time to voice concerns.

For more information on the MOD please visit www.TownofCortlandt.com/MOD

You may also voice your questions and comments to our Town Board at

MOD@TOWNOFCORTLANDT.COM

Start a petition of your own

Start a petition of your own

This petition starter stood up and took action. Will you do the same?

Start a petition

Updates

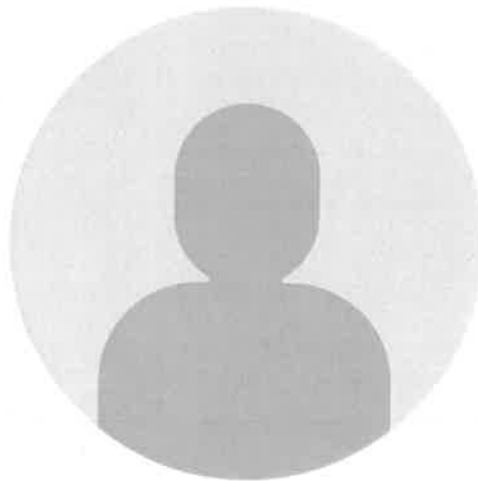
3 days ago

250 supporters

1 month ago

Regina Russo started this petition

Reasons for signing



Julia Prestigiacomo · 3 weeks ago

I do not see a demonstrated need for additional housing, medical offices, and the proposed traffic light changes are inadequate for the amount of increased number of cars and people. Rte 202 is congested right now, expansion of the highway in that limited corridor leads to increased bottlenecks. Keep our families safe

2 ·

Report



s pasarell · 3 weeks ago

Residents should NOT be kept in the dark about projects that would have serious impacts on their lives!
Failure to provide adequate time for us to learn about proposals for our community smacks of secrecy.
Unacceptable.

1

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Complete your signature

First name

Last name

Email

Peekskill, 10566

United States

Display my name and comment on this petition

Sign this petition

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Today: Regina is counting on you

Regina Russo needs your help with “**Delay the Cortlandt MOD Vote!!**”. Join Regina and 322 supporters today.

Sign this petition

Sign this petition

Petitions promoted by other Change.org users

Michelle Robbins

From: Michelle Robbins
Sent: Monday, December 30, 2019 11:16 AM
To: 'Fred Grevin'; mod
Cc: Sarah; Chris Kehoe; Rosemary Boyle Lasher
Subject: RE: Error correction: MOD map

Hi Fred,

Thank you for your comments on the map. We will share your comments with our traffic engineers.

Currently, the MOD Draft Environmental Impact Statement (DEIS) is in the process of being reviewed by Town staff and the involved agencies including the New York State Department of Transportation (NYSDOT). Any questions or comments that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, including yours, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town closes the public hearings on the DEIS.

If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you again for your comments.

From: Fred Grevin [mailto:grevinf@earthlink.net]
Sent: Friday, December 27, 2019 6:39 PM
To: mod <mod@townofcortlandt.com>
Cc: grevinf@earthlink.net; Sarah <sarahmamavla@aol.com>
Subject: Error correction: MOD map

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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 / Main Street, Conklin Ave, and Taylor Ave to a dead end above the MacGregor Brook).

Crigler Avenue is perpendicular to that segment of Taylor Ave, and connects it to Conklin Avenue. It is also perpendicular to Ogden Avenue.

There is no STOP sign at the intersection of Taylor and Crigler. There are no STOP signs on Crigler at the intersection of Crigler and Ogden, but there are STOP signs on Ogden at that intersection.

Best regards,

Fred

Frederic J. Grevin
grevinf@earthlink.net
917-902-2462 (m)

Michelle Robbins

From: Michelle Robbins
Sent: Thursday, January 02, 2020 3:14 PM
To: 'David Rainbeau'
Cc: Chris Kehoe; Rosemary Boyle Lasher
Subject: RE: Traffic issues

Dear Mr. Rainbeau,

Your comments have been received and will be reflected in the FEIS.

Thank you.

Michelle

From: David Rainbeau [mailto:dkrainbeau@gmail.com]
Sent: Thursday, January 02, 2020 2:54 PM
To: Michelle Robbins <MichelleR@townofcortlandt.com>
Cc: Chris Kehoe <ChrisK@townofcortlandt.com>; Rosemary Boyle Lasher <RosemaryB@townofcortlandt.com>
Subject: Re: Traffic issues

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for your reply. While I will reach out to Chris Kehoe directly, I would like to state for the record that Page 11-48 specifically acknowledge that they cannot mitigate the issues I raised and explicitly state that they expect significant adverse traffic impacts at the specific intersections I raised concerns about.

From page 11-48, the paragraph:

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 Route 202/35 and Bear Mountain Parkway (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 Tamarack Drive (Weekday PM peak hour), Route 202/35 and Shipley Drive/Diamond Avenue (Weekday PM peak hour), Route 202/35 and Locust Avenue (Weekday AM peak hour), and Bear Mountain Parkway and Arlo Lane (Weekday AM and PM peak hours) **could not be fully mitigated.**

Sincerely,

David Rainbeau

On Thu, Jan 2, 2020, 1:56 PM Michelle Robbins <MichelleR@townofcortlandt.com> wrote:

Dear Mr. Rainbeau,

Thank you for your questions/comments on the Medical Oriented District (MOD) Development Proposal. The Draft Environmental Impact Statement (DEIS) is in the process of being reviewed by Town staff and the involved agencies including the New York State Department of Transportation (NYSDOT). The DEIS includes a traffic analysis of the project which is located in Chapter 11 of the DEIS. Please see link to DEIS chapter and appendices here:

<http://www.townofcortlandt.com/cn/webpage.cfm?TID=20&TPID=17032>

Any questions that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, including yours, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town closes the public hearings on the DEIS.

If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you again for your questions/comments.

From: David Rainbeau [mailto:dkrainbeau@gmail.com]

Sent: Friday, December 27, 2019 12:32 PM

To: mod <mod@townofcortlandt.com>

Subject: Traffic issues

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town of Cortlandt,

I have reviewed the transcripts for what is to be done to help mitigate traffic issues.

I do not believe it 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.

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.

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.

David Rainbeau

8 Douglas Mowbray Rd

Cortlandt Manor, NY 10567

Michelle Robbins

From: Michelle Robbins
Sent: Thursday, January 02, 2020 2:01 PM
To: 'Salvatore farina'
Cc: Chris Kehoe; Rosemary Boyle Lasher
Subject: RE: This cannot be the final meeting my first order of Bussiness on Jan 14 if for extention

Dear Mr. Farina,

Thank you for your questions/comments on the Medical Oriented District (MOD) Development Proposal. The Draft Environmental Impact Statement (DEIS) is in the process of being reviewed by Town staff and the involved agencies including the New York State Department of Transportation (NYSDOT), Westchester County, and the New York State Department of Environmental Conservation (NYSDEC). The DEIS includes a traffic analysis of the project which can be located in Chapter 11. Please see link to DEIS here:

<http://www.townofcortlandt.com/cn/webpage.cfm?TID=20&TPID=17032>

Any questions that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, including yours, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town closes the public hearings on the DEIS.

If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you again for your question/comment.

-----Original Message-----

From: Salvatore farina [mailto:sevncom11@hotmail.com]
Sent: Wednesday, January 01, 2020 1:03 PM
To: mod <mod@townofcortlandt.com>; Linda Puglisi <lindap@townofcortlandt.com>
Subject: This cannot be the final meeting my first order of Bussiness on Jan 14 if for extention

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Your plans don't include Northridge rd There's a school buss stop there and day care in the block no study was done on the impact of dragging and safety for this . Needless to say they project is way way over the top for the area. The for sale sign was up forever I called that number no one ever answered next thing it's down and your building a CITY IN A TOWN ? With more people than the whole surrounding areas??? No can't be ! Will see you Jan 14

Sal

Sent from SVF iPhone  Follow me on Twitter

Michelle Robbins

From: grevinf@earthlink.net
Sent: Wednesday, January 01, 2020 1:45 PM
To: Michelle Robbins; mod
Cc: 'Sarah'; Chris Kehoe; Rosemary Boyle Lasher
Subject: RE: Error correction: MOD map

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you Michelle,

I thought it would be annoying to have the project delayed just because of an error in the MOD map. I worked for the City of NY for 26 years and am all too familiar with such bumps in the road (pun intended).

My wife and I are planning to attend the upcoming public hearings.

A healthy, happy and successful New Year to you, your family, and your colleagues.

Fred

Frederic J. Grevin
grevinf@earthlink.net
917-902-2462 (M)
29 Taylor Ave.
Cortlandt Manor, NY 10567

From: Michelle Robbins <MichelleR@townofcortlandt.com>
Sent: Monday, December 30, 2019 11:16
To: 'Fred Grevin' <grevinf@earthlink.net>; mod <mod@townofcortlandt.com>
Cc: Sarah <sarahmamavla@aol.com>; Chris Kehoe <ChrisK@townofcortlandt.com>; Rosemary Boyle Lasher <RosemaryB@townofcortlandt.com>
Subject: RE: Error correction: MOD map

Hi Fred,

Thank you for your comments on the map. We will share your comments with our traffic engineers.

Currently, the MOD Draft Environmental Impact Statement (DEIS) is in the process of being reviewed by Town staff and the involved agencies including the New York State Department of Transportation (NYSDOT). Any questions or comments that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, including yours, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town closes the public hearings on the DEIS.

If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you again for your comments.

From: Fred Grevin [mailto:grevinf@earthlink.net]
Sent: Friday, December 27, 2019 6:39 PM
To: mod <mod@townofcortlandt.com>
Cc: grevinf@earthlink.net; Sarah <sarahmamavla@aol.com>
Subject: Error correction: MOD map

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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 / Main Street, Conklin Ave, and Taylor Ave to a dead end above the MacGregor Brook).

Crigler Avenue is perpendicular to that segment of Taylor Ave, and connects it to Conklin Avenue. It is also perpendicular to Ogden Avenue.

There is no STOP sign at the intersection of Taylor and Crigler. There are no STOP signs on Crigler at the intersection of Crigler and Ogden, but there are STOP signs on Ogden at that intersection.

Best regards,

Fred

Frederic J. Grevin
grevinf@earthlink.net
917-902-2462 (m)

Michelle Robbins

From: Michelle Robbins
Sent: Thursday, January 02, 2020 3:48 PM
To: 'John Rinaldi | MFM Contracting'
Cc: Chris Kehoe; Rosemary Boyle Lasher
Subject: RE: Town of Cortlandt Mod

Dear Mr. Rinaldi,

Thank you for your questions/comments on the Medical Oriented District (MOD) Development Proposal. The Draft Environmental Impact Statement (DEIS) is in the process of being reviewed by Town staff and the involved agencies including the New York Department of Environmental Conservation, Westchester County, and the New York State Department of Transportation (NYSDOT).

Any questions that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, including yours, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town closes the public hearings on the DEIS.

If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you for your comments.

From: John Rinaldi | MFM Contracting [mailto:jrinaldi@mfmcontracting.com]
Sent: Thursday, January 02, 2020 11:31 AM
To: mod <mod@townofcortlandt.com>
Cc: John Rinaldi | MFM Contracting <jrinaldi@mfmcontracting.com>
Subject: Town of Cortlandt Mod

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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:

a) 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.

- b) 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.
- c) 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).
- d) Route 202 is already at capacity from Yorktown to Peekskill, essentially it is a two lane road not capable of withstanding this proposed development.
- e) 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. Please don't ruin our town.
- f) 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.

To that end I sincerely feel that a scaled back project so as to benefit the community with additional medical services, sidewalks and possible sewers would be more fitting for all parties concern to our surrounding area.

Thank You
John Rinaldi
276 Buttonwood Avenue

MOD GGEIS/DEIS
Public Comments Received 1/2/20 through
2/13/20

Michelle Robbins

From: David Rainbeau <dkrainbeau@gmail.com>
Sent: Thursday, January 02, 2020 2:54 PM
To: Michelle Robbins
Cc: Chris Kehoe; Rosemary Boyle Lasher
Subject: Re: Traffic issues

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank you for your reply. While I will reach out to Chris Kehoe directly, I would like to state for the record that Page 11-48 specifically acknowledge that they cannot mitigate the issues I raised and explicitly state that they expect significant adverse traffic impacts at the specific intersections I raised concerns about.

From page 11-48, the paragraph:

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 Route 202/35 and Bear Mountain Parkway (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 Tamarack Drive (Weekday PM peak hour), Route 202/35 and Shipley Drive/Diamond Avenue (Weekday PM peak hour), Route 202/35 and Locust Avenue (Weekday AM peak hour), and Bear Mountain Parkway and Arlo Lane (Weekday AM and PM peak hours) **could not be fully mitigated.**

Sincerely,

David Rainbeau

On Thu, Jan 2, 2020, 1:56 PM Michelle Robbins <MichelleR@townofcortlandt.com> wrote:

Dear Mr. Rainbeau,

Thank you for your questions/comments on the Medical Oriented District (MOD) Development Proposal. The Draft Environmental Impact Statement (DEIS) is in the process of being reviewed by Town staff and the involved agencies including the New York State Department of Transportation (NYSDOT). The DEIS includes a traffic analysis of the project which is located in Chapter 11 of the DEIS. Please see link to DEIS chapter and appendices here:

<http://www.townofcortlandt.com/cn/webpage.cfm?TID=20&TPID=17032>

Any questions that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, including yours, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town closes the public hearings on the DEIS.

If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you again for your questions/comments.

From: David Rainbeau [mailto:dkrainbeau@gmail.com]
Sent: Friday, December 27, 2019 12:32 PM
To: mod <mod@townofcortlandt.com>
Subject: Traffic issues

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town of Cortlandt,

I have reviewed the transcripts for what is to be done to help mitigate traffic issues.

I do not believe it 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.

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.

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.

David Rainbeau

8 Douglas Mowbray Rd

Cortlandt Manor, NY 10567

Michelle Robbins

From: NANCY GILCHRIST <nancy21566@msn.com>
Sent: Thursday, January 02, 2020 5:32 PM
To: mod
Subject: Bldg/Construction off Route 202 MOD project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please delay the town meeting for a few months on the MOD project, give YOUR residents time to share this proposal and make a decision on the proposed overcrowding of the area.

People moved to Westchester to get away from the crowds of the NYC area; to live peacefully in residential areas, not commercial areas

Sincerely
Nancy Konchalski
49 Dogwood Road
Cortlandt Manor, NY

Sent from my iPad

Michelle Robbins

From: Regina Russo <rooster_regina@yahoo.com>
Sent: Friday, January 03, 2020 7:28 AM
To: mod
Subject: Hotel

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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). 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?

Michelle Robbins

From: Singh, Vandana <vandana.singh@priceline.com>
Sent: Saturday, January 04, 2020 10:55 AM
To: mod
Subject: NO to Cortlandt MOD vote

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello

I am living in this town since 1998. The proposed changes will force me to leave

This is NOT the town I love and live in

Thanks

Vandana

Michelle Robbins

From: MICHAEL KOHEL <MIKEYK2248@hotmail.com>
Sent: Monday, January 06, 2020 5:00 PM
To: mod
Subject: Project at Dayton,Lafayette, Bear Mtn.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern,

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. There was supposed to be a moratorium along the Rte. 6 corridor but it appears that has fallen on the wayside. The proposed new gas station where Quality auto is should also be tabled, we moved here to get away from congestion and hope you re-think this issue and stop it, thank you.

Michael Kohel
19 Floral Road
Cortlandt Manor, NY 10567

"Politics is the ability to foretell what is going to happen tomorrow, next week, next month and next year. And to have the ability afterwards to explain why it didn't happen." Winston Churchill

Michelle Robbins

From: Yoder, MaryKate <MaryKate.Yoder@gartner.com>
Sent: Tuesday, January 07, 2020 1:43 PM
To: mod
Subject: MOD Concern

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am reaching out regarding the intended MOD in Cortlandt. 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. I hope this is taken into consideration

Kind Regards,

MaryKate Yoder
Account Executive, Financial Services

Gartner
56 Top Gallant Rd, Stamford, CT 06902
Mobile: +1 914 987 8439 | www.gartner.com
marykate.yoder@gartner.com
www.linkedin.com/in/marykatemoore

For more information about how Gartner uses your information, please reference our Privacy Policy (gartner.com/privacy). If you no longer wish to receive commercial emails from Gartner, please reply to this email with the word "UNSUBSCRIBE" in the body or subject line. Gartner, Inc. 56 Top Gallant Road, Stamford, CT 06902 USA, +1 203 964 0096, gartner.com.

If you are not the intended recipient or have received this message in error, please notify the sender and permanently delete this message and any attachments.

Michelle Robbins

From: Holy Spirit Church <holyspiritchurch1969@verizon.net>
Sent: Tuesday, January 07, 2020 3:05 PM
To: mod; Chris Kehoe
Subject: Church of the Holy Spirit

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The previous e-mail was sent as an attachment - see below.

Greetings,

After a discussion with Mr. Chris Kehoe, I put to writing my thoughts on the proposed MOD.

I am writing to offer some observations and recommendations for the proposed plan for a medically oriented district.

As with many people from the town, my concern is with the flow of traffic on Route 202, particularly the flow of traffic entering and exiting the church grounds.

Currently, we have one means of egress which is without a signal or stop sign.

While I do not know the full implications on traffic for the proposed MOD, I make the following recommendations.

1. A left turn 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.
2. 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 to 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.

I would be happy to discuss the above with you and perhaps have an on-site meeting to review the property and the plan.

Please confirm that you have been in receipt of this email. Thank you.

I wish you well,

Rev. John A. DeBellis
Pastor
Holy Spirit Church
Cortlandt Manor, NY
914-737-2316.

Church of the Holy Spirit
1969 Crompond Road

Cortlandt Manor, NY 10567
(914) 737-2316

Michelle Robbins

From: Roger R Lounsbury <rrlounsbury@gmail.com>
Sent: Tuesday, January 07, 2020 4:41 PM
To: mod
Subject: Mod

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

This is Roger R Lounsbury of 266 Lafayette Ave. I am a lifelong resident (68 years) of Lafayette Ave. Beginning with my grandfather, Kurt Dietrich, we are here five generations with my son's family on 264. We last fought to have the Cortlandt Estates project drastically reduced. The proposed MOD is unacceptable in many ways. Rezoning should not occur! One would assume properties are zoned initially for a reason. The area is already inundated with the hospital, shopping center, and large residential clusters. Crompond Rd. And its tributaries cannot withstand this onslaught of dwelling units, assisted living units, retail use and a hotel- this is bizarre! Open space to parking space. 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. To think of having an exit on Buttonwood Ave is horrible and mean-spirited. There is no need for this greed,,

Michelle Robbins

From: Michelle Robbins
Sent: Friday, January 10, 2020 1:34 PM
To: 'Maria Ferretti'
Cc: Chris Kehoe; Rosemary Boyle Lasher
Subject: RE: January 14 Meeting

Hi Maria,

The meeting on the 14th is in Town Hall at 7PM in the Nyberg Meeting Room.

If you have any questions, please feel free to contact the Planning Office at 914-734-1080.

Thank you.

Michelle Robbins

-----Original Message-----

From: Maria Ferretti [mailto:mariany21@msn.com]
Sent: Wednesday, January 08, 2020 4:57 PM
To: mod <mod@townofcortlandt.com>
Subject: January 14 Meeting

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Where will the meeting be held and at what time?

Thank You

Maria

Sent from my iPhone

Chris Kehoe

From: Doryl Wolfe <dbwolfe@optonline.net>
Sent: Monday, January 13, 2020 2:31 PM
To: mod
Subject: MOD

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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. Going forward with this proposal is not thinking of the residents of Cortlandt. We moved here to be in a residential community and now you want to make it commercial.

242 Buttonwood Avenue
Cortlandt Manor, New York 10567
January 13, 2020

Laroue Shatzkin
Cortlandt Town Clerk
1 Heady Street
Cortlandt Manor, New York 10567

Dear Laroue Shatzkin and the Entire Staff of the Town of Cortlandt,

We are writing to Town of Cortlandt in response to the proposed MOD, Evergreen Project, and Local Law MOD Zoning propositions.

As residents of the Town of Cortlandt for over 30 years, and residents of Buttonwood Ave for over 25 years, we are appealing to the town to reconsider the proposed.

The proposals are extremely over the top as far as the impact on the entire Cortlandt Manor area, and would be devastating for the immediate residential areas in reference to the proposed.

There is no reason it need to be as full scale as it is proposed. We are totally against the proposal as it stands, are request as residents of the area it be totally reconsidered and reconfigured.

What we are asking for is that the proposal only include a revamping of the physicians offices adjacent to Lafayette Avenue and bring them up to code. Also, we are in agreement with building assisted living residences in the same area as the physicians offices. We are against any building of apartments, hotels, motels or any commercial space for stores or the such.

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.

We have also written a letter on behalf of the Buttonwood Avenue residents to the Fire Commissioners in reference to this proposal and we have enclosed a copy for your review.

Sincerely yours,

Ann Marie and George DeMaria

242 Buttonwood Avenue
Cortlandt Manor, New York 10567

Fire Commissioners
Mohegan Lake Fire Department
975 East Main Street
Mohegan Lake, New York 10547

Dear Mohegan Lake Fire Commissioners,

I am a resident of Buttonwood Avenue for over 25 years, and a resident of the Town of Cortlandt for over 30 years. I am writing on behalf of the Homeowners on Buttonwood Avenue, Cortlandt Manor, NY.

The reason for writing is the concern over the proposed Cortlandt MOD (Medical Oriented District), the Evergreen Development Site, proposed off Route 202 located in an area of approximately 105 acres. The proposed development includes a hotel, residential towers, medical offices, assisted living residences, retail space, parkland space and proposed parking spaces to accommodate the proposed facilities. The proposed development also contains structures which are in excess of 100 feet in height. The proposed will impact Route 202/Crompond Road, Buttonwood Ave, Lafayette Ave, Conklin, New York Presbyterian, as well as all surrounding intersections, streets and developments.

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.

There have been several public Town of Cortlandt Board hearing associated with this proposal, the last being with the Town Board, builders, and Engineers on November 19, 2019. There is another Town of Cortlandt Board meeting/public hearing set for Tuesday, January 14, 2020 in the Cortlandt Town Hall at 7 PM to receive comments on the Draft Generic Environmental Impact Statement/Draft Environmental Impact Statement (DGEIS/DEIS) for the proposal.

As a group, the Buttonwood Avenue homeowners, as well as interested area homeowners and concerned residents have been spreading the word about this proposal. One of our objectives is to get a delay in the MOD vote by the Town Board, and keep the public hearings open longer than January 14, 2020. There are many residents who are unaware of these proposals, and more time is needed to voice concerns.

On behalf of the Homeowners on Buttonwood Avenue, we are appealing to the Mohegan Lake Fire Commissioners, both Volunteer Firefighters and paid Professional Firefighters, and to EMT and associated first responders to voice the departments concerns in reference to this proposal. There are many safety concerns which have not been addressed, especially fire issues, water pressure and evacuation issues to name few.

As a group, we ask that this proposal be addressed at the next Fire Commissioners meeting, which I understand commences the 2nd Thursday of each month at 7 PM, the next being Thursday, January 10, 2020. Also, if one of the Commissioners could contact us to discuss. We appreciate all the hard work the Mohegan Lake Fire Department and all the staff does for the entire community.

Sincerely,

Ann Marie and George DeMaria 914-736-6797
annm.de@verizon.net

Chris Kehoe

From: sara weaver <weaversmt@gmail.com>
Sent: Tuesday, January 14, 2020 9:05 AM
To: Linda Puglisi; mod
Subject: Public Comments -Sara Weaver

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Hi Linda,

We are looking forward to the hearing tonight on the MOD.

My husband and I attended the last hearing and he spoke during the comment period. However, also wanted to ensure that my comments were submitted.

We moved to Cortlandt Manor, on Lafayette Ave, just about 3 years ago as new parents. We chose Cortlandt Manor for several reasons however the most important one for us was the overall feeling of the community.

We liked the open wooded space which is so rare in Westchester. We loved the town's philosophy on keeping this space held sacred for the current and future community.

We also found the homes to be affordable and although ours is older, something we could work to maintain and make our own.

Since moving into the community we have enjoyed much that the town offers it's residents (like the summer music, festivals, pool, snow plowing and all the things in between). We have tried to build relationships with our neighbors by organizing a "block party" in FDR park last summer and a Halloween event at our home this fall.

There have been some compromises that we have had to submit to, including the very busy street we live on (I worked with your team a few months back on adding a speed sign to Lafayette ave to help), and the long list of permits & rules to actually make changes to your house.

We have always thought that these issues were small enough to compensate what we love about the area.

I have to admit--this MOD development project scares me. Enough that if it gets approved as is or even half as it is, we will unfortunately move.

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 it is 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.

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.

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?

I request that the vote is delayed until really all the options of generating money are on the table so as a community we can work with you on the solution.

Thanks for your support and all the work you have done creating a community we love to live in- it is much appreciated and we don't take it for granted.

Sara Weaver

Chris Kehoe

From: Erica Harris <eharris1608@gmail.com>
Sent: Tuesday, January 14, 2020 9:55 AM
To: mod
Subject: MOD Rezoning

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I would like to register my strong opposition to the proposed rezoning. 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.

Sincerely

Erica Harris
12 Whittier Avenue

Chris Kehoe

From: Casey Cipriani <caseycipriani22@gmail.com>
Sent: Tuesday, January 14, 2020 11:50 AM
To: mod
Subject: MOD hearing

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Hello,

As a resident of the Town of Cortlandt, I am writing to voice my opposition to the proposed MOD expansion that is having a hearing tonight.

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.

When we moved to the area a year ago, we did so because the area wasn't as overcrowded and overdeveloped like White Plains or Long Island. We need to maintain some of the area's natural forests and wetlands. With climate change becoming a bigger and bigger issue, more hotels, more apartments, and more gas stations aren't the solution.

I wish there was a way to upgrade the medical offices in the area without this overdevelopment. Our kids are patients at Dr. Lasser and Dr. Meir's office and I do agree that they need new facilities to keep up with the expansions taking place at the hospital. Those benefit our health. But that would be replacing already developed areas and structures without harming the natural ecology of the forests and adding further traffic.

I hope my comments are read, as I cannot be at the meeting this evening.

Thanks,

Casey Cipriani
37 Birch Brook Rd.
Cortlandt Manor, 10567

Chris Kehoe

From: Geri Robinson <gjsr701@gmail.com>
Sent: Tuesday, January 14, 2020 12:52 PM
To: mod
Subject: Proposed Medical Oriented District

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To whom it may concern,

We moved here 18 years ago from the northeast Bronx, looking for an escape from the noise of the concrete jungle, having neighbors in too close proximity and the jumble of traffic on our streets. One of the draws to the home we chose on Tamarack Drive was the expanse of undeveloped acreage behind us. Whether sitting on our deck or looking out of windows from the back of the house, we regularly see deer frolicking, eating or simply resting, hawks swooping the treetops, foxes, groundhogs and yes, those annoying chipmunks -- this is what we moved here for. Imagine finding a very large box turtle that made its way from the "woods" behind our home to one of the flower beds in the front, or late at night listening to the hoot of a barn owl and the "songs" of coyotes cascading, this has been an enjoyable part of the past 18 years.

We understand that some expansion is necessary, but this proposed plan includes replacing huge expanses of residential area, filling in wetlands and converting open space into medical, assisted living space, multi-family buildings, retail space (we have plenty of retail space, both occupied and vacant along Route 6 and parts of Route 202 already; do we really need more?) and parking. 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. 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. Visibility in certain areas is at a minimum, whether summer being blocked by shrubs and greenery and in the winter by mounds of snow. 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. She lives in another county now, but the road is still dangerous to others. Drivers fly down Route 202 like it's a speedway, with very little concern for pedestrians. This is likely not going to be better with the increased volume of vehicular traffic because of this development.

What thought, also, has been given to how the additional populace will impact emergency services trying to negotiate an already crowded road? 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? What about the environmental impact of additional noise and pollution from the development. What about the ecological impact that will disrupt the natural wildlife habitat?

The one impact that seems to be at the forefront of this development and pushing it through is the benefit to the developers, owners and the Town from any increased revenues. But have you thought about the impact to existing residents and our way of life? We don't really think enough consideration has been given to that.

Sincerely,

Giselle & Roderick Robinson
31 Tamarack Drive

Chris Kehoe

From: Amy Roth <amywroth@verizon.net>
Sent: Tuesday, January 14, 2020 3:36 PM
To: Linda Puglisi; mod
Subject: Letter regarding the MOD
Attachments: A. Roth letter to Puglisi re MOD 1-14-20.docx

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January 14, 2020

To: Linda Puglisi, Supervisor,
Town of Cortlandt,
1 Heady Street,
Cortlandt Manor, NY 10567

Cc: MOD Committee/Planning Board, Town of Cortlandt, Cortlandt Manor, NY 10567

Dear Supervisor Puglisi, Members of the Planning Board, MOD Committee and Developers:

As a lifelong resident of Cortlandt Manor, I am writing to express my deep concern regarding the MOD medically oriented district currently proposed for the areas across from the hospital and adjacent to Lafayette Avenue.

The Town has a responsibility to its citizens, those who pay the taxes and salaries of government officials as well as elect them. Some of us have lived here before the hospital, and have purchased their houses in good faith with the right amount of neighbors, open space, woods, wild animals, to their liking, which developers now want to change.

I have questions which I look forward to hearing your answers to:

- 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.
- 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.
- What is the demonstrated need for a hotel in this small area?
- 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.
- 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.
- 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.
- 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? All of these items need to be openly discussed.
- How can Route 202 be used for walking to and from these new buildings? Traffic is already difficult and not conducive to walking.
- 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?

The Medically Oriented District does not serve all of the Town of Cortlandt's residents, and hurts quite a few. A plan this large, without adequate notification, research and input from the community is not in the resident's best interest.

Please reconsider the size and scope of this project. Please do not include areas adjacent to Buttonwood Avenue, Holy Spirit church, and Lafayette Ave. as part of the medically oriented district. These areas need to stay residential.

Thank you.

Sincerely,

Amy Roth and David Prestigiacomo

Chris Kehoe

From: isabelosss@aol.com
Sent: Tuesday, January 14, 2020 2:20 PM
To: mod
Subject: REZONING

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MY NAME IS ELIZABETH SALAMA . I LIVE IN THE TOWN OF CORTLANDT. I AM SIGNING A PETITION TO DELAY THE FINAL DECISION FOR REZONING.

Chris Kehoe

From: Andy Williams <awilliamsny@gmail.com>
Sent: Tuesday, January 14, 2020 4:25 PM
To: mod
Cc: Nancy Williams
Subject: No on the MOD

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Dear Town Leaders,

We have enough traffic on Rt 202. We do not need a single additional car on this already busy road.

Stop. Say NO for once. Growth has been too much in the town.

Do not approve this MOD, it's bad for the Town.

Sincerely,

Andy & Nancy Williams
48 Apple Hill Drive
Cortlandt Manor, NY 10567

1 914 737 7475

Michelle Robbins

From: Salvatore farina <sevncom11@hotmail.com>
Sent: Tuesday, January 14, 2020 5:32 PM
To: mod; Linda Puglisi
Subject: This is nonsense the town residents don't want this insanity

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<https://www.newsbreakapp.com/n/0NpmmYw1?pd=01CaErOm&s=i4>

Sent from SVF iPhone  Follow me on Twitter



January 14, 2020

Town Board of the Town of Cortlandt
1 Heady Street
Cortlandt Manor, New York 10567

RE: Establishment of Medical Orientated District

Dear Honorable Board:

On behalf of the over 500+ members of the Hudson Valley Gateway Chamber of Commerce of Westchester, this letter serves to express the Chamber's support for the establishment of the Medical Orientated District (MOD) in the Town of Cortlandt.

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.

The MOD has been part of a long range and carefully developed plan that evolved after years of study by the Town through its Sustainable, Comprehensive Master Plan adopted by the Cortlandt Town Board in 2016. It has been the subject of numerous traffic studies, two public outreach sessions and several news articles and other discussions.

The MOD will facilitate a provide dynamic mixed-use facilities that will benefit neighborhood residents as well as employees, patients and visitors to the New York Presbyterian – Hudson Valley Hospital. It will foster a wide spectrum of much needed health and medical services to serve the Town's aging population.

There is a commitment of tens of millions in infrastructure investments that will yield safer streets, improve traffic flow and provide much needed sidewalks. 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 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,

**Hudson Valley Gateway Chamber of Commerce • One South Division Street •
Peekskill, New York 10566 • 914-737-3600 • www.hvgatewaychamber.com**

the Town can offset some of that revenue loss and create nearly permanent 200 jobs, in addition 700 construction jobs. When you consider this, also remember the area's aging population and their health need. The MOD will help create a continuum of care center that will allow Cortland 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.

The MOD is a vital tool to enhance the quality of life in the Town of Cortlandt.

The HVGCC urges your adoption of the MOD.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Deb Milone". The signature is written in a cursive, slightly slanted style.

Deb Milone
President

Michelle Robbins

From: Salvatore farina <sevncom11@hotmail.com>
Sent: Wednesday, January 15, 2020 9:03 PM
To: Linda Puglisi; mod
Subject: MOD INSANITY

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The spin is incredible from the developers lawyer to say we are confident that we will meet the vision of the town is absurd ! I will pay for him to go get his vision checked or lend him my glasses. To say there will be much need rentals from a person who was not approached by the town asking for rentals is absurd, this person has no idea of the area they are trying to destroy This was not developed specifically for our benefit the same project ever detail has been proposed in other areas it's just about money. 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. Him 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 some to pay for safety integrity and quality of life I'll Volunteer to review cost of the town see were we can raise revenue . I also propose that the next meeting be held at Lakeland or Panas Auditorium to many people were turned away couldn't park I have been speaking to them on the train on the street we need a bigger venue . I also propose that a full

page add be taken in the local news papers with the April 14,2020 date meeting . That school children be given flyers to bring home so all are aware the impact on schools will be just as great as the traffic with the number of people jammed into this sight. Like I said at the meeting we aren't asking please scale back we are telling you to scale back or it will not be built ! End of story it's that easy ! We can not let this go ! If we do we will regret it. We welcome progress but remember we are a town not a city ! Responsible marriage of town and progress is the goal

Sal

Sent from SVF iPhone 📶

Chris Kehoe

From: Robert Cusick <rcusick@ii-ltd.com>
Sent: Wednesday, January 15, 2020 9:24 AM
To: Richard Becker; Debra Costello; James F. Creighton; Frank Farrell;
lindap@TownofCrtlandt.com
Cc: Chris Kehoe; Tom Wood [internet]; Dsdouglas36@aol.com; paulbuckhout7@gmail.com
Subject: MOD DISTRICT and OUR LIVES
Importance: High

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Good morning Supervisor Puglisi and our Town Board Members, staff and Committee Members,

I was unable to attend last night's meeting, but wanted to share our family's thoughts with each of you regarding the proposed redistricting.

I personally volunteered for many years on the Open Space and Conservation Advisory Council. My family lives within one mile of the proposed development, as we have, relatively blissfully, for the last 25 years. This issue hits close to home – literally.

We love this Town, built our home here, chose to raise our family here, and treasure the relative exurban character that the Town's elected officials have worked hard to preserve (thank you).

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.

Just a few years ago, the traffic at rush hour going east in the morning, and west in the evening, was something to avoid. Backroad routes were essential during these times.

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. 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. We no longer drive on Route 202 unless the destination is ON Route 202.

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. Shopping, entertainment

and restaurants abound in Peekskill and on 2020 and Route 6. Walking trails abound in the Town's open spaces and waterfront.

This area and our Town do not need more...more offices, more traffic lights, more parking lots, more construction, more traffic, more delays.

We do not need to enrich developers at the cost of quality of life in our bucolic town.

We need more open space, and less of almost everything else. These spaces are appropriately zoned residential now for good reason.

I urge the Town Board to leave the current zoning in place, and reject this overzealous monstrosity of a development.

Thank you.

Bob Cusick and family

Chris Kehoe

From: Kathy Farina <tangiers@aol.com>
Sent: Wednesday, January 15, 2020 10:43 AM
To: mod
Subject: Traffic study

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I attended the meeting last night. Wanted to make the town aware that Northridge Rd. was totally left out of the traffic study. We have a proximately 24 houses on this block with a fully operating daycare center. There are many cars that come and go out of this block now. It is almost impossible to leave my block and make a left onto 202 heading toward Peekskill without risking your life. Please address this. Thank you. Special thanks to Linda for keeping Cortlandt a family town.

Sent from my iPhone

Chris Kehoe

From: MPS <michaelmmkc@gmail.com>
Sent: Wednesday, January 15, 2020 11:16 AM
To: mod; Linda Puglisi
Subject: MOD Project - NO NO NO

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Thanks.... do something good for the traffic and town for a change vs something to hurt the traffic and town...

thanks

Chris Kehoe

From: Salvatore farina <sevncom11@hotmail.com>
Sent: Thursday, January 16, 2020 9:57 AM
To: mod; Linda Puglisi
Subject: Tax revenue 4,000,000 dollars that the town desperately needs according...

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Tax

revenue 4,000,000 dollars

that the town

desperately

needs

according

to the

developer

let's do the math !

**There are 42,000 residence 4,000,000 divided by
42,000 = 95.23 That divided by 12 months = 7.9365
(Less then Netflix a month) this divided by 30 day
months = .26455 cents) 1/7 cost of a cup of coffee I
don't think we are hard pressed for money !**

If you want to build housing contact Toll brothers Build town homes where FAMILIES WILL LIVE be part of the community retail has plenty of vacancies along 202 / Rt 6. No need

Sent from SVF iPhone  Follow me on Twitter

Michelle Robbins

From: Salvatore farina <sevncom11@hotmail.com>
Sent: Thursday, January 16, 2020 2:35 PM
To: mod; Linda Puglisi
Subject: Sound Familiar?

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Gyrodyne development in St. James meets opposition from residents, officials

Play Video

Posted: Jan 09, 2020 11:38 AM EST Updated: Jan 09, 2020 11:47 AM EST

Residents and public officials spoke out against a plan Wednesday to build a hotel, medical offices and assisted living units on traffic jams."

Posted: Jan 09, 2020 11:38 AM EST Updated: Jan 09, 2020 11:47 AM EST

Residents and public officials spoke out against a plan Wednesday to build a hotel, medical offices and assisted living units on a 75-acre property in St. James.

They argued against the Gyrodyne project at the Smithtown Planning Board hearing, saying that it would be a burden to those living near Stony Brook Road.

[Newsday](#) reported that Brookhaven Supervisor Edward Romaine called the proposed development "far-reaching and possibly devastating," saying that it would leave the area with a "legacy of diminished water quality and traffic jams.

Chris Kehoe

From: Dan Mansell <mansell.dan@gmail.com>
Sent: Thursday, January 16, 2020 2:58 PM
To: mod
Subject: Feedback from MOD Town Hall meeting

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Members of the town Board:

I have been a resident of Cortlandt Manor for 25 years. Obviously the town has grown in many good ways. However the traffic remains an issue. I live at 2111 Crompond Rd, and I'm very concerned about resale value on what has become an even busier and congested road.

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. 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. None of this was provided on Tuesday or at the November meeting.

I 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) I don't have data to support this by the way, its just what I observed over the past 5 years.

Lastly, I know that a gentleman said it well on Tuesday, but I will reiterate. 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? 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). 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.

I know that I have not read everything included in the plans (I will), so if some of the assumptions are addressed somewhere else on the town site or in documents.

Linda I appreciate you taking your time to ensure you have an informed community and have always been supportive and have the safety of the residents in mind.

Thank you,
Dan Mansell

Sent from [Mail](#) for Windows 10

Michelle Robbins

From: Michelle Robbins
Sent: Thursday, January 16, 2020 4:08 PM
To: 'Amaury Rivera'
Cc: Chris Kehoe; Rosemary Boyle Lasher
Subject: RE: Panic and Greed

Dear Mr. Rivera,

We have received your comments on the Medical Oriented District (MOD). The Draft Environmental Impact Statement (DEIS) prepared for the MOD is in the process of being reviewed by Town staff and the involved agencies including the New York State Department of Transportation (NYSDOT), Westchester County, and the New York State Department of Environmental Conservation (NYSDEC). A copy of the DEIS can be found here:

<http://www.townofcortlandt.com/cn/webpage.cfm?TID=20&TPID=17032>

Any questions that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, including yours, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town closes the public hearings on the DEIS.

If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Michelle Robbins-----Original Message-----

From: Amaury Rivera [mailto:nym4life19@aol.com]
Sent: Thursday, January 09, 2020 9:53 PM
To: mod <mod@townofcortlandt.com>
Subject: Panic and Greed

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To think that this project has gotten so large and so far along with little to no communication from the Town of Cortlandt's supposed officials and board members is a total disgrace. No transparency what so ever and this just shows how sneaky and bold our elected officials have become. If this is how my elected officials feel about me then this is not the town I want to live in. To build a monstrosity such as this means greed on part of the developers and panic from our leaders due to Indian Point's closure. Panic that is being shown by adding a Chipotle (Mexican Restaurant) across the street from a Moe's (Mexican Restaurant) and just a few miles from a Salsa Fresca (Mexican Restaurant). All this building just for property taxes at the expense of its residents. There are many other places this project can be developed in this town without disrupting residents who have lived here for many years such as myself. I used to be proud to say I was a Cortlandt Manor resident. Not so much anymore. This has left a real bad taste in my mouth. Unfortunately, living in this town until a ripe, old age is no longer in my future plans. To all the leaders in this town : Please rethink this project for the sake of your residents.

- Maury from *** Buttonwood Avenue

Michelle Robbins

From: Michelle Robbins
Sent: Thursday, January 16, 2020 4:10 PM
To: 'townlynemotel'
Cc: Chris Kehoe; Rosemary Boyle Lasher
Subject: RE: Building a Hotel

Dear Jay,

Thank you for your comments on the Medical Oriented District (MOD). The Draft Environmental Impact Statement (DEIS) prepared for the MOD is in the process of being reviewed by Town staff and the involved agencies including the New York State Department of Transportation (NYSDOT), Westchester County, and the New York State Department of Environmental Conservation (NYSDEC). A copy of the DEIS can be found here:

<http://www.townofcortlandt.com/cn/webpage.cfm?TID=20&TPID=17032>

Any questions that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, including yours, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town closes the public hearings on the DEIS.

If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you again for your comments.

From: townlynemotel [mailto:townlynemotel@optonline.net]
Sent: Friday, January 10, 2020 10:22 AM
To: mod <mod@townofcortlandt.com>
Subject: Building a Hotel

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sir/Madam,

I am the Business owner on R# 202. I heard that a Hotel project is coming under MOD. I am strongly against the Hotel plan instead you can build a big Residential units. I don't get any visitors from Hospital. I am in the business last 20 years. People are looking for condos, town houses to rent or buy it. We don't have enough rental Apartments in this area & people are struggling. Please count my vote against the Hotel project. Thanks. Jay.

Sent from my Verizon, Samsung Galaxy smartphone

Michelle Robbins

From: Michelle Robbins
Sent: Thursday, January 16, 2020 4:15 PM
To: 'zfarm71@aol.com'
Cc: Chris Kehoe; Rosemary Boyle Lasher
Subject: RE: Cortlandt Manor MOD Comments and Questions 1-11-20

Dear Mr. and Mrs. Parish,

We have received your comments/questions on the Medical Oriented District (MOD). The Draft Environmental Impact Statement (DEIS) prepared for the MOD is in the process of being reviewed by Town staff and the involved agencies including the New York State Department of Transportation (NYSDOT), Westchester County, and the New York State Department of Environmental Conservation (NYSDEC). A copy of the DEIS can be found here:

<http://www.townofcortlandt.com/cn/webpage.cfm?TID=20&TPID=17032>

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If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you again for your comments/questions.

From: zfarm71@aol.com [mailto:zfarm71@aol.com]
Sent: Saturday, January 11, 2020 8:36 AM
To: mod <mod@townofcortlandt.com>; Linda Puglisi <lindap@townofcortlandt.com>
Cc: kcp430@aol.com; Zfarm71@aol.com
Subject: Cortlandt Manor MOD Comments and Questions 1-11-20

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Linda:

With the document attached hereto, we would like to share our comments and thoughts, related to the MOD rezoning, as a matter of record.

Please view and document our writing, with the Public Comments, for response.

Sincerely,

Michael A Parish
Kathryn C Parish
204 Lafayette Ave.
Cortlandt Manor, NY 10567

To:
Town of Cortlandt Manor
1 Heady Street
Cortlandt Manor NY 10567
Attention: Linda Puglisi

From:
Michael and Kathryn Parish
204 Lafayette Avenue
Cortlandt Manor NY 10567
Zfarm71@aol.com

Re:
**Cortlandt Manor MOD Rezoning
Comments and Questions**

As Cortlandt Manor residents residing at the above address for over 21 years, we have enjoyed the safety and privacy afforded by the Single Family Residential zoning and development moratorium issued by Cortlandt Manor.

During this time, our taxes have been paid, as stipulated and we expect fair treatment as every other property owner.

After review of the MOD Documents, the rezoning seems to be a fancy named attempt to change Single Family Residential zoned property into commercial property at the cost of the adjacent residential properties owners.

Single Family Residential area rezoned to Medical Orientated District (MOD)

Where was MOD concept developed?

Why is rezoning required?

Why not leave the properties as single family residential as we expected when purchased 21 years ago.

After the MOD rezone, are the MOD zoned properties able to be broken into smaller parcels and the parcels rezoned at a later time?

Are the renderings of the properties, buildings and parking areas presented for viewing drawn to scale and correctly orientated?

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?

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?

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?

The rezoning directly impacts the adjacent properties.

The rezoning will adversely impact and devalue the adjacent properties that remain residential.

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.

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?

What buffer zone for safety and privacy has Cortlandt Manor proposed between the adjoining residential and the MOD properties?

Property views will surely be impacted. Its one thing to view your neighbor's house, which is what is expected, vs. viewing a hotel, commercial building or high rise building.

With their establishment, lighting pollution for buildings and parking is expected. Has Cortlandt Manor proposed lighting limitations to reduce the pollution?

Quality of life of the neighborhood, in general gets reduced due to the rezoning?

Rezoning - for construction of new facilities

Hotel: Why a hotel? Of the majority of medical facilities in NYS, how many are associated or supported via a hotel? Cortlandt Manor does not need a hotel. Especially in the residential area.

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.

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.

Living spaces - are they for rent or purchase?

What are the qualifications to buy or rent and who can qualify?

What will the costs be to purchase or rent?

What will the tax assessment be per unit?

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?

Electrical grid

Water usage

Infrastructure / Roads / Parking

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.

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., will become a major hardship. At certain times of the day it is already difficult due to traffic.

Evergreen emergency/service entrance and exit road. Suggest putting it on the NE side to the MOD property.

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?

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?

Recycling PU and Facilities.

Garbage PU and Waste facilities, Deliveries

What will Cortlandt 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?

Wet Lands, drainage and water flow

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.

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.)

Wildlife as seen now will be completely decimated. Is Cortlandt Manor and its residences ok with this? We are not.

Taxes

What is the additional tax revenue that Cortlandt Manor will collect from the rezoned MOD area?

What is the additional cost that Cortlandt Manor expects to incur due to the MOD rezoning and development?

Are present Cortlandt Manor taxpayer annual taxes expected to increase or decrease due to the MOD rezoning and development?

Our Thoughts of the rezoning

Both Katheryn and I are not in favor of the MOD rezoning.

We are not in favor for the construction of a hotel, restaurant or any other commercial buildings.

We are not in favor for the construction of multi-family residential buildings.

Michael A Parish

Kathryn C Parish

Michelle Robbins

From: Michelle Robbins
Sent: Thursday, January 16, 2020 4:19 PM
To: 'Suzanne Graziano'
Cc: Chris Kehoe; Rosemary Boyle Lasher
Subject: RE: Proposal for MOD

Dear Ms. Graziano,

Thank you for your comments on the Medical Oriented District (MOD). The Draft Environmental Impact Statement (DEIS) prepared for the MOD is in the process of being reviewed by Town staff and the involved agencies including the New York State Department of Transportation (NYSDOT), Westchester County, and the New York State Department of Environmental Conservation (NYSDEC). A copy of the DEIS can be found here:

<http://www.townofcortlandt.com/cn/webpage.cfm?TID=20&TPID=17032>

Any questions or comments raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, including yours, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town closes the public hearings on the DEIS.

If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you again for your comments.

-----Original Message-----

From: Suzanne Graziano [mailto:grazianos@optonline.net]
Sent: Saturday, January 11, 2020 3:00 PM
To: mod <mod@townofcortlandt.com>
Subject: Proposal for MOD

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom it May Concern:

I am opposed to changing the building code from Residential to Commercial.

The negative impact on traffic will be utterly enormous.

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.

Please consider another site.

Respectfully,

Suzanne Graziano

Michelle Robbins

From: Michelle Robbins
Sent: Thursday, January 16, 2020 1:31 PM
To: 'Deborah Monachino'
Cc: Chris Kehoe; Rosemary Boyle Lasher
Subject: RE: MOD

Dear Ms. Monachino,

Thank you for providing comments on the Medical Oriented District (MOD). The Draft Environmental Impact Statement (DEIS) prepared for the MOD is in the process of being reviewed by Town staff and the involved agencies including the New York State Department of Transportation (NYSDOT), Westchester County, and the New York State Department of Environmental Conservation (NYSDEC). A copy of the DEIS can be found here:

<http://www.townofcortlandt.com/cn/webpage.cfm?TID=20&TPID=17032>

Any questions that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, including yours, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town closes the public hearings on the DEIS.

If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you again for your questions/comments.

From: Deborah Monachino [mailto:Dmonac2005@hotmail.com]
Sent: Thursday, January 09, 2020 9:40 AM
To: mod <mod@townofcortlandt.com>
Subject: MOD

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sir or Madame

I am opposed to the rezoning of residential living to Medical Oriented District. The traffic on Crompond Road(Route 202) is already congested and often people are speeding to the Hospital. It can take me over ten minutes just to pull out of my road, Rick Lane and enter the main Highway , Route 202. The wetlands need to be protected against destruction in order to preserve the delicate balance of wild life. I have spent most of my life living in this area and do not want my hard earned home equity and hopefully retirement home to be disturbed by further land development. Please delay or halt this proposal!

Deborah Monachino Chillemi

Michelle Robbins

From: Michelle Robbins
Sent: Thursday, January 16, 2020 4:21 PM
To: 'KK'
Cc: Chris Kehoe; Rosemary Boyle Lasher
Subject: RE: PUBLIC HEARING: MOD SEQR DGEIS/DEIS AND PROPOSED LOCAL LAW. 1/14/20

Thank you for your comments/questions on the Medical Oriented District (MOD). The Draft Environmental Impact Statement (DEIS) prepared for the MOD is in the process of being reviewed by Town staff and the involved agencies including the New York State Department of Transportation (NYSDOT), Westchester County, and the New York State Department of Environmental Conservation (NYSDEC). A copy of the DEIS can be found here:

<http://www.townofcortlandt.com/cn/webpage.cfm?TID=20&TPID=17032>

Any questions that are raised on this project as part of the DEIS Public Hearing or submitted to the Town in writing, including yours, must be evaluated and responded to in a Final Environmental Impact Statement (FEIS) for the MOD which will be completed after the Town closes the public hearings on the DEIS.

If you have any questions about the DEIS/FEIS process or need any additional information please contact Chris Kehoe, Town Planner, at 914-734-1080.

Thank you again for your comments/questions.

From: KK [mailto:kkaahn@yahoo.com]
Sent: Saturday, January 11, 2020 4:09 PM
To: mod <mod@townofcortlandt.com>
Subject: PUBLIC HEARING: MOD SEQR DGEIS/DEIS AND PROPOSED LOCAL LAW. 1/14/20

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom It May Concern,

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 and the impact of the already burdened traffic on Rt 202/35.

Please address these issues.

Thank you.

Concerned citizen & local Rte 202 resident

K Kahn
914-737-3569

Michelle Robbins

From: Kevin Vlad <KVlad@firstam.com>
Sent: Friday, January 17, 2020 9:02 PM
To: mod
Subject: No

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

This is a ridiculous plan and must not go through. I and my neighbors from across town will be at the next board meeting in April. No no no.

Kevin M. Vlad
646-772-2260
kvlad@firstam.com

Sent from my iPad

This message may contain confidential or proprietary information intended only for the use of the addressee(s) named above or may contain information that is legally privileged. If you are not the intended addressee, or the person responsible for delivering it to the intended addressee, you are hereby notified that reading, disseminating, distributing or copying this message is strictly prohibited. If you have received this message by mistake, please immediately notify us by replying to the message and delete the original message and any copies immediately thereafter.

If you received this email as a commercial message and would like to opt out of future commercial messages, please let us know and we will remove you from our distribution list.

Thank you.~

FAFLD

Chris Kehoe

From: Salvatore farina <sevncom11@hotmail.com>
Sent: Friday, January 17, 2020 1:17 PM
To: Linda Puglisi; mod
Subject: Sorry this is more properly written can u put this in the record. Thanks Sal

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I like to address the meeting held Jan 14 2020 regarding the MOD Project being proposed In Cortlandt Manor NY. Comments were made throughout the meeting with change being the underlying theme. We cannot stop change, this is better for the future the future is change was basically the argument being made by outside developers and even a board member.

We are not against change and of course things change it's the nature of life. The property owners of the 40 acres in a residential area of Cortlandt can apply for building residential buildings NOT commercial buildings. 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 1 and 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 .They bought the land they knew what they were buying!

You want to build then build houses according to existing zoning laws simple easy end of story.
Create **Family** housing Create **Cortlandt Manor Citizens** that are part of the community this is responsible change .

Change simply for the sake of change is an abdication of leadership. someone once said!

John F. Kennedy once said, "Change is the law of life. And those who look only to the past or present are certain to miss the future." **But change for change's sake can be more damaging to your efforts** towards creating an engaged and inspired workforce than no change at all. **Some leaders change things they shouldn't change** and don't change those they should.

I think the spirit of his comments apply to us in our Town of Cortlandt. When thinking of change don't think just change think about what damage that change will cause and what changes we can make for the betterment of the men women and children of the community. We need to grow what is already in place - a family town not a city this is **the key to change**.

Sal Farina

Sent from SVF iPhone   

Chris Kehoe

From: Ronelle <ronni33@aol.com>
Sent: Friday, January 17, 2020 11:23 PM
To: mod
Subject: ??

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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??!!

Sent from my iPhone

Chris Kehoe

From: Richard Oppedisano <opped2000@gmail.com>
Sent: Saturday, January 18, 2020 11:40 AM
To: mod
Subject: Medical Oriental District (MOD) Proposal

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

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.

--
Richard Oppedisano
Opped2000@Gmail.com

Chris Kehoe

From: Justin Jensen <jstnjnsn@gmail.com>
Sent: Saturday, January 18, 2020 12:00 PM
To: mod
Subject: I am against the mod

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a homeowner in Cortlandt Manor, I've been hearing a lot about the proposed mod in cortlandt manor. 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. Traffic in this town is bad enough already— especially on 202. Any increase in traffic in this area would be intolerable. Not to mention the negative impact this project would have to the peace and safety of the area.

Justin Jensen

Chris Kehoe

From: Adriana MacGilvray <amacgilvray@icloud.com>
Sent: Sunday, January 19, 2020 11:57 AM
To: mod
Subject: Traffic problems on 202

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern,

I am against any large building projects on 202. This is not the road for it. The traffic by the Lowe's is terrible and I cannot get through that area at rush hour. We are a town, not a city. The traffic by the hospital is already a problem. We cannot afford large rental units and hotels. The town does nothing to accommodate the extra traffic when they are building these massive projects.

I am very much against this. You are losing your Cortlandt residents as we become disgusted with what is happening to our once beautiful town.

Sincerely,

Adriana MacGilvray

Chris Kehoe

From: Salvatore farina <sevncom11@hotmail.com>
Sent: Sunday, January 19, 2020 5:07 PM
To: Linda Puglisi; mod
Subject: Fwd: Tara help the Town of Cortlandt Manor NY we need a Voice

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Sent from SVF iPhone  Follow me on Twitter

Begin forwarded message:

From: Tara Rosenblum <TDROSENBLUM@news12.com>
Date: January 19, 2020 at 5:04:52 PM EST
To: Salvatore farina <sevncom11@hotmail.com>
Subject: RE: Tara help the Town of Cortlandt Manor NY we need a Voice

Passed along to our environmental reporter, Nadia.

Thanks

From: Salvatore farina [<mailto:sevncom11@hotmail.com>]
Sent: Friday, January 17, 2020 5:27 PM
To: Tara Rosenblum <TDROSENBLUM@news12.com>
Subject: Tara help the Town of Cortlandt Manor NY we need a Voice

[External Email]

I like to address the meeting held Jan 14 2020 regarding the MOD Project being proposed In Cortlandt Manor NY. Comments were made throughout the meeting with change being the underlying theme. We cannot stop change, this is better for the future the future is change was basically the argument being made by outside developers and even a board member.

We are not against change and of course things change it's the nature of life. The property owners of the 40 acres in a residential area of Cortlandt can apply for building residential buildings NOT commercial buildings. 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 1and 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 .They bought the land they knew what they were buying!

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Sal Farina

Sent from SVF iPhone  Follow me on Twitter

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Chris Kehoe

From: Joseph J. Migliozi <JJ@Migliozi.com>
Sent: Monday, January 20, 2020 9:49 AM
To: mod
Subject: MOD Program

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

As a long-time resident of Toddville Lane and supporter of our town administration, I have a question.

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?

We can't sustain additional development unless we are serious about our roadway infrastructure.

Regards,

Joseph J. Migliozi

11 Toddville Lane
Cortlandt Manor, New York 10567-4314
Home (914) 739-8933
Office & Fax (914) 737-3532
Mobile (914) 643-2365
jj@migliozi.com

 Please consider the environment before printing this e-mail

Chris Kehoe

From: butterfly739 <butterfly739@aol.com>
Sent: Monday, January 20, 2020 11:08 PM
To: Linda Puglisi; mod
Subject: Cortland MOD Proposal

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Lina,

Myself and many other community member have serious concerns about the proposed MOD project for Cortlandt. Truth be told the community does not want it, and the community does not just include Cortlandt but Peekskill, Yorktown, and Mohegan. I do not think you realize all of the different issues that this MOD presents.

1. Traffic. 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.

The traffic after the fact is one issue but what about the traffic during construction? The impact that will have on our local roads around the area and 202 which is already 2 lanes, now reduced to

1? This is a lot of stress to put on a small town and in a hospital area where there are ambulatory emergencies?

2. 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? And 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?

3. The hotel?? 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.

4. Schools. 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 furthur floods the schools. This does two things. Increases our school taxes to handel the excess and drives parents to put their children in private schools where their children can get a more one on one education.

5. Housing costs. 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 and to be honest I would rather sell my home before that happens and move out of the town back into a quiet neighborhood than stay here. Other residents of the three towns may feel the same way.

6. Retail? What is the purpose of adding retail on 202?? Rout 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 now in an already commercially designated zone.

7. Environmental impact. I am sure you have supposedly thought through the impact but you are ripping down a huge chunk of forested land where alot of wildlife lives and alot 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 but where exactly do you expect all of those animals to go. There are more than just a few squirrels and raccoons living in there. 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?

8. Taxes? 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.

9. Zoning? 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.

There are more issues than these that the towns have which I have not addressed here and one big one is that no one seemed to be aware of the MOD project till a month ago?

If you polled the 4 towns and cortland especially you would find communities who do not want such a huge unnecessary monstrosity in their backyard. Everyone moved into this area for a quiet peaceful life. This project disrupts that with excess noise, people, traffic, and possible crime. I am one of many who feel that the board of Cortland should rethink the idea of this project for this community. This is not something that belongs in this type of area. It benefits no one.

Sincerely,
Teresa Lombardi

Sent from my Verizon, Samsung Galaxy smartphone

Michelle Robbins

From: Michelle M <michellemmny@yahoo.com>
Sent: Tuesday, January 21, 2020 11:20 AM
To: mod
Subject: traffic

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a resident of Yorktown Heights and a frequent shopper in Cortlandt, I am greatly affected by this proposed MOD.

Route 202/35 is a state road which already cannot handle the current traffic volume. Shoppers and diners now know to avoid the stretch where the MOD is proposed due to bumper to bumper traffic during rush hour, generally starting no later than 4:00 pm and running until 6:30 pm at best. Weekends are not much better.

You are actually discouraging consumers from visiting local business already. 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.

I've seen how medical over-development has ruined Yorktown Heights, making driving almost impossible. More consideration should be given to this issue. Route 202/35 should be addressed BEFORE any commercial rezoning.

Thank you for your consideration.

Sincerely,
Michelle Mastropolo
Yorktown Heights, NY

Michelle Robbins

From: Ti Ng <ti_ng@hotmail.com>
Sent: Tuesday, January 21, 2020 11:25 AM
To: mod
Subject: Traffic impact

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi,

My name is Ti Ng and I live in the Town of Cortlandt. I am emailing my concern for the traffic impact this project will cause. Traffic is horrible during rush hours, what mitigating efforts will be done for the obvious increase in traffic this will cause? Thanks.

Sincerely,

Ti Ng

Michelle Robbins

From: VIOLA <unclebob1@optonline.net>
Sent: Tuesday, January 21, 2020 7:24 PM
To: mod
Cc: ELEANOR VIOLA
Subject: Submittal of Comments Regarding The Proposed Medical Oriented District (MOD)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

January 21, 2020

Town of Cortlandt

1 Heady Street

Cortlandt Manor, NY 10567

Attention: Linda Puglisi – Town Supervisor

Dear Madam Town Supervisor:

We are writing in regard to the proposed Medical Oriented District (MOD) discussed at the Town Board Meeting on January 14, 2020. We are not in favor of changing the Evergreen Manor and Gyrodyne properties for the MOD to commercial zoning. These properties need to remain zoned for residential use.

Regarding the proposed hotel. The building of a hotel for the purpose of families having a place to stay when their loved ones are hospitalized is a moot point. 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. Furthermore, 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? We say NO to the building of a hotel on the MOD Site.

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.

The building of a Senior Residential Community at the MOD is a good use of the property. Make it pristine something to be proud of. One (1) story residences with a garage, 2 bedrooms, 2 baths, large closets and doorways, no stairs not even an elevator. A park like setting, club house and pool would enhance our community, not only for the senior residence lifestyle, but also Cortlandt Manor.

Traffic would be horrific with all the proposed buildings discussed at our January 14, 2020, Town Board Meeting. What more can we say that has not already been said. Furthermore, 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.

We say NO to the proposed retail space and restaurants for the MOD. Brick and mortar retail stores are closing due to the increasing trend of on-line shopping. Why create a problem? Restaurants are currently being constructed in our area. Furthermore, there are already enough restaurants in our area. Let's keep them viable. **Please stop overdevelopment of our beautiful town.**

People move to Cortlandt Manor for a life style different from lower Westchester and NYC. Yet they are close enough to travel by train, bus and automobile to these destinations. The Town of Cortlandt developed a wonderful train station with affordable parking. This has enhanced train travel for our residents going to lower Westchester and NYC for work and/or pleasure.

The developers of the MOD do not care about Cortlandt Manor or its residents. They only care about maximizing their profits. Once done they will be gone and the current residents will find themselves living in an area they NEVER WANTED. The developers noted at the January 14, 2020, Town Board Meeting that what they proposed for the MOD meets the Town's vision for the future, however, no one said it all had to be done in one (1) area.

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? We have a lot of misgivings about the developers.

We look forward to hearing from the Town Board regarding our above questions and concerns. The actions you are taking now will affect every resident who currently lives in Cortlandt Manor today, and for along time to come. **Keep the MOD property zoned Residential and do not change it to Commercial.**

Respectfully submitted,

Eleanor Viola Rose and Robert Rose

20 Tamarack Drive

Cortlandt Manor, NY

10567

Chris Kehoe

From: Henry DiRocco <roccit@hotmail.com>
Sent: Thursday, January 23, 2020 12:27 PM
To: mod
Subject: Please vote NO on MOD development

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My wife and I have been residents of the Town of Cortlandt since 1983. To say that we consider this town our home is an understatement.

We have reviewed the details of the MOD development plan and we are shocked to see that something so ill conceived for our residential community would even be considered.

The amount of congestion, noise and traffic would surely surpass the capabilities of the infrastructure that is in place. A massive construction project on Route 202 that will last anywhere from 1-3 years will cripple the flow of traffic. A 10-11 story hotel built within walking distance of single family homes will stick out like a sore thumb. This will have a negative impact on the environment especially considering the increased demand of water and sewerage disposal. Additional law enforcement patrols will be required on the already strained NYS Troopers and Westchester County law enforcement departments. Parking for an additional approximately 1,200+ cars in a residential area to support this development is ill conceived.

While we appreciate the need of the town to seek additional tax revenue, sacrificing a well established residential community and their property values to do so will be at a cost that none of us are willing to make. Only the developers stand to gain from this. Not the residents of Cortlandt.

We urge the Town to vote NO on this proposal in April.

Respectfully,
Henry and Ann DiRocco

Chris Kehoe

From: ronni33@aol.com
Sent: Thursday, January 23, 2020 6:05 PM
To: mod
Cc: Linda Puglisi
Subject: Mod development

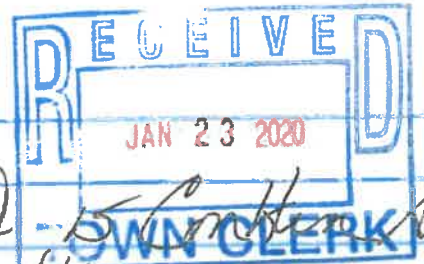
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Hello,

I sent a note regarding this very large development consideration on Route 202 (across from the Hospital). 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. If there is no plan in place to enlarge all of Route 202 my feeling is to scrap this entire construction project. When I bought my place 14 years ago, this was a very rural area which has turned into a traffic nightmare. 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? 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? The real question here is: Route 202 needs to change now even without new construction....anything being considered?

Thanks,
Ronelle Dufort

Madam Supervisor,



We are homeowners at 15 Conklin Ave and have a few questions in reference to the proposed MOD project. We would appreciate your response to the following:

1. If this project goes forward will our property be rezoned and will there be an increase in taxes due to this rezoning? Will we no longer be zoned as residential?
2. Who votes and when for the approval of the project going forward?
3. How is the wetland situation in this proposed project area and surround being addressed?

We are looking forward to your responses

Thank-you

Denise & Greg Hurdineer

15 Conklin Ave Cortlandt Manor, NY 10567
mom1542@yahoo.com

Chris Kehoe

From: D. Arnold <dulcie.arnold@gmail.com>
Sent: Wednesday, January 29, 2020 3:26 PM
To: mod
Subject: Outcome of Jan 14th meeting

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I see I've missed the Jan 14th meeting. I hope it is not too late to offer my opinion.

I am opposed to a MOD in Cortlandt. Please delay any final decision in this project.
Please register my comments.

Dulcie Arnold
68 Rick Lane
Cortlandt Manor

Chris Kehoe

From: fiestadaddy . <fiestadaddy@gmail.com>
Sent: Wednesday, January 29, 2020 8:16 PM
To: mod
Subject: Meeting Jan 14

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I see I've missed the Jan 14th meeting. I hope it is not too late to offer my opinion.

I am opposed to a MOD in Cortlandt. Please delay any final decision in this project.
Please register my comments.

Thank You,

Rick Starr
68 Rick Lane
Cortlandt Manor, NY
10567

MOD DGEIS/DEIS
Comments Received February 13, 2020 to June 9, 2020

- **Public Comments**

- **Werner**
- **Mariconti**
- **Sanders**
- **Anderson**
- **Radin**
- **Harde**
- **Rinaldi**
- **Weinberger**

- **Comments from City of Peekskill**

- **Comments from Cortlandt Planning Board**

From: Howard Werner [mailto:HWerner@Lightswitch.net]
Sent: Thursday, February 13, 2020 6:12 PM
To: mod <mod@townofcortlandt.com>
Subject: MOD

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi

I have lived at 1 Northridge Road for over 20 years and the proposed MOD is honestly a disaster. Getting out of Northridge is a hazard at best. I hold my breath every time I pull out on 202.

Please make sure that this project is modified to sever the community. DO NOT ALLOW the commercial interests of this project to modify our town.

Howard Werner
Partner & Principal
Lightswitch
34-18 Northern Blvd, Suite 4/18.
Long Island City, NY 11101
mobile +1.917.929.4493
www.Lightswitch.net

Over 25 years of Lighting and Visual Design

From: Mariconti, Janet [mailto:Janet.Mariconti@envestnet.com]
Sent: Tuesday, February 18, 2020 9:57 AM
To: mod <mod@townofcortlandt.com>
Subject: MOD

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We have been residents of the Town of Cortlandt for over 23 years. We moved here to have the balance of being in close proximity to NYC while feeling like we are in a town with wide open

spaces and parkland. Recent proposed development initiatives are stark contrast to the initial Town of Cortlandt long term plans.

We are now faced with overzealous developers seeking to rezone a residential space to create a Medical Oriented District. The proposed 105 acre development would disturb wildlife, harm wetlands, result in overcrowding and created traffic havoc on already overburdened Rt. 202.

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. The objective and scale of the MOD will destroy our community feel and drive residents out of the area. The area cannot support such an initiative as Rt. 202 is already backed up each morning and evening beyond capacity.

Please think about your town constituents first and vote against this harmful initiative.

Janet and Richard Shabman
2 Chardonnay Road
Cortlandt Manor, NY 10567

From: Tamar Sanders [mailto:tamarsanders@optonline.net]
Sent: Friday, February 21, 2020 5:29 PM
To: mod <mod@townofcortlandt.com>
Subject: Objection to MOD

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern -

I am writing to express our strong objections to MOD and any change of our current Residential zoning to Commercial.

The proposed developments will negatively impact our community and our neighborhood:

1. Air Pollution - Hundreds of parking spaces with potentially thousands of car entries and exits daily causing worsening air quality in the area.
2. Ground Water Pollution - Run off from the hundreds of cars will pollute our ground water and waterways.
3. 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.
4. 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.

5. Our Home Values - Life long investments will be negatively affected and our property values will go down.

6. 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.

Please put yourselves in our shoes and those of our neighbors and imagine what it would be like for *you and your family* to live next to these developments.

Please do not change our zoning from Residential to Commercial.

Thank you,
Tamar Sanders
4 Janet Lane
H 914 930-1611
C 845 376-3438

Sent from my iPad

From: Jim Anderson <jimanderson711@aol.com>
Sent: Tuesday, March 3, 2020 9:58 AM
To: Laroue Shatzkin <LaroueS@townofcortlandt.com>
Subject: Comments Regarding Proposed MOD

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My family and I have lived at 7 Northridge Road since 1981. We have raised our family here and are now enjoying retirement here.

We have read the details of the proposed MOD and attended the last Board meeting where it was discussed.

We strongly oppose the approval of this modification. We will get into specifics, but in general, this plan completely changes our neighborhood. 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. This is not what we want.

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. The developer does.

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).

Of course the elephant in the room is the traffic on Route 202. The developer proposed \$3,000,000 to improve road conditions and address the increase in traffic volume. Our street, 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. 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. 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.

\$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.

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.

We are the ones who will be left with the mess, not the developer, not the State.

We expect the Town Board to act as our advocates in this matter and not as an arbiter affording the developer the same consideration as the residents of Cortlandt.

This is our town and we should be able to shape it in the way that we choose. I ask that you do the right thing and deny this proposal.

Sincerely,

James and Mary Ann Anderson

7 Northridge Road

Cortlandt Manor, New York 10567

P.S. Based on the interest in this issue, it might be a good idea to change the venue for your April meeting. A number of us had to stand or wait in the hallways during the last meeting. This is too important an issue to have residents treated this way. Use one of the High Schools auditoriums.

Sent from Mail for Windows 10

From: David Radin <radin@vidkey.com>

Sent: Tuesday, April 14, 2020 5:52 PM

To: Laroue Shatzkin <LaroueS@townofcortlandt.com>

Subject: MOD district

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Board,

We would like to add our comments to the proposed MOD district on RT 202.

As homeowners on Birchwood Ln (off Tamarack) we feel this proposal is a disastrous use of the property. The proposed scope and type of use will forever destroy the peaceful community we enjoy in this area of the town.

Separate from the specific changes that have occurred during this pandemic, the normal traffic load on 202 at peak times prevents us from either entering or exiting Tamarack safely. In addition the commute from the Taconic State Parkway to Tamarack exceeds 15 minutes for just a just 3.5 mile trip. Adding 1200 cars to this area is outrageous. 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. All the traffic studies regarding this project are flawed.

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.

If any portion of this ill conceived project is approved it MUST include provisions and conditions that will help the affected communities. Tamarack is in desperate need of sewers and the developers should be required to bring sewer lines onto the entire length of Tamarack.

In addition, when at this time 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. This use should be flatly denied and never included in any phase of development of these properties.

We all know that when this pandemic has subsided, our economic outlook will be very dim for years to come. Please focus on existing real estate and pursue improvements in those areas to assist current owners. The existing zoning in place should remain the same and a better use would be to tear down the existing medical facilities and rebuild state of the art facilities to service the Hudson Valley Community Hospital.

David and Stephanie Radin
1 Birchwood Lane
Cortlandt Manor, NY 10567
sndny5657@gmail.com

Michelle Robbins

From: Henry F. Harde <hharde@yahoo.com>
Sent: Friday, May 22, 2020 2:37 PM
To: mod
Subject: Conklin Avenue Impact Statement

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

In watching the website presentations of the proposed developers, the Route 202 corridor is mentioned several times and millions of dollars are to be allocated by the developers for road improvements. As a resident of the Conklin Townhouse community just off Conklin Avenue and very close to Route 202, 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 our safety or right to use the road as well. At level of service E and with the understanding that the State will not fund or do anything to improve the existing situation - which is already terrible - voting to approve this development will, I guess have to follow NY State's example!! SAD!

If I do not receive a direct response to this e-mail, I certainly hope it will be fully addressed at the June 16th Zoom meeting.

Thank you,

Henry F. Harde (Unit 6F on Adrian Court)

Michelle Robbins

From: ELIZABETH RINALDI <rinjbjb@yahoo.com>
Sent: Thursday, May 28, 2020 8:09 PM
To: mod
Subject: MOD

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom it May Concern,

I've lived in Cortlandt for four decades and at that time I've seen many changes, some good and some bad. The increase in population has brought more vehicular traffic, big box stores and in some parts of town more crime. I'm concerned about the scope of this project and what it will bring to Cortlandt. 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. Please use this as an opportunity for quality changes and increased home values for our residents. I realize the hotel is not the only proposal, but hopefully common sense will prevail and the project will be scaled back to fit our town. We need viable, positive, aesthetically pleasing additions that add value and make Cortlandt a desirable Westchester town to raise a family. I grew up here and now I'm raising my kids here I want it to grow and change, but at the same time remain the beautiful, safe town that I know.

Best,
Elizabeth Rinaldi

Sent from Yahoo Mail for iPhone

March 31, 2020

Cortlandt Town Supervisor Linda Puglisi
and Members of the Town Board
Town of Cortlandt
1 Heady Street
Cortlandt Manor, NY 10567

By email to MOD@TOWNOFCORTLANDT.COM

Re: MOD Comments and Questions

Dear Madam Town Supervisor and Members of the Town Board:

The Medical Oriented District is a plan emerging from and directly linked to the Envision Cortlandt Sustainable Comprehensive Plan. Envision Cortlandt also serves as the foundation for the attached comments and questions regarding the MOD Zoning and proposed MOD Development plan. A careful reading of Envision Cortlandt reveals a well-articulated and thoughtful guide to where the Town should be going, how to get there and how the various priorities complement one another. Importantly, economic development, social welfare and the environment balance and enrich one another in ways that point to a more livable, desirable and viable Cortlandt. For this reason, consideration of the MOD can and should be through the lens of the plan. The result is a substantial number of questions yet to be answered about the MOD Zoning and proposed MOD Development plan.

I admit to initial concern about the proposals, a reason I used Envision Cortlandt as a conceptual and focusing framework to read and think about the proposed MOD Development plans and related documents. I believe the MOD and the potential impact on our community is important and deserves thoughtful and dispassionate consideration. Envision Cortlandt has helped me to do so, leading to many questions and comments. Good social policy and our shared desire for the common good call for equally thoughtful responses to the many questions posed to the Town, the developers and perhaps others.

Since this submission represents only my work, I hope my comments and questions will also reflect views of my neighbors with whom I will be sharing the document. The submission considers issues that include:

- ❖ Goals of the MOD
- ❖ New York Presbyterian-Hudson Valley Hospital Center
- ❖ The Environment
- ❖ Density and Commercialization: Quality of Life
- ❖ Traffic
- ❖ Zoning
- ❖ Summary and Conclusions

I hope other Town residents better versed in ecology, wetlands, zoning and other topics will add their insights to address these and other aspects of the proposed MOD Development plan.

The comments and questions of this submission point to serious issues in need of attention before plans are finalized and Town decisions are made. I believe the following conclusions are well supported, emerging from a careful review of the plans and from the numerous questions that remain:

- ❖ 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.
- ❖ 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.
- ❖ 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.
- ❖ 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.
- ❖ 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.
- ❖ 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.
- ❖ The MOD plans are too dense, too large and too commercial, likely resulting in negative consequences for property values in MOD-adjacent neighborhoods.
- ❖ 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.
- ❖ 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.
- ❖ 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.
- ❖ 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.

- ❖ Phased project implementation makes sense as a way to identify 'bite-sized' tasks, manage resources burden and disruption, coordinate Town, developers, hospital and residents and measure attainment of implementation and quality metrics. All of this depends on a complete plan. The substantial number of questions about the MOD point to a proposed MOD Development plan that remains far from complete. Therefore, the promise of a phased implementation is premature. 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.

These conclusions should not be mistaken for difficulty in confronting potential changes to our community. These conclusions are not because 'change is hard for people.' Rather, these conclusions emerge from a systematic review of plans not likely to meet the goals articulated in Envision Cortlandt. Moreover, 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. Good social policy demands a systematic, thoughtful review with a critical eye and guiding principles. The MOD Development plans as proposed are inadequate and should not be adopted or implemented in their current form. More modest alternatives tightly linked to the MOD goals are possible. Successful outcomes will require rigorous attention to balancing the desires of developers with the needs of residents, the environment, ecological harmony, wetlands and painstaking realism about traffic problems and solutions.

I recognize the challenges in which we are all functioning during this time of the Coronavirus state of emergency. Timelines and priorities will shift to address essential public health and safety concerns. It is in this context that I look forward to responses and follow-up discussion. I respectfully submit the attached comments and questions for review.

Sincerely,



David H. Weinberger, Ph.D.

Attachment: MOD Submission and Comments DHWeinberger

MOD: Submission Comments & Questions

This submission contains questions, comments and suggestions related to the Medical Oriented District (MOD). The comments address issues present in the Executive Summary (mod_executive_summary_9_17_19), the 11/19/2019 Public Hearing Transcript (Public Hearing Transcript mod_seqr_dgeis_deis_local_law_(11_19_2019)fi.pdf), selected report chapters and appendices, and the Zoning document (final_draft_mod_zoning_text_january_11_2018).

The Envision Cortlandt Master Plan is a guide to making sense of and judgements about the proposed MOD Development plans. In fact, a guiding recommendation for this public review process is to use the Master Plan as both the framework to achieve the vision of the plan but also as a 'test' of the development proposals. To take full advantage of the value of the Master Plan, the review considers the goals of the MOD, the sustainability characteristics of the plan as well as the Sustainability Principles. It is noteworthy that developers associated with the MOD have "studied the Envision Cortlandt comp[rehensive] plan at length... ended up devising what we think is entirely consistent with the vision that was communicated" (11/19/2019 Public Hearing Transcript, p. 34 lines 11-12). "The Evergreen proposal... is precisely consistent with the Envision Cortlandt sustainable comprehensive plan." (11/19/2019 Public Hearing Transcript, p. 35 lines 8-10). Although not stated in the Public Hearing Transcript, presumably, the Gyrodyne proposal is also consistent with Envision Cortlandt. These statements reinforce the value of using Envision Cortlandt as the framework to illuminate the proposed MOD Development plans and structure the comments and questions which follow.

Questions and comments will address:

- ❖ Goals of the MOD
- ❖ New York Presbyterian-Hudson Valley Hospital Center
- ❖ The Environment
- ❖ Density and Commercialization: Quality of Life
- ❖ Traffic
- ❖ Zoning
- ❖ Summary and Conclusions

GOALS of the MOD

Using the Envision Cortlandt Master Plan as a guide is a really good way to make sense of the MOD Zoning changes and the proposed MOD Development Plan. I think it is important to connect the Master Plan to the work of creating and evaluating the Medical Oriented District. This way, we all can better understand if and how well the proposed plans are likely to bring us to the desired outcomes.

There are excellent MOD goals in the Master Plan (Envision Cortlandt Master Plan, p. 31):

- ❖ Better integration of care and spectrum of services
- ❖ High Quality of healthcare
- ❖ Reduce health care costs
- ❖ Improve patient outcomes
- ❖ Provide housing options that allow for a continuum of care (aging in place)
- ❖ Provide medical-oriented uses conveniently located around the hospital
- ❖ Connect the MOD via various transit options (addressed in the **Traffic** section of these comments)

For each MOD goal, the overall question is "How will the proposed MOD Development plan (or plan component) contribute to achievement of the MOD goal?"

Goal: Better integration of care and spectrum of services

Better integration of care is the result of actions taken by medical professionals in coordination with the patient. Simply put, better integration of care and services does not just happen when you build something. Therefore, the specific questions are:

- ▶ How will the MOD as proposed make medical professionals better at their job of integrating patient care?
- ▶ 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?
 - It is possible that Westchester County 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 to achieve this MOD goal?
 - It is possible that 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 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 and support services that integrate patient care?
- ▶ How will NYP-HVHC take advantage of the MOD to provide, increase and/or improve social and support services that integrate patient care?
- ▶ How will NYP-HVHC take advantage of the MOD to provide, increase and/or improve medical services that integrate patient care?
- ▶ How will the MOD expand, increase and/or improve NYP-HVHC discharge planning?
- ▶ 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?

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Better spectrum of services can be accomplished through improvements in the range, variety appropriateness and/or availability of medical and medical-related services. At most, the availability of services is **necessary but not sufficient** to achieve "better integration of care." Specific questions regarding the spectrum of services are:

- ▶ 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?
- ▶ 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?

Goal: High Quality Healthcare

More and/or different healthcare options do not necessarily produce **High Quality Healthcare** or improvements in the quality of existing healthcare services and outcomes. Specific questions are:

- ▶ 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?
 - How will establishment of the MOD and implementation of the proposed MOD Development Plan influence healthcare services delivered by providers in the MOD-based medical offices not formally part of NYP-HVHC?
- ▶ 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?
- ▶ 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?

The MOD has been conceived as a walkable setting (11/19/2019 Public Hearing Transcript, p. 34, line 11). If residents in MOD Assisted Living or Senior Independent Living residents achieve better health care outcomes by taking advantage of proximity to medical services and NYP-HVHC, it is likely that a not insignificant number of senior residents will be (or become) mobility-impaired even while successfully navigating Independent Living. 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.

Goal: Reduce Healthcare Costs

The Cost of healthcare is an important topic for all Town residents. Any **reduction of healthcare costs** is a welcome benefit of the proposed MOD Development plan.

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- ▶ 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?
- ▶ 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?

Goal: Improve Patient Outcomes

Improvements in Patient Outcomes is a valuable contribution of the MOD.

- ▶ How does the MOD improve patient outcomes?
- ▶ What metrics will be applied 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?
- ▶ 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 distinguish participating service providers from those not participating?
- ▶ 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.
- ▶ 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?
- ▶ 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 MOD Zoning require MOD-based providers to participate in the patient outcome improvement system of metrics?
 - How will MOD Zoning require MOD-based providers to participate in the patient outcome improvement system of metrics?

Goal: Provide Housing Options that Allow for a Continuum of Care (Aging in Place)

Continuum of care (aging in place) seems to have more than one possible definition.

MOD: Submission Comments & Questions

One definition of a continuum of care (aging in place) serves community residents interested in **leaving their existing residence** to move to 'senior housing.' The progression in a 'continuum of care' would then offer assisted living, now specifically identified in the proposed MOD Development Plan.

- ▶ What number and percentage of the proposed 366 residential dwelling units will be 'senior housing' units intended for senior independent living?
- ▶ What number and percentage of the residential dwelling units that are not senior independent living will be designated as market rate rental apartments?
- ▶ 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.?
 - How does MOD Zoning address flexibility to increase the proportion of senior independent units as needed in the future?
- ▶ What is the proposed ratio of independent living senior housing units to assisted living units?
- ▶ Will Town residents have priority when applying for senior independent living units over those applicants who are not Town residents?
- ▶ Will Town residents have priority when applying for 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?
- ▶ 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?
- ▶ 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?
- ▶ 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?
- ▶ 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?
- ▶ There is certainly value in having assisted living as an option for Town residents. To do so in a sensible manner, 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?

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- What data support a 120 bed assisted living facility as the right capacity to meet Town needs in 2021?
- The Sustainable Comprehensive Plan establishes a 20-plus year time frame. This points to the need for estimates of the extent of need for assisted living on which basis residents and the Town can judge the adequacy of the MOD Zoning changes and the proposed MOD Development plan.
- 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**.
- ▶ 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? "

A second way to consider housing that allows for a continuum of care (aging in place) is to consider an alternative definition of aging in place as offered by AARP. In "Aging in Place: A Toolkit for Local Governments" by M. Scott Ball, "**Aging in Place' is simply a matter of preserving the ability for people to remain in their home or neighborhood as long as possible.**" With this definition as a guide, housing to support aging in place could mean housing for the 'aging in place' support staff, specifically the home health care aides that provide the bulk of day-to-day services and care which make it possible for elderly with deficits in health, mobility and/or cognition to remain in their homes.

- ▶ 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"?
- ▶ How do the 366 residential dwelling units contribute to aging in place in ones' own home?
- ▶ 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?
- ▶ 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?
- ▶ 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?
- ▶ 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?

The Evergreen site developer has identified Trammel Crow Company's involvement "in the pursuit of all types of senior housing, market rate apartments, active adult apartments and industrial warehouses." (11/19/2019 Public Hearing Transcript, p. 33, lines 11-14.)

- ▶ 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)?

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- ▶ 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?
- ▶ 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?

Policy 9: 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.

- ▶ 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 targeted plan around the hospital?

New York Presbyterian-Hudson Valley Hospital Center (NYP-HVHC)

The draft MOD Zoning specifies the New York Presbyterian Hospital Center is included in MOD Zoning along with the Evergreen Manor and Gyrodyne Sites (mod dgeis_deis notice of completion 10-23-2019.pdf, p. 1). By all appearances, NYP-HVHC is not a participant in the proposed MOD Development plan. 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)

Medical oriented services in the Evergreen and Gyrodyne sites within the MOD just across Route 202/35 will not be operating in a vacuum and cannot and should not be planned without consideration of NYP-HVHC contributions. 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. Instead, NYP-HVHC would simply integrate care better than happens now, improve patient outcomes and share infrastructure opportunities with existing service providers located in current facilities on the south side of Route 202/35. Hardly likely and therefore, consideration of proposed MOD Development plans without contributions of NYP-HVHC undermines any reasonable expectation of accomplishment of MOD goals. Achievement of the Goals of the MOD will not 'just happen.'

MOD development proposals seem purely commercial in the absence of NYP-HVHC contributions to the achievement of the MOD goals. Satisfying answers to many questions stated in this submission (and likely others as well) rest on how MOD development plans relate to relevant NYP-HVHC plans. These relationships and the focus on medical services and the existing NYP-HVHC campus beg the question of coordination and collaboration with relevant NYP-HVHC planning.

It might be argued that the hospital can remain 'neutral' during planning if coordination with medical oriented entities of the MOD takes place at a later time. Unfortunately, such an approach prevents effective planning and undermines Town and Town residents' ability to evaluate proposals and make sustainable decisions consistent with the 20-plus year timeline of the Envision Cortlandt plan. 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. Consideration of density illustrates this point. 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. Density determinations made with Evergreen and Gyrodyne in mind could be undermined by the later actions by NYP-HVHC, geographically within the MOD and subject to MOD Zoning. NYP-HVHC planning and development that is functionally independent of the MOD would be unlikely to result in coherent, complete and non-duplicative MOD implementation. Other considerations are similarly constrained. Setting and meeting sustainable 'targets' for types and levels of medical services, of impact on the environment, on traffic, on noise, on air pollution and on overall

impact on quality of life are unlikely without participation by all MOD entities.

It is possible that NYP-HVHC is willing for MOD decisions to be made in the absence of their contributions. A statement to that effect was made at the January 14, 2020 public meeting, indicating that NYP-HVHC not 'participating' at this time. However, 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? Our work, the proposed MOD Zoning changes and MOD Development plan cannot be considered complete without including NYP-HVHC plans for the existing Route 202/35 campus, information critical to contextualizing, understanding and evaluating proposals from the Evergreen and Gyrodyne developers. Simply put, NYP-HVHC contributions are essential to achievement of MOD goals and sustainable development. Therefore, questions include (but should not be limited to):

- ▶ 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?
- ▶ These questions are consistent with the questions regarding occupancy, numbers of physicians etc. that were raised in the 11/19/2019 Public Hearing (Transcript p. 84, lines 5-11).
 - For example, 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.

Absent NYP-HVHC participation in the MOD development planning, there appear to be two options to consider. First, NYP-HVHC could voluntarily forfeit 'their place' in the MOD approval process. Again, with density and traffic as an example, consider if 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.' The second option to consider is to reject the MOD outright. MOD goals are simply unattainable without participation of the hospital around which the MOD is conceived and structured.

Unclear in planning to date is the degree of NYP-HVHC participation in the proposed MOD Development plan. 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

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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 11, 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 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?

It is worth noting another advantage of NYP-HVHC participation in the MOD development planning process. The still-new administration of a New York City-based organization without the decades of local area involvement and shared community interest could use the MOD planning process as an opportunity to establish a relationship with the community. In this way, participation and engagement with the Town and engaged residents through the MOD process afford an opportunity to establish a relationship and begin the process of becoming a trusted partner in the community. Residents in the community have benefitted from years of HVHC improvements that were accomplished without a massive, commercial and dense intrusion in the surrounding neighborhoods. The MOD efforts should strive for a continuation of improvements and strengthening of trust and connections to the community and the Town.

The Environment

The Sustainable Comprehensive Plan provides guidance that extends beyond the MOD goals when considering MOD Zoning changes and the proposed MOD Development plan. Sustainability and the plan's "systems-based approach to planning [that] promotes the integration of environmental, social and economic principles" (Envision Cortlandt, p. 5) is an equally relevant and important guide. The balance of these three principles provides a lens to examine the degree to which each objective is and should be represented in a project or plan, in this case, the proposed MOD Development plan. The systems approach is clearly illustrated in Envision Cortlandt plan (p. 7) and informs thinking about the MOD Zoning and proposed MOD Development plans. Sustainability results when the environment and social benefits are



considered at the same time and in the same project as are economic considerations. Sustainability cannot result if the MOD Zoning and proposed MOD Development plan are considered from a discreet economic point of view. With this convergence of economic, environmental and societal considerations in mind, questions and concerns follow regarding ecological harmony and energy efficiency.

Sustainability Principle: Ecological Harmony

Ecological Harmony policies promote the preservation and conservation of natural resources (air, water, flora and fauna, etc.) and the harmonious connection of nature and people. (Envision Cortlandt, p. 10)

Goal: Protect wildlife and maintain biodiversity.

- ▶ 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

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- 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).
 - 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?
 - 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 Harmony Sustainability Principle?
 - 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?
 - 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?
 - 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. Noting the impact of the MOD project without mitigation is not the approach to development that brought me to Cortlandt Manor twenty-seven years ago. The same is almost certain if not for most Town residents, then at least those who commented in the November 17, 2019 and January 14, 2020 meetings. 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.

- ▶ Sustainable and balanced alternatives to MOD Zoning changes and the proposed MOD Development plan would pursue a 'smaller footprint' project that promotes MOD healthcare goals while simultaneously supporting ecological harmony, protects wildlife and habitat and supports biodiversity.

Policy 115 Encourage property owners to plant replacement trees whenever trees are removed or destroyed. (Envision Cortlandt, Open Space & Natural Resources, p. 90)

Policy 117 Connect existing open space parcels and create larger corridors of protected land in forest cover. (Envision Cortlandt, Open Space & Natural Resources, p. 90)

The proposal to remove approximately 100 feet of trees along parcel 4 of the Evergreen site, to be replaced with '7 foot high evergreens' is counter to Policy 115. There will be no need to replace trees that are not removed. Consistent with Policy 117, current forest cover will not be lost if MOD zoning requirements and planning does not allow high density and development that extends to property boundaries.

- ▶ 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 Open Space goals be addressed in MOD Zoning changes and proposed MOD Development plans?

Sustainability Principle: Energy Efficiency

Energy Efficiency policies focus on reducing energy use and costs by shifting to renewable energy sources such as solar, wind, and geothermal for residential and commercial buildings. (Envision Cortlandt, p. 11)

The Sustainable Comprehensive Plan differs from a traditional comprehensive plan in the "strong emphasis on future generations, longer-term planning (20-plus years) while focusing on actionable items" (Envision Cortlandt, Table 1, p. 5). This is important as we think about the MOD and about our community because the 20-plus year time frame of the Sustainable Comprehensive Plan is consistent with the 2019 **NYS Climate Leadership and Community Protection Act (CLCPA)** benchmarks. The CLCPA targets include 40 percent emissions reduction in absolute terms from 1990 levels by 2030 and 85 percent emissions reductions by 2050, using best available technology. CLCPA success will phase out oil and gas powered boilers and furnaces with 'electrification' to deliver carbon-free heating, cooling and hot water. Two strategies are apparent if the Town is to meet the target of 70% renewable energy by 2030. In one, the MOD can depend on energy suppliers (such as Con Ed) to meet this renewable energy target by 2030. In this scenario, the Town and the MOD will meet the emissions targets if the outside entities over whom the Town and residents have little control meet their targets for energy produced and provided to customers. Alternatively, the Town can ensure the target is met by adopting infrastructure requirements at design and implementation, placing responsibility, control and success fully within control of our community.

To reach these targets, our actions today and the actionable items of the MOD including zoning, development plans and implementation must reflect the goals and timelines identified in the CLCPA. Simply put, what we enshrine in MOD zoning, what we plan for and what we build starting in 2020 must anticipate these targets. Consider the alternative. Without anticipating CLCPA, MOD development projects will not meet emission reduction targets starting in 2030 and will continue to miss targets for decades into the future. Re-design, retrofitting and various forms of corrective action will be difficult for the Town to require and enforce, expensive for

commercial property owners/developers to comply, and inconvenient or worse (expensive if retrofit costs are 'passed-through') for both the businesses and assisted living, independent senior housing and apartment residents. We will always be playing catch-up, leaving our community and Cortlandt's children and grandchildren on the wrong side of climate change. By acting now, there is time and opportunity for current development to meet CLCPA targets. It is easier, more effective, overall less expensive and more sustainable for Cortlandt to enact MOD zoning with required compliance with anticipated CLCPA targets than later attempts to require corrective action.

Specific principles, goals and policies of Envision Cortlandt appear consistent with CLCPA.

Policy 16 Implement building code provisions for all new commercial construction and major commercial renovations that promote renewable energy and efficiency practices such as solar, geothermal and the use of green roofs as well as account for future climate conditions of extreme wind speeds, precipitation, flooding, humidity, and peak temperatures. (Envision Cortlandt, p. 37)

- ▶ 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?
 - 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 anticipates 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?
- ▶ If MOD construction is not built to meet 2030 CLCPA targets, will targets become mandatory in 2030? In 2040?
 - 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 of the properties for non-compliance?
 - What will be the consequences to developers and/or the 2040 owners of the properties for delayed compliance? For non-compliance?
- ▶ How would required energy efficiency targets improve how well the MOD proposals and implementation meet Envision Cortlandt principles, goals and policies?
- ▶ How would required energy efficiency targets improve how well the MOD proposals and implementation meet CLCPA targets?

The Master Plan Energy Efficiency Sustainability Principal has a metric of the number of residential solar photovoltaic systems installed. **We can do better** by extending the principle of the plan to a metric for the MOD Zoning changes and the MOD design.

- ▶ 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 structures will be here in 2030, 2040 and 2050, and therefore, what will be the MOD zoning requirements for sustainable choices.

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Adoption of local sustainable choices with geothermal and solar implementation means that we do not have to trust that Con Ed or other energy providers will do the right thing and meet CLCPA renewable targets by 2030 and 2040.

- ▶ 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?
- ▶ What incentives if added to the MOD Zoning requirements for energy efficiency will ensure that target and metrics are met?
- ▶ What penalties if added to the MOD Zoning requirements for energy efficiency will ensure that target and metrics are met?

Other Envision Cortlandt policies are also relevant to the development of the MOD. What specific plans or actions will:

- ▶ "Evaluate areas that could be serviced by an electric 'Micro grid.'" (Envision Cortlandt, Policy 79, p. 65)?
 - How will the MOD or MOD elements incorporate 'Micro grid' electric service?
- ▶ "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)
- ▶ "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)?

The creation of the MOD and the new construction offers opportunities to pursue and achieve these energy efficiency goals and policies articulated in Envision Cortlandt.

GOAL: Improve the environmental sustainability of existing and new residential development.

Policy 45: Promote residential renewable energy and energy efficiency practices such as solar, geothermal, and the use of green roofs through the use of density bonuses vis a vis open space requirements. (Envision Cortlandt, p. 52)

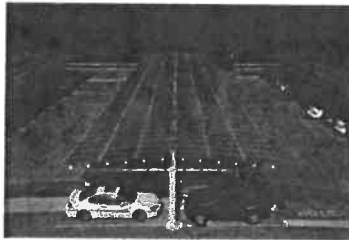
45-1: Number of residential solar photovoltaic systems, geothermal systems and green roofs installed. (Envision Cortlandt, p. 52)

Some environmental sustainability elements are apparent in the Gyrodyne proposal but are non-existent in the Evergreen MOD Development Plan. Even so, the Gyrodyne proposal lacks attention to renewable energy in ways that will support achievement of the CLCPA targets. Promotion rather than policy requirements appears insufficient to achieve environmental sustainability and to address the effects of climate change. The Cortlandt Climate Action Plan identified "The greatest obstacle to achieve this [energy reduction] goal are the mechanical retrofits and associated costs." (Climate Action Planning Presentation, undated Dani Glaser, Sustainability Consultant to Town of Cortlandt, undated presentation, slide 21, https://www.dec.ny.gov/docs/administration_pdf/cortlandt1.pdf).

- ▶ 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?
- ▶ 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?

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- ▶ How much additional progress 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?
- ▶ 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 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 of the parking areas and urban green?
- ▶ 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?
- How much progress would result from solar canopies 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?
- ▶ 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).

LEED Ratings (Leadership in Energy and Environmental Design)

The Gyrodyne proposed MOD Development plan is projected to achieve a minimum LEED certified rating (Gyrodyne EAF Expanded Narrative p. 2). LEED certified is a welcome step in

the right direction. However, LEED certified is the lowest of four levels (identified in LEED v4) and is a stated goal of only a portion of the MOD project. This limited application of LEED raises questions about LEED and how the MOD, the Town and its residents might benefit from wider use as well as from attainment at higher LEED rating levels.

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?
- ▶ How would Envision Cortlandt Sustainability Principals be affected if all new construction in the MOD met the LEED Silver standard?
- ▶ How would Envision Cortlandt Sustainability Principals be affected if all new construction in the MOD met the LEED Gold standard?
- ▶ How would Envision Cortlandt Sustainability Principals be affected if all new construction in the MOD met the 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?
- ▶ How would progress toward and achievement of CLCPA net zero greenhouse gas emission targets be impacted if all new construction in the MOD met the LEED Silver 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 Gold 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 Platinum standard?

Environmental Leadership

It is reasonable to expect that some might view global warming, climate change and climate change initiatives as 'more' than we can solve in the MOD or 'bigger than Cortlandt.' However, the Town and Cortlandt residents live each day with Cortlandt's well-established, well-regarded and successful balance of economic and environmental wellbeing.

Sustainability is the promise to our children and grandchildren that they will inherit a tomorrow that is at least as good as today and hopefully better. Achieving this promise will call for the participation of each and every one of us. Our Town has a long-standing record of environmental stewardship exemplified by our leadership in protecting open space, natural resources, and smart growth practices. The Town Board and I are fully committed to this important effort and we look forward to your participation in becoming a sustainable community. (Envision Cortlandt p. 1, quoting Supervisor Puglisi [emphasis added])

The environment is important to us and is something we experience each day. "Sustainable land use balances economic growth with environmental preservation, cultural identity, social equity, and livability to create a strong sense of place. It promotes land use planning that considers both the present and the future, and understands that land use decisions have impacts on **local, regional, national, and global scales.**" (Envision Cortlandt, p. 39 Relationship to Vision [of] Residential Land Use & Housing, emphasis added). Our sense of place and sustainable land use and environmental balance is local but extends beyond our borders. The CLCPA reflects the environment and energy efficiency regionally (i.e., New York

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State) now and for future generations. Consideration of Cortlandt's children and grandchildren means it is the Town's business to consider intermediate and long-term environmental and energy consequences in our current decisions and actions. The New York State Climate Leadership and Community Protection Act targets are a relevant local concern appropriate to and necessary for MOD decisions. The CLCPA targets are consistent with the Envision Cortlandt Sustainable Comprehensive Plan.

MOD planning and implementation is an opportunity to extend Cortlandt as a leader in sensibly balancing environmental, economic and social wellbeing. Adopting CLCPA targets does more than assert planning leadership, locally, regionally and statewide. As Cortlandt enhances environmental leadership through implementation of the Envision Cortlandt plan, impact can spread more broadly. The recently published study Social Tipping Dynamics for Stabilizing Earth's Climate by 2050 in the Proceedings of the National Academy of Sciences points to wider benefits. (<https://www.pnas.org/content/early/2020/01/14/1900577117>.) Envision Cortlandt implementation can have positive impact, contributing to social contagion cascades that spread behavior, opinion and social norms that are influential on others. The Town's resulting reputational value gains are good for residents, sustainable growth, social equity, livability and the strong sense of place, all advantages that can only help our community. It is also noteworthy that this study cites research confirming that use of renewable energy "will be cost-effective in the long run" (M. Ram *et al*) especially important for our MOD Zoning work because "The average life span of buildings is about 50 years" (P. Hernandez and P. Kenney).

Density and Commercialization: Quality of Life

As proposed, the MOD will dramatically increase density and commercialization in the middle of existing residential neighborhoods. 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.

The Sustainable Comprehensive Plan makes the quality of life argument crystal clear:

Sustainable land use balances economic growth with environmental preservation, cultural identity, social equity, and livability to create a strong sense of place. It promotes land use planning that considers both the present and the future, and understands that land use decisions have impacts on local, regional, national, and global scales.

A community's built environment is one of its most permanent, lasting investments and symbolizes its commitment to sustainability. Cortlandt understands that the planning and design of its open spaces, buildings, and infrastructure—along with the preservation of local biodiversity—is critical to retaining healthy ecosystems and can have significant effects on the quality of life of its residents. Well-planned communities can positively affect health, strengthen identity, help attract new residents and visitors, and revitalize the local economy. (Envision Cortlandt, Relationship to Vision [of] Residential Land Use & Housing, p. 39)

The substantial commercial infusion into our residential area will result in an economic consequence of reduced property values in MOD-adjacent neighborhoods. Given this expected reduction it is reasonable to assume that many residents (not just those opposed to proposed commercialization in their neighborhood) will pursue tax certiorari claims. As the MOD gains visibility, in January 2020 for the first time in many years we received an unsolicited "REDUCE YOUR REAL ESTATE TAXES" mailing.

- ▶ What is the projected effect of the MOD on property values?
 - Perhaps the Town will conduct appraiser-based estimates of the property value declines associated with siting a large commercial entity adjacent to residential neighborhoods?
 - If nothing else, it would be a way to allay the concerns of the affected residents.

The intrusion of high density development into stable, long-established residential neighborhoods adjacent to the proposed MOD lacks balance, fails to reflect co-equal importance of economic, environmental and **social consequences**:

- ▶ 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?
- ▶ How does the proposed MOD Development plan manage the **social consequences** 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?

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- ▶ How does the proposed MOD Development plan manage the **social consequences** and **environmental consequences** of decreased bird, animal and plant life in the MOD as well as in MOD-adjacent neighborhoods?
- ▶ How does the proposed MOD balance economic growth with environmental preservation, cultural identity, 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?

Quality of life, density and commercialization are impacted by the presence of three major players in the MOD proposal.

- ▶ 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?
- ▶ Assuming the 'mostly built' NYP-HVHC campus to set a 'floor' of 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?

Policy 14: Improve existing commercial areas of the Town by implementing infrastructure improvements, design guidelines, and standards to enhance visual appearance.

Envision Cortlandt describes the importance of visual quality to a community's sense of place, the meanings, values and feelings that individuals or groups associate with a place. "Since the visual nature and quality of our community is one of our most immediate connections to the environment, protecting and enhancing visual and community character is critical to making a community a desirable place to live." (Envision Cortlandt, Community Character & Visual Quality, p. 93).

Visual appearance is, as identified in Policy 14 an important consideration for sense of place and the desirability of Cortlandt as a place to live. The proposed "5-story buildings up to 60 feet in height [will be] similar to the height and bulk of the existing NYPH... result[ing] in the construction of larger and taller buildings as well as denser more compact development... Although there would be visual changes to the MOD Zoning Area, these changes would be expected to support the planned economic growth of the MOD and would not be inconsistent with the surrounding MOD uses. The MOD Zoning would be expected to create a neighborhood scale campus-like atmosphere and would encourage the use of compatible design, building materials, signage and other architectural elements among developments." (Executive Summary p. 25) Visual consistency and similar height and bulk of the MOD Evergreen and Gyrodyne sites with the "surrounding MOD uses" (Executive Summary p. 25) namely NYP-HVHC, is confirmation of the intent to present a commercial visual presentation for the entire MOD. Such an approach is consistent with a MOD connected to itself but **not** connected with the surrounding neighborhoods.

- ▶ 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?

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- 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?
- 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.

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, inconsistent with the Town of Cortlandt and inconsistent with 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 live.” (Envision Cortlandt, Community Character & Visual Quality, p. 93).

There is further confirmation of the MOD Zoning and proposed MOD Development plan as treating the MOD as a stand-alone entity unconnected to the community in which it will exist and which it will impact. MOD Zoning identifies “Streetscape Improvements” that “Replaces the visual prominence of large parking lots with attractive streetscape, landscaping, sidewalks, public spaces, activity areas (such as outdoor seating) along Route 202/35 to encourage walkability, connectivity between MOD uses and to provide a more bicycle and pedestrian friendly commercial center with connections to adjacent residential neighborhoods.” (§ 307-XX Medical Oriented District Final Draft January 11, 2018, p. 4)

- ▶ This zoning element emphasizes visual quality and esthetics **along Route 202/35**, representing clear priority of the MOD over the visual quality and esthetics that will impact residents from their homes in the MOD-adjacent neighborhoods.
- ▶ 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.

This zoning choice reduces Town residents’ quality of life of as well as the desirability of the community in the form of reduced property values of homes in MOD-adjacent neighborhoods.

The “connections to adjacent residential neighborhoods” assumes movement between the MOD and MOD-adjacent neighborhoods. The assumptions which underlie these connections and the movement between the MOD and surrounding neighborhoods are important.

- ▶ 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?
 - If yes, then on what basis is the movement presumed to be 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 borders 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?

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.** This points to the inherent negative quality of life consequences of the MOD. Questions remain as to how alternative proposals might be structured to meet MOD goals without **irrevocable damage** to quality of life of residents of MOD-adjacent neighborhoods.

Traffic

Traffic, a well-known and long-standing concern along the Route 202/35 corridor has been included in MOD consideration to date. "The initial goal of the study was to evaluate potential traffic growth from and within the contemplated medical-oriented district, along with external sources from neighboring communities." (Public Hearing, 11/19/2019, p. 17, lines 19-23). A welcome and appreciated action in light of long-established and widely-held concerns about traffic along the Route 202/35 corridor.

To identify and clarify potential traffic growth starts from good knowledge of previous and current traffic conditions on which to base predictions of future volume and needs. 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 alone through the duration of construction. As residents, we need to base MOD decision-making on the best information possible. 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. Retrospective counts and summaries are only a starting place for judgments about the impact of the zoning changes and proposed development plans over the life of the MOD.

The 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'. Good decision-making consistent with 20-plus year sustainability calls for extended projections. Data in DGEIS Appendix 11 include New York State Department of Transportation (NYSDOT) Vehicle Classification Count Average Weekday Reports from 2009, 2010, 2015, 2016 for Route 202/35, Route 6 and Croton Avenue at various start/stop points. However, the information presented is a mix-and-match of locations and dates. Therefore:

- ▶ What are the trends from 2009 to 2016 for each of the included 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?
- ▶ What are the projections for each of the included locations five years after completion of the MOD construction?
- ▶ What are the projections for each of the included locations ten years after completion of the MOD construction?
- ▶ What are the projections for each of the included locations twenty years after completion of the MOD construction?

Turning Movement Counts survey dates range from February 2, 2016 through May 28, 2019.

- ▶ For each of the surveyed intersections, what is the rate of increase observed?
- ▶ For each of the surveyed intersections, by extending the observed rate, what are the projected counts at completion of the MOD construction?
- ▶ For each of the surveyed intersections, by continuing to extend the observed rate, what are the projected counts five years after completion of the MOD construction?
- ▶ For each of the surveyed intersections, by continuing to extend the observed rate, what are the projected counts ten years after completion of the MOD construction?
- ▶ For each of the surveyed intersections, by continuing to extend the observed rate, what are the projected counts twenty years after completion of the MOD construction?

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- ▶ For any/all of these Turning Movement Counts, what additional data are needed to establish these projections?

Automatic Traffic Recorder traffic volume data for Route 35/202 at various locations, eastbound and westbound are reported for February/March 2017 and October 2017. Northbound and southbound data for Lafayette Avenue (at various locations) are reported for September-October 2018.

- ▶ How are 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?
- ▶ For each of the surveyed locations, what is the rate of increase observed?
- ▶ For each of the surveyed locations, what are the projected traffic volumes at completion of the MOD construction?
- ▶ For each of the surveyed intersections, what are the projected traffic volumes five years after completion of the MOD construction?
- ▶ For each of the surveyed intersections, what are the projected traffic volumes ten years after completion of the MOD construction?
- ▶ For each of the surveyed intersections, what are the projected traffic volumes twenty years after completion of the MOD construction?

The traffic study "trip generation methodology and estimated number of trips generated by the full zoning buildout" differentiates internal and external trips (AKRF MOD Trip Generation Memorandum to Michael Preziosi, March 7, 2019 Table 1, DGEIS Appendix 11, p. 150). 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?
- ▶ 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 ten years after completion of the MOD construction?
- ▶ 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 twenty years after completion of the MOD construction?

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.

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- ▶ What is the rationale for not including internal trips within each of the “integrated complementary and interacting 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?
 - Twenty years after completion of the MOD construction?

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. 778).

- ▶ What assumptions about staff shifts (numbers of staff per shift and timing of shifts) underlie parking estimates for each of the six Evergreen facilities listed in the Summary?

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?

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.)

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?

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 business(es) are the basis for the parking requirements, numbers 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).
 - Numbers 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?

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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?

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?
 - How many spaces are estimated for residents who are not senior independent living residents?

The Summary Number of Parked Cars for the Gyrodyne Full Build Out shows 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?

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?

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, numbers of spaces and hours of operation?

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, numbers of spaces and hours of operation?

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, numbers of spaces and hours of operation?

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? (If not answered directly in the NYP-HVHC section above on pages 8-10, this question may remain in need of attention.)

Staffing assumptions relate to traffic and transportation as well as to parking spaces. 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

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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, restaurants/eateries** and **100-room hotel** plus clients and customers of these entities plus service providers (e.g., deliveries, trash collection, mail, maintenance, etc.)?

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?

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. For example, the interval between initial request and implementation was **well more than a decade** to move the hospital exit and install the traffic signal in front of the NYP-HVHC at Lafayette Avenue and Route 202/35. Another example is the yet-to-be accomplished permanent repair to the water leaks at the intersection of Route 202/35 and Tamarack Drive, with literally years of dangerous winter ice build-up affecting those turning out from or into Tamarack Drive. The relevant history over many years has been Town response that Route 202/35 is a state road and the Town is unable to act as it would wish to affect a repair due to NYSDOT inaction. Therefore, we need to keep NYSDOT in mind and plan accordingly.

- ▶ How can zoning changes **and** development approvals be designed to be **contingent on NYSDOT review and approval** for project elements with traffic consequences where remediation is NYSDOT-dependent?
- ▶ How can NYSDOT approvals and actions lead rather than follow implementation of project components with implications for traffic?
- ▶ 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?

It is also useful to consider specific traffic conditions some of which are NYSDOT-dependent and some that may be addressable by the Town and/or developers. Level of Service (LOS) is a way to focus on the most troublesome proposed MOD Development plan traffic consequences. The Executive Summary lists numerous problematic traffic conditions in which LOS is expected to deteriorate as of 2021 during the morning or afternoon peak hour under the Proposed Zoning Action (p. 22). It is generally recognized that most design or planning efforts typically use service flow rates of **LOS C or D** to ensure an acceptable operating service for facility users. In fact **LOS E** is characterized by "...unstable flow, operating at capacity [in which traffic] flow

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becomes irregular... Any disruption to traffic flow will create a shock wave affecting traffic upstream. Drivers' level of comfort become poor. LOS E is a common standard in large urban areas, where some roadway congestion is inevitable." Even more troubling, **LOS F** is a "forced or breakdown flow [in which] every vehicle moves in lockstep with the vehicle in front of it... Travel time cannot be predicted, with generally more demand than capacity. A road in a constant traffic jam is at this LOS. (Papacostas, C. S., & Prevedouros, P. D., 2001, Transportation Engineering and Planning, 3rd ed., pp. 148-149, Upper Saddle River, NJ: Pearson Education).

The examples listed in the Executive Summary (plus any others detailed in DGEIS Appendix 11) represent a minimum for which NYSDOT review and approval is required. Therefore NYSDOT review and approval should be in hand **before** Town approvals of MOD Zoning changes and the proposed MOD Development plan. Otherwise, there is every reason to expect short term (through 2021) exacerbation of traffic problems where demand exceeds capacity on and at intersections with Route 202/35. 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?

It is also important to consider several additional, related questions:

- ▶ 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?
- ▶ What are the effects of the MOD Zoning changes and MOD Development plans 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?
 - 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?
- ▶ 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 commuters '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 Ave – TSP.

Include impacts that can be defined as traffic *per se* as well as impacts on safety to residents on these and other primarily residential alternate routes. Relatively recent additions of speed humps and stop signs along the 'Dimond bail-out route' suggests safety considerations are known.
- ▶ Define AM Peak and PM Peak hours used for the traffic study.
 - What time of day is AM Peak hour?
 - What time of day is PM peak hour?
 - What are the traffic impacts in adjacent time periods to the peak hour?

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- 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.

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).

Another important traffic consideration is the impact of congestion and delays (Level of Service 'F' with traffic at a standstill) has consequences 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 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?
- ▶ What are 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?

The three signalized intersections for which MOD Development planning 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. Please provide more detailed analyses, trends and projections based on the historical and recent data captured in the AKRF traffic study on which basis Town residents and Town decision-makers will be better able to make MOD Zoning and MOD Development plan decisions. 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 to 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.

This detailed analytic and projective work regarding traffic impacts represent an important way that residents will be able to judge the degree to which the MOD Development will negatively impact the essential tasks of commuting to and from work, transporting children to and from school, shopping, availing themselves of Town/MOD-based health care options and moving around the town.

Unsignalized intersections are also identified as unmitigated (Executive Summary, pp. 19-20). "In addition, the unsignalized intersections of Dayton Lane and Beach Shopping Center south driveway (weekday PM peak hour), Route 202/35 and Tamarack Drive (Weekday PM peak hour), Route 202/35 and Shipley Drive/Diamond Avenue (Weekday PM peak hour), Route 202/35 and Locust Avenue (Weekday AM peak hour), and Bear Mountain Parkway and Arlo Lane (Weekday AM and PM peak hours) could not be fully mitigated." These five unsignalized intersections have been and are currently problematic in ways similar to the not fully mitigated signaled intersections. The issues and questions needing attention in MOD Zoning changes and the proposed MOD Development plan are comparable to those identified for the signaled intersections.

- ▶ 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?
- ▶ A MOD Zoning change and MOD Development project which introduces 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?
- ▶ 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?
- ▶ "Note (1)" of Table ES-3, Recommended Intersection Mitigation 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?

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.

Goal: Connect the MOD via various transit options

The goal of the MOD to connect the MOD via various transit options connects to traffic issues addressed in this section. The sustainability principle of **Mobility** lays out general considerations not specific to the MOD in which "Mobility policies address improving the transit and transportation networks for residents and visitors to create a more accessible and efficient transportation system. Improvements include 'Complete Streets,' pedestrian sidewalk networks, public transit options, and encouraging bicycle use." (Envision Cortlandt p. 12)

- ▶ What specific enhancement to mass transit will connect the MOD to Town centers?
 - What direct connections will be established between transportation 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?
- ▶ "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?

Zoning

Zoning is referenced frequently throughout these comments and questions. Implicit or manifest in the questions is an assumption that zoning rules and definitions can be written and implemented in ways that delineate, permit and/or limit the structures, uses, businesses, activities, and services of the MOD. It is possible that zoning may not be the most effective vehicle to address the desired outcome. It is important to use the best, most appropriate means at Town disposal including zoning, regulation or other mechanisms to clearly define and structure the outcomes that best serve the Town and Town residents.

A good example in which clarity of outcome is important is the proposed MOD Development plan for a 100 room hotel. Envision Cortlandt clearly identified a hotel as a possible MOD component. However, there has been little substantiation of need for the 100 rooms, 52,000 gross square feet and 115 parking spaces (Executive Summary, pp. 1b, 2).

- ▶ 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?

Public justification of need for a hotel in the MOD is important since numerous informal community conversations include speculation which extends to the view that the hotel is expected to fail, with a plan to convert the facility into a more lucrative in-patient drug treatment center or homeless shelter. Whether this speculation is justified or not, a solution is available to tamp down speculation, reduce skepticism and build trust in the community:

- ▶ Make explicit that the "Hotels/Inns/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 or 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-XX Medical Oriented District Final Draft January 11, 2018, p. 5)

Increased precision in the language and intent of MOD zoning will more strongly ensure the connection of MOD goals to MOD implementation and the building of community trust in the MOD.

Summary and Conclusions

The Envision Cortlandt Sustainable Comprehensive Plan has been the guide to focus these comments and questions about the MOD Zoning and proposed MOD Development plan. On this basis, the interactions of economic development, social welfare and the environment complement and enrich one another in ways that will help Cortlandt achieve a more effective and sustainable MOD and thereby contribute to the stability, desirability and viability of the Town. The systems view embodied in Envision Cortlandt contributes to the substantial number of questions yet to be answered about the MOD Zoning and the proposed MOD Development plan.

Queries and concerns in this document, in letters submitted, in statements by residents at public meetings and in conversations with neighbors all point to serious concerns about the MOD. While the review remains in-process and the developers, Town and others have yet had the opportunity to respond, clear issues emerge:

- ❖ 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.
- ❖ 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.
- ❖ 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.
- ❖ 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.
- ❖ 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.
- ❖ 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.
- ❖ The MOD plans are too dense, too large and too commercial, likely resulting in negative consequences for property values in MOD-adjacent neighborhoods.
- ❖ 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.

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- ❖ 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.
- ❖ 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.
- ❖ 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.
- ❖ Phased project implementation makes sense as a way to identify 'bite-sized' tasks, manage resources burden and disruption, coordinate Town, developers, hospital and residents and measure attainment of implementation and quality metrics. All of this depends on a complete plan. The substantial number of questions about the MOD point to a proposed MOD Development plan that remains far from complete. Therefore, the promise of a phased implementation is premature. 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.

These many concerns and questions suggest the extent of challenges to the MOD as currently proposed. At the same time, the very same concerns and questions point to a possible solution in the form of a smaller, less dense medical oriented focus. Updates, replacement and/or modest expansion of existing medical offices in the Gyrodyne location can serve both the medical needs of the community while preserving the character of the site and its relationships to surrounding neighborhoods and the residents. Such an approach can leave room for Assisted Living, thereby meeting the MOD goal and providing a medical oriented service currently unavailable in the Town.

A modest, targeted approach to the MOD provides a potentially more realistic opportunity for NYP-HVHC participation in the planning process to address how the services might be structured to impact care. A smaller MOD with a more restricted and purely medical focus would still include NYP-HVHC. The first advantage of this approach is to increase the likelihood that the hospital can and will engage productively in the process. Secondly, a right-sized MOD is more in keeping with the NYP-HVHC community hospital rather than a dense 42 acre expansion to a medical center with an extensive campus. Third, the sharper medical oriented focus may enhance the opportunity to address the needs of residents who desire to age in place in their own homes while still offering Assisted Living in the MOD.

The smaller, less dense, more focused approach to the MOD is a way to reduce or eliminate the negative impact on the environment. Preservation of existing open space, wetlands, trees and forest cover supports the principle of ecological harmony with attention to wildlife, birds and biodiversity. At the same time, traffic and the rate of increases will be dramatically reduced with a smaller MOD. Unresolved and intractable traffic problems may remain along the Route 202/35 corridor but exacerbation from the MOD would be reduced, would be less annoying to residents and commuters, and have fewer and less negative environmental and economic consequences.

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The residential character of surrounding neighborhoods can further be addressed by maintaining the residential zoning of the Evergreen site. The environmental and traffic consequences of 18 new single family residences are manageable.

In all, a more compact, less dense, more focused MOD with modest residential additions may increase the ability and likelihood of participants to focus on the Goals of the MOD as stated in Envision Cortlandt. Such an approach is certain to generate a more positive community response.

**City of Peekskill Comments on the Draft Generic Environmental Impact Statement (DGEIS)
for the proposed Medical Oriented District (MOD) and on the
Draft Environmental Impact Statement (DEIS) for the proposed MOD Development Plan
in the Town of Cortlandt, NY**

1. 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.
2. 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.
3. The proposed signal at Dayton Lane and Route 202 should be installed at the start of construction.
4. 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.
5. 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.
6. 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.
7. 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
8. For pedestrian safety, mitigation should include a new sidewalk on the north side of Route 202 from Dayton Lane to the hospital entrance.
9. 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.
10. 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.



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Loretta Taylor
Chairperson
Thomas A. Bianchi
Vice-Chairperson

TOWN BOARD MEMBERS

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Debra A. Costello
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Francis X. Farrell

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chrisk@townofcortlandt.com

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Robert Foley
Steven Kessler
George Kimmerling
Jeff Rothfeder

Alternate Member
Valerie Myers

MEMORANDUM

TO: Supervisor Linda D. Puglisi
Members of the Town Board

FROM: Loretta Taylor, Chairperson *LT (ru)*
Planning Board

DATE: March 4, 2020

RE: Medical Oriented District

At the January 7 and February 4, 2020 Planning Board meetings the Board heard brief presentations from both Gyrodyne and VS Construction regarding their proposed projects for the Medical Oriented District. The Planning Board had previously received and reviewed the DGEIS/DEIS for the proposed MOD Zoning and for the proposed MOD Developments. We offer the following comments as an involved agency:

Traffic

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. 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.

The applicants should analyze a left turn lane from Rt. 202 into the Holy Spirit Church property along with other areas of widening along Rt. 202 to help mitigate traffic impacts.

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. The applicants should investigate providing connections from the MOD to the Peekskill and Cortlandt Metro-North stations as well as to downtown Peekskill.

The applicants should confirm that all of the proposed traffic signals are adaptive and will talk to each other.

Density/Layout/Types of Uses

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. Over 50% of the proposed district

(continued on page 2)

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".

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.

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.

Site Plan Issues

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.

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.

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

The Board requests a 3-D representation be provided to get a better understanding of the impacts of the project.

Affordability/marketing

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. The Planning Board recommends a minimum of 10% of the proposed units meet the Westchester County definition of affordable.

Historic Preservation

The Planning Board recommends the Town's recently formed Historic Resources Advisory Council review the proposals for potential impacts to historic resources.

Alternatives

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.

(continued on page 3)

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"

cc: Members of the Planning Board
 Thomas F. Wood, Esq., Town Attorney
 Michael Cunningham, Esq., Deputy Town Attorney
 Laroue Shatzkin, Town Clerk

4th Group of MOD Comments

Received 4/28/20 to 7/1/20

Yellow Highlight indicate comments made on behalf of an organization or municipality

#	Commenter	Date Received
1	Henry F. Harde	05/22/20
2	Elizabeth Rinaldi	05/28/20
3	Andy and Nancy Williams	06/08/20
4	Tom Walsh	06/08/20
5	Louis Picani [sent on behalf of Teamsters Local 546]	06/12/20
6	Tom Mariutto	06/16/20
7	Tom Mariutto	06/16/20
8	Matt Norton	06/16/20
9	Regina Russo	06/16/20
10	Mary Demeglio	06/20/20
11	Alan Most	06/25/20
12	Tamar Sanders	06/25/20
13	Tamar Sanders	06/25/20
14	Christine Fonsale Rogerson	06/25/20
15	Arlene Scipio	06/25/20
16	Erica Harris	06/25/20
17	Jean Friedman [sent on behalf of City of Peekskill]	06/25/20
18	Nicholas Sarro	06/26/20
19	Nicholas Sarro	06/26/20
20	Patrick McCooley	06/26/20
21	Susan Doria	06/26/20
22	Jason Doerr	06/27/20
23	Pat Guida	06/27/20
24	Donna Desarmo	06/27/20
25	Kathryn Cambriello	06/27/20
26	Christine Egan	06/27/20
27	Richard DeLorenzo	06/27/20
28	David Larish	06/27/20
29	Dr. and Mrs. Frank Dorsa	06/28/20
30	Frank Farrell	06/29/20
31	Carmine L and Lorraine M Colarossi	06/29/20
32	Kathy Zalantis, Esq. [sent on behalf of NYPH Hospital Comments]	06/29/20
33	Greg Dougall	06/29/20
34	Jeremy Kaufman (sent separately but same email as Kacey Kaufman below)	06/29/20
35	Kacey Kaufman	06/29/20
36	David Larish	06/29/20
37	Suzanne Graziano	06/29/20
38	Jospeh Gilson	06/29/20
39	Robert and Patricia Altadonna	06/29/20
40	Sara Weaver	06/29/20
41	Gina Thomasset	06/29/20

4th Group of MOD Comments Received 4/28/20 to 7/1/20

Yellow Highlight indicate comments made on behalf of an organization or municipality

#	Commenter	Date Received
42	Kevin O'Connor	06/29/20
43	Daniel Bizzoco	06/29/20
44	Rosemary Kovacs	06/30/20
45	Yadira and Alex Tavaréz	06/30/20
46	Terin Fitzgerald	06/30/20
47	Terin Fitzgerald	06/30/20
48	Terin Fitzgerald	06/30/20
49	Terin Fitzgerald	06/30/20
50	Terin Fitzgerald	06/30/20
51	Terin Fitzgerald	06/30/20
52	Terin Fitzgerald	06/30/20
53	Terin Fitzgerald	06/30/20
54	Terin Fitzgerald	06/30/20
55	Anna Healey	06/30/20
56	Ed Soyka	07/01/20

Michelle Robbins

From: Henry F. Harde <hharde@yahoo.com>
Sent: Friday, May 22, 2020 2:37 PM
To: mod
Subject: Conklin Avenue Impact Statement

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

In watching the website presentations of the proposed developers, the Route 202 corridor is mentioned several times and millions of dollars are to be allocated by the developers for road improvements. As a resident of the Conklin Townhouse community just off Conklin Avenue and very close to Route 202, 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 our safety or right to use the road as well. At level of service E and with the understanding that the State will not fund or do anything to improve the existing situation - which is already terrible - voting to approve this development will, I guess have to follow NY State's example!! SAD!

If I do not receive a direct response to this e-mail, I certainly hope it will be fully addressed at the June 16th Zoom meeting.

Thank you,

Henry F. Harde (Unit 6F on Adrian Court)

Michelle Robbins

From: ELIZABETH RINALDI <rinjbb@yahoo.com>
Sent: Thursday, May 28, 2020 8:09 PM
To: mod
Subject: MOD

Follow Up Flag: Follow up
Flag Status: Flagged

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To Whom it May Concern,

I've lived in Cortlandt for four decades and at that time I've seen many changes, some good and some bad. The increase in population has brought more vehicular traffic, big box stores and in some parts of town more crime. I'm concerned about the scope of this project and what it will bring to Cortlandt. 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. Please use this as an opportunity for quality changes and increased home values for our residents. I realize the hotel is not the only proposal, but hopefully common sense will prevail and the project will be scaled back to fit our town. We need viable, positive, aesthetically pleasing additions that add value and make Cortlandt a desirable Westchester town to raise a family. I grew up here and now I'm raising my kids here I want it to grow and change, but at the same time remain the beautiful, safe town that I know.

Best,
Elizabeth Rinaldi

[Sent from Yahoo Mail for iPhone](#)

Michelle Robbins

From: Andy Williams <awilliamsny@gmail.com>
Sent: Monday, June 08, 2020 2:20 PM
To: mod
Cc: Laroue Shatzkin
Subject: Written Comments for June 16, 2020 Mod Meeting Re: No on the MOD

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

We are sending this again, to reiterate our objection to the MOD the increase in traffic that it will bring to Rt 202.

Andy & Nancy Williams
48 Apple Hill Drive
Cortlandt Manor NY 10567

914 737 7475

> On Jan 14, 2020, at 4:24 PM, Andy Williams <awilliamsny@gmail.com> wrote:

>

> Dear Town Leaders,

>

> We have enough traffic on Rt 202. We do not need a single additional car on this already busy road.

>

> Stop. Say NO for once. Growth has been too much in the town.

>

> Do not approve this MOD, it's bad for the Town.

>

> Sincerely,

>

> Andy & Nancy Williams

> 48 Apple Hill Drive

> Cortlandt Manor, NY 10567

>

> 1 914 737 7475

>

Michelle Robbins

From: Tom Walsh <twalsh1@gmail.com>
Sent: Monday, June 08, 2020 1:37 PM
To: mod
Subject: MOD DGEIS Comment

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Town Board Members,

I would like to formally request the intersection of Buttonwood Ave 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.

I would also like to discourage the installation of the No Left Turn from Rt. 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 to make a U-turn going back West.

Thank you for your consideration.

Respectfully,

Tom Walsh
917-647-4495

TEAMSTERS & CHAUFFEURS UNION LOCAL No. 456

Affiliated with
International Brotherhood of Teamsters

LOUIS A. PICANI
President



JOSEPH SANSONE
Secretary-Treasurer

Phone: (914) 592-9500
Fax: (914) 592-4266

Affiliated With
New York State Building and
Construction Trades Council
Westchester-Putnam Building Trades Council

160 So. Central Avenue • Elmsford, New York 10523

June 12, 2020

Via Electronic & First Class Mail

Laroue Shatzkin, Town Clerk
Town of Cortlandt
1 Heady Street
Cortlandt Manor, NY 10567
MOD@TOWNOFCORTLANDT.COM

**Re: Town of Cortlandt - Medical Oriented District
Evergreen Manor**

Dear Town Clerk Shatzkin and Members of the Board,

I write on behalf of Teamsters Local 456 and provide these written comments in connection with the Zoom Hearing on the Town of Cortlandt's (hereinafter the "Town") Medically Oriented District ("MOD"), scheduled for June 16, 2020. As part of the Town's efforts to "encourage revitalization and economic expansion in the area immediately surrounding the hospital center and along Crompond Road (Route 202/35) corridor by providing a planning and zoning framework to guide future development," 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 the loss caused by the imminent closure of the Indian Point Energy Center.

As the Town recognizes, the MOD is an opportunity for significant economic expansion for the local community over the long term. The MOD will lead to new jobs in the Town, more tax revenue for the Town, improvements in the local infrastructure and traffic, offer quality of life improvements, protect the environment, improve housing options, and enhance the local medical services.

Serving
Westchester, Putnam and Dutchess Counties
New York

Teamsters Local 456 is an affiliate of the Building and Construction Trades Council of Westchester and Putnam Counties. Our organizations have numerous signatory contractors at the ready, employing a local workforce who are highly trained to complete the project in a safe and efficient manner. 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 the benefit 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.

We appreciate your consideration of these important issues and trust that you will keep the interests of the Westchester County and Town of Cortlandt workers as a priority in awarding this work.

Sincerely,

A handwritten signature in cursive script that reads "Louis A. Picani".

Louis A. Picani

President and Principal Officer

Michelle Robbins

From: Mariutto, Mr. Thomas <tmariutto@pace.edu>
Sent: Tuesday, June 16, 2020 9:25 AM
To: mod
Subject: MOD Concerns

Follow Up Flag: Follow up
Flag Status: Flagged

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MOD concerns.

Hello I live at 258 Buttonwood Ave and have several concerns about the proposed MOD.

- 1) Traffic. As I am sure many other people have pointed out 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.
- 2) Wetlands destruction. My concern is that my property is very low lying and prone to flooding. We have spent literally tens of thousands of dollars to make our septic system work and water proof our house. As I am sure almost every resident on Buttonwood Ave has or will have to in the near future. 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 Peekskill. By building 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.
- 3) I understand sewers are being proposed within MOD district not sure if that applies to Buttonwood Ave 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. I also understand that Buttonwood Ave is scheduled for repaving. If the MOD is approved and sewers are to be run down Buttonwood Ave 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. 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 Ave should get something positive out of the proposed MOD, not just the negatives impacts to the neighborhood.
- 4) Decreased property value. I have a major concern that my property value is going to substantially decrease if the MOD, as proposed, is constructed. We purchased this property because of the neighborhood feel knowing full well of the hospital in the area. If I had any idea that the property surrounding the hospital would be developed and more than double the footprint of the hospital I would have looked elsewhere.
- 5) Emergency Responder overburdening. 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?
- 6) 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.

- 7) 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 the state ever comes to their senses.
- 8) The change from residential to commercial will dramatically and negatively affect our neighborhood

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 detailed above and allow them to upgrade their facilities.

Thank you

Tom Mariutto

Michelle Robbins

From: Tom Mariutto <tom mariutto@gmail.com>
Sent: Tuesday, June 16, 2020 8:54 PM
To: mod; Linda Puglisi; Laroue Shatzkin
Subject: MOD Hearing

Follow Up Flag: Follow up
Flag Status: Flagged

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I am extremely disappointed with how this Zoom meeting is being handled.

I was in the meeting and was mistakenly unmuted, after I pointed this out, I was kicked out of the meeting and not allowed to rejoin multiple times. It was like requests to join after 815 are being automatically declined. I then tried to dial-in numerous times (10 times) and after 10 seconds of audio I am being kicked out of the meeting over and over again.

I do not believe you can consider this a fair meeting for town residents to attend and participate in. I am sure other residents were denied the ability to participate, join or were refused entry and re-entry into the meeting.

I am highly disappointed

Tom Mariutto

258 Buttonwood Ave

Michelle Robbins

From: Matt Norton <mnor11@icloud.com>
Sent: Tuesday, June 16, 2020 1:24 PM
To: mod
Subject: Traffic Study Question

Follow Up Flag: Follow up
Flag Status: Flagged

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Att: MOD

My questions with regard to the traffic report is as follows:

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? Further, it is very concerning that the Town of Cortlandt cannot secure support from NYS DOT for 202 after five years of discussions/ negotiations. Quite frankly, I find it hard to believe. Now, the only way to get funding to improve traffic is by entering into this MOD project.

What is the Town of Cortlandt's alternative plan for the area if the present MOD project is not approved?

Matt Norton
220 Buttonwood Avenue
Cortlandt Manor.

Michelle Robbins

From: Regina Russo <rooster_regina@yahoo.com>
Sent: Tuesday, June 16, 2020 2:22 PM
To: mod
Subject: Questions for MOD meeting.

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

- Thom Russo, 241 Buttonwood Ave. on behalf of myself and my fellow neighbors on Buttonwood Ave:

1) The Hospital and the medical offices on Gyrodyne property were allowed via "special permit" in the 1970's and 80's. Why is the board considering rezoning (changing the law) for the MOD rather than issuing a special permit again?

2) It is our understanding that one of the other town boards asked 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.

3) 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?

4) 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.

5) 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.

6) 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.

7) At this time myself and my neighbors intend to request a "permissive referendum" and 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.

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- o

Michelle Robbins

From: Mary Dimeglio <mimirdh@optonline.net>
Sent: Saturday, June 20, 2020 9:23 AM
To: mod
Subject: I vote no

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am so saddened and concerned about this development. 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 !?!? We absolutely love living here and spending time in our yard playing with our 8 yr old. This will force us to either play in the awareness that our air is not clean or have to travel to spend the day out doors. That's not fair. We are a beautiful quit community here with amazing wildlife. Please do not take our safe haven away. If this mod plan ends up going through sadly we will have to move for the safety of our family.

Sent from my iPhone

Michelle Robbins

From: Alan Most <alanhmost@gmail.com>
Sent: Thursday, June 25, 2020 6:37 AM
To: mod
Subject: Scale back the MOD

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning. I live in Chapel Hill, Peekskill, but drive on Lafayette Avenue to the intersection of Route 202 several times each day.

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.

I urge you to scale back the scope of the MOD. Thank you for your consideration.

Sincerely,

Alan Most
163 Underhill Lane
Peekskill

--

Alan Most
alanhmost@gmail.com
914-528-1517 (h)
917-446-4257 (m)

Michelle Robbins

From: Tamar Sanders <tamarsanders@optonline.net>
Sent: Thursday, June 25, 2020 6:52 AM
To: mod
Subject: MOD Objections

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern;

I am writing to express our strong objections to MOD and to the proposed change of zoning from Residential to Commercial. Our neighborhood is residential, zoned appropriately, and is a quiet, lovely, community, that would be severely impacted.

The following are some of the negative impacts:

1. 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.
2. Water/Ground Water Pollution - the run off from the cars would be adding toxins to our area's ground water.
3. Light and Noise Pollution - Hotel, Restaurant, Apartments, etc. all require intense lighting, parking lot lights, all day and night. The noise from 24/7 comings and goings is also a concern to our neighborhoods.
4. Traffic - 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.
5. Home Values - in the area will see a decrease. For those of us whose main investment is our homes, this seems unconscionable.
6. 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?

Also, how much commercially zoned space is currently empty in the Town?

So finally, please do not change our zoning from Residential

Sent from my iPad

Michelle Robbins

From: Tamar Sanders <tamarsanders@optonline.net>
Sent: Thursday, June 25, 2020 6:53 AM
To: mod
Subject: MOD comments

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Board

The most recent public hearing on June 17th re: MOD on two parcels on Rt. 202/35 was very discouraging.

The last caller from the public and the Board response said it all:

She said ‘ you are not hearing us! We do not want it!’

You said ‘ oh yes (patronize, patronize) we do hear you (patronize some more), but we have to let the (multi multi zillionaire) developers, develop their property, ya see they own it so...we have to’.

Except that it is zoned Residential. 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.

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 1/2 acre each, at \$15,000/yr property tax would generate \$1,500,000. Look at the homes on Dimond for example.

Traffic study did not address:

- 1.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.
- 2.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...
- 3.The plans appear to have Hundreds and Hundreds of parking spaces. There really is no way I can see that the 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’. 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?**
- 4.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 18months to 5:years and beyond, I s not fully quantifiable, but it is imaginable and it is a nightmare.

We are zoned R-40. This is not a surprise to the multi-million dollar Developers or their teams of lawyers. It was residential when it was bought so they must’ve thought 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?

NO NO NO TO MOD

Tamar Sanders
4 Janet Lane
Cortlandt Manor

Sent from my iPad

Michelle Robbins

From: Christine Fonsale Rogerson <christine@christinefr.com>
Sent: Thursday, June 25, 2020 8:22 AM
To: mod
Subject: MOD - Comments

Follow Up Flag: Follow up
Flag Status: Flagged

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CHRISTINE FONSALE ROGERSON
14 Northridge Road
Cortlandt Manor, NY 10567

Wednesday, June 25, 2020

Linda Puglisi
Town Supervisor
Town of Cortlandt
1 Heady Street
Cortlandt Manor, NY 10567

Re: MOD

Greetings Madam Supervisor, members of the board and staff.

I wish to express my thoughts on the proposed development of a medical oriented project (MOD) in the town of Cortlandt, opposite the Hudson Valley Presbyterian Hospital.
I attended the virtual public hearing via Zoom on Tuesday, June 16th.

Thank you for the opportunity to be heard on this. 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.

One of the things I deeply appreciate as a Cortlandt Manor residents are those few remaining wild areas. 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 eco-system would be preserved or respected. I heard the intentions to do so, but the slides shown told a very different and alarming story.

I do not agree with the need or sales pitch for "highly amenitized" rental apartments and the assessment of the

14 Northridge Road
Cortlandt Manor, NY 10567

Michelle Robbins

From: a scip <ascip427@gmail.com>
Sent: Thursday, June 25, 2020 10:18 AM
To: mod; Laroue Shatzkin
Subject: MOD and Buttonwood Avenue

Follow Up Flag: Follow up
Flag Status: Flagged

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To Whom It May Concern,

As part of the DGEIS review process, 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. 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? What specific construction projects will take place on or near my street? Will the expansion zone directly impact this block?

As a resident of Buttonwood Avenue for several years, I have enjoyed the beauty and peace and quiet in the area. I am aware of the initiatives in the MOD proposal, and I am concerned about the increased traffic, noise, inconveniences, and dramatic changes in the landscape that will occur if this moves forward. Additionally, I do not support the idea of having such a large number of rental units and unnecessary retail stores added to this area.

Thank you for your attention to this. I look forward to hearing back from you.

Sincerely,
Arlene Scipio

Michelle Robbins

From: Erica Harris <eharris1608@gmail.com>
Sent: Thursday, June 25, 2020 1:51 PM
To: mod
Subject: MOD

Follow Up Flag: Follow up
Flag Status: Flagged

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This is a terrible idea. There is no way you are going to mitigate traffic. Property values along 202 are going to plunge.

Sent from my iPhone

Michelle Robbins

From: Friedman, Jean <JFriedman@cityofpeekskill.com>
Sent: Thursday, June 25, 2020 4:51 PM
To: mod
Cc: Chris Kehoe
Subject: RE: Comments on MOD DGEIS
Attachments: Comments on Cortlandt MOD.docx

Follow Up Flag: Follow up
Flag Status: Flagged

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Please confirm that Peekskill's concerns will be addressed in the FGEIS.

After the FGEIS public hearing, will there be a further review if we feel that our comments were not satisfactorily addressed?

Thank you.

Jean Friedman

From: Friedman, Jean
Sent: Monday, March 23, 2020 3:28 PM
To: 'mod@townofcortlandt.com' <mod@townofcortlandt.com>
Cc: 'Chris Kehoe' <ChrisK@townofcortlandt.com>
Subject: Comments on MOD DGEIS

Attached are the City of Peekskill's comments on the proposed MOD and development plan.

Please include these comments in the record for your next public hearing on this issue.

Thanks.

Jean Friedman, AICP
Director of Planning
City of Peekskill
840 Main Street
Peekskill, NY 10566
Office: 914-734-4218
jfriedman@cityofpeekskill.com



[Find out more about Census 2020](#)

City of Peekskill Comments on the Draft Generic Environmental Impact Statement (DGEIS)
for the proposed Medical Oriented District (MOD) and on the
Draft Environmental Impact Statement (DEIS) for the proposed MOD Development Plan
in the Town of Cortlandt, NY

1. 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.
2. 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.
3. The proposed signal at Dayton Lane and Route 202 should be installed at the start of construction.
4. 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.
5. 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.
6. 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.
7. 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
8. For pedestrian safety, mitigation should include a new sidewalk on the north side of Route 202 from Dayton Lane to the hospital entrance.
9. 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.
10. 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.

Michelle Robbins

From: Nicholas Sarro <nmsarro@hotmail.com>
Sent: Friday, June 26, 2020 12:21 AM
To: mod
Subject: Development on 202/35

Follow Up Flag: Follow up
Flag Status: Flagged

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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

Nicholas Sarro, M.A., CCC-A, FAAA
nmsarro@hotmail.com
914-484-5624
EarCareInc.com
earcareinc@gmail.com

Michelle Robbins

From: Nicholas Sarro <nmsarro@hotmail.com>
Sent: Friday, June 26, 2020 12:20 AM
To: mod
Subject: Development on 202/35

Follow Up Flag: FollowUp
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What if the Developer were to pay for an overpass at the stoplight(s) and "exit" lanes, certainly at the hospital light and or other lights that hinder traffic flow.

There is certainly room on both sides before and after the hospital.

Bypassing the lights would improve traffic flow tremendously!

Many Developers are required to build Public access Parks etc... to be allowed to build, why not an overpass??

Nicholas Sarro, M.A., CCC-A, FAAA
nmsarro@hotmail.com
914-484-5624
EarCareInc.com
earcareinc@gmail.com

Michelle Robbins

From: Patrick McCooey <pmccooey@msn.com>
Sent: Friday, June 26, 2020 6:45 AM
To: mod
Subject: Commercial development on 202/35

Follow Up Flag: Follow up
Flag Status: Flagged

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Dear Sirs/Ma'am,

I am writing to let you know I am against the reasoning of the area across for 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.

Sincerely,
Patrick McCooey

Sent from my iPad

Michelle Robbins

From: Laroue Shatzkin
Sent: Saturday, June 27, 2020 9:59 AM
To: mod
Subject: FW: Attn: Laroue Shatzkin, Linda Puglisi and Members of the Planning Board Re: MOD

Follow Up Flag: Follow up
Flag Status: Flagged

Laroue Rose Shatzkin

Town Clerk

Town of Cortlandt

P: 914.734.1020

F: 914.734.1102

www.townofcortlandt.com

From: Doria, Susan <Susan.Doria@wmchealth.org>
Sent: Friday, June 26, 2020 7:32 PM
To: Laroue Shatzkin <LaroueS@townofcortlandt.com>; Linda Puglisi <lindap@townofcortlandt.com>
Subject: Attn: Laroue Shatzkin, Linda Puglisi and Members of the Planning Board Re: MOD

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Good Afternoon,

My name is Susan Doria and I live at 24 Ridge Road with my husband and son. My neighborhood is directly in back of the proposed MOD.

I moved to Cortlandt Manor in 1986. I have seen Cortlandt Manor grow and change to accommodate the number of families that moved "up County" to a quaint, desirable area, to raise their families.

I remember a very young Linda Puglisi running for Town Supervisor. She had signs all over, but I distinctly remember seeing a sign over by Geis, on the corner of Westbrook and 6. I lived off of 6 and Millington at that time. I have seen how Route 6, which was a two lane road, has changed and been expanded a couple of times, to accommodate the growth of Cortlandt Manor.

After I married and we had our son, we moved to a lovely neighborhood off of 202 and Lafayette. Ridge Road. We raised our son here. He went to Lincoln-Titus and graduated from Walter Panas, two years ago. (And, of course, he went to that Zoo, known as Copper-Beech, as well.) I was so excited for him to go to a neighborhood school! We met so many wonderful people there, looking for the same thing.

We have always felt safe and comfortable in our neighborhood. I was (and am) a working Mom. My son came home to an empty house every day. I didn't like it, but I knew that the neighbors were watching him, just as we watched out for their children. That is why it is called a Neighborhood.

As neighborhoods do, it has changed to younger families again. We have many children that are enjoying the freedom of a quiet, safe neighborhood. Where parents know each other and watch each other's children. A neighborhood where the children can safely ride their bikes or play basketball in the street, in front of their homes. Where the children can run back and forth between each other's homes. That is what makes our neighborhoods, desirable.

The MOD threatens the fabric for our neighborhood. With that threat, comes more traffic, more people unknown to the families that live there. It threatens the serenity and safety of our neighborhood.

As Working Class Americans, we have put our savings into our homes, so that we can retire in a warmer, more affordable climate. Allowing other young families to move to our neighborhood and enjoy these special things for their children.

The MOD takes away the value of our properties. (If I was raising a young family and had that monstrosity in my backyard, I would never buy there.)

None of you, on the planning board live or have lived in our neighborhood. Your lives are not invested in our homes, our neighborhoods, our savings. The lawyers that sit in their high rise office buildings, in downtown White Plains, don't live in Cortlandt Manor. Their homes are probably in more affluent areas or neighborhoods. This is just an area of opportunity for them. 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?

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 (which, as we all know, is in the City). I work in medical field. I know the reputation of the hospital. Even in effort to change its name from Peekskill Hospital to HVH, it still maintains the same reputation. It is a very nice neighborhood hospital, but that is all and that is ok. I would be willing to bet that none of you on the Planning Board or the lawyers in White Plains or the contractors that want to build in our backyards, would ever consider HVH as their go to hospital, in case of dire emergency. Even Governor Pataki wound up at Columbia after his failed appendectomy. HVH does not attract the talent that larger, teaching hospitals do.

Don't ruin our neighborhoods with more derelict empty buildings. Use all of the empty strip malls and buildings that stand vacant. There is no need to destroy our homes, our properties and our life savings. The American dream is to work hard so that you can buy land, build a home and raise a happy, healthy family, retire and pass it on to the next generation. Don't use our green space to build on spec. It is just not necessary to do.

MOD will increase the amount of traffic in our neighborhoods, while decreasing the safety of our neighborhoods and desirability for young families to buy here.

Someone was pitching the positive of the MOD in Zoom meeting on June 16th by suggesting that our elders would likely stay in these adult living facilities that they want to build. 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. They are empty, meaningless words, dressed up to look pretty. It's just an excuse to destroy land and community and build unnecessarily. There are plenty of vacant spaces, all over Cortlandt, that would enjoy a makeover. We can make Cortlandt pretty by fixing up these vacant buildings and strip malls.

I am asking that you imagine living in one of our neighborhoods and visualizing how disruptive, unnecessary and damaging this project is to everyone and everything involved.

Please consider us, the taxpayers and what our homes and neighborhoods, mean to us.

Thank you for your consideration,

Sincerely,

Susan Doria

Michelle Robbins

From: Jason Doerr <jtdoerr@gmail.com>
Sent: Saturday, June 27, 2020 12:24 PM
To: Linda Puglisi; Richard Becker; Debra Costello; James F. Creighton; Frank Farrell; mod; Laroue Shatzkin
Cc: Angela la Morte
Subject: MOD - Written E-Mailed Comment, Jason Doerr

Follow Up Flag: Follow up
Flag Status: Flagged

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Dear Members of the Board, developers, and any other pertinent parties:

My name is Jason Doerr and I live at 218 Buttonwood Avenue with my wife, Angela, and two small children.

Section 6(a)(2) of the town's MOD Zoning Ordinance document (http://www.townofcortlandt.com/documents/mod/final_draft_mod_zoning_text_january_11_2018.pdf) states that modifications from the MOD must "not create an undue adverse effect on abutting properties or uses."

My parcel of land at 218 Buttonwood abuts the wooded property that is proposed to be a parking lot serving the Gyrodyne development. Having a parking lot right next to my home, would cause my family several "undue adverse effects"

- Construction – During construction, we will be living directly next to a commercial construction site. This construction in the area next to my home will result in the demolition of the house at 206 Buttonwood Ave. 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
- Safety – 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.
- Noise Pollution – 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 than 50 feet from my children's windows.
- Light Pollution – 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.

Even if the developers increase the size of the buffer, and even if there is only an emergency access entry point on Buttonwood, my family would still certainly endure "undue adverse effects."

My wife and I put our savings into our home, work hard to pay the mortgage, taxes and other expenses. We want to raise our children in this home and in this community without them having to endure “undue adverse effects.”

At this point, several of the board members have expressed that they feel that the size and scope of the project is too large. 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.”

Thank you for your time and consideration.

Jason Doerr and Angela La Morte-Doerr
218 Buttonwood Avenue

Michelle Robbins

From: P Guida <pcg064@yahoo.com>
Sent: Saturday, June 27, 2020 3:03 PM
To: mod
Subject: MOD comment

Follow Up Flag: Follow up
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I am Pat Guida. I live at 38 Edgewood rd, Cortlandt Manor.

I am in favor of the MOD.

The opposition has no merit.

The traffic they claim would be helped by the Rt 202 improvements the developers plans on doing.

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 do a better job.

As for the taxes, We need this tax revenue. Entergy is closing, did people forget that. Hendrick Hudson school Dist. property owners need this help desperately. If the town taxes can be kept low, that will give those owners some form of relief.

We need more doctor and medical specialty offices. I had to wait 3 hours to see a doctor because a doctor retired and my doctor had to pick up the extra patients. I had to wait. To reschedule to a new date would have been a 6 month wait.

I also had to wait for 2 weeks for a blood work appointment at a lab.

The pandemic has brought this shortage to light.

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.

I know about 50-60 people attended the town hall meeting a few months ago. I don't know if they were all for or against the MOD. BUT, There are about 42,000 people who live in Cortlandt Manor.

What gets decided effects all the town residents.

Please approve the MOD

Thank you for your time,
Pat Guida

Michelle Robbins

From: Donna Desarmo <dd19601@verizon.net>
Sent: Saturday, June 27, 2020 4:08 PM
To: mod
Subject: Medical Oriented District (MOD - Evergreen & Gyrodyne Manor Development along Route 202 Corridors

Follow Up Flag: Follow up
Flag Status: Flagged

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To Mssrs: Madam Supervisor Linda Puglisi, and Members of Town Board For The Town of Cortlandt:

I would like to thank you for the time and effort in conducting the town hall meetings. Each board member has been very attentive and has listened to all of our resident's concerns and have clearly explained the process with regard to the Evergreen and Gyrodyne Projects.

I am writing to you because I am very concerned about the development along the Route 202 corridor. I am opposed to this development due to the following reasons:

Evergreen Manor Project – the proposed project involves development of three vacant parcels totaling 28 acres. The proposal includes 120 unit assist living facility, a five story 100 room hotel and 13,000 square feet of retail space, and an additional 30,000 square foot mixed use retail/office space. Additional 152 studio and one bedroom units and 12 two bedroom unit rentals and a 7,000 square foot restaurant.

For the Evergreen Project, I am in favor of the assisted and independent living facility -providing 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 medical. Retail space is not needed. Take a look at the Beach Shopping Center, there are at least 6-7 vacant storefronts. In the Cortlandt Town Center, there are also 6-10 vacant storefronts. 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 proposal would need to be scaled down or increase the number of affordable units for an assisted living facility. Another suggestion could 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.

Gyrodyne Manor Projects – the proposed development of eight parcels totaling 13.8 acres wit 100,000 square of medical office, 4,000 square of complementary retail , and 200 market rate apartments. There will also be 180 structured parking spaces and 383 at grade parking spaces.

For the Gyrodyne project, I am in favor of the medical offices and lab testing sites. I am not in favor of the 4,000 square feet of complementary retail and 200 market rate apartments. Again, 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.

In addition, the following should be considered before approving any proposals with regard to the Evergreen and Gyrodyne Projects:

1. Both projects are too big and out of character with the neighborhood. The proposals were made in response to the Cortlandt Manor Master Plan revised in 2016. This Master Plan does include suggestions when the MOD was created, but its intent is to be used as a guide, I do not recall anywhere for a 100 room hotel or rental units. These projects really need to be scaled back significantly, and 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. 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.
2. The proposed traffic study did not include other streets, such as Lafayette Ave, Conklin Ave, Locust Ave 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 Ave 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.
3. The project that is closest to Lafayette Ave - Lafayette Ave goes uphill and at the top the elevation could be up to 100 feet. Homeowners on the stretch of Lafayette Ave 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 hill with an escalation of 100 feet, the appearance may be taller than the already built Hudson Valley Hospital.
4. Rental Units – Between the two proposals, there would be a total of 362 rental units. It was noted that these rental units would be catering to millennials who want upscale apartment living with amenities such as a gym, spas, pool etc. 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.
5. 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.
6. 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 see 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. If the hospital is not participating why is there a MOD district?
7. 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 Ave 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.

8. We are a town with plenty of green space. I would like to see this continue. The project is too large for where they want to put it. I have been a Cortlandt Manor since 1990. It is a fabulous town and even though there has been many projects and construction, it still looks a town and anything that has been built is **NOT** out of character.
9. 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.
10. 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 payroll are an expense.
11. Lastly, 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 eco system.
12. I just feel that as I stated before, 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.
13. As a resident and anyone else who buys a parcel of land, the owners are entitled to build, however, a developer can't just come in and build what they want, and this project is just too big and out of character, and these developers have not even revised their plans to scale it back. These projects that are being proposed are not suitable for the Town of Cortlandt. 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.

Thank you for your time.

Donna Desarmo
35 Jerome Drive
Cortlandt Manor, NY

Michelle Robbins

From: Kathryn Cambriello <kathycambi@optonline.net>
Sent: Saturday, June 27, 2020 4:45 PM
To: mod
Subject: No

Follow Up Flag: Follow up
Flag Status: Flagged

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I don't want it, too much traffic,too much disruption, bad for the environment. Please listen to the people who live in the town. WE DONT WANT IT!

Kathryn Cambriello
Sent from my iPad

Michelle Robbins

From: Christine Egan <cae7253@gmail.com>
Sent: Saturday, June 27, 2020 12:22 PM
To: mod
Subject: Proposed development on Rt 202 across from Hospital

Follow Up Flag: Follow up
Flag Status: Flagged

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To Whom It May Concern:

I do not want to see this development to happen. First of all we do not need anymore traffic on Rt 202. This will be a nightmare. It is already heavily traveled. Second of all we do not need anymore 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 anymore medical offices, there are plenty of vacant ones in the area. Fix them up and use them. This is s money making idea that only hurts the residents and makes the contractors rich! Put a park there. Leave the beautiful property alone. Do something good for the community. Don't keep hurting the residents here. This whole thing will only make living here a nightmare. This is not the city, we want to keep our neighborhoods rural. That's why I moved here. Hope you will do the right thing for the people of Cortlandt Manor.

Sincerely,

Chris Egan

Sent from my iPhone

Michelle Robbins

From: Richard DeLorenzo <dick.delorenzo@yahoo.com>
Sent: Saturday, June 27, 2020 9:40 PM
To: mod
Subject: Inclusion in MOD Zone

Follow Up Flag: Follow up
Flag Status: Flagged

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Dear Town Board members:

I have resided at 2 Ogden Avenue in the Town of Cortlandt for the past 51 years since 1969. During 2019, I was approached by a Vascular Surgeon who was interested in purchasing my property for medical offices. We made application for medical office under Section 307-60 of the Cortlandt Code which reads as follows:

The purpose of this section is to allow for medical office buildings to serve the needs for medical care of residents of the Town...

The section requires

1. Frontage on a state highway (the property is directly on Rt. 202)
2. Located within 1,000 feet of the Hospital (Property is 539 feet from hospital)
3. Has 20,000 square feet (Not met, but we obtained variance from ZBA)

Application was made to the Planning Board. Unfortunately, this process was very expensive (topo maps, tree arborist, 2 architects, many, many meetings with Town officials costing close to \$20,000) and time consuming (took over a year to finally gain the approvals).

Due to the length of time of the application, the doctor backed out of the contract and found another site for his office. I went ahead with the approval process and finally completed approvals by Planning and Zoning Boards.

However, these approvals are time limited and, with COVID and slow market in the medical field currently, we have been unable to find another medical use, meaning that the application approvals are going to expire.

I am asking for inclusion in the Medically Oriented zone (MOD) for several reasons:

1. 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.
2. 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 could be repealed.
3. 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 Buttonwood Ave. and Lafayette Ave. (clearly non-medical) are included in the

MOD whereas my property, clearly within medical office Section 307-60 is excluded.

4. With my property zoned Residential, even though directly on Rt. 202 and clearly close to the hospital and having obtained approval for medical use, it would make sense to include my property within the MOD.
5. 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 for children and others.

Your consideration is appreciated. I would be happy to meet with the Board to further discuss my inclusion of 2 Ogden Avenue in the MOD

Respectfully submitted,

Richard DeLorenzo
(914) 737 - 1656
dick.delorenzo@yahoo.com

Sent from Yahoo Mail. [Get the app](#)

Michelle Robbins

From: larish <dm1116@optonline.net>
Sent: Saturday, June 27, 2020 7:08 PM
To: mod
Subject: REJECT THE MOD

Follow Up Flag: Follow up
Flag Status: Flagged

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Dear Town of Cortlandt,

My family consisting of my wife, Maria, my daughter, Christina and my son, Justin have lived at 264 Buttonwood Avenue since November 1st, 2001. We have enjoyed the tranquility of a family neighborhood close to nature's beauty while safe from the chaos of the congested urban environment.

However, this tranquil neighborhood is facing the proposition of devastation by the MOD. The developers, who preface their initiative by stating the "benefits" to the neighborhoods of Buttonwood and Lafayette with the medical and economic benefits to Cortlandt. Granted there are possible medical benefits, but there is a lack of evidence supporting economic benefits. Take for example the empty storefronts in the Beach Mall, Route 202 and Route 6. How can the MOD commercial properties survive frustrated consumers turned away by the influx of 1000 additional cars traffic on a overcrowded Route 202? I request an economic study and a traffic study by a reputable third party to determine the effects of traffic to MOD economic success.

Moreover, the MOD and developers have no regard for the detrimental effect the initiative upon the neighborhoods of Buttonwood and Lafayette. The MOD initiative does not have sufficient parking spaces for their patrons. Therefore, the overflow of cars will seek parking on Buttonwood Avenue. In addition, this initiative has no respect for nature and its inhabitants. Gone will be the wildlife that live in the Buttonwood and Lafayette neighborhoods. I request a traffic study and an environmental study of the effects of the MOD upon the Buttonwood and Lafayette neighborhoods.

My family and residents Cortlandt implore the Committee **REJECT** the MOD initiative and preserve the tranquility of Buttonwood and Lafayette.

Thank you for your time and consideration. I trust you have the best interests of my family and neighbors.

Sincerely,

David Larish

Michelle Robbins

From: Beth Dorsa <bethd314@yahoo.com>
Sent: Sunday, June 28, 2020 8:37 PM
To: mod
Subject: Comment regarding the MOD

Follow Up Flag: Follow up
Flag Status: Flagged

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Dr. and Mrs. Frank Dorsa
8 Mark Place
Cortlandt Manor, NY 10567
June 26, 2020

Dear Linda Puglisi, Town Supervisor:

We are writing this letter to you in our opposition to the Medically Oriented District that is being proposed in the Town of Cortlandt. We have lived in the Town of Cortlandt for 26 years and have seen a lot of great progress in our town. We are in favor of reasonable progress and are always in favor of improvement. However, we are not in favor of such a large project in this town, such as the MOD. You have always preserved wetlands and open spaces in our town and the MOD proposal/project does not support this at all. 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. It is also very upsetting to hear from the residents on Buttonwood who are very concerned about the effect these buildings and parking will have on their property, the wetlands and the value of their homes.

Secondly, we are deeply opposed to such a large proposition put forth by Val Santucci and the other builders on the property east of Lafayette Avenue, on Rt. 202. This property is zoned as residential property and we do not understand why it should be changed to commercial property. These are some of our concerns with this development plan:

1. 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?

2. The Town of Cortlant 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?
3. 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.
4. 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. Please think of these longtime residents while you decide on this plan.
5. Lastly, 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? And 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.

Why is it that this property cannot remain residential in scope? In the end, our conclusion is that the builders just want to make as much money as possible and do not really care about the residents in the Town of Cortlandt. If the builders cared about the residents, they would reduce the size and scope of this massive project and leave some of this beautiful property alone and give us some bucolic and peaceful land. Lastly, we are experiencing very challenging times during this pandemic, this project feels wrong especially as we deal with major health issues in our country.

Thank you for your consideration.

Sincerely,

Dr. and Mrs. Frank and Beth Dorsa

FRANCIS X. FARRELL

18 MONTROSE POINT ROAD
MONTROSE, NEW YORK 10548

(914) 737-3696

Town of Cortlandt
Laroue Shatzkin, Town Clerk
1 Heady Street
Cortlandt Manor, NY 10567

via e-mail, mod@townofcortlandt.com and laroues@townofcortlandt.com

June 29, 2020

MOD DGEIS Comments:

* 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.

* 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 end, '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.

*The quality and health of Orchard Lake must be improved and a plan for ongoing maintenance must be devised and implemented.

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.

*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.

F. Farrell MOD DGEIS Comments cont.

*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.

*Utilities should be underground.

Burying of existing utilities fronting the site should be explored to remove roadside hazards and improve appearance of site.

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.

*Recreational areas to serve MOD Zoning Area and the surrounding neighborhoods should be considered with input from the existing surrounding community.

Those Traffic and Transportation impacts, discussed on page 14 of Executive Summary, that "could not be fully mitigated" should be reevaluated.

Thank you for the opportunity to comment on the MOD DGEIS.

Francis X. Farrell
Town Board Member, Town of Cortlandt

MOD email to Linda Puglisi

Dear Supervisor Puglisi and Members of the Town Board:

My husband and I attended the MOD public hearing on January 14, 2020 and the Zoom meeting on June 16th. Unfortunately a number of my neighbors were not able to attend the Zoom meeting because they do not have computers. We believe the Zoom meeting was held prematurely due to the circumstances of the coronavirus. 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. In addition, the surrounding neighborhood is residential. There are already empty retail and restaurant spaces along Rt. 202. 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.

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 nor retail space. Again, there are already empty retail spaces waiting for tenants in the immediate vicinity.

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 turning lanes is going to alleviate the addition of 500 to 1000 cars per day.

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!

For these reasons, the proposed present a negative effect on our environment and the quality of our residential lives in the Town of Cortlandt.

Thank you for your consideration.

Carmine L. Colarossi

Lorraine M. Colarossi

Jun 29, 2020

Michelle Robbins

From: Kathy Zalantis <zalantis@szlawfirm.net>
Sent: Monday, June 29, 2020 2:56 PM
To: mod
Subject: NYP Hudson Valley Hospital's Comments to MOD DGEIS/DEIS
Attachments: pdf Final ltr on MOD DGEIS-DEIS with Attachments.PDF

Follow Up Flag: Follow up
Flag Status: Flagged

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With respect to New York Presbyterian Hudson Valley Hospital's comments to the MOD DGEIS/DEIS, please see attached letter dated June 29, 2020 with attachments (OLA Consulting Engineers letter dated June 11, 2020 with its own attachments and Sam Schwarz letter dated January 30, 2020). A hard copy of same is being overnighted. Thank you.

Katherine Zalantis, Esq.



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Tel: (914) 682-0707 x305
Fax: (914) 682-0708
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Fax. (914) 682-0708
www.szlawfirm.net

June 29, 2020

VIA EMAIL AND OVERNIGHT MAIL
MOD@TOWNOFCORTLANDT.COM

Laroue Shatzkin, Town Clerk
Town of Cortlandt
1 Heady Street,
Cortlandt Manor, NY 10567

Re: Comments to MOD DGEIS/DEIS

Dear Ms. Shatzkin:

We represent New York Presbyterian Hudson Valley Hospital (“Hospital”) and submit this letter with attachments as the Hospital’s comments to the Medical Oriented District (MOD) Draft Generic Environmental Impact Statement (“DGEIS”) and MOD Development Plan Draft Environmental Impact Statement (“DEIS”) accepted on September 17, 2019 by the Cortlandt Town Board, as Lead Agency under SEQRA, as complete for the purpose of commencing public review and comment.

Chapter 2: Land Use, Zoning and Public Policy:

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 medical 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 pre-date the proposed MOD District. Further, 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 total gross floor area limitation, a Hospital use should likewise not be included. In 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 floor area limitation for medical uses and this should be clearly stated in the DGEIS/DEIS.

Chapter 7: Stormwater:

As noted in the comment letter from John Torre, PE, LEED^{AP} of OLA Consulting Engineers dated June 11, 2020 attached as Exhibit “1” (“OLA Comment Letter”), 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-sure review process, updated information should be provided to ensure the continued accuracy of the projections.

Chapter 8: Water Supply:

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 (see items 1 through 4 of the OLA Comment Letter’s discussion of water supply). Also, as noted in item 5, 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.

Chapter 9 Sewer:

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. In addition, there must be review and analysis of remediation measures and corrective actions to address capacity limiting sections of the sewer piping and deficient manholes.

Chapter 11: Traffic and Transportation:

As set forth in greater detail in the comment letter from Louis J. Luglio, P.E. of Sam Schwartz Engineering dated January 30, 2020 attached as Exhibit “2” (“Schwartz Comment Letter”), 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.

Chapter 14: Economic Conditions:

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). . . .”¹ 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. In addition, there is no analysis of whether unaffiliated medical uses would complement and support the Hospital and its operations or detract from it. Completely lacking from the economic conditions section is whether certain medical office uses would compete with and detract from the Hospital’s operations.

¹ See Chapter 14, p. 1.

Further, 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 closings of the multiple Hospital-affiliated practices currently located on the project site.

The analysis set forth above is necessary to assess and review the proposed action's potential adverse economic impacts to the community and the Hospital stemming from a potential competing business model and potential loss of Hospital revenue and jobs.

Chapter 18: Construction

As set forth in greater detail in the Schwartz Comment Letter, basic information necessary to conduct a hard look analysis is missing from the DGEIS/DEIS. This information is especially relevant given the phased construction planned for the Evergreen Manor site, which has the potential for longer construction time-periods and for longer partial construction conditions. 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.

In addition, 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? Also, 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.

Chapter 19: Alternatives:

While the Hospital is generally supportive of the project site's development, additional analysis and inquiry of reduced density alternatives are 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.

We request that the comments set forth herein and in the attached letters (the OLA Comment Letter and Schwartz Comment Letter) be fully responded to in any MOD FGEIS/FEIS. Thank you.

Very truly yours,

SILVERBERG ZALANTIS LLC

Katherine Zalantis

Katherine Zalantis

KZ:
Attachments

EXHIBIT 1



Principals
Patrick F. Lynch, P.E.
Steven Abbattista, P.E.
James F. Dolan, P.E.
John Torre, P.E.
Jill Walsh, P.E.

June 11, 2020

Thomas Breglia, PE
Corporate Director, Facilities
NYP/Hudson Valley Hospital
Cortlandt Manor, NY 10567

RE: Medical Oriented District (MOD)
Route 202/35/Crompond Rd.
Cortlandt Manor, NY
MOD Draft Environmental Impact Statement (DEIS) Review
NHVH0008.00

Dear Tom:

As requested, we have reviewed the MOD DEIS dated September 17, 2019 and offer the following:

Storm Water

1. 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.
2. 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.

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.

Water Supply

1. 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
2. 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.

Westchester
50 Broadway
Hawthorne, NY
10532
914 747 2800

New York City
12 East 49 Street
11th Floor
New York, NY
10017
646 849 4110

olace.com

3. 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.

4. 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 church. The demands for these properties should 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.

5. On page 8-7 under water conservation for both sites, it is indicated that 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.

Sewer

1. Similar to the estimated water supply (tables 8-2 and 8-3), tables 9-1 and 9-4 are in accordance the referenced standard (NYSDEC Design Standards).
2. 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.

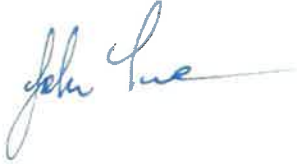
Recommendation: Request a plan of the corrective action be taken to address the capacity limiting sections of the sewer piping and deficient manholes.

3. Invert information is not provided on manholes 11 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.

Should you have any questions or require any further information, please do not hesitate to contact our office.

Sincerely,

A handwritten signature in blue ink, appearing to read "John Torre", with a long horizontal flourish extending to the right.

John Torre, PE. LEED^{AP}
Principle

RJ/cl

File Path: Document1

system. The design of an industrial waste treatment facility is outside the scope of this document.

B.6.b Design Flow

The design flow rate is typically based on the flow rates determined using one of the following three methods:

- Using the typical per-unit hydraulic loading rates provided in Table B-3
- Obtaining metered daily wastewater flow data from existing and similar facilities
- Obtaining metered daily water usage data from existing and similar facilities

Method 1: Typical Per-Unit Hydraulic Loading Rates (Table B-3)

The flow rate determined by using Method 1 with the maximum expected operational conditions (i.e. maximum occupancy) is an acceptable design flow rate for septic tank or subsurface absorption systems. Typical per-unit hydraulic loading rates are presented in Table B-3. When an establishment includes several different types of uses from the table, each use should be computed separately. Except for the 110/130/150 gpd per unit values, the per-unit hydraulic loading rates in Table B-3 may be reduced by 20 percent for establishments equipped with water saving plumbing fixtures. A combination of high and low flow fixtures can also be considered on a pro-rata basis. Fixtures that use even less water are available and the reduction of wastewater flow attributable to these and other new technologies should be considered. The reduction allowance should depend in part upon the ability of the builder or owner to ensure adequate maintenance and/or replacement in-kind when necessary.

When using either Method 2 or Method 3, the design engineer should consider the average daily flow rate as well as the maximum daily flow rate, expressed in volume per unit time for determination of this system design flow rate.

Method 2: Wastewater Flow Data

A minimum of one year of data collected during similar operational conditions may be required by the Reviewing Engineer. If sufficient measured wastewater flow rate data is not available, Method 2 should not be used. The average of the daily (24-hour) flow over the duration of the data collection period is an acceptable method for determining the average daily flow rate. The largest daily (24-hour) measured volume during the same period expressed in volume-per-unit time is an acceptable method for determining the maximum day flow rate. The analysis should account for operational variations (e.g. peak seasonal, weekends, special events, delivery period,

etc.) and exclude extraneous data. There should be a reasonable explanation for the operational variations and any extraneous data excluded.

Method 3: Water Usage Data

A minimum of one year of data collected during similar operational conditions may be required by the Reviewing Engineer. If sufficient measured water usage data is not available, Method 3 should not be used. The average of the daily (24-hour) flow over the duration of the data collection period is an acceptable method for determining the average daily flow rate. The largest daily (24-hour) measured volume during the same period expressed in volume per unit time is an acceptable method for determining the maximum day flow rate. The analysis should account for operational variations (e.g. peak seasonal, weekends, special events, delivery period, etc.) and exclude extraneous data. There should be a reasonable explanation for operational variations and any extraneous data excluded.

For each of these methods, the peak hourly flow rate (largest hourly volume expressed in volume per unit time) should also be identified. When variation in the wastewater flow rate is expected to be substantial, it is necessary to examine the significant delivery period of the wastewater and base the system design upon this information to prevent an excessive rate of flow through wastewater collection and treatment systems. Flow equalization prior to treatment units should be considered to avoid hydraulic overloading of treatment units during peak loading periods (peak hourly flow and maximum daily flow).

Table B-3 Typical Per-Unit Hydraulic Loading Rates

Residential

<i>Type of Use</i>	<i>Unit</i>	<i>Gallons per Day</i>
Apartment	Per Bedroom	110/130/150 ¹⁶
Mobile Home Park	“Single-Wide” Home	220
	“Double-Wide” Home	330
Single Family Residence	Per Bedroom	110 / 130/ 150 ¹⁷

¹⁶ 110 gpd for post 1994 plumbing code fixtures; 130 gpd for pre 1994 fixtures; and 150 gpd for pre 1980 fixtures. Homes over 1,000 gpd, community systems, or lodging establishments with high flow fixtures must account for any higher peak flow periods.

¹⁷ For individual household systems under 1,000 gpd, use design flows in the NYSDOH’s *Wastewater Treatment Standards Residential Onsite Systems - Appendix 75- A*.

Campgrounds

<i>Type of Use</i>	<i>Unit</i>	<i>Gallons per Day</i>
Day Camp	Per Person	15
	Add for Shower	5
	Add for Lunch	5
Campground	Per Unsewered Site ¹⁸	55(includes showers)
	Per Sewered Site – with water hookups	100
	Per Sewered Site – without water hookups	55
Campground Day Use	Per Person	5
Dumping Station ¹⁹	Per Unsewered Site	10
	Per Sewered Site	5

Institutional

<i>Type of Use</i>	<i>Unit</i>	<i>Gallons per Day</i>
Assisted Living Facility/Complex	Per Bed ^{20,21} – add 10 gpd for in room kitchen	110/130/150
Group Home (residential-style building)	Per Bed ²⁰ - add 150 gpd per house for garbage grinder	110/130/150
Nursing Home (hospital care)	Per Bed ^{20,21}	175
Hospital	Per Bed ^{20,21}	175
	Per Outpatient	30
Church	Per Seat ²⁰	3
Church Hall/Fire Hall	Per Seat ²¹	10

¹⁸ Additional wastewater flow due to food service or laundry shall be accounted for. Structures available for overnight occupancy other than those meeting the definition of a camping unit shall be based on 150 gpd / unit for design flow purposes, pursuant to NYSDOH – *Chapter 1 State Sanitary Code Subpart 7-3 Campgrounds*.

¹⁹ The addition of flow for dump station sewage may be prorated by using an estimated percentage of sites suited for RV use based on historical data. No reduction for low flow fixture usage should be applied here.

²⁰ Add 15 gpd per employee

²¹ Add for Food Service (e.g. 24-hour restaurant; refer to Food Service Operations Table)

Library/ Museum	Per Patron ^{20,21}	5
Public Park	Per Person (toilet only)	5
Prison / Jail	Per Inmate ^{20,21}	150
School – Day	Per Student	10
- or -	Elem./ Jr. High / Sr. High	7 / 9 / 12
- and -	Add for meals / showers	5 / 5
School Boarding	Per Student ^{20,21}	75

Commercial

<i>Type of Use</i>	<i>Unit</i>	<i>Gallons per Day</i>
Airport/Bus/Rail Terminal	Per Passenger ²²	5
	Per Toilet	400
Barber Shop / Beauty Salon	Per Station without and with hair care	50/
	sink	200
Bowling Alley	Per Lane ^{22,23}	75
Bed & Breakfast	Per Room (see note under Residential)	110/130/150
Casino	Per Employee/shift plus	15
	Per Sq. Ft. for non-lodging customer use	0.3
Country Clubs & Golf Courses	Per Round of Golf ^{21,22}	20
	(add for bar, banquet, shower or pool facilities and golf tournaments)	
Concert Hall / Arena / Assembly Hall / Theater / Stadium / Skating Rink	Per Seat ^{21,22}	5
Day Care	Per Child ²¹	20
Doctors Office	Per Doctor	250
Dog / Pet Grooming	Per Station	500
Also see Kennel and Veterinary Office below.		
Dentist	Per Chair ²⁴	250

²² Add 15 gpd per employee/shift

²³ Add for Food Service (e.g. 24 hour restaurant; refer to Food Service Operations Table)

²⁴ Dental offices must recycle mercury amalgam instead of washing it down the drain. NYSDEC's website has

Drive-In Theater	Per Car Space ²⁵	5
Factory / Distribution Warehouse	Per Employee/shift; add for showers	15 10
Fairgrounds	Per Visitor ²⁵	5
Health Club	Per Patron	20
Highway Rest Area	Per Traveler ²⁵	5
	Per Dump Station Vehicle	7
Hotel	Per Sleeping Unit ²⁵ add for banquet hall, night club, pool/spa, theatre, etc.	110/130/150
Kennel	Per Kennel/Run/Cage	50
Laundromat	Per Machine	580
Marina	Per Slip ²⁵ with shore side restroom facilities including shower;	20
	add per slip for dump station	7
Migrant Worker Housing	Per Person	50
Motel	Per Sleeping Unit;	110/130/150
	add for in-room kitchen;	10
	add for in-room jacuzzi/spa	20
Office Building	Per Employee ²⁵ ;	15
	add for showers	5
Service station/Convenience store	Per Toilet ²⁵	400
Shopping Center / Grocery Store / Department Store	Per Sq. Ft. ^{25,26} ; add for deli, bakery, butcher	0.1
Swimming Pool / Bath House	Per Swimmer	10
Veterinary Office	Per Veterinarian	200

guidance referencing the 2002 law.

²⁵ Add for Food Service (e.g. 24-hour restaurant; refer to Food Service Operations Table)

²⁶ Add 15 gpd per employee/shift

*Food Service Operations*²⁷

<i>Type of Use</i>	<i>Unit</i>	<i>Gallons per Day</i>
Ordinary Restaurant	Per Seat	35
24-Hour Restaurant	Per Seat (for cafeterias: pro rate flow in proportion to the hours)	50
Fast Food Restaurant	Per Seat	25
	Per Drive-Up Window	500
Lounge, Bar	Per Seat	20
Drive-In	Per Car Space	50
Banquet Hall	Per Seat	10
Restaurant along Freeway	Per Seat	75

B.6.c Infiltration, Inflow, Non-Sanitary and Prohibited Flows

Cooling water, roof drains, footing, sump and basement floor drains should not be discharged to the treatment system. Clean water from ice machines, water cooled refrigerators or coolers should also be excluded. Undetected leaks from plumbing fixtures, typically toilets and faucets, can waste significant amounts of water and subsequently increase the volume of wastewater to be treated. Simple repairs and routine operation and maintenance of plumbing fixtures can save water and increase the efficiency of wastewater treatment system.

Similarly, leaking sewer joints, pipe tank seals, tank riser seals, cracks in treatment tanks and manhole covers that are not watertight can be significant sources of infiltration of the system. These extraneous flows can cause periodic hydraulic overloads and affect treatment performance which can lead to system failure. Exfiltration from the system can have a negative impact on groundwater quality.

The discharge of swimming pool filter backwash wastewater should not be directed to a septic tank

²⁷ Garbage grinder use should be evaluated in the design phase of the project and accounted for in tank sizing per Section D.6 Septic Tanks.

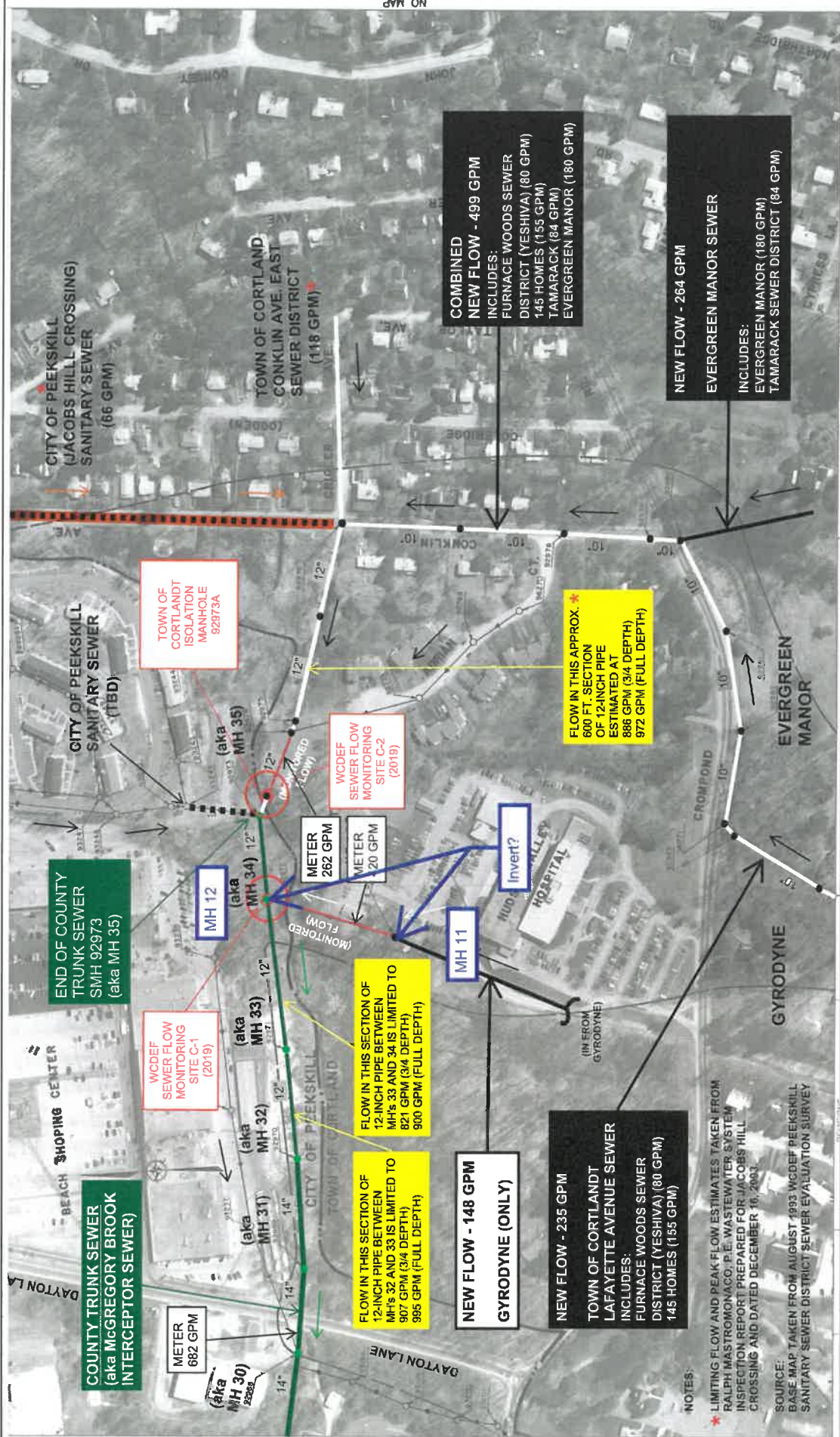


Figure 9-2 SCHEMATIC SEWER SYSTEM LAYOUT PLAN Medical Oriented District Draft Generic Environmental Impact Statement



This work and its contents shall not be used for any other project or purpose without the written consent of the City of Peekskill. The City of Peekskill is not responsible for any errors or omissions in this plan. Date: 08/15/2023. Project: Medical Oriented District. Sheet: 9 of 10.

EXHIBIT 2

Sam Schwartz
322 Eighth Avenue
5th Floor
New York, NY 10001
samschwartz.com



January 30, 2020

Mr. Thomas Breglia, PE
Corporate Director –
Facilities Development – Westchester
New York Presbyterian Hospital

RE: Review of DGEIS

Dear Mr. Breglia:

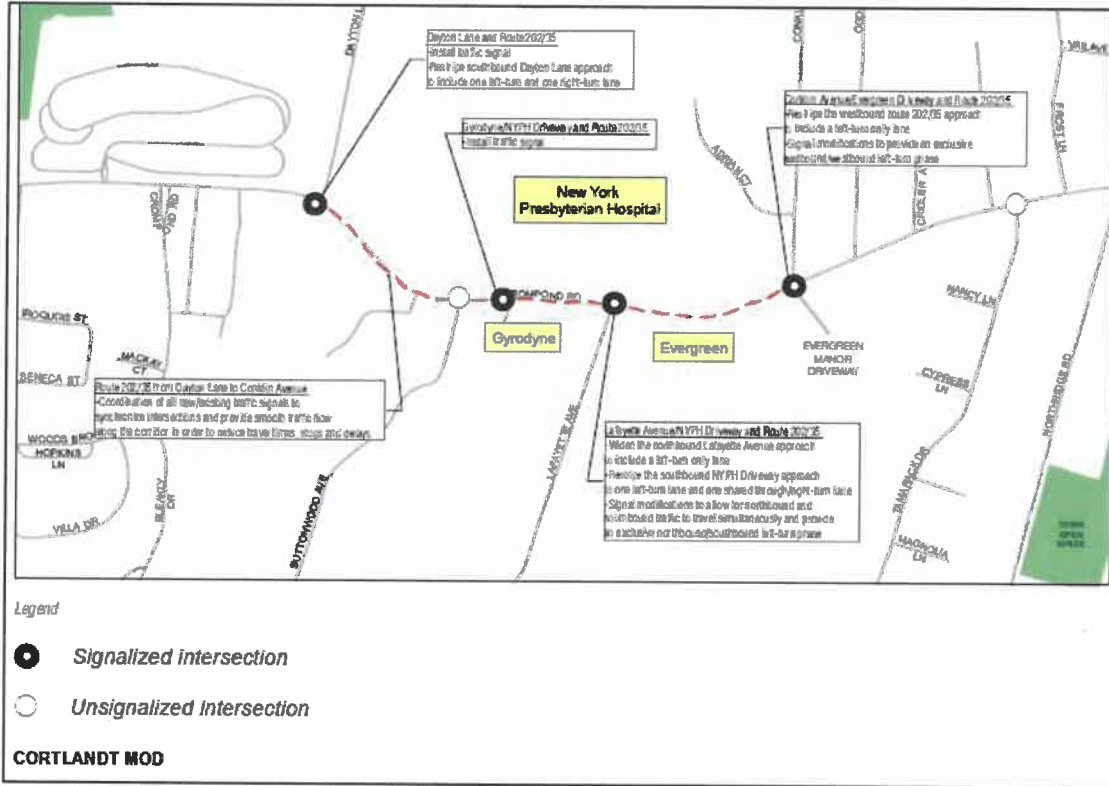
Sam Schwartz Engineering D.P.C. (Sam Schwartz), on behalf of New York Presbyterian Hospital (NYPH), offers these comments on the Medical Oriented District (MOD) Draft Generic Environmental Impact Statement (DGEIS) and the MOD Development Plan Draft Environmental Impact Statement (DEIS), dated October 25, 2019, and supporting appendices prepared by AKRF. In summary, the proposed project includes two sites, Gyrodyne and Evergreen. The existing conditions are 2016/2017 and the future horizon year (when all of the proposed development would be constructed and 85% occupied) was established for 2021. There were 23 locations (19 signalized and 4 unsignalized) included in the study. Specifically, proposed mitigation / improvements measures along the existing NYPH facility (along Route 202) include two new traffic signals with lane modifications, and traffic signal modifications also with roadway / operational changes.

FIGURE 1 depicts the four locations along Crompond Road that could have a significant impact on NYPH operations, the visitor experience, and critical emergency services. The proximity of the NYPH entrance and exit points and the ability to coordinate traffic signal operations (timings) to allow for a less congested traffic flow directly along Crompond Road is the most important element to the successful operation of the NYPH and the proposed development.

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. 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.

Re: DGEIS Review

Figure 1: Proposed Mitigation Measures



Source: Medical Oriented District (DGEIS) & MOD Development Plan (DEIS), Figure 11-15.

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.

Much more detail is required to adequately review traffic operations during construction. It is not clear, or perhaps not known, if all four intersections will be under construction at the same time, if travel lanes will be taken out of service, and if so, for how long, what times during the day, and which days of the week.

Re: DGEIS Review

Chapter 11: Traffic and Transportation

1. The DEIS assessment of the impact of the Proposed Project on traffic and transportation is based on 2017 Existing Conditions Level of Service Analysis that may result in the failure to disclose the transportation impacts of the Proposed Actions.

- 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.

2017 Existing Conditions Level of Service Analysis

- 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. 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

2. The DEIS assessment of the impact of the Proposed Project on traffic and transportation is based on trip assignment assumptions that may result in the failure to disclose the transportation impacts of the Proposed Actions.

- 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.

Trip Assignment

- 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).

Re: DGEIS Review

3. The DEIS assessment of the impact of the Proposed Project on traffic and transportation is based on Recommended Intersection Mitigation Measures for MOD Development Plan that may result in the failure to disclose the transportation impacts of the Proposed Actions.

- As shown in DEIS, on page 11-50, Recommended Intersection Mitigation Measures for MOD Development Plan does not clearly show the following:
 - o 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?
 - o A construction mitigation plan, including time and duration of construction, lane closures for implementation of mitigations, and duration of closures for all intersections/corridors where mitigations measures are proposed are not disclosed.
 - o Is the proposed signal is warranted or not at the intersection of Gyrodyne/NYPH Driveway and Route 202/35?
 - o 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.

4. The DEIS assessment of the impact of the Proposed Project on parking is based on Institute of Transportation Engineer (ITE) Parking Generation Manual, 5th Edition that may result in the failure to disclose the transportation impacts of the Proposed Actions.

- 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 Gyrodyne and Evergreen Project Sites, parking generation rates and time-of-day distributions provided by the ITE Parking Generation Manual, 5th Edition were used.

Parking Demand

- The parking demand for all land uses should be based on zoning regulation of Town of Cortlandt¹. A parking demand evaluation can be performed by surveying nearby similar sites with land uses similar to the proposed projects.

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. In

¹ <https://ecode360.com/7696262>

Re: DGEIS Review

addition, the review of 2013-2017 American Community Survey 5-Year Estimates for Household Size by Vehicles shows an average of 2.09 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.

- 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.

Chapter 18: Construction

1. 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 18-3, lane closures, signing plans, conflict of construction vehicles with NYPH emergency vehicles etc., are not provided.

In closing, 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.

Sincerely,



Louis J. Luglio, P.E.
Vice President

Michelle Robbins

From: doogsnova@aol.com
Sent: Monday, June 29, 2020 11:26 AM
To: mod
Subject: MOD

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am against the MOD development for several reasons. I have lived in the area for 40 years and drive on Route 202 to work. The development will increase increase traffic congestion in an area where a new traffic light was just recently installed. It will cut down old growth trees, just like the new ShopRite, which was also completely unnecessary, since there already were 4 supermarkets nearby.

You already have an EMPTY Toddville shopping plaza. What a waste. You just build for the sake of profit, while everything else is destroyed. The zoning is a residential area, but you force commercial zoning into residential neighborhoods. I know you will build it no matter what people say. Even though there are empty office buildings on both sides of the property. Most of the 9 billion people in the world are stupid and greedy, and can't think past their next paycheck. So you and every other city official will do whatever they please, and not listen to what the citizens want. As someone who has an unwanted construction project across the street from my house, I say to you with deepest sincerity:

Go fuck yourselves.

~Greg Dougall
320 Walnut St.
Peekskill, NY 10566

Michelle Robbins

From: Kacey Kaufman <kaceymf@gmail.com>
Sent: Monday, June 29, 2020 9:57 AM
To: mod
Subject: MOD OPPOSITION

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I write this message to express my strong opposition to the plans for development at the Medically Oriented District. This plan has detrimental costs to our town. The major environmental impact of destroying precious wetlands honestly should be ENOUGH of a reason to deny these plans. Disturbing. However; there are many other negative implications. The traffic on 202 is already horrendous. The MOD will make a bad traffic situation very much worse. Light and noise pollution are issues as well. Many of us chose Cortlandt Manor for its residential qualities. This project negatively alters the very character of our town. Don't sell us out. What of the home owners whose property values will be severely effected and whose quality of life will suffer?

The tax revenue doesn't even benefit our troubled Hen Hud school district.

Remodeling/rebuilding existing medical buildings on 202/Lafayette is one thing. Destroying acres upon acres wildlife habitat and precious ecosystems for retail and restaurant space that is entirely unneeded is another. There are empty retail and business spaces everywhere you look in our area. This project is a VERY BAD IDEA. Please say no.

Kacey Kaufman

Sent from my iPhone

Michelle Robbins

From: Jeremy Kaufman <jeremyskaufman@gmail.com>
Sent: Monday, June 29, 2020 10:55 AM
To: mod
Subject: MOD OPPOSITION

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I write this message to express my strong opposition to the plans for development at the Medically Oriented District. This plan has detrimental costs to our town. The major environmental impact of destroying precious wetlands honestly should be ENOUGH of a reason to deny these plans. Disturbing. However; there are many other negative implications. The traffic on 202 is already horrendous. The MOD will make a bad traffic situation very much worse. Light and noise pollution are issues as well. Many of us chose Cortlandt Manor for its residential qualities. This project negatively alters the very character of our town. Don't sell us out. What of the home owners whose property values will be severely effected and whose quality of life will suffer?

The tax revenue doesn't even benefit our troubled Hen Hud school district.

Remodeling/rebuilding existing medical buildings on 202/Lafayette is one thing. Destroying acres upon acres of wildlife habitat and precious ecosystems for retail and restaurant space that ate entirely unneeded is another. There are empty retail and business spaces everywhere you look in our area. This project is a VERY BAD IDEA. Please say no.

Sincerely,

Jeremy Kaufman

Michelle Robbins

From: Suzanne Graziano <grazianos@optonline.net>
Sent: Monday, June 29, 2020 5:42 PM
To: mod
Subject: Re: MOD Proposal

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To Whom it May Concern:

The zoning should remain as is: residential.

This project will only benefit the developers; not the community. Please vote against it.

Sincerely,
Suzanne Graziano

Michelle Robbins

From: Joseph Gilson <jrg.gilson@gmail.com>
Sent: Monday, June 29, 2020 5:45 PM
To: mod
Subject: MOD Comment

Follow Up Flag: Follow up
Flag Status: Flagged

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Greetings:

Thank you for accepting my comments. While I know there are positives and negatives to this plan, I still have one concern. In each meeting, the question of traffic, particularly on 202 has come up. From my viewpoint, all I have heard is that new traffic lights being installed will take care of this. I am concerned because while traffic lights will make it easier to get into the complex, how will the traffic lights:

1. Reduce the amount of additional cars on an already very busy road.
2. Wouldn't 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?

This has been brought up, but continues to be "skimmed over" as if its a non issue. 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.

Thank you
Joseph Gilson
34 Edgewood Road

Michelle Robbins

From: Robert Altadonna <trebora152@icloud.com>
Sent: Monday, June 29, 2020 9:49 PM
To: mod
Subject: Negative Effects From the MOD

Follow Up Flag: Follow up
Flag Status: Flagged

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Mr. Laroue Shatzkin,

The proposed MOD will definitely have a negative impact on the already stressed Route 202 corridor. 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. We understand the need for more revenue now that Indian Point is almost closed but we are sure other options will become available with this MOD project cancelled or at least significantly reduced in scope.

Cortlandt residents,
Robert and Patricia Altadonna

Michelle Robbins

From: sara weaver <weaversmt@gmail.com>
Sent: Monday, June 29, 2020 10:13 PM
To: mod; Linda Puglisi
Subject: MOD comments & questions

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello board and Linda,

I hope you are doing well and staying safe during this time. Thank you for your partnership over the last several months not only in working through the process for the MOD but also for your COVID response. I appreciate it.

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.

I have said this before-but we love living in Cortlandt Manor. We moved here 3 years ago and started our family here (now with 2 young children). We bought our home on Lafayette Ave because we loved the space. We have planted a few fruit trees in our backyard (we call it our orchard), and have made our 1950's home our own. We enjoy our neighbors and have created relationships and friendships with many of them. Last summer we had our first ever Lafayette ave BBQ at FDR park and it was a great way to kick off getting to know people not adjacent. This spring because of some of those relationships, we all stood out with signs several Fridays to cheer on our hospital workers and we also raised +\$700 to support the hospital staff. We have become not just a street, but a community/neighborhood.

My husband and I would absolutely hate to move, but I will not live down the block from a 5 year construction project that will destroy one of the reasons we moved here. All the while increasing my drive time, and dealing with air & noise pollution. With my young family and our high quality of life desire it will just be too much.

I know we are one family, and there are many in this town that we have to accommodate, however I share this in hopes that you continue to consider deeply the impact that this will make.

Additionally please see below some comments/questions

-Did the traffic study measure speed limits and impact to speed on Lafayette ave? 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.

-Is there any prediction how long it will take the people on Lafayette ave to turn out of their driveways from the increased traffic? Today already it can take 5 mins to have both sides clear.

-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.

-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.

-Can we install speed bumps?

-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.

-How much more is the hospital planning on expanding? What will be the traffic impact on Lafayette ave?

-What is the town's projected impact on home values on Lafayette ave 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).

-Will sidewalks be installed on 202 to support pedestrians?

-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

-How many vacant retail buildings do we have? this should be taken into account to understand if there is a need for retail.

Thank you very much,

Sara Weaver

Michelle Robbins

From: thomag59@aol.com
Sent: Monday, June 29, 2020 11:41 PM
To: mod
Subject: MOD district proposal for Cortlandt MAAnor

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Supervisor Puglisi, and Cortlandt Town Board Members,

Thank you for the opportunity to comment on the 2 proposals for a Medical Oriented District in Cortlandt.

After attending the last 3 public meetings and hearing from both contract companies proposals, I am writing to express my thoughts on the MOD concept that is being presented.

- **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 primary care, family medicine or pediatrics.
 - Another important trend in healthcare is not in hospital care but ambulatory care. Therefore the need to provide a medically oriented district by the a 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)
 - **In conclusion, the MOD proposals have no medical support. The proposals do not have the interest of the community, instead appear to be benefiting a select few who gain to make millions by requesting the community change zoning to accommodate a project that has nothing to do with providing improved expanded medical care.**
- **The Traffic :**
 - This factor has been discussed on so many levels. 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 of 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 proposals would solve many of the traffic problems, however I don't see as the traffic study identifies any significant improvement.
- **Community vs Development:**
 - **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 to except their desire to modify their property in away 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 moved 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.
- **Tax Revenue:**

- **Both proposals are making multi-million dollar promises of tax revenue to the town.** I have yet to hear how this tax revenue to 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 not achieved, how will this be any different? Because it is shiny and new people will want to move in?
- **Progress:**
 - 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 goo about. Something that will bring us together.

These proposals feel like it is about *money*, not about progress or improvement in our town. Potential tax revenue for the town and the millions of dollars for 2 individuals that will be made if this re-zoning is permitted. It feels like a "David and Goliath" situation. Now that the town hearing are over the Town Board gets to make the decision. So many of us are not in favor of either of these proposals. I can only express my deep concern regarding about how these proposals are the wrong thing in the wrong place and for the wrong town.

Gina Thomasset
5 Clinton Avenue
Cortlandt Manor, NY 10567

Michelle Robbins

From: koconnor <koconnor@flex-com.tv>
Sent: Tuesday, June 30, 2020 7:18 AM
To: mod

Follow Up Flag: Follow up
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Do you really want rt. 202 to look like rt. 6? Raise my taxes, NO rezoning.

Kevin O'Connor

June 29, 2020

Thomas Wood, Esq.
Town Attorney
One Heady Street
Cortlandt Manor, NY 10567

Re: MOD Town Hall Meeting

Dear Mr. Wood:

I attended the June 16, 2020 Town Hall (Zoom) video meeting regarding the proposed MOD development on Route 202. After listening to the developers about the various mixed-uses and public concerns, I would like this letter to be part of public record for the Town meeting. I am a long-time resident for more than 30 years. Before the Board votes, there are still many questions and issues that exist and need to be addressed by the Town. Some of these major issues/concerns are discussed below.

1. Increased Traffic:

- 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).
- 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 Locust Avenue, which are the only two streets feeding into BMP, as well as the already overcapacity intersection at Route 202/BMP.)
- Given the proposed 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 intersections 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.)

2. Proposed Development:

- 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?).

- 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).
- 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.
- 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., just look at the historical and current vacancy/issues plagued at Toddville Plaza, less than ½-mile east from the development on Route 202).
- Senior Housing/Assisted Living – seems plausible, but again where is the supporting demand?

3. General:

- 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?
- 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?

In conclusion, the major problem with this proposed development is that it’s far too large for the location – as it is situated predominantly in a quiet single-family residential neighborhood. Accessibility is very limited - being on the boundary to the city limits of Peekskill to the west and the distance and access to the highway system – Bear Mountain and Taconic Parkways and Route 9. 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). In addition, the developers did not provide any support and/or feasibility for the proposed development – which would be the backbone for the Town’s tax revenue. I would think this is significant importance for the Town and its concern on whether the proposed development and uses would be viable and can be reasonably absorbed in the market. 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.

If you have any questions, please do not hesitate to contact me at 914-260-2129.

Thank you.

Daniel Bizzoco
5 Rome Court
Cortlandt Manor

Michelle Robbins

From: Rosemary Kovacs <rokov915@yahoo.com>
Sent: Tuesday, June 30, 2020 10:43 AM
To: mod
Subject: MOD Development Plan

Follow Up Flag: Follow up
Flag Status: Flagged

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I am writing because I would like to voice my opinion about the proposed MOD Development Plan. I am very much opposed to it.

I have lived at 235 Lafayette Avenue in Cortlandt Manor for 37 years. When my family and I moved here in 1983, this was a nice, quiet suburban area with little traffic. Over the years, I have steadily seen an increase in traffic and population since Cortlandt Estates and other areas along Lafayette have been developed. I have raised a family here and experienced my husband's passing in 2017. I am now retired and living here on my own. As such, I am deeply concerned about the ever increasing rate of traffic on Lafayette Avenue. Lafayette Avenue is used as a through street, not only by those people residing here, but mostly by people living and working in the surrounding areas, resulting in a very heavy flow of traffic all day long. 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.

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 turkeys. I even saw 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.

The MOD Development Plan, as currently proposed, will have a very negative impact on all of these things and more, not to mention the increase to the already heavy flow of traffic on Route 202.

I am hoping you are seriously taking into consideration the concerns that my neighbors and I have about this proposed MOD plan. There are other retail spaces in the town of Cortlandt which are vacant and should be used before any new development is considered.

Thank you for listening.

Rosemary Kovacs

Michelle Robbins

From: Tavarez <alexsofia2005@hotmail.com>
Sent: Tuesday, June 30, 2020 12:36 PM
To: mod
Cc: alexsofia2005@hotmail.com
Subject: MOD

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Town Board Members:

I am a resident at 12A Ridge Rd, Cortlandt Manor, NY. I love Cortlandt and I love the sense of community Cortlandt has offer my family. We are a family of 4. My children attend the Lakeland school district. We moved to Cortlandt 7 years ago. After searching and viewing houses in many other towns such as Pelham Manor and Mamaroneck , we decided to settle at Cortlandt because of small town feel and family friendly neighborhood. I am concerned with the massive, intrusive and invasive size of this proposal.

I am writing to express my strong opposition to the MOD , the proposed rezoning. While the local community may be unable to prevent development, that in itself will be detrimental to the area, many residents in the neighborhoods are completely opposed to the addition of multi-family housing, hotel, retail space that will cause traffic and safety problems, destroy local wildlife habitat, and potentially lower the property values of the existing community.

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. During this difficult time we have learned that there are alternative ways of purchasing items such as online shopping. Traffic are major areas of concern. The local neighborhood traffic will disproportionately surge during morning and evening rush hours, causing traffic issues.

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.

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.

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?

I urge you to disapprove the proposed rezoning, and from recent meetings and discussions with my neighbors, I know my opinions are shared by many who have not managed to attend meeting or write letters and emails.

Thank you for your continued service and support of our communities.

Best regards,

Yadira and Alex Tavarez

12A Ridge RD

Cortlandt Manor, NY 10567

Michelle Robbins

From: MARTIN Fitzgerald <MARTINFITZGERALD1@msn.com>
Sent: Tuesday, June 30, 2020 5:13 PM
To: mod
Cc: martermax13@gmail.com
Subject: Brook that flowed into to Orchard Lake.
Attachments: IMG_6153.MOV; ATT00001.txt

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Supervisor Puglisi,

This is a video of a brook on the North East end of Buttonwood Avenue. More that ten years ago this gully had water freely flowing through it into Orchard Lake. At one point the Hudson Vally Hospital did construction on their property, I think that it was an addition (the parking lot). While that construction was taking place the water ceased to flow into Orchard Lake. The lake has since become dry and has a large amount of Algae.

This is all MOD related:

What can the town do to bring Orchard Lake back to life and raise the level of water and oxygen in the lake?

What year did the hospital work on the parking lot?

Thank You,

Terin Fitzgerald

Michelle Robbins

From: MARTIN Fitzgerald <MARTINFITZGERALD1@msn.com>
Sent: Tuesday, June 30, 2020 5:18 PM
To: mod
Cc: martermax13@gmail.com
Subject: Orchard Lake

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Supervisor Puglisi,

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.

232 Buttonwood Avenue

Thank You,

Terin Fitzgerald

Michelle Robbins

From: MARTIN Fitzgerald <MARTINFITZGERALD1@msn.com>
Sent: Tuesday, June 30, 2020 5:27 PM
To: mod
Cc: martermax13@gmail.com
Subject: Visit to Orchard Lake

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Supervisor Puglisi,

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?

Thank you,

Terin Fitzgerald

Michelle Robbins

From: MARTIN Fitzgerald <MARTINFITZGERALD1@msn.com>
Sent: Tuesday, June 30, 2020 5:32 PM
To: mod
Cc: martermax13@gmail.com
Subject: Area between Buttonwood Avenue West and The Holy Spirit Church

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Supervisor Puglisi,

Will there be any building or construction around the MOD West of Buttonwood Avenue? If so where and what type?

Thank You,

Terin Fitzgerald

Michelle Robbins

From: MARTIN Fitzgerald <MARTINFITZGERALD1@msn.com>
Sent: Tuesday, June 30, 2020 5:35 PM
To: mod
Cc: martermax13@gmail.com
Subject: Property on Buttonwood Avenue

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Supervisor Puglisi,

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 are their plans for that property?

Thank you,

Terin Fitzgerald

Michelle Robbins

From: MARTIN Fitzgerald <MARTINFITZGERALD1@msn.com>
Sent: Tuesday, June 30, 2020 5:41 PM
To: mod
Cc: martermax13@gmail.com
Subject: Environmental Conservation.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Supervisor Puglisi,

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?

Thank You,

Terin Fitzgerald

Michelle Robbins

From: MARTIN Fitzgerald <MARTINFITZGERALD1@msn.com>
Sent: Tuesday, June 30, 2020 5:52 PM
To: mod
Cc: martermax13@gmail.com
Subject: Current Climate

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Supervisor Puglisi,

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. Their energy is where it should be, on their family and livelihood. We should be more focused on getting our schools operating, our teachers back in the classroom and our children back to school.

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?

I am requesting that we put any more decisions about the MOD for at least another year.

Thank You,

Terin Fitzgerald

Michelle Robbins

From: MARTIN Fitzgerald <MARTINFITZGERALD1@msn.com>
Sent: Tuesday, June 30, 2020 10:27 PM
To: mod
Cc: martermax13@gmail.com
Subject: Orchard Lake

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Supervisor Puglisi,

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?

Thank You,

Terin Fitzgerald

Michelle Robbins

From: Anna Healey <annahealey2001@yahoo.com>
Sent: Tuesday, June 30, 2020 7:01 PM
To: mod
Subject: Evergreen Manor- a part of county/local town history?

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To the board of the Town of Cortlandt,

I am a Cortlandt Manor resident. I've been reviewing all of the information regarding the Mod project. In reviewing the historical assessment of Evergreen Manor... 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 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 facade. They are similar to the Dempsey house.

The building has many significant historical architectural features. Here is a photo from 2004 unfortunately it's been neglected for almost 20yrs...

<https://www.compass.com/listing/2003-crompond-road-cortlandt-manor-ny-10567/15626452384918465/>

I would rather drive down Conklin ave and see the facade of a historic mansion that has been repurposed like the Dempsey house. In addition, If Westchester County Historical society finds no historical value at a county level then can the Town of Cortlandt historical society evaluate the property for local historical value?

It puzzles me that the town would be concerned with historical roads vs scenic ones...yet Evergreen mansion built 1875 would not be deemed historical at a local/ county level.

Further if it was declared historical and the exterior facade/ footprint had to remain in place- this would dramatically reduce what VS construction could do with the site.

Anyway, I hope that Evergreen Mansion is evaluated fairly by the town.

Kindest Regards,

Anna Healey
Sent from my iPhone

Michelle Robbins

From: Edward Soyka <edward_soyka@fitnyc.edu>
Sent: Wednesday, July 01, 2020 1:23 AM
To: mod
Subject: Re: Gyrodyne Development Issues
Attachments: Ed Soyka Gyrodyne Issues.docx

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sir,

Attached is my written statement and request concerning the proposed Gyrodyne development proposal.

I have been informed that all input on this issue from residents must be reviewed and responded to.

I would appreciate it if you would send me an email acknowledging receipt of this document, as well as inform me of the next steps in this assessment process.

Thank you,
Ed Soyka, Cortlandt Resident

**Edward Soyka
231 Lafayette Avenue
Cortlandt Manor, NY 10567
(914) 737-2230**

To the Cortlandt Town Board,

My name is Ed Soyka and I have been a homeowner and resident on Lafayette Avenue over the last 40 years.

On my property there is a beautiful natural pond that not only provides an exceptional natural environment for my family and myself, but also creates significant market value for my home.

Orchard Lake that is on the Gyrodyne property supplies this essential water flow to my pond via Dicky Brook. A significant source of water for Orchard Lake is the surrounding wetlands that will be significantly disturbed, if not destroyed by the construction of this mega development.

This proposed mega development by Gyrodyne will clearly jeopardizes this essential water flow that my pond requires to function as a natural habitat for the fish and other animals that well in the pond and surrounding wetlands. It will also jeopardize the life supporting vitality of Orchard Lake and the property values of the families that reside in homes abutting the lake.

The following excerpts from the development plan are a source of my concern about the potential destruction to the water flow into my pond on a year-round basis.

Medical Oriented District (DGEIS) & MOD Development Plan (DEIS) Chapter 6: Surface Water Resources and Wetlands

A.PROPOSED ZONING ACTION (GENERIC ANALYSIS)

EXISTING CONDITIONS

The third wetland area is found in the southwestern portion of the MOD and includes Orchard Lake, an approximately 1.6-acre freshwater pond located on the Gyrodyne property and surrounded by forested shrub wetland.

FUTURE WITHOUT THE PROPOSED ACTION (NO-BUILD CONDITION)

In the Future without the Proposed Action, it is expected that the surface water resources and wetlands in the MOD Zoning Area would remain largely unchanged.

PROBABLE IMPACTS OF THE PROPOSED ZONING (BUILD CONDITION)

The Proposed MOD Zoning is not anticipated to adversely impact surface water resources and/or wetlands in the Town of Cortlandt as it does not directly authorize a specific development. However, the Proposed Zoning Action would result in the adoption of MOD Zoning which could potentially result in new development within the MOD Zoning Area at higher densities than allowed under existing zoning. Development actions could result in direct impacts to wetlands and buffers, add impermeable surfaces that will increase peak water flows into wetlands and waterbodies, and increase sedimentation into streams if shallow soils are eroded off steep slopes. There could also be increased contaminant concentrations in surface water by increasing peak flows from impermeable surfaces. Any project proposed under MOD Zoning would be required to conduct a site-specific SEQR analysis to determine if the project would result in any significant adverse impacts to surface water resources and wetlands. If any significant adverse impacts are identified, mitigation would be required to minimize or avoid impacts to surface water resources and wetlands.

GYRODYNE

The proposed Gyrodyne Project will disturb approximately 33,000 square feet (0.80 acres) of the delineated on-site wetland. The Proposed Action includes development within the wetland boundary and the wetland buffer area. This development includes the multi-family residential building, parking areas, the environmental education gateway, an amphitheater, a pedestrian bridge and gravel paths around Orchard Lake, as well as proposed landscaping

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 will obviously undermine and disrupt this delicate water balance and restrict or destroy the continuous water flow of Orchard Lake, Dicky Brook and my pond.

I've attended three public hearings concerning this development plan and I am the only resident who has expressed this issue. I am concerned that adequate attention and action be provided to investigate this hazard!

Over these last 40 years there has always been a continuous water flow, even during droughts, from Orchard Lake, through Dicky Brook into my pond where that water supply continues downstream invigorating the surrounding wetlands.

Though currently there continues to be consistent water flow, my great concern is that during dryer times especially in the summer, the water flow entering and leaving my pond is often no more than the flow of water from the faucet of a kitchen sink.

Obviously, if this mega development is built, there can be no doubt that potentially the water flow entering Orchard Lake and my pond will likely be negatively affected to the point that during dryer times during the year there will be no life-giving overflow of water to and from these water bodies.

I would appreciate in the 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 statistics and charts, but only by direct observation.

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.

Thank you for consideration of my concerns and request.

Ed Soyka, Cortlandt Resident