

I. EXECUTIVE SUMMARY

I. Executive Summary

1. Introduction

This Draft Environmental Impact Statement is submitted on behalf of Retail Store Construction Company (RSCC), hereafter referred to as the “Applicant”, to the Town of Yorktown Planning Board, acting as the Lead Agency, in compliance with the State Environmental Quality Review Act (SEQRA).

2. Description of Proposed Action

Within this DEIS, “the Proposed Action” shall also be known as “the Project or project”. All are defined as the “Proposed Costco Wholesale Store and Fueling Facility”. When describing the Project in this DEIS, it may be described in the “future” tense, as the Project is not yet constructed. It may also be described in the “present” tense when speaking of the “design” as the Project is already designed as shown on the Design Drawings.

The Project is located at Crompond Road in the Town of Yorktown, Westchester County, New York 10598. The Project Site is an 18.75-acre parcel situated in the northwest quadrant of the intersection of the Taconic State Parkway and US Route 202 / NYS Route 35 (Route 202/35). The land has previously been developed and consists of two residences, a wholesale nursery, a fence company and a former motel. The existing improvements occupy approximately 10.15 acres of the overall site.

The Applicant proposes a 151,092 square foot Costco Wholesale with a 12 dispenser fueling facility supported by 610 onsite parking spaces. Included in the Costco building footprint is a Tire Service Center where tires are sold and mounted for the customer. The tire service provides no other auto mechanical services.

Development requires disturbance of approximately 14.55 acres of the site. Development will also require extension of two utility services: sanitary sewer and natural gas. Both services exist in Stony Street at its intersection with Old Crompond Road. The Applicant proposes to extend the services some 2300 feet along Old Crompond Road from Stony Street to the Project Site. The approval process to extend the sanitary sewer will require inclusion within the Hunter Brook and Westchester County Peekskill Sewer Districts. Inclusion within the Hunter Brook Sewer District will require approval by the Town Board and inclusion in the Peekskill Sewer District will require approval by the Westchester County Board of Legislators.

In addition to extension of utility infrastructure, the Project proposes improvements to Route 202/35 between Strang Boulevard to the east and to Old Crompond Road, located immediately west of the Project. Improvements will include the addition of a westbound

lane, sidewalk on the north side of the road, improvements to the traffic signals and addition of turning lanes at various intersections.

The site is presently zoned C-3, Commercial. The proposed development is permitted by zoning and the fueling facility will require a Special Use Permit, which can be issued by the Yorktown Town Board. A parking area lighting variance, which can be issued by the Zoning Board of Appeals, is being sought by the Applicant. Additional approvals, permits and reviews are listed in Table II.5.

3. Project Need and Benefits

A detailed Retail Market Analysis was performed by the Applicant's Planner (Ferrandino & Associates Inc.) to confirm that the existing retail market has sufficient level of support for the proposed Costco (see Appendix VII.K of this DEIS). The retail demand model indicates that by 2015, the year in which the proposed project is expected to reach its stabilized year of operation, there will be sufficient support in the market areas for the additional new retail space.

The primary benefit of the proposed project is the provision of an expanded variety of consumer goods to the local retail and wholesale market community at reasonable prices. Costco prides itself as a good neighbor in support of local communities. Some examples of Costco's companywide community involvement include the following:

- Support of charitable organizations by contributing 1% of their pre-tax profit;
- Adopt-a-School Reading Program
- Children's Hospital Campaign
- Fresh Start Backpack Program
- Communities in Schools (CIS)
- Costco Scholarship Fund

Beyond the benefits to consumers and the Good Neighbor policies listed above, other benefits include the generation of property tax revenues to the local municipality, school district and County as well as additional sales tax revenue to the State, County and Metropolitan Commuter Transportation Mobility Tax MCTMT. In addition to tax generation, the community will receive the benefit of expanded temporary and permanent employment.

Beyond the financial benefits, other benefits include highway improvements to Route 202/35, extension of existing sanitary sewer and gas mains, cleanup of existing hazardous materials and restoration of a site that is partially abandoned, potentially unsafe and relatively unsightly.

4. Required Approvals

For a detailed list of required permits, reviews and approvals, see Table II.5 of this DEIS.

5. Summary of Potential Significant Impacts and Proposed Mitigation Measures

A. Land Use, Zoning and Public Policy

Existing Conditions

The land use study area corresponds to the area within ½-mile radius of the project site where the Proposed Action may have the potential to affect existing land use and development patterns and trends. The Proposed Action involves demolishing and redeveloping the uses that currently occupy the project site. These existing land uses include a combination of commercial and residential: (1) a plant nursery/lawn mower service center comprised of three buildings, (2) a residential property with two structures, (3) a former motel comprised of two buildings and two sheds, and (4) a fencing contractor on the site of a former two-bay service station. Almost nine acres of the site are undeveloped and vacant.

The primary character of the study area is residential although commercial and office uses are common. The Taconic State Parkway and Parkway lands are adjacent to the site on the north and east. State Parkway lands account for about 20 percent of total land in the study area. Immediately to the west of the site is single-family housing on minimum ½-acre parcels. Almost half of those parcels are greater than the ½ acre minimum and range from 1 acre to 9 acres in size. Detached single-family residences in a low-density pattern of development (with a minimum of ½-acre or 1-acre lot sizes) make up approximately 38 percent of all land uses in the study area. Much of the land to the south and west of the site along Route 202 contains commercial/retail uses, along with some warehousing uses and vacant land. Land used for commercial and retail purposes represents about 10 percent of the study area land. Vacant or undeveloped land comprises approximately 38 acres or 5 percent of land within the study area. Transportation, Communication and Utilities make up approximately 55 acres or 7 percent of the land in the study area. The land to the east of the site across the Taconic State Parkway contains office/research uses (currently the Mercy College Yorktown Campus). Office buildings represent about 3 percent of study area land. Homeowners Association Common Land and Institutional and Public Assembly land represent approximately 1 percent of the land in the study area. The balance of land in the northeast, northwest and southwest quadrants of the study area is primarily low and medium-low density residential uses. The Sylvan Glen Nature Preserve located to the northwest of the site accounts for a little over 3

percent of land in the study area.

Franklin D. Roosevelt State Park land accounts for approximately 96 acres or 13 percent of land in the southeast quadrant of the study area, between Route 202 and the Taconic State Parkway. In its entirety, FDR State Park encompasses 960 acres and provides many recreational opportunities year-round. FDR State Park, along with other County and State park lands, is designated as a Critical Environmental Area (CEA) because of its exceptional or unique character.

The entire study area is in the NYC New Croton Watershed, and certain aspects of the Project are subject to the jurisdiction of the NYC Department of Environmental Protection (NYCDEP). The project Site contains a tributary to the Hunter Brook which discharges into the New Croton Reservoir, part of the NYC watershed. NYCDEP is an involved agency for the proposed project.

Over 57 percent of land in the study area contains residential zoning districts (R1-20, R1-40, R1-80, R1-160, and R-3). Non-residential zoning districts (C-1 Commercial Shopping Center, C-2 Commercial hamlet Center, C-3 Commercial Limited, C-4 Commercial General, IN Planned Interchange and OB Research Laboratory and Office) comprise about 18 percent of the study area land uses, including the length of the Route 202 corridor. Approximately 25 percent is the Taconic State Parkway Corridor Right of Way (ROW). Overall, the study area consists predominantly of low-density residential zones with several commercial, office and research / laboratory zones immediately surrounding the Route 202 corridor.

The entire project site is zoned as C-3 (Commercial Limited). This zoning permits (as-of-right) the proposed project's retail, wholesale and storage uses, provided that parking requirements can be satisfied, as further explained in Section III.L. The proposed fueling station, however, will require a gas filling station special permit from the Yorktown Town Board. The Applicant is seeking a parking area lighting variance, which can be issued by the Zoning Board of Appeals.

Potential Impacts and Proposed Mitigation

By providing infrastructure improvements (i.e. highway, sewer, natural gas) and establishing additional retail services in the Bear Mountain Triangle area, the Applicant asserts that the proposed Project is consistent with the Town's goals and long-term vision as articulated in local planning policies. Additionally, the Applicant asserts that the Project advances regional goals for re-use of a blighted property that is currently under-utilized along an existing County transportation corridor and with infrastructure to support the Project. Section III.A of this DEIS describes more specifically the land use recommendations for the subject parcels as envisioned in the *Comprehensive Plan*, the *Sustainable Development Study* dated March 2004 ("Sustainable

Development Study”), *Patterns for Westchester County Planning Board* (“Patterns for Westchester”) and *2025 Context for County and Municipal Planning and Policies to Guide County Planning* adopted May 2008, amended January 5, 2010 (“Westchester 2025”).

The proposed project has direct access to Route 202/35 and is in close proximity to regional highways (Taconic State Parkway, Bear Mountain State Parkway. The Applicant asserts that the Project is consistent with the type of existing development along the commercial corridors in the vicinity of the site. The Applicant anticipates that the proposed project will draw new visitors/customers to the area who are likely to patronize other local businesses. In this way, the Applicant expects the proposed Project to complement and enhance existing businesses in the study area. The future without the Project would leave the existing blighted conditions (boarded-up windows and graffiti-covered buildings) at the Project site; whereas the proposed Project is expected to enhance economic vitality through new taxes as well as both short-term and long-term employment opportunities for Yorktown residents.

The Applicant asserts that the Project will not have a significant, adverse impact on the characteristics of the CEA. A landscaping buffer will be employed to provide screening from the Taconic State Parkway and surrounding residential uses and protect the scenic value of roadways as well as the area’s open space character (also see the following Section B).

The proposed Project meets the requirements outlined in the C-3 District; however, a parking area lighting variance is being requested and a special use permit will be required for the proposed project’s fueling station.

B. Visual Character

This section presents a visual impact assessment (VIA) in accordance with New York State Department of Environmental Conservation (NYSDEC) policy guidance “Assessing and Mitigating Visual Impacts.”

Existing Conditions

Scenic and aesthetic resources identified in the visual study area adjacent to the proposed project include:

- (1) Scenic Areas of Statewide Significance – Taconic State Parkway is a State-designated Scenic Byway
- (2) National Register-listed Historic Place – Taconic State Parkway
- (3) State Park – FDR State Park (also designated NYS Critical Environmental Area)

Existing buildings on the site are presently visible from the Taconic State Parkway (TSP), Route 202/35 and Old Crompond Road. Presently, views

from both the TSP and Route 202/35 are visually impacted by the blighted conditions of the abandoned motel and rundown condition of the King Gates.

Potential Impacts

The Proposed Action would mitigate existing visual impacts by replacing existing deteriorated buildings and infrastructure with new development and site improvements.

The Costco building and Fueling Facility will be situated to the eastern side of the site farthest away from the residential district along Old Crompond Road. The building will be tucked below the elevation of the TSP; therefore, it will not be visible from the TSP northbound lanes and from areas further east. However, it will be visible from the southbound lanes but views will be softened by placement of proposed landscaping.

The view from Old Crompond Road will be modified, as portions of the site woodlands will be replaced with development infrastructure, yet softened by proposed landscaping. Approximately 4.20 acres of woodlands will be retained, mainly along the western portion of the site that will continue to buffer residences along Old Crompond Road.

The Applicant prepared several visual aids to help determine the potential visibility of the project from offsite viewsheds. The visual aids include a balloon study that was performed in April of 2010; 3-dimensional graphics, which provide views of the Project from adjacent roadways; and sightline sections that also illustrate views of the project from points along adjacent roadways. Each of these graphical studies is more fully described and illustrated in Section III.B.

Based on the referenced balloon study, the Applicant believes that the viewshed, from which the proposed Costco building will potentially be seen, is restricted to the Taconic State Parkway (TSP) southbound lanes and off-ramp and the portion of Route 202/35, generally west of the TSP Southbound off ramp and east of the intersection of Old Crompond Road.

It is noted that the TSP is classified as a National Scenic Byway. The public agency responsible for review of the potential visual impact to the TSP will be the NYS Office of Parks, Recreation and Historic Places (OPRHP). The OPRHP is an "interested agency" according to the NYS Environmental Quality Review Act.

Proposed Mitigation

To mitigate potential impacts on views of the site from offsite locations, a proposed landscape plan was designed. To illustrate the mitigative effects of the proposed landscaping, 3-dimensional visual simulations and sightline sections viewing the Project Site were developed by the Applicant. The

graphics illustrate views of the proposed Project from several offsite locations including the TSP, Route 202/35 and Old Crompond Road from vantage points where the Project would be visible. (Landscape Exhibits III.E-4 & III.E-5 are included in Section III.E and a full size Conceptual Planting plan, drawing CLP-1, is provided in this DEIS.)

As shown on the illustrations included in Section III.B, the site will be visible from the TSP southbound lanes but obscured through proposed landscaping. The Project proposes dense plantings within the TSP right-of-way to soften and obscure views from the parkway and off ramps. The view of the building and parking area from Old Crompond Road will be limited mainly by topographic relief and the views will be softened by the proposed landscaping. The site will have maximum visibility from Route 202/35 directly in front of the site between the TSP Southbound off ramp and Old Crompond Road. From these locations where the building will be visible, the earth-tone palette is intended to blend the building with its natural surroundings and proposed landscaping is intended to soften the view.

The proposed Project will provide new retail and services for neighborhoods surrounding the project, consistent with existing corridor development. The general character of the larger neighborhood area includes the strip retail located along the Route 202 commercial corridor, as well as single-family residential neighborhoods to the north and south of the corridor. The Applicant believes that the addition of the proposed project will not significantly change the existing character of the larger neighborhood.

C. Soils, Topography, Slopes and Geology

Existing Conditions

According to *Roadside Geology of New York*, the site is located in a geologic area that is part of the Western Highlands of New York. The underlying bedrock is Precambrian, metamorphic gneiss (Van Diver, 1985). Although bedrock outcrops occur, mainly in the western portion of the property, the majority of the site has a surficial layer of glacial till.

Altered and developed upland soils comprise the majority of the property. The property also contains natural upland, and altered and natural wetland soils, in lesser amounts, mainly in the western portion of the property. All of the soils are formed in glacial till, with varying depths to bedrock. The variable topography on the site is based on the underlying bedrock and the past property development, with slopes ranging from level to very steep. The elevations on the site range from about 474 feet in the southeast corner to about 386 feet in the southwest corner. The site varies in topographic slope within the following ranges: 0 to 10 percent (10.29 acres), 10 to 20 percent (5.22 acres) and greater than 20 percent (3.24 acres).

Since much of the site is mapped with udorthents soil, which is primarily characterized as altered soils, mainly by cutting or filling, its characteristics are best determined by subsurface investigation. An onsite subsurface soils investigation was performed by the Applicant's geotechnical engineer (Tectonic Engineers). Borings were drilled and test pits excavated to determine depth to bedrock and groundwater as well as determining the soils and rock characteristics. Based on soils analyses, recommendations for construction were made. Recommendations included suitability of onsite soils for fill, design application for engineered fill, pavement design, embankment stabilization, dewatering and earthwork operations. Structural fill is recommended beneath the building slab and as fill behind retaining walls. (See Section III.C and Appendix VII.M for technical discussion.)

Potential Impacts

Construction will require disturbance of approximately 14.55 acres of soil. Proposed grading operations will disturb existing slope ranges as follows: 0 to 10 percent (8.01 acres or 55%), 10 to 20 percent (4.00 acres or 28%) and greater than 20 percent (2.54 acres or 17%).

The Applicant's geotechnical engineer recommends, onsite fill material is not recommended for placement below the proposed building pad. Engineered fill is recommended beneath the building for maximum structural stability. As shown on Exhibit III.C-5, earthwork operations along the westerly side of the proposed development will be filled and the eastern side will be cut. In order to minimize importing engineered fill to be placed beneath the building pad, the Costco building is proposed within the higher elevations of the eastern half of the project site.

Cut and fill operations will result in approximately 113,000 cubic yards of material excavation which includes approximately 22,000 cubic yards of rock excavation. To balance the earthwork operation, approximately 18,000 cubic yards of engineered fill will be imported for use under the building slab, behind retaining walls and to form the embankment. Controlled blasting will be performed as needed.

Existing hazardous soils mitigation will be performed prior to initiation of mass grading. Hazardous wastes are discussed in Section III.D of this DEIS.

Proposed Mitigation Measures

Sediment and Erosion Control Plans and a Stormwater Pollution Prevention Plan (SWPPP) (Appendix VII.D) were prepared by the Applicant in accordance with State standards and they will be implemented during construction to control stormwater runoff, stabilize soil and control erosion and sedimentation. Installation and maintenance of the prescribed sediment and erosion control measures will prevent erosion, capture sediment and prevent offsite impacts. During construction, a maximum of 5 acres will be disturbed at any one time

prior to stabilization. These areas will be stabilized prior to disturbing additional acreage. A phasing plan will be prepared for submittal to the Town of Yorktown Planning Department for review as part of Final Site Plan Approval. In accordance with the SWPPP, erosion control measures will be implemented and inspected for effectiveness throughout the construction process.

Earthwork operations will be performed in accordance with the Applicant's geotechnical engineer's recommendations (Appendix VII.M) to mitigate soil impacts and manage earth-moving operations.

Controlled blasting will be performed in accordance with a blasting plan that will be prepared by a blasting professional for submittal to and approval by the Town of Yorktown Planning Department prior to Final Site Plan Approval. Blasting will be conducted in compliance with all applicable Federal, State, County and Town of Yorktown regulations.

Existing hazardous materials mitigation will be performed prior to initiation of any mass construction operations. Mitigation measures associated with existing hazardous materials are described in Section III.D.3 of this DEIS. Safety and monitoring procedures will be employed during hazardous material handling, and mitigation will be performed in accordance with the Environmental Health and Safety Plan (EHASP) that is included in Appendix VII.B of this DEIS.

D. Hazardous Materials

Existing Conditions

The potential presence of contamination on the subject property (hazardous, toxic, or dangerous materials or substances) was investigated in an April 21, 2008 Phase I Environmental Site Assessment prepared by EcolSciences, Inc. for a prior prospective purchaser (limited to the former Texaco Service Station and motel parcels) and a September 2009 Phase I Environmental Site Assessment prepared by Soil Mechanics Environmental Services (SMES), which included all parcels that comprise the subject property. As described in the Phase I's and herein, the subject property consists of several parcels that include a former motel, a former Texaco gasoline and service station, a landscape supply nursery, lawnmower repair shop, and two residences. Recognized Environmental Conditions (RECs) identified during the Phase I's, which warranted further investigation, include: underground storage tanks (USTs); aboveground storage tanks (ASTs); historic gasoline and service station operations; two remnant hydraulic lifts and two 55-gallon drums on the gasoline station parcel; septic systems; de minimus areas of staining at several locations throughout the site; fill material and dumping/debris areas; former agricultural usage; and asbestos and lead-based paint in the onsite structures.

With the exception of a recently reported spill (spill number 1200067) to the NYSDEC in response to the Phase II Investigation results (discussed below),

there are no outstanding historical violations or open cases associated with the property. All historic violations and spill cases have been resolved with the appropriate regulatory agencies and, with the exception of the former Texaco gasoline station case, the documentation associated with these historic violations and/or spill cases are presented in the Phase I Reports presented in Appendix VII.B1. With regard to the former Texaco service station, there was one spill case reported on May 17, 2001, which received a No Further Action (NFA) letter from the NYSDEC on July 8, 2010. The NFA letter is presented in Appendix VII.B3.

EcolSciences and SMES conducted Phase II Investigations (EcolSciences report dated January 25, 2010 and SMES report dated April 1, 2010) in order to investigate the RECs for potential discharges to the environment.

Potential Impacts

The Phase II Investigations did not identify any evidence (i.e. soil or groundwater contaminants) of discharges to the environment associated with the USTs, ASTs, septic systems, hydraulic lifts, 55-gallon drums, or former agricultural areas. Although some residual contamination was identified in the soil on the former Texaco service station parcel, the spill case for this parcel was closed by the NYSDEC subsequent to the Phase II reports. As such, no further investigation or remediation is required for the historic discharges on this parcel.

Contamination above the NYSDEC Unrestricted Use Soil Cleanup Objectives (URUSCO) was identified during the Phase II Investigations at the lawn mower repair shop (gasoline-related volatile organic compounds and arsenic in the soil), in a drainage pit/floor drain (i.e. stained area) located in the motel basement stairwell (polychlorinated biphenyls, PCBs) and below the motel basement floor (volatile organic compounds in the soil identified below another stained area). In accordance with NYSDEC requirements, the volatile organic compounds (VOCs) at the lawn mower shop and below the motel basement floor were reported to the NYSDEC on March 28, 2012 (spill case number 1200067) (letter included in Appendix VII.B6 of this DEIS).

The Phase II Investigations also identified metals at concentrations above the URUSCO likely due to background conditions (based on studies conducted by the NYSDEC and other institutions and several other factors described in Section III.D), but below the Commercial Use Soil Cleanup Objective (CUSCO) with the single exception of arsenic in soils at the lawn mower shop. Since the site will be used for commercial purposes and the majority of the site will be capped, no remediation of the metals below the CUSCO is warranted (per NYSDEC regulations). Asbestos-containing materials and lead-based paint are also present in the onsite buildings.

During demolition, remediation, site development, and the future operation of the Costco store, the potential impacts to the New York City watershed and other environmentally sensitive receptors (consisting of onsite and offsite wetlands, offsite watercourses such as Hunter Brook, and groundwater) will be minimized to the greatest extent practicable. Anticipated impacts would be limited to runoff from the development to these areas. Stormwater runoff and potential erosion and sediment control shall be managed during site development in accordance with the project Stormwater Pollution Protection Plan and the Sediment and Erosion Control Plan. The appropriate storm water and sediment controls (i.e. hay bales, storm water inlet protection, silt fencing) shall be properly monitored and maintained to limit runoff from the areas under development to onsite and offsite wetlands.

Proposed Mitigation

There are several areas (USTs, ASTs, septic systems, hydraulic lifts, 55-gallon drums, and scattered debris) where no continuing or unremediated discharges to the environment were identified during the Phase II Investigations; however, cleanup and disposal will be conducted during demolition activities. With regard to the three underground storage tanks (USTs) and five aboveground storage tanks (ASTs) located onsite, these tanks will be emptied, cleaned, and removed in accordance with State, County, and local regulations and post-excavation sampling will be conducted consistent with NYSDEC protocols. The tanks associated with the septic systems located onsite will be pumped out and the septic systems will be closed in accordance with WCDOH regulations. The two hydraulic lifts and two 55-gallon drums will be removed from the property and post-excavation soil sampling conducted. The scattered debris located through portions of the motel and nursery parcels will be cleaned up and disposed of as solid waste.

Mitigation is warranted to address the soil contamination identified at the lawn mower shop, below the motel basement floor, and at a drainage pit in the basement stairwell of the motel building. During the proposed site redevelopment the petroleum and arsenic-impacted soil located at the lawn mower repair shop and below the motel basement floor will be excavated for offsite disposal at an approved facility. Post-excavation soil sampling will be conducted to document the effectiveness of the remediation and the results will be presented to the WCDOH and the NYSDEC in an effort to close spill case number 1200067. The PCB-impacted soil located at the motel basement stairwell drainage pit will also be excavated for offsite disposal and the effectiveness of the remediation will be documented with post-excavation soil samples. The asbestos and lead-based paint containing building materials will also be abated.

With regard to elevated concentrations of metals in the soil above the NYSDEC URUSCO but below the CUSCO (and likely the result of naturally occurring conditions), no remediation is required since the concentrations are

below the CUSCO, the site will be used for commercial purposes, and the metals are likely the result of naturally occurring conditions. (As noted above, the arsenic in soil at the lawn mower shop above the CUSCO will be remediated.) During construction, the generation of fugitive dust and particulate matter will be managed as discussed in the Environmental Health and Safety Plan/ Community Air Monitoring Program (EHASP/CAMP) (Appendix VII.B4 of this DEIS). This management plan has been prepared in accordance with NYSDEC guidelines. Through implementation of the EHASP/CAMP, potential impacts to workers and the community associated with development of the site relative to any known or discovered hazardous conditions will be limited. Given the substantial pre-development investigations conducted at the site, it is unlikely that any undiscovered hazardous materials or conditions will be encountered during or after development and the Applicant does not anticipate impacts to workers and the community after the project has been constructed as the majority of the site will be capped with impervious cover and maintained lawn/landscaped areas. Storm water runoff from the portions of the site featuring impervious cover will be directed to an onsite storm water management system, which will treat and limit sediment discharges to wetlands onsite and in the vicinity of the property.

The proposed development will include a modern gasoline fueling facility for the sale of gasoline to Costco members. The station will include two islands with six double-sided dispensers fed by three 30,000-gallon double-wall underground storage tanks. The facility will comply with all Federal, State, and Local regulations for the storage, disbursement, and sale of gasoline. Once built, any potential impact to groundwater and surface water from the Project would likely be associated with a release or spill from underground storage tanks or piping, overfilling of the storage tanks, or during the filling of individual automobiles. In order to prevent these types of incidents, the underground storage tanks will be double-walled tanks with interstitial monitoring for constant evaluation of both the inner and outer tanks. In addition, the tank systems will include alarms, automatic emergency shut off systems, overfill protection, and spill cleanup kits that will either meet or exceed Federal, State, and industry standards for underground fuel tanks. Furthermore, in the unlikely event that fuel spill occurs within the fuel dispensing area, the spills will be cleaned up immediately by onsite personnel using spill containment and remediation kits located throughout the gasoline station facility. Given the compliance of the facility with all Federal and State regulations and the use of redundant safety equipment and procedures, the Applicant anticipates no adverse impacts associated with the proposed gasoline filling station.

E. Flora and Fauna

Existing Conditions

Most of the property has been developed or altered, and vegetative communities and habitats are reflective of this. Terrestrial Cultural and Successional Southern Hardwood Forest communities comprise the majority of the site, at 9.54 acres and 4.25 acres, respectively. Terrestrial Cultural areas represent the portions of the property that have been altered and impacted by human activity. Successional Southern Hardwood Forests represent wooded areas that contain second-growth trees and have some impact from invasive species of vegetation. Oak-Tulip Tree Forest is a higher-quality habitat with older trees and fewer invasive species. On site, this habitat is located in the northwest portion of the property, and covers 3.31 acres. Successional Old Field habitat includes the areas of the site that were open fields, but have been abandoned and left to revegetate, often with undesirable species. This habitat comprises 0.61 acres located in the north-central portion of the property. The wetlands on the property consist mainly of Red Maple Hardwood Swamp communities totaling 0.92 acres. Of this area, 0.12 acres may be considered Vernal Pool habitat. No unique or rare habitats were identified on the site.

Because much of the site is developed and roadways and other developments surround 3 sides of the property, the animal species expected to be found on the property are those that are tolerant of human disturbance and are capable of using a variety of habitats. Vernal pools were documented off site to the north. There is no hydrologic connection between the on-site vernal pool and the off-site vernal pools, but there is a possibility that vernal pool species could travel within the off-site, forested uplands located in-between the pools. However, the site is not part of an unbroken forested corridor that could serve as a larger scale wildlife corridor.

The New York Natural Heritage Program has no known records of rare or State-listed animals or plants, significant natural communities, or other significant habitats, on, or in the immediate vicinity of the site. Of the federally-listed species, the only animal within the range of the site and with potential habitat on the site is the Indiana Bat. This bat could potentially use roost trees on the property between the months of April and September, though the nearest hibernaculum is located over 40 miles away, across the Hudson River. All animal species that were documented on, or are anticipated to occur on, the site are species common to northern Westchester County.

Potential Impacts

The ecological communities that will be the most impacted by the proposed plan are the disturbed habitats that include the Terrestrial Cultural, Successional Old Field and Successional Southern Hardwood Forest communities. The Oak-Tulip Forest community that occupies the western portion of the site will remain largely undisturbed. In addition, the wetland

communities that consist of the Red Maple Hardwood Swamp and Vernal Pool communities will remain undisturbed. Approximately 4.40 acres of woodlands and 3.68 acres of non-wooded vegetation will be eliminated by construction.

The species of animals that currently utilize the ecological communities that are to be disturbed are those species that are described as development-associated species, which are found in a range of habitats including suburban residential settings. The small mammals, reptiles and amphibians that utilize the portions of the site that are to be disturbed would be displaced to surrounding areas by the proposed development. Bird species that utilize the portions of the site that are proposed to be disturbed would be temporarily displaced during construction but it is likely that some of the disturbance tolerant bird species would utilize the new landscape plantings within the new development. The Applicant anticipates that it is unlikely that any threatened, endangered or rare animal species would be found on the site that could be impacted by the proposed development.

Proposed Mitigation Measures

As a precaution for Indiana bats that could potentially visit the site, however, cutting of potential roost trees is recommended to be limited to occur only between October 1st and March 31st when bats would be hibernating off site. As the project site lies within the summer range of the Indiana bat (*Myotis sodalis*), the timing of tree clearing will be designed to avoid potential harm to this species.

Mitigation for vegetative losses, including faunal habitat loss will be accomplished in accordance with a conceptual landscaping plan prepared by the Applicant. This plan includes 6 different planting zones that are intended to vegetatively enhance areas of the site that are currently disturbed, vegetatively enhance and stabilize areas proposed to be disturbed, provide wildlife habitat, and provide visual screening from the surrounding roads. The planting zones include wetland buffer enhancement, roadway screening from Old Crompond Road and the Taconic State Parkway, revegetation of the westerly embankment, parking area planting and planting of the stormwater management basin. Native and non-native species will be used, as further described in Section III.E.

F. Wetlands, Groundwater and Surface Water Resources

Existing Conditions

Two wetlands are located on the site, one in the northeast corner of the property (Wetland B), and one along the western property boundary (Wetland A). Wetland A is a 0.91-acre, mainly groundwater-fed, forested slope wetland with no inlet. The wetland forms the headwaters of a small stream that flows through the wetland to areas off site to the southwest. The northern-most portion of the wetland is seasonally ponded in some years and contains a vernal pool. The

functions provided by Wetland A include hydrologic support, floodwater storage, water quality maintenance and provision of wetland dependent vegetation and wildlife habitat. Wetland B is a 0.13-acre, mainly groundwater-fed, forested slope wetland with no inlet. Wetland B is hydrologically isolated. Due to its small size, isolation, and inability to pond water, Wetland B is much less suited to provide wetland functions. However, the stone wall that forms the north wetland boundary and property boundary does serve as a barrier for sediment deposits that were noted in this portion of the wetland.

Potential Impacts

The Project does not propose any direct disturbance to the wetlands, and the Project's stormwater management plan does not rely on the existing wetlands for treatment of stormwater runoff. As such, the Applicant expects that functions of the wetlands, including the vernal pool, will not be reduced by the proposed Project. Indirect impacts to the vernal pool may occur due to the change in hydrology of the wetland and the potential thermal pollution that may result. Under proposed conditions, the pre-treated stormwater runoff contributing to the vernal pool for any given storm will be greater than under existing conditions, providing a more consistent source of hydrology to the wetland. The Applicant asserts that the increase in stormwater volume will likely increase the success and productivity of the existing vernal pool.

Proposed encroachments to the Town-regulated 100-foot wetland buffers total 1.82 acres. The forested portion of the inner half of the buffer of Wetland A will remain undisturbed. The proposed disturbance within the buffer, upslope from Wetland A and closest to the proposed development, will be replanted in accordance with a mitigation planting plan, which will allow the wetland buffer to retain or improve its functional abilities. Although the west side of the buffer surrounding Wetland B is proposed to be reduced, its functionality will be improved with the mitigation planting plan. The east side of the buffer will remain undisturbed by the proposed plan, but will also be improved with additional plantings.

Wetland A and Wetland B, and their 100-foot wetland buffers, are regulated by the Town of Yorktown. Wetland A is also regulated by the Army Corps of Engineers (ACOE), and Wetland B may be regulated by the ACOE, however no disturbance is proposed in the wetlands and thus no ACOE approval is required. The ACOE does not regulate wetland buffers. A partially permanent/partially intermittent stream is located within Wetland A, and this watercourse is regulated by the NYCDEP. There are no DEC-regulated wetlands, wetland buffers or any waters under the jurisdiction of the New York State Protection of Waters Program on the Project Site.

Proposed Mitigation Measures

No land disturbance within the existing wetland is proposed. The size of the proposed parking area would be limited by implementing two design

measures, thereby minimizing encroachment into the wetland buffer. The two design measures include reducing the standard parking stall dimensions normally required by Costco and the number of parking spaces based on the individualized parking demand of a Costco Wholesale use. By limiting the size of the parking area, the amount of impervious surface area would also be limited. (See Section III.L for discussion regarding parking requirements.)

To mitigate potential water quality impacts to the wetlands and downstream waters, a Stormwater Pollution Prevention Plan (SWPPP) has been designed, which includes water quality treatment of stormwater runoff. To minimize thermal impacts, the Costco building has a “cool white reflective roof”, after which stormwater is conveyed underground to a micropool extended detention pond for water quality treatment. Due to the pond’s small permanent pool component, the pond has a low thermal mass and therefore does not lend itself to excessive warming. A portion of the runoff from the proposed parking area will be directed to a subsurface infiltration facility that will remove potentially heated runoff from the site’s surface discharge and recharge it to the ground water table. In addition, the potential for the highest thermal effects would occur in the summer months, when the vernal pool is likely to be dry, any amphibian breeding would have been complete, and any vernal pool dependent wildlife would have left for the forested uplands. The species of vegetation in the vernal pool are present throughout the summer months and would not be sensitive to these increases in water temperature, should they occur.

G. Stormwater Management

Existing Conditions

The Project Site is located within the Hunter Brook Drainage Basin. Stormwater runoff from the majority of the existing site drains westerly toward an existing onsite stream within Wetland A. The small remaining portion of the site, generally located in the northeast quadrant, includes Wetland B, and stormwater runoff drains to the north. Both onsite drainage areas drain to the Hunter Brook, which is located offsite and is classified by the NYSDEC as C(ts), indicating it is a trout-spawning stream and is therefore considered a “protected stream”. The onsite watercourse is tributary to the Hunter Brook and is regulated by the NYCDEP.

Potential Impacts

The NYSDEC requires coverage under the SPDES General Permit for Stormwater Discharges from Construction Activity, Permit No. GP-0-10-001. Obtaining coverage under this permit requires preparation of a SWPPP which must be reviewed and accepted by the Town of Yorktown as the regulated, traditional land use control MS4 entity as defined in Permit No. GP-0-10-001.

The project is within the NYC East-of-Hudson watershed. It is also within a Designated Main Street Area (DMA) as designated by the Town of Yorktown and approved by the NYCDEP in accordance with their Rules and Regulations For The Protection From Contamination, Degradation And Pollution Of The New York City Water Supply And Its Sources. Since the project proposes to construct impervious area within the watershed the NYCDEP Rules and Regulations require that a SWPPP be prepared in accordance with the requirements of the New York State Department of Environmental Conservation General Permit No. GP-0-10-001. In addition, there is a heightened requirement for enhanced phosphorus removal, which is obtained through water quality treatment of the 1-year, 24-hour storm event.

More than half of the existing site is presently developed and the development includes impervious surfaces. The Proposed Action includes reconstruction of previously developed land and therefore, the project is defined as a redevelopment project and preparation of the SWPPP will be in accordance with the redevelopment criteria outlined in Chapter 9 of the NYSDEC Design Manual.

Approximately 10.15 acres of the existing site was previously developed which includes 2.90 acres of impervious area, 8.60 acres of woodlands and 7.25 acres of non-wooded vegetated land. After the proposed improvement, there will be 10.98 acres of impervious area, 4.20 acres of woodlands and 3.57 acres of non-wooded vegetated land. As a result of proposed development, the volume and rates of stormwater runoff will increase.

Proposed Mitigation Measures

A proposed SWPPP has been developed for the Proposed Action, which is included in Appendix VII.D of this DEIS. In preparation of the stormwater management plan, green infrastructure planning techniques were employed resulting in minimization of impervious area. One such design consideration included minimizing the size of the proposed parking area. The parking area was limited by reducing the standard parking stall dimensions normally required by Costco and the number of parking spaces based on the individualized parking demand of a Costco Wholesale use. By limiting the size of the parking area, the amount of impervious surface area and resultant stormwater runoff will be limited proportionately. (See Section III.L for discussion regarding parking requirements.)

The proposed stormwater management plan includes collection of stormwater runoff from the developed area and conveyance to a micropool extended detention pond, where it will be detained and treated for water quality prior to discharge. In addition, a portion of the runoff from the proposed parking area will be collected and conveyed separately to a subsurface infiltration facility where it will be removed from the site's surface water discharge. The proposed infiltration practice will meet the requirement for runoff volume

reduction. Through implementation of the proposed stormwater management practices including the detention pond with its multi-stage outlet structure and the proposed infiltration practice, stormwater discharge from the site will be reduced to below the existing peak rates of discharge, runoff reduction will be implemented and water quality treatment will be provided.

The detention pond will discharge treated stormwater to the upper reaches of Wetland A, which, at present, has limited source of hydrology. The seasonally ponded area within the upper reach potentially functions as a vernal pool in some years depending if adequate hydrology is present. As a result, its productivity is presently limited. After development, there will be an increase in the amount and consistency of hydrology to the vernal pool, thereby providing the hydrology necessary to increase its health and productivity.

The Applicant prepared a Water Budget/hydraulic analysis to assess the potential impacts to Wetland A. Drainage characteristics of the existing watercourse were modeled and the results indicated that after implementing the Project's proposed mitigation practices (detention, water quality treatment and runoff reduction), there would be a reduction in the watercourse's peak rate of discharge from the site as well as a negligible change to the watercourse's flow depth and velocity. However, since there will be an increase in overall volume, the duration of flow will be lengthened. Since the existing wetland vegetation is adapted to wet conditions, the Applicant believes that the increase in duration of inundation will not result in negative impacts.

At the request of the Town, the Applicant is investigating the feasibility of utilizing State owned land immediately north of the project site for use in constructing a Regional Stormwater Management Facility (RSWMF) to help the Town meet its stated goal of reducing flooding within the Hunter Brook drainage basin. The concept would involve construction of a RSWMF with substantially greater storage volume than that presently proposed and other changes to the discharge paths that would help reduce downstream flooding. The land is owned by the State of New York and the Applicant is pursuing the feasibility with the NYS Department of Transportation (DOT) and the NYS Office of Parks, Recreation, and Historic Preservation (OPRHP) to utilize the land.

H. Utilities

At present, the Project Site is provided service from several utilities including water, electric and telecommunications. The existing site is located outside the Peekskill Sewer District and therefore, is not served by public sewers. Natural gas is located some 1500 feet west of the Project Site and therefore, service is not presently available at the site.

1. Water Supply

Existing Conditions

The Project Site is located within the Yorktown Consolidated Water District. Three of the four existing lots (former motel, King Gate and two residences) are presently provided water by the District. The exception is Zino's Nursery, which is served by private well.

Potential Impacts

Anticipated water usage for the Proposed Action is estimated based on typical usage rates for other Costco facilities. The total anticipated water usage for the Proposed Action is approximately 5,500 gallons per day. Based on DEC design standards, this water usage is less than that typically generated by retail uses of similar size (see Table III.H-2). The proposed usage is also less than the site's current usage, assuming operation of the motel (see Table III.H-1). Based on conversations with the Town Water District, it was indicated that there is ample water supply to serve the Proposed Action (See Appendix VII.L of this DEIS). Connections to the Town's water distribution system will be made to the existing 8-inch main in Route 202/35 and to the existing 6-inch main in Old Crompond Road.

Proposed Mitigation Measures

Water usage at Costco will be minimized by the use of water conservation technology. Such water saving devices include high efficient restroom fixtures with sensor-activated and low-flow units, which significantly reduce water usage. Costco does not typically have a nursery section for which watering of the nursery stock would be required. They do, however, carry small scale seasonal houseplants for which watering would be provided. The proposed landscape plan employs horticultural varieties as well as drought tolerant native species adapted to local rainfall amounts. Therefore, irrigation demands will be low further reducing potential water demand. Watering and irrigation is accounted for in the estimated water demand.

2. Sanitary Sewer

Existing Conditions

The Project Site is located partially within the existing local Hunter Brook Sewer District #17 (HBSD). Within the Project Site, the former motel and King Gates parcels are included in HBSD #17. The entire site however is located outside the Westchester County Peekskill Sanitary Sewer District and no public sewers serve the Project Site. Sewage from the existing onsite properties is presently treated by onsite subsurface sewage disposal systems.

Potential Impacts

The Costco Wholesale will generate approximately 5,000 gpd of sewage. The Project proposes extending public sewer from Stony Street, along Old Crompond Road to the site to convey sewage to the Peekskill Wastewater Treatment Facility for treatment.

In order to facilitate sewer service to the project, the Proposed Action includes the formation of a new local HBSD #20 to include the Project Site as well as ten neighboring residential properties along Old Crompond Road. After formation of the local sewer district, the Applicant proposes expanding the Peekskill Sewer District boundary to include the new HBSD #20 as well as the three properties currently within HBSD #17. The properties included in HBSD #17 include the motel site, King Gates and the undeveloped commercial site (former Temple Israel application) located south of Route 202/35 and the Project Site).

The Proposed Action includes providing sewer service connections to each of the residential homes and a sewer lateral under Route 202/35 to serve the commercial site. The sewer under Route 202/35 will require a construction permit from the NYSDOT and all work within the DOT and Town rights-of-way will be constructed in accordance with the requirements stipulated in the applicable permits.

The eleven properties that will be included in the newly extended Peekskill Sewer District will generate approximately 6,515 gallons per day. The total average daily sewage flow from the Project Site and these referenced eleven parcels will be 11,515 gallons per day. Discussions with Town staff have indicated that the downstream infrastructure, including the Hunter Brook pump station, has capacity to handle the referenced sewage flow.

In the event that the proposed extension of the sanitary sewer to serve the Project proves to be infeasible, the Applicant has assessed and determined that alternate onsite private wastewater treatment would be feasible.

Growth Inducement

Once the sewer districts are expanded and the sewer system is extended along Old Crompond Road, there may be potential for further development of these adjacent properties. Based on discussions with the Town Planning Department, the Applicant performed an analysis of potential growth induced by the sewer extension, which includes theoretical rezoning of the residential properties in the new HBSD #20 from Zone R1-20 to R-3, Multifamily Residential. The analysis indicated that under this scenario, there was a potential for an average daily sewage flow of around 54,000 gpd, which could be handled by the proposed sewer.

Proposed Mitigation Measures

Formation of the HBSD #20, Expansion of the Peekskill Sewer District, and extension of the sanitary sewer infrastructure are proposed mitigations that will bring sewage treatment to the proposed Project as well as to the referenced nearby properties. Existing subsurface disposal systems associated with the Project Site as well as the ten existing systems of the residential properties on Old Crompond Road that will be connected to public sewer will be eliminated.

Construction mitigation and maintenance and protection of traffic will be provided. Resurfacing of Old Crompond Road, where pavement will be impacted, along the new sewer route will be provided. The sewer main will be constructed within Town and NYSDOT rights-of-ways and construction of the main and its laterals will be performed in accordance to the standards of the approving authorities. The proposed sewer extension will have sufficient capacity to handle sewage generated from HBSD Nos. 17 and 20 as well as for growth inducement.

3. Gas, Electric, Cable and Telecommunications

Existing Conditions

Electric and gas service is provided to the site area by Con Edison. Electric service is located in the Route 202/35 right-of-way and extends along the site frontage. Electric service is presently available to serve the Project. Existing annual electric usage for all the onsite properties, assuming they are currently active, is estimated at around 0.5 million kWh. Natural gas service is located west of the project site in Route 202/35 and in Stony Street. No gas service is presently provided to the Project Site.

Telecommunication and TV services are provided by AT&T, Verizon and Cablevision. Service lines are located in the Route 202/35 right-of-way and presently serve the site properties.

Potential Impacts

The Project will require gas, electric and telecommunication services. Electric and telecommunication services are available at the site frontage and services will be extended underground into the site to serve the project.

It is anticipated that the project will require an annual electric and natural gas demand of approximately 1.032 million kWh and 54,700 Therms, respectively. The increase in electric and gas usage compared to existing use would be approximately 0.5 million kWh per year and 54,700 Therms, respectively.

The Proposed Action includes connection to the existing gas main located at the intersection of Stony Street and Old Crompond Road. The Proposed Action includes extending gas service approximately 2,300 feet along Old Crompond Road to the Project Site. Installation of the gas main will facilitate service to the properties fronting Old Crompond Road and Crompond Road as well as to the proposed Project. This is a significant benefit to the residents as they now would be provided gas service.

Proposed Mitigation Measures

The electric, TV and telecommunications utility providers have indicated that they have sufficient capacity to provide service for the proposed use without requiring improvements. Gas service will be extended to the site as described above and will therefore provide a benefit to the community. Construction mitigation will include maintenance of protection of traffic and resurfacing of Old Crompond Road where pavement will be impacted along the new sewer and gas route. The gas main will be constructed within Town of Yorktown and NYSDOT rights-of-ways and construction of the main will be performed in accordance to the standards of these governing authorities.

I. Use and Conservation of Energy – Green Technology

Existing Conditions

Annual electric usage for the existing site was estimated at 0.5 million kWh assuming all of the existing uses were operative. This translates into 320 tons of carbon dioxide (CO₂) generated by the existing site. Natural gas is not presently delivered to the site.

Potential Impacts

Energy usage for the Proposed Costco Wholesale Store was calculated based on project-specific data provided by Costco. Anticipated annual electric and natural gas usage is calculated to be approximately 1.032 million kWh and 54,700 Therms, respectively.

The U.S. Green Building Council (USGBC) states that green building practices can substantially reduce environmental impacts through the implementation of green technology. The LEED (Leading in Energy and Environmental Design) Green Building Rating system was designed to define and measure green buildings and the system is purely voluntary. The rating system is organized in seven environmental categories. In order to qualify for LEED certification, a minimum of 40 out of the total of 111 points must be achieved. Although certification is not required, as mitigation measures, Costco employs many environmentally sensitive or green technologies, which increase company efficiency and reduce environmental impacts. As a result

the Proposed Action qualifies for points within each of the seven categories for a total of 20 points.

The proposed Costco building will employ energy saving technologies beyond that which is required to meet the minimum Building Code Standards. A comparative analysis regarding energy use efficiency was performed comparing the energy usage for a theoretical Costco building designed to minimum Building Code Standards and the proposed Costco building employing energy saving technology. The comparative analysis revealed that the proposed Costco building using energy saving technology would have a net reduction of approximately 379 tons of CO₂ per year from 1,337 tons of CO₂ per year for a net total of 958 tons of CO₂ per year. (See summary below.) The most significant energy saving element is the use of skylights which will result in a net reduction of 0.541 million kWh or 334 tons of CO₂ per year as compared to a standard building code design.

Table I.1 Building Energy Use Comparison		
Scenario 1 Costco Building if Designed to Minimum Building Standards		
Electric (MkWh)	Gas (Therms)	GHG (tons CO ₂ /year)
1.695	49,500	1,337
Scenario 2 Proposed Costco Building With Energy Saving Technology (Proposed Action)		
Electric (MkWh)	Gas (Therms)	GHG (tons CO ₂ /year)
1.032	54,700	958
Net Energy Change Proposed Costco Building With Energy Saving Technology (Proposed Action)		
Electric (MkWh)	Gas (Therms)	GHG (tons CO ₂ /year)
-0.663	+5,200	-379
Notes: Conversion factor for electric use = 1,234 lb CO ₂ /MWh Conversion factor for gas use = 117.6 lb CO ₂ MMbtu		

The annual greenhouse gas (GHG) emissions from the proposed Project are predicted to be approximately 15,114 tons of carbon dioxide (CO₂). This does not represent a net increase in GHG emissions, since similar GHG emissions would occur if the proposed retail services were to be constructed elsewhere, and could be higher if constructed with less energy efficiency, at further distance from residential uses, and with less access to transit service.

The total annual inventory of GHG emissions in New York State is approximately 284 million tons of CO₂ per year as reported by the New York State Energy and Research Development Authority (NYSERDA). The annual CO₂ emissions of the Project represent only 0.005% of the total New York State emission inventory.

Proposed Mitigation

Mitigation measures within the building include such green practices as a pre-engineered metal building system, insulated textured wall panels, daylighting program utilizing skylights for natural lighting, photo sensors to regulate interior lighting, heat reclaiming system, high efficient water reduction restroom fixtures, ceiling fans, double vestibule doors and an extensive waste stream reduction and recycling program. Onsite mitigation includes the use of LED energy saving site luminaires.

Mitigation measures to encourage alternate forms of transportation include installation of bike parking racks and exploring the potential of adding a Bee-Line bus stop at the site frontage. The Applicant explored the potential of adding a Bee-Line bus stop at the site frontage, but based on discussions between the Applicant's representatives and the County, it has been determined that it is unlikely that the County will place an additional bus stop in front of the Costco site. There presently is a bus stop approximately 1/4 mile east of the site at the intersection of Strang Boulevard with Route 202/35. As part of the Proposed Action, offsite roadway improvements include constructing a sidewalk and paved shoulder from Strang Boulevard extending across the site frontage, which will enhance potential pedestrian and bicycle transportation. According to the Applicant's traffic consultant, offsite roadway improvements will also improve traffic conditions, resulting in more efficient flow of traffic, thus reducing fuel consumption and greenhouse gas emissions.

J. Solid Waste

Existing Conditions

Existing solid waste presently generated by the existing site is removed and disposed of by the Town of Yorktown (for residential property) and private carters as contracted by the commercial properties.

Potential Impacts

Costco facilities typically generate approximately 1,650 tons of solid waste per year. Of that, approximately 45% or 750 tons is typically recycled with the remaining 55% or 900 tons being removed and transported offsite. Recyclable wastes typically include such items as cardboard, shrink wrap, light bulbs, tires, lead wheel weights, pallets, waste grease / bone, bottles and cans. Remaining wastes are compacted and disposed of offsite. Representatives from the Charles Point Resource Recovery Facility have indicated that they presently operate under capacity and have the capability to process the Project's site generated solid waste.

Proposed Mitigation Measures

Mitigation includes employment of an extensive waste stream reduction and recycling program. Source separation and recycling will be performed in accordance with County Law. Disposal of solid waste will be collected and transported by private carters Costco will employ a housekeeping plan that will require regular grounds maintenance and collection and removal of litter from its grounds.

K. Traffic and Transportation

Existing Conditions

The proposed Costco facility is to be constructed on property located on the north side of NYS Route 35/U.S. Route 202 immediately west of the Taconic

State Parkway. It will be accessed via a reconstructed access driveway connection to align opposite Mohansic Avenue forming a full movement signalized intersection. To analyze existing traffic conditions in the area available traffic count data was obtained for the NYS Route 35/U.S. Route 202 Corridor from previous reports prepared by Jacobs-Edwards and Kelcey as part of the *Route 202/35/6 and Bear Mountain Parkway Sustainable Development Study*. These data were supplemented with new traffic counts collected by representatives of John Collins Engineers, P.C. These data were also compared to count data obtained from the New York State Department of Transportation (NYSDOT) and count data contained in previous traffic studies conducted in the area.

Observations of existing conditions in conjunction with analysis of the study area intersections indicates that the NYS Route 35/U.S. Route 202 corridor experiences various levels of congestion at certain intersections between Strang Boulevard and Lexington Avenue during the Weekday AM, PM and Saturday Peak Hours.

Potential Impacts

The potential impacts associated with the proposed Costco Facility on traffic along the NYS Route 35/U.S. Route 202 corridor were analyzed by estimating the potential traffic that the proposed Costco would generate (see Section III.K.3.a for further discussion). It should be noted that these trip generation estimates include the estimates of traffic generated by both the Costco Store and the Fueling Facility. The resulting site generated traffic volumes were then added to the roadway system using expected distributions based on data from Costco and existing traffic patterns. These volumes were then combined with the Year 2013 No-Build Traffic Volumes resulting in the Year 2013 Build Traffic Volumes.

The Existing, No-Build and Build Traffic Volumes were then compared to roadway capacities based on the procedures from the Highway Capacity Manual to determine existing and future Levels of Service and operating conditions. The results of the analysis indicate that the traffic generated by the proposed Costco will contribute to increased delays and congestion along the NYS Route 35/U.S. Route 202 corridor without the completion of any improvements.

NYSDOT is currently developing improvement plans for the NYS Route 35/U.S. Route 202 at Stony Street/Pine Grove Court/Bear Mountain Parkway area. These improvements, which will address capacity and safety issues in the area, will include an additional through lane in each direction along NYS Route 35/U.S. Route 202 as well as turning lanes and new traffic signals. These improvements will also address capacity issues through the corridor between Old Crompond Road and the area west of the Bear Mountain Parkway Extension and will have a positive impact on the project area.

Proposed Mitigation

Associated with the proposed Costco project, the Applicant proposes widening NYS Route 35/U.S. Route 202 in the vicinity of the Taconic State Parkway Ramps which will provide an additional westbound through lane between Strang Boulevard and Old Crompond Road, immediately west of the Project site. The referenced widening will meet the NYSDOT project, which proposes widening at Old Crompond Road. The DOT project will provide two through lanes in the westbound direction beginning to the west of Strang Boulevard and ending in the vicinity of the existing Snap Fitness complex located west of the Parkside Corner Shopping Center and two through lanes in the eastbound direction from Snap Fitness to Mohansic Avenue.

The Costco project also proposes a separate eastbound left turn lane at the site access driveway, a separate right turn lane on the northbound Mohansic Avenue approach to NYS Route 35/U.S. Route 202 and will include modifying/upgrading the traffic signals in this vicinity of the proposed work. In addition, signal-timing improvements are recommended at other area intersections such as NYS Route 35/U.S. Route 202 and NYS Route 132. See Section III.K.4.a for additional discussion of proposed improvements.

The analysis presented in Section III.K, indicates that similar or better Levels of Service and delays will be experienced under the future No-Build and future Build Conditions with the completion of the improvements outlined in Section III.K.4.a. In fact, the completion of the westbound lane and signal improvements described above along NYS Route 35/U.S. Route 202 at the Taconic State Parkway Ramps will improve overall peak hour operating conditions with the Project as compared to Existing and No-Build Conditions. The Applicant asserts that with these improvements, safe and efficient access to the proposed Costco will be provided without any significant negative impact on traffic operations in the vicinity of the site.

L. Parking

Existing Conditions

The existing site consists of four uses including residential, former motel nursery and King Gates. Each use provides onsite parking.

Potential Impacts

Chapter 300-182 of the Town of Yorktown's Zoning Code specifies that the off-street parking requirement for retail use in zone C-3 is 5 parking spaces per 1,000 square feet of gross building area (5.0 parking index). The Proposed Action, having a gross building area of 151,092 square feet, would require 756 parking spaces in accordance with this chapter reference.

The Applicant indicates that the parking demand for a typical Costco averages less than the 5.0 parking index that applies for typical retail uses. The Project

proposes 610 parking spaces, which would provide 4.04 parking spaces per 1,000 square feet of gross building area.

The Town Code provides flexibility regarding the parking requirements for uses that are not specifically described. Costco is a combined retail/wholesale use and the combined use is not specifically listed. The Applicant, therefore, believes that the parking requirement for this particular building use qualifies for individual consideration by the Planning Board. The Applicant requests that the parking requirement be determined by the Planning Board based on Costco's individualized shopping characteristics.

In support of the Applicant's request, several analyses were performed and results are summarized as follows:

- The Institute of Transportation Engineers (ITE) – The ITE provides data on parking demand for Discount Clubs, which indicates the peak parking demand to have a parking index of 3.93 parking spaces per 1,000 square feet.
- New York State Department of Environmental Conservation (DEC) – The DEC Stormwater Design Manual recommends reducing impervious area in parking lots through the elimination of what the DEC refers to as unnecessary parking stalls. They indicate the actual retail parking demand is 3.97 spaces per 1,000 s.f. of GFA.
- Costco Historic Data – The Costco Operations Group indicates that the proposed Costco Wholesale can operate successfully with 610 parking spaces. A comparative study based on analysis of data collected from other existing Costco facilities in the region supports this claim. The data (provided in Table III.L.3) indicates that the peak seasonal high customer parking demand was 551 spaces. The Applicant anticipates that the seasonal high parking demand for the Proposed Action would be similar and, therefore, its parking index would be 3.65.
- Adjusted Floor Area - Accounting for floor area dedicated to nonretail support functions and the additional area to accommodate large wholesale bulk items, an adjustment to the overall floor area was made. When accounting for the nonretail area (48,149 sf), the total floor area (151,092 s.f.) was adjusted to determine the remaining retail area (102,943 sf). The Applicant's proposed 610 parking spaces would yield a parking index of 5.93 if it were based on the adjusted retail floor area of 102,943 s.f. This adjusted parking index exceeds than the Town's parking index of 5.0 spaces per 1,000 sf.

The Applicant believes that the analyses provide adequate justification of the 610 parking spaces and sufficient reasoning for the Planning Board to provide individual consideration of the parking requirement.

Parking Spaces - The Proposed Action includes varied parking stall sizes, all of which meet or exceed the Town's required dimensions. Costco's standard parking stall dimensions are 10-feet by 20-feet. Costco requires this larger stall size to provide their retail/wholesale customers with adequate space to unload goods from their shopping carts and even larger "flat carts" into their vehicles.

In an effort to reduce impervious area and the overall size of the parking lot, Costco has reduced their parking stall dimensions for most (95%) of their parking spaces. The stalls have been reduced in either length, width or both, thereby, reducing the overall size of the parking lot, which results in less impervious area.

Minimizing the impervious area by reducing the parking stall dimensions and overall parking count will have secondary positive impacts such as reducing stormwater runoff and minimizing impact to stormwater quality.

Proposed Mitigation Measures

The Project proposes offsite highway improvements to Route 202/35, which include a proposed sidewalk along the north side of Route 202/35 connecting Strang Boulevard to the Project Site. The sidewalk will extend along the entire site frontage, thereby, improving the ease of pedestrian access from the bus stop to the Project Site and destinations further west.

Improvements will also include 6-foot paved shoulders, to accommodate bicycle transportation along the eastbound and westbound sides of Route 202/35 extending from Strang Boulevard to the western limit of the Project Site. With these improvements, bike traffic would be accommodated safely to the Proposed Costco. Costco proposes providing bike parking racks for those customers or employees who would choose to bike to the facility.

M. Air Quality

Existing Conditions

Existing ambient air quality conditions in the vicinity of the project site were assessed to determine background pollutant concentration. Monitoring stations representative for the project site were selected. Background concentrations of criteria pollutants are summarized in Table III.M.1.

Potential Impacts

An assessment was prepared to evaluate the potential impacts of the Project on air quality based on "National and New York Ambient Air Quality

Standards”, including a review of offsite street traffic emissions, parking lot traffic emissions, and emissions from the Project stationary sources. (Refer to Air Quality Study in Appendix VII.F of this DEIS.) A number of potential sources of air quality emissions associated with the proposed Project have been reviewed to assess the potential for Project related impacts on air quality. These possible sources of emissions associated with the Costco development included:

- A variety of traffic scenarios, both with and without the proposed Project, and with various improvements to the roadway network near to the Project site;
- Outdoor parking lot;
- Stationary Sources (i.e., HVAC units; Fueling Station); and
- Construction activities.

Based upon the results of the aforementioned air quality assessments shown in DEIS Section III. M, the Applicant asserts the following conclusions:

- Traffic associated with the Project is not expected to result in significant impacts to air quality in the area, based upon the number of analyses of Project related traffic data and the implementation of a number of roadways improvements and traffic congestion mitigation measures recommended by the traffic engineer (i.e., John Collins Engineers).
- The results of modeling carbon monoxide (CO) emissions from vehicles entering and exiting the parking lot, combined with the emissions from adjacent roadway traffic is not expected to exceed any CO ambient air quality standards.
- Stationary source equipment (i.e., HVAC units) associated with the Project will not be subject to State air permitting requirements and would not be expected to be major sources of emissions. Construction activities have the potential to generate fugitive dust emissions and also emissions from the use of the construction equipment. Based on low expected incidence of heavy construction activities, the good maintenance of the construction vehicles, and the use of mitigation measures to control dust suspension, construction-related air quality impacts associated with the Project will be minimized to ensure the health and safety of the construction workers and the surrounding community.

Proposed Mitigation

The Proposed Action will employ several mitigation practices that will reduce potential pollutants including the following:

- The proposed roadway improvements and signal timing improvements recommended by the Applicant’s traffic engineer are expected to result in reduced idling times, which serves to improve the local air quality surrounding the Project traffic.

- The proposed vehicle fueling station will utilize Stage II vapor recovery devices, which include special nozzles, hoses, adapters, and vapor piping designed to capture the gasoline vapors that would be displaced from vehicle fuel tanks during refueling and return them to the bulk storage tanks.
- Construction related emissions will be minimized by proper maintenance of the construction vehicles. As stated in the NYSDOT Environmental Procedures Manual, emissions from construction vehicles are “temporary” and “self-correcting once the project is completed”. Fugitive dust, resulting from construction, will be minimized through implementation of recommended dust suppression practices.
- The site soils contain metal concentrations generally within the NYSDEC published ranges for background concentrations in the Eastern United States. The Applicant’s environmental professional’s (EcolSciences) opinion is that the metals are likely the result of natural background conditions and no remediation is warranted (except that soil with arsenic exceeding CUCSO in the lawn mower shop will be remediated). The generation of fugitive dust, however, will be continuously monitored using specialized dust meters stationed around the perimeter of the site. If the sustained measured quantity of dust exceeds 150 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$), work will be suspended and dust suppression measures implemented (i.e. soil wetting) until the sustained dust levels fall below $150 \mu\text{g}/\text{m}^3$. The environmental health and safety procedures that will be employed at the site are presented in the Environmental Health and Safety/Community Air Monitoring Program presented in Appendix VII.B.

The results of the assessments indicate that the Project will not contravene or significantly contribute to the contravention of the national and New York ambient air quality standards based upon a review of Project related traffic, construction activities, and Project related stationary air emission sources.

N. Noise

Existing Conditions

A noise impact assessment was conducted for the proposed Costco facility. The assessment included an ambient noise monitoring program to characterize and quantify the existing noise environment, and a noise modeling study to determine noise levels expected from construction and operation of the Project. (See Appendix VII.G for the complete Noise Assessment Report).

Ambient daytime noise levels at proximate residential locations ranged from 44 dBA to 53 dBA, while nighttime noise levels ranged from 43 dBA to 47 dBA. Daytime noise monitoring was also conducted at non-residential noise sensitive areas further from the site, in order to obtain data for evaluation of potential construction noise impacts. Existing noise sources at all locations included vehicular traffic sounds from the Taconic State Parkway and Route

35/Crompond Road, traffic on local roads, and natural sounds such as insects and birds. Ambient measurements were conducted in accordance with ANSI standards.

Potential Impacts

A noise modeling study was conducted in order to calculate noise levels from the rooftop HVAC and refrigeration units, truck deliveries, and Project construction. Modeling was conducted in accordance with ISO standards. Noise levels due to simultaneous operation of all HVAC and refrigeration noise were shown to be below the existing nighttime ambient noise levels at all proximate residential locations, with increases in future noise of one dBA or less. Similar results were obtained for nighttime delivery truck traffic, with increases of two dBA or less. Potential noise level increases due to increased vehicular traffic associated with the Project also showed insignificant increases of about one dBA or less. These projected increases for all operational aspects of the Project are well below the New York State Department of Environmental Conservation's noise impact criterion of a six dBA increase. Accordingly, the Applicant anticipates no noise impacts due to Project operations.

Calculated construction noise was shown to be above existing ambient conditions at the most proximate residences on Old Crompond Road and Carpenter Road, but mainly when the maximum equipment is in operation. Most construction activity will generate noise levels that are below existing ambient conditions as the maximum equipment operation does not occur with frequency. Construction noise will be insignificant at the more distant non-residential noise sensitive locations.

Proposed Mitigation

Construction related noise will be controlled by scheduling construction to occur during the hours stipulated in the Town of Yorktown noise ordinance. The noise ordinance is designed to minimize potential noise impacts by limiting the hours of construction, and is therefore recognized as an administrative mitigation measure. As a general good construction practice to minimize construction noise, functional mufflers will be maintained on all construction equipment. The Applicant asserts that the short-term nature of construction does not warrant any physical noise mitigation measures.

O. Building Demolition and Construction

Existing Conditions

The existing site is presently developed and includes two residences, Zino's Wholesale Nursery, a former motel and King Gates & Fence Company. Approximately 10.15 acres or 54% of the 18.75-acre site has been disturbed by the described uses. The existing uses consist of eight buildings, which are served by paved driveways, circulation roads and parking areas. Associated

with these existing uses there are known hazardous conditions including but not limited to historic gasoline and service station operations; two remnant hydraulic lifts and two 55-gallon drums on the gasoline station parcel; septic systems; de minimus areas of staining at several locations throughout the site; fill material and dumping/debris areas; former agricultural usage; and asbestos and lead-based paint in the onsite structures (see Section III.D of this DEIS).

Potential Impacts and Proposed Mitigation Measures

Construction of the Proposed Action requires demolition of the existing buildings, pavements and utility infrastructure. Construction of the proposed project is anticipated to take approximately 14 months. Construction will require soil disturbance of approximately 14 acres. Short term impacts typically associated with demolition and construction activities normally include air quality, noise, traffic, stormwater and erosion. Since the site was previously developed impacts of hazardous wastes are also considered.

Mitigation Measures

Prior to construction removal/remediation of the known hazards will be performed. Construction will be managed in accordance with all regulatory requirements and implementation of best management practices. Potential impacts resulting from proposed land disturbance will be mitigated through implementation of the proposed Stormwater Pollution Prevention Plan and Sediment and Erosion Control Plan. Table I-2 lists the significant potential impacts and proposed mitigations.

Table I-2 Summary of Potential Project and Construction Impacts and Proposed Mitigation Measures			
DEIS Section	Subject	Potential Project and Construction Impacts	Proposed Mitigation
A	Land Use, Zoning and Public Policy	<ul style="list-style-type: none"> ▪ 151,092 s.f. wholesale ▪ Fuel Facility 	<ul style="list-style-type: none"> ▪ Consistent with Town’s long-term vision ▪ Redevelop abandoned and blighted site
B	Visual Character	<ul style="list-style-type: none"> ▪ Change in visual character 	<ul style="list-style-type: none"> ▪ Removal of abandoned buildings ▪ Elimination of blighted character ▪ Landscape buffers
C	Soils, Topography, Slopes and Geology	<ul style="list-style-type: none"> ▪ 4.40 acres of additional disturbance ▪ 14.55 acres of total soil disturbance ▪ 8.08 acres of increased impervious area 	<ul style="list-style-type: none"> ▪ Best Management Practices employed ▪ SWPPP ▪ Sediment & Erosion Control Plan ▪ Reduced unnecessary parking
D	Hazardous Materials	<ul style="list-style-type: none"> ▪ Proposed underground fuel storage tanks ▪ Remediation of contaminated soils 	<ul style="list-style-type: none"> ▪ Removal of existing Haz Mat managed per Phase II ESA ▪ EHASP

Table I-2 Summary of Potential Project and Construction Impacts and Proposed Mitigation Measures			
DEIS Section	Subject	Potential Project and Construction Impacts	Proposed Mitigation
			<ul style="list-style-type: none"> ▪ Proposed fuel tanks provided with required advanced safety protection measures
E	Flora and Fauna	<ul style="list-style-type: none"> • 4.40 acre reduction of wooded vegetation 	<ul style="list-style-type: none"> • Shifted development east to preserve wooded Wetland B buffer • Landscape mitigation
F	Wetlands Groundwater and Surface Water Resources	<ul style="list-style-type: none"> ▪ Reduced wetland buffer ▪ Increased impervious area 	<ul style="list-style-type: none"> ▪ No direct impact to wetlands ▪ Wetland vegetation enhancement ▪ Shifted development east to preserve wooded Wetland A buffer ▪ Maintain Wetland A hydrology ▪ SWPPP & WQ treatment
G	Stormwater Management	<ul style="list-style-type: none"> ▪ Increased impervious area ▪ Increased stormwater runoff volume 	<ul style="list-style-type: none"> ▪ Water quality pond ▪ Peak discharge attenuation ▪ Runoff reduction through infiltration
H	Utilities	<ul style="list-style-type: none"> ▪ 5,500 gpd water usage ▪ 5,000 gpd Costco sewage flow ▪ 6,515 gpd offsite sewage flow ▪ 1.032 million kWh annual electric demand ▪ 54,700 Therms annual natural gas demand 	<ul style="list-style-type: none"> ▪ Decreased water usage ▪ Extended Sewer District ▪ Connected to municipal sewers ▪ Provided sewer service to nearby residents ▪ Extended natural gas main ▪ Provided natural gas service to adjacent residents
I	Use and Conservation of Energy – Green Technology	<ul style="list-style-type: none"> ▪ Increased electric and gas demand 	<ul style="list-style-type: none"> ▪ Green technology employed in building operation.
J	Solid Waste	<ul style="list-style-type: none"> ▪ 1,650 tons generated 	<ul style="list-style-type: none"> ▪ Waste stream reduction and recycling program ▪ 45% waste recycled
K	Traffic and Transportation	<ul style="list-style-type: none"> ▪ Increased traffic generation 	<ul style="list-style-type: none"> ▪ Roadway widening ▪ Traffic signal upgrades
L	Parking	<ul style="list-style-type: none"> ▪ Increased impervious area 	<ul style="list-style-type: none"> ▪ Green Infrastructure Technique - elimination of unnecessary parking stalls
M	Air Quality	<ul style="list-style-type: none"> ▪ Anticipated increase below NAAQS threshold 	<ul style="list-style-type: none"> ▪ None

Table I-2 Summary of Potential Project and Construction Impacts and Proposed Mitigation Measures			
DEIS Section	Subject	Potential Project and Construction Impacts	Proposed Mitigation
N	Noise	<ul style="list-style-type: none"> ▪ Negligible increase above the “No Build” Scenario 	<ul style="list-style-type: none"> ▪ Adherence to noise regulations
O	Building Demolition and Construction	<ul style="list-style-type: none"> ▪ Clearance of site ▪ Short-term construction related impacts 	<ul style="list-style-type: none"> ▪ SWPPP ▪ Sediment & Erosion Control Plan ▪ Removal of existing Haz Mat managed per Phase II ESA
P	Community Facilities and Services	<ul style="list-style-type: none"> ▪ Additional calls to public services 	<ul style="list-style-type: none"> ▪ Additional tax base to cover increased service demand
Q	Fiscal and Socioeconomic Impacts	<ul style="list-style-type: none"> ▪ Fiscal impact is positive. ▪ A retail market analysis supports demand for the project: the consumer trade areas can absorb the proposed retail space. ▪ The proposed Costco will not have an adverse effect on the overall strength and character of the surrounding commercial areas as noted in the Commercial Character Assessment in Appendix VII.K. The proposed Costco will not cause any “blighting influence” nor adversely affect any existing Yorktown businesses. 	<ul style="list-style-type: none"> ▪ No mitigation measures are necessary.
R	Cultural, Historical and Archeological Resources	<ul style="list-style-type: none"> ▪ Demolition of historic structures on the site ▪ Visual impact to historic resources within the viewshed 	<ul style="list-style-type: none"> ▪ Building inventory forms completed or updated for historic structures on the site ▪ Appropriate landscaping and screening designed to mitigate visual impacts to the viewshed

P. Community Facilities and Services

1. Police

Existing Conditions

The Town of Yorktown Police Department, located at 2281 Crompond Road, is 2.2 miles from the Project Site and has a travel time of approximately 3 minutes. The Department is responsible for the 24 hour patrol of the Yorktown streets and for response to calls for service.

Potential Impacts

The Town of Yorktown Police Department was contacted regarding the Proposed Action. In the Department's response (see Appendix VII.L), the Police Chief indicated that the Department has historically been understaffed. He further indicated that the Proposed Action could result in an increase of 106 annual calls for service. This translates to a very, minor average increase of two additional calls for service per week. It is the Applicant's opinion that these two weekly calls could be handled by existing personnel and/or redistribution of existing manpower. Should the Town Board determine that additional personnel would be warranted, the Applicant believes the demand would be a reflection of the overall town needs, attributed to current conditions with only a minor increase resulting from Proposed Action.

Proposed Mitigation Measures

The Proposed Action will generate approximately \$819,146 in annual property taxes to the Town of Yorktown. Of the Project's total tax contribution \$135,902 could be available to support police, fire and emergency services (\$92,248 Town tax, \$41,148 Lake Mohegan Fire District and \$2,506 Advanced Life Support). The distribution of this tax revenue could be apportioned to these municipal services to compensate for the increased demands as determined by the Town Board.

2. Fire and Emergency Services

Existing Conditions

The Costco site is served by the Mohegan Lake Professional Firefighters and the Mohegan Volunteer Ambulance Corps. The Project site is located 2.5 miles from the Furnace Woods Fire Station, located at 260 Croton Ave in Cortlandt, with a travel time of around 6 minutes. It is also located 4.2 miles from the Fire Department Headquarters at East Main Street, Mohegan Lake, with a travel time of approximately 7 minutes.

Potential Impact

The local fire department and emergency services currently provide services to the existing site and its several users. The Proposed Action is

larger than the existing uses and would therefore have a potentially greater demand. The Lake Mohegan Fire District indicated in their August 3, 2011 letter to the Applicant's engineer (see Appendix VII.L), that demand for emergency services in terms of both finances and manpower are always impacted by new development; however, no quantitative assessment was provided.

Proposed Mitigation Measures

The project water supply system will provide domestic and fire supply lines to the building. The building will be provided an interior sprinkling system and would be constructed to meet fire code safety requirements. Adequate water supply and pressure is available to provide service to the interior fire sprinkler system and exterior fire hydrants. Hydrants will be strategically situated around the buildings to provide sufficient fire fighting coverage.

The Proposed Action will generate \$92,248 in Town taxes, plus \$41,148 to the Lake Mohegan Fire District and \$2,506 to Advanced Life Support, to mitigate any potential impacts generated by the project.

Q. Fiscal and Socioeconomic Impacts

Existing Conditions

The current real property taxes generated by the site are \$110,490.05: \$16,424.49 to the Town of Yorktown, \$16,455.36 to the County of Westchester (2010) and \$77,610.20 to the Yorktown Central School District (2011).

Potential Impacts

The proposed Costco is anticipated to generate approximately \$910,803 annually in property taxes: \$92,248 to the Town, \$91,657 to the County, \$613,290 to the Yorktown Central School District, \$113,608 in property taxes generated to special districts plus an additional \$22,140 to the County Sewer District.

During the construction phase, the proposed project will generate an estimated \$553,125 in sales tax revenues and will create approximately 350 temporary full-time equivalent (FTE) construction jobs at the project site with \$17,815,000 in earnings¹ (14 month period). Once fully operational, the project will create approximately 200 permanent direct jobs with annual earnings of approximately \$8,207,680. Earnings for direct jobs created by the

¹Median annual wage for construction occupations is \$50,900. Wage data by occupation are based on the NYS Occupational Employment Statistics (OES) survey, which collects information from approximately 57,000 businesses. Data were collected in 2006, 2007, 2008 and 2009, and then updated to 2010 by making cost-of-living adjustments.

project were estimated using an average hourly wage of \$19.73² for regular full-time employees. Indirect (spin off) impacts generated elsewhere in the local economy at off-site locations include the creation of an 81 temporary FTE jobs with \$3,088,620 in earnings during the construction phase, and an additional 45 permanent indirect jobs at off-site locations earning \$1,422,981 per year.

Retail Market Analysis

A retail market analysis and commercial character assessment was performed by the Applicant and the report can be found in Appendix VII.K. A summary follows:

A retail market analysis supports demand for the proposed Project. In 2015, households residing in the inner market (5 mile radius) areas closest to the project site have the potential to spend \$424,941,769 in convenience-oriented retail products. Households comprising the middle market (8 mile radius) area report a 2015 spending potential of \$1,034,835,789. Finally, it is estimated that households within the outer market area have the potential to spend over \$1,583,485,550 in apparel and home furnishing retail establishments.

Unmet spending potential represents the total dollars that are either spent by consumer market area households outside the market areas defined above, or are not being spent at all. It is expected that there will be \$931,010,275 leaking out of the outer market area. There is an additional \$773,493,955 of unmet spending potential forecast for those categories in the middle market area, and another \$63,408,087 of unmet spending potential leaking from the inner market area.

Sales productivity estimates for each merchandise category are then applied to the unmet spending potential estimates derived above. By 2015 the outer market area can support an additional 3,589,559 square feet of additional space in the household furnishings, housing related and personal, and apparel categories. The amount of additional supportable space for the middle market area categories is expected to be about 3,394,153 square feet. Finally, the analysis shows that the inner market area can support an additional 161,670 square feet once the Costco Project is expected to be in its stabilized year of operation.

In conclusion, given the size and product line of the proposed Costco, the consumer trade areas can absorb the proposed retail space. For the three market areas, there is more than sufficient market share to absorb the proposed Costco store.

²Source: Costco Wholesale.

Commercial Character Assessment

There are 198 retail establishments (excluding vacancies) in the Study Area, including the commercial hamlets of Yorktown Heights, Mohegan Lake, Shrub Oak, Jefferson Valley and Crompond (sections of Route 202 going west of the proposed Costco toward Peekskill). Of the retail establishments inventoried, the survey results indicated the presence of 98 “relevant retail” establishments that carry all or part of Costco’s product line (most of which attract shoppers on a convenience-oriented basis rather than destination-oriented basis)—a substantial proportion of the retailers observed in the Study Area. These establishments are not concentrated in any one part of the Study Area, but are scattered within hamlet shopping centers, including the Jefferson Valley Mall and Yorktown Green and the Triangle Shopping Centers in Yorktown Heights, and BJs Shopping Center in Crompond.

Within the Study Area there are three community shopping centers—BJs Shopping Center in Crompond, the Triangle Shopping Center and Yorktown Green in Yorktown Heights—and one regional shopping center—the Jefferson Valley Mall in Jefferson Valley. Otherwise, most retail establishments are less than 10,000 s.f., and neighborhood and convenience centers are less than 75,000 square feet. The largest retail destinations in Yorktown are the Toys R Us, Sears and Macy’s stores in Jefferson Valley, the BJs/Staples Shopping Center in Crompond, and the two shopping centers in Yorktown Heights, which have a K-Mart and TJ Maxx. Most of the other retail centers do not contain major anchors.

The results of the commercial character assessment performed by the Applicant suggest that the proposed Costco is not expected to adversely impact the commercial character of the Study Area. The trade area for most of the retailers (large grocery supermarkets excluded) tends to be much smaller than Costco’s trade area, attracting customers on a convenience-oriented rather than destination-oriented basis. Most of the retailers serve the immediate area in which they are located. In addition, a large portion of the retail establishments offers unique products, which are not likely to be replicated by Costco, a volume wholesaler of goods.

About 12 of the stores identified in the survey of “relevant retail” establishments could reasonably be defined as anchors that carry all or part of the proposed Costco’s product line—making up only a small share of the total businesses in the Study Area. In addition, five “partial anchors” were identified: two are located in the Jefferson Valley Mall, one is in Yorktown Heights and two are in Crompond. All of these retail establishments have considerable sales volume and would not likely be endangered. Further, the market analysis shows leakage from the Study Area that can be captured by the proposed Costco.

According to the Applicant's Planning Consultant, anchors that would be direct competitors to the Costco are national retailers. As such, they are competing on a national level and generally will not close and cede the market to a rival. None of the anchors in the Study Area appear to be vulnerable to this type of scenario. The proposed Costco may intercept sales from the BJs anchor located Route 202; however, the Applicant expects impacts to be minimal, as BJs has a loyal customer base, and BJs and Costco stores co-exist in other markets. Further, the Study Area can absorb additional retail space, based on the findings of the market analysis. Therefore, the Applicant asserts that the proposed Costco store will not have an adverse effect on the overall strength and character of the commercial areas in which businesses that sell goods similar to those carried by Costco (the Study Area) are located.

R. Cultural, Historical and Archeological Resources

Existing Conditions

A Phase IA Archaeological and Historic Resources Assessment of the project site, completed by the Applicant's consultant, Historical Perspectives, Inc., in 2011 (see Appendix VII.I) concluded that the project site is not sensitive for either precontact or historic period archaeological resources. On Parcel 26.18-1-18 within the project site, architectural resources that will be demolished consist of a former nineteenth century farmhouse, now retrofitted for power equipment repair; a possible nineteenth century associated workshop, now used as an office; and a late nineteenth or early twentieth century large barn, which was reconstructed in 1988 when an addition was built. None of these structures appears eligible for inclusion in the State or National Register of Historic Places (S/NRHP). The two residences on Parcel 26.18-1-17 within the project site fronting Old Crompond Road, which also will be demolished, date to the first decades of the twentieth century and also do not appear eligible for the S/NRHP. Impacts to these structures will be addressed through additional documentation prior to demolition, as described below.

Potential Impacts

The Phase IA Archaeological and Historic Resources Assessment of the project site concluded that the proposed project should have no impacts on potential archaeological resources and recommended no further archaeological investigations. The proposed project will impact architectural resources within the project site boundaries as well as resources within the project site viewshed.

The viewshed of the proposed project, which will experience visual impacts, includes several dwellings along Old Crompond Road, one of which, at 3258 Old Crompond Road immediately west of the project site, may date to ca. 1850. This house was included in the Town of Yorktown historic structures survey and a cultural resources survey from 1984, but has never been formally evaluated for S/NRHP eligibility. The visual impact to this property will be

mitigated through landscape screening, as described below. The remaining structures within the viewshed along Old Crompond Road are either undistinguished architecturally or of modern construction, and should not have any architectural concerns.

The Taconic State Parkway, which abuts the project site and also is within the viewshed, is listed on the S/NRHP. The section of the parkway immediately abutting the project site was rebuilt in 2003-2007, as was the bridge carrying it over Route 202/35. The proposed Project will have a visual impact on the Taconic State Parkway (TSP), but the impacts will be mitigated, as described below.

Prior to demolition of the structures on Parcels 26.18-1-17 and 26.18-1-18, building inventory forms should be completed and/or updated and submitted to the OPRHP for their files. In keeping with the goal to record every building in Yorktown constructed before 1900, the structures on Parcel 26.18-1-18 also should be added to the Town of Yorktown Historic Resources Survey.

Proposed Mitigation Measures

The proposed building will be earth tones that will tend to blend in with the natural surroundings and will help mitigate the effect of the mass of the new building. Landscape screening will be provided within the DOT right-of-way abutting the parkway off ramp to shield the viewshed of the parkway traveler. Additional landscaping will be provided along the site frontage along Route 202/35 and within the parking areas to soften views. Finally, the western side of the project site, including the area along Old Crompond Road, will be screened from the proposed development by remaining woods and enhanced landscape screening.

S. Summary of Alternatives

Five Alternatives to the Proposed Action have been developed and compared with the Proposed Action. The Alternatives have been analyzed with respect to the potential impacts, including areas of land disturbance, traffic generation, air pollution, water use, sewage flow and tax generation. The comparison is shown on Table IV-5, which is located at the end of Section IV. The five Alternatives include the following:

A. No Build

The No Build Alternative A is required by SEQR to be discussed in the DEIS. For this site, the No Build Alternative assumes the site would remain in its current state with the limited adverse impacts but none of the beneficial impacts of the proposed development. The property's current

uses: two residences, Zino's nursery, King Gates & Fences and the abandoned motel, would be maintained.

In summary, the No Build Alternative would not impact or increase land disturbance, traffic generation, air pollution, water use, sewage flow and tax generation. The Applicant would not take ownership of the land and would have no responsibility under the No Build Alternative to clean up the existing contaminated soil or improve the deterioration of the site. Any cleanup of the contamination would remain the responsibilities of the current owners. In addition, the No Build Alternative would not realize the beneficial impacts that are expected to occur with the Proposed Action such as: improved traffic flow, remediation of contamination, demolition of abandoned buildings and infrastructure, extension of the existing sewer and gas services and generation of taxes.

B. The Proposed Action With the Building Sited Further West on the Property, Away From the Taconic State Parkway

Alternative B locates the building further west on the property. The building size (151,092 s.f.) and parking spaces provided (610 spaces) are the same as the Proposed Action. The limit of disturbance is essentially the same and therefore, the area of disturbance within the wetland buffers is the same. This alternative locates the building in the area of steep slopes requiring importing structural fill to be placed beneath nearly the entire building. By comparison, the Proposed Action locates the building further east, where much less structural fill will be required. This alternative would require significantly more construction traffic necessary to import the structural fill material as well as exporting excess excavated site material.

While this alternative places the building further from the Taconic Parkway it would still remain visible to parkway drivers except as screened by proposed landscaping. In addition, under this alternative, the building would be nearer the site's residential neighbors on Old Crompond Road, although visibility would be obscured by the remaining existing woods and proposed supplemental landscaping.

C. Alternative Site Layouts that Avoid Direct Impacts to Wetland Buffer Areas

Alternative C provides an alternative site layout that would be intended to minimize impacts to the wetland buffer areas. In this alternative, the building would be shifted south and the loading area would be shifted to the northwest to avoid the buffer to Wetland B. The parking layout would be arranged to minimize impact to the Wetland A buffer. The result is that

insufficient parking would be provided on grade and a parking deck would be necessary to provide the remaining parking spaces.

The potential to use a smaller Costco building to avoid the necessity for a parking deck was considered; however, Costco management has indicated that Costco's smaller building is approximately 148,000 s.f., only 3,000 s.f. smaller than the building used in the Proposed Action. It is the Applicant's opinion that the marginally smaller building would not provide any meaningful benefit. In addition, Costco has indicated that a parking deck is not suited to their suburban model and therefore, they could not go forward with a project where the required parking would be placed on a deck.

An alternative site plan (Exhibit IV-2b) illustrating a smaller (non-Costco) building of 120,000 s.f. supported by 600 at-grade parking spaces is included in section IV. This alternative illustrates that the site could be developed with a smaller retail building, however, the Applicant indicates that this does not meet the Applicant's objectives and would not be considered feasible.

D. Commercial Center Employing a Group of Buildings Per Zoning, Including a Village-Like Development

Alternative D provides a village-like development consisting of several buildings arranged throughout the site. The development is a mixed use, which includes a bank, restaurant and retail. (A Costco building is not included in the mix as there would not be sufficient land area to accommodate the use.) By comparison the building area for this alternative is 92,465 square feet as compared to the Proposed Action which is 151,092 square feet. The land disturbance for both developments would be similar and therefore Alternative D would have less efficient use of the land.

The traffic generation would be similar for Alternative D and therefore, the required traffic improvements would be similar to the Proposed Action; the development costs would remain similar but the lower building square footage would reduce project revenue and taxes paid to the various entities. Since site improvements (land disturbance, onsite infrastructure, offsite utility infrastructure and highway improvements) would remain similar, the development costs would also be similar and this alternative would have similar environmental and physical impacts as compared to the Proposed Action.

The Applicant, therefore, has indicated that this alternative does not meet the Applicant's objectives to develop a Big Box at this site.

E. Hotel or Motel Development

Alternative E provides a mixed use development in which a hotel is the central component. The development includes a 3-story, 136-room hotel supported by three standalone retail stores, a bank and two restaurants. The Comprehensive Plan supports areas for retail, mixed use and office/country inn uses adjacent to the Taconic State Parkway. When compared to the Proposed Action, the building area for this alternative is 133,209 square feet versus 151,092 square feet. The land disturbance for both developments would be similar and therefore Alternative E has less efficient use of the land.

Traffic generation for this alternative would be similar and therefore, the required traffic improvements would be similar to the Proposed Action. Other related environmental impacts are similar to the Proposed Action. Since similar site improvements (land disturbance, onsite infrastructure, offsite utility infrastructure and highway improvements) would remain similar, the development costs would also be similar to the Proposed Action. However, due to the lower square footage, project revenues would reduce as well as taxes paid to various entities.

Market Analysis

Recent market analysis and activity have shown that there is not a strong enough demand for the development of a hotel or motel in the Taconic / 202 interchange area to be economically feasible. Based on generalized knowledge and various market studies within the project area, the Applicant's planner contends that the Yorktown Heights area has insufficient demand from either the business or tourism industries to support hotel/motel space at this time. In support of this it is noted that two market studies were performed for two nearby motels in Peekskill, the Peekskill Motor Inn (replacement of existing motel) and a new Holiday Inn Express, neither of which could obtain financing, which reflects a lack of confidence in their success. This is further supported by the history of the project site in which the former motel did not remain successfully viable.

This alternative does not meet the Applicant's objectives to develop a Big Box at this site; it would have more sewer/water demand; and would have similar environmental and physical impacts. This alternative also includes a hotel use, which in the Applicant's opinion does not have enough demand to support the use as described as follows.

Hotel/Motel Only Option

Town staff requested that the Applicant comment on a more simplified version of Alternate E to limit development to the Hotel/Motel Use plus an associated free-standing restaurant with sizes identical to that shown on the Alternate E Plan.

This version of Alternate E would still suffer from the market study finding that there is not a strong enough market to support the Hotel/Motel option. In addition, it is the opinion of the Applicant that a prospective purchaser of the property would not limit development to the seven of the fourteen acres of the site that have development potential. Thus, if a developer were to purchase the site for hotel/Motel Use, the project would expand to include other uses and the impacts would be similar to those shown for Alternate E.