

II. DESCRIPTION OF PROPOSED ACTION

II. Description of Proposed Action

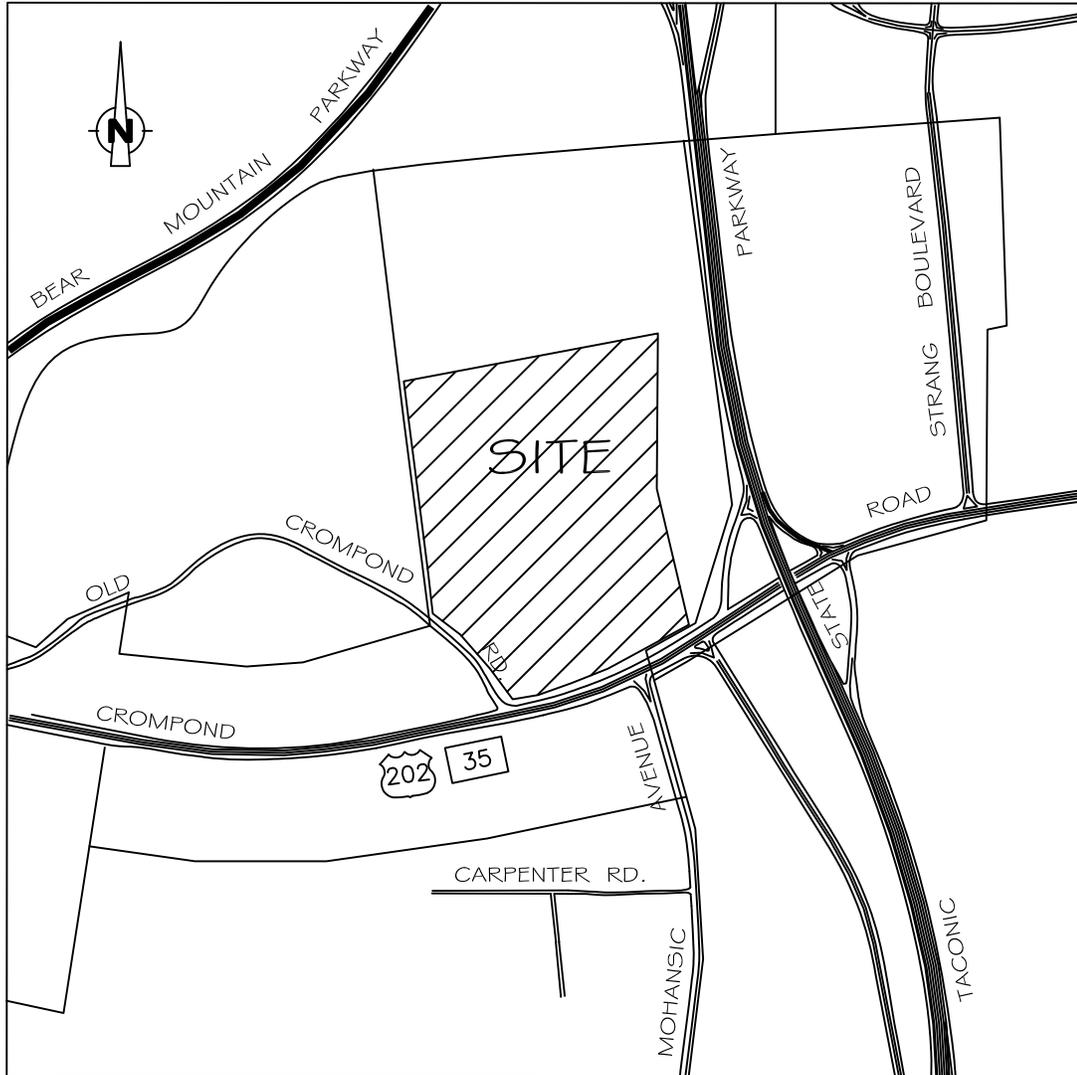
A. Site Location

The Proposed Action is located at Crompond Road in the Town of Yorktown, Westchester County, New York 10598 (refer to Exhibit II-1, Site Location Map). The property is 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 is bounded to the east by the southbound off ramp of the Taconic State Parkway; to the south by Route 202/35; to the west by Old Crompond Road and lands now or formerly of Jonas Chen and Edmund Chan and to the north by lands of the State of New York. The property is an 18.75-acre parcel consisting of four tax lots as described in Table II.1.

Table II.1 Existing Site Location and Use				
Tax Map Designation	Address	Lot Area	Use	Existing Zone
Section 26.18, Block1, Lot 17	3220 Old Crompond Rd.	0.239 acres	Two single-family residences	C-3
Section 26.18, Block1, Lot 18	3220 Crompond Rd.	4.277 acres	Zino's Wholesale Nursery	C-3
Section 26.18, Block1, Lot 19	3200 Crompond Rd.	14.235 acres	Former Motel	C-3
Section 26.19, Block1, Lot 1	3216 Crompond Rd.		King Gates & Fence Inc.	C-3

Approximately 10.15 acres or 54% of the Project Site has previously been disturbed. Within the disturbed area 2.90 acres (15%) is impervious consisting of buildings and pavements. The remaining disturbed area consists of 7.25 acres (39%) of open vegetation, the remaining 8.60 acres (46%) of the site is undisturbed woodlands (refer also to Exhibit II-2, Existing Land Cover).

A large woodland area is located along the western portion of the site and a smaller woodland area is located in the northeastern portion of the site. Two freshwater wetlands, generally located within the wooded areas, have been identified. The larger woodland to the west contains a NYC DEP regulated watercourse associated with Wetland A. Wetland A is 0.91 acres in size. The smaller Wetland B is 0.13 acres and is located in the northeast corner of the site. Each wetland has a 100-foot buffer associated with it that is regulated by the Town of Yorktown. The present land cover types and land areas are listed in Table II.2.



LOCATION MAP

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Exhibit II-1
Site Location Map



COSTCO WHOLESALE
Town of Yorktown, New York



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Exhibit II-2
 Existing Land Cover



COSTCO WHOLESALE
 Town of Yorktown, New York

Land Cover Description	Area	% of Site
Wooded	8.60	46%
Open Vegetated (non wooded) Space	7.25	39%
Pavements and Buildings	2.90	15%
Total Site Area	18.75	100%
Note: (1) Area includes 1.04 acres of freshwater wetlands. (2) Existing land previously disturbed = 10.15 acres (3) Pavements include asphalt, concrete and gravel surfaces.		

The developed portions of the site are characterized with four distinct uses as illustrated on Exhibit II-3 and described as follows.

Residences – Two two-story single-family residences supported by a single driveway with access from Old Crompond Road are located in the southwest portion of the site. Town of Yorktown Building Department records indicate the houses were built prior to 1932.

Zino's Wholesale Nursery – Zino's Wholesale Nursery and Anthony's Power Equipment are located in the southern quarter of the site. Direct access is provided from Route 202/35. Town records and historic photographs indicate that the original use was residential and the present use was established around the late 1980s.

Within the parcel, there are three wood-frame buildings. The first and oldest building, which predates 1932, is a former dwelling that presently is used for power equipment repair and rental. The second building, also predating 1932, is a small, one-story frame building used as Zino's sales office. The third and largest building is a long two-story frame barn, which supports the business by providing a storage and maintenance warehouse. Town of Yorktown Building Department records indicate that the barn was significantly improved in 1988. The nursery stock is stored and displayed throughout the open yard area.

Former Motel – Town of Yorktown Building Department records indicate that the existing motel complex was constructed circa 1958. The complex presently includes two, two-story motel buildings, generator building, shed, circulation road, parking area and driveway access from Route 202/35. The motel consists of two buildings. The smaller building is a wood frame building containing a lobby, office, manager's apartment unit, kitchen, and dining area; the second floor contains eight residence units. The larger building is a two-story brick motel. The first floor contains 28 residence units and the second level contains 12 residence units. The last improvement to the motel, according to Town records, was removal of an in-ground swimming pool in 1990. Direct access is provided

by a driveway from Route 202/35 and the motel complex is situated in the center of the site

The motel complex remained operational until around 2006 at which time it was vacated. Prior to its vacation, the complex operated as a home and shelter for an undetermined period of time under the operation of Westchester County. Several alternative uses for the site including various retail and hotel plans have been proposed in recent years, none of which have been developed. The site remains unoccupied at present. Records indicate that prior to its current use the site consisted of open farmland.

King Gates & Fence, Inc. – King Gates & Fence is situated in the southeast portion of the property at the site of a former gasoline service station. It consists of a one-story brick building, a paved access from Route 202/35, vehicular circulation area and is supported with an onsite fence enclosed storage area. Town records indicate the original gas station was constructed circa 1962. A permit to remove the tanks and pumps was granted in 1988 at which time it ceased to function as a gasoline service station. Since that time, it has operated as an automobile dealer, oil and lube center and automobile stereo installation service. Prior to the current development, the site consisted of open farmland.

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Exhibit II-3 Existing Land Use



COSTCO WHOLESALE
Town of Yorktown, New York

B. Existing Zoning

Following adoption of the Town's updated Comprehensive Plan on June 15, 2010, the Town implemented zoning ordinance changes on February 3, 2011. For a short period of time after the approval of the 2005 Comprehensive Plan, parcels 26.18-1-17 and 26.18-1-18 of the project site were zoned C-2 (Local Retail Business), and parcels 26.18-1-19 and 26.19-1-1 were zoned IN (Planned Interchange). Shortly after its approval, the 2005 Comprehensive Plan was overturned, and parcels 26.18-1-17, 26.18-1-18, 26.18-1-19 and 26.19-1-1 reverted to the C-3 (Commercial Limited) zoning regulations that were in place for many years prior to the adoption of the 2005 Plan. Currently, all parcels of the project site are zoned C-3 (Commercial Limited). Permitted principal uses and uses allowed by special permit in the C-3 District are described below.

- [1] *The same principal uses as for the C-2 District, which include:*
 - [a] *The same main uses as specified by Subsections C(8)(a)[1], [2], [3], [5], and [8] for the C-1 District:*
 - [1] *Stores or shops for the conduct of retail business, bank, post office, restaurant and other places serving food and beverages, professional and business offices, and personal service establishments including grooming of house pets, except that no use shall be permitted where any part of the service is conducted outside the premises unless a special use permit has been issued by the Planning Board after due notice and public hearing.*
 - [2] *Governmental building and use.*
 - [3] *Off-street parking area (not including any area for outdoor display or storage of any motor vehicle).*
 - [5] *Parks, parkways.*
 - [8] *Health clubs.*
 - [b] *The same main uses as specified by Subsections C(1)(a) [5], in the R1 District:*
 - [5] *Private and public parks, parkways and recreation facilities, but not including a commercial facility.*
 - [c] *Undertaking establishments.*
 - [d] *Single auditorium theaters and playhouses*
- [2] *The same special uses as for the C-2 District, except that no special permit need be obtained for any such use. These include:*
 - [a] *The same special uses as for the R1 District except as specified by Subsections C(1)(b)[2], [15], [16] and [17].*
 - [b] *Amusement centers as provided in § 300-77.*
 - [3] *Wholesale and storage uses conducted entirely within a building, except that self-storage buildings are not permitted.*

[4] Preparation or manufacture of goods or products for retail sale on the premises if not more than 10 persons are employed in such preparation at any one time.

[5] Nurseries and Garden Centers

Principal uses permitted by special permit in the C-3 District include:

[1] Drive-in theaters.

[2] Motel or automobile courts or hotels; special permit to be granted by the Planning Board.

[3] Transportation terminal and product transfer facilities.

[4] Exterior storage yards.

[5] Gasoline filling stations in accordance with the standards set forth in § 300-46.

[6] Amusement centers as provided in § 300-77.

[7] Automated car wash in accordance with the standards set forth in § 300-46, without a gasoline filling station.

[8] Day-care facilities and nursery schools in accordance with the standards set forth in § 300-53.

The general zoning districts in the study area are depicted on Exhibit III.A-5 below. Over 57 percent of land in the vicinity of the site 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. Another 18 percent is the Taconic State Parkway Corridor Right of Way (ROW).

Prior to September 19, 2011, Zino's nursery property, within the vicinity of the site, was located in Westchester County Agricultural District No.1. The Agricultural Districts Law provides for reduced property tax bills for land in agricultural production if the land satisfies the eligibility requirements. In this case, the land is not used for agricultural production, and the property owner never applied for an agricultural assessment for the parcel. Since the landowner never received an agricultural assessment for the parcel, the land is not encumbered with an obligation to remain in agricultural use for five years, nor will it be subject to payment (to recapture the taxes foregone) for conversion to non-agricultural use.

Upon review of the revised agricultural district maps for Westchester County Agricultural District No. 1, tax parcel 26.18-1-18 (Zino's Nursery) was removed from the agricultural district during the Westchester County's last review. The Commissioner of Agriculture and Markets certified the revised agricultural district on September 19, 2011. The subject parcel is no longer

located within a county adopted, State certified agricultural district. Therefore, the Agriculture and Markets Law does not have any bearing on the proposed project. (See email memorandum from Department of Agriculture in Appendix VII.L of this DEIS.)

C. Proposed Development

The Proposed Action (Exhibit II-4a Proposed Site Plan) will include development of a Costco Wholesale store, tire center and fueling facility. The development will require demolition and removal of all existing structures including buildings, pavements and utility infrastructure as well as clearing portions of the wooded areas. Land cover will be altered as a result of the development as shown on Exhibit II-4a, Proposed Site Plan and as listed Table II.3. The Table includes land cover described by type, land area, percent of the entire site and the net change in percent of land cover resulting from the proposed redevelopment.

Table II.3 Proposed Site Land Cover			
Land Cover Description	Area	% of Site	% Change
Wooded	4.20	22%	-24%
Open Vegetated (non wooded) Space	3.57	19%	-20%
Pavements and Buildings	10.98	59%	44%
Total Site Area	18.75	100%	-
Note: (1) Area includes 1.04 acres of freshwater wetlands. (2) Existing land previously disturbed = 10.15 acres			

Costco Building - The 151,092 square feet Costco building (refer to Exhibits II-5 and II-6, Building Elevations) is proposed in proximity to the eastern property line. The building’s main axis will run north and south, having the store entrance vestibule located at its southwest corner. Emergency exits will be located along the rear of the store, which will face east toward the Taconic Parkway. Loading and trash receptacles will be located along the northerly side of the building which will yield minimal visual exposure to the public and local residents.

Special amenities will include a Tire Center, which will be located along the westerly side of the building. The Tire Center will serve Costco members only. Within the center, tires will be stored and sold. The Tire Center will have five bays with lifts where tire service will be provided. Used tires will be removed and stored for recycling; new tires will be mounted and balanced. Old tires and balancing weights will be separated and stored pending removal for recycling. No general auto service (i.e. mechanical repairs, car wash, etc.)

will be provided at the Tire Center. Parking will be provided for the Tire Center and is accounted for in the overall building parking provision.

A Costco fueling facility, serving Costco members only, will be situated in the southeast quadrant of the site as shown on Exhibit II.4a. The prior site plan (Exhibit II.4b) included the fueling station in the southwest quadrant of the site. The current/revised location of the fueling station was precipitated by a series of discussions with the New York State Department of Transportation (NYSDOT) in which they requested that the width of the driveway be narrowed at its intersection with Route 202/35. The reason for reducing the width of the driveway was to reduce the length of the pedestrian crosswalk and thus the time required for pedestrians to cross the entry road. Doing so maximizes time for vehicular movements which in turn improves traffic processing efficiency. In order to reduce the width of the entry drive while maintaining safe turning access for truck traffic it was necessary to straighten the driveway. In order to make up for parking spaces lost as a result of the new driveway orientation, the fueling facility was shifted to the east of the reconfigured driveway and parking spaces were added in the old fueling facility location.

The revised driveway geometry enabled several improvements to be made to the site plan as shown on Exhibit II.4a including: In addition to improved traffic/pedestrian operation at the main driveway, the current site plan places the fueling station east of the driveway, thereby separating fueling station traffic from shopper traffic. Those desiring to fuel up will be able to enter and leave the site from the main driveway at the signalized intersection enabling both eastbound and westbound movements onto Route 202/35. Fuel trucks will be able to make deliveries also without traveling through the parking area and will benefit from simplified access to the main signalized driveway. The fuel station will be set back further from Route 202/35 and will be set at a lower elevation than the surrounding roads (Route 202/35 and Taconic Parkway off ramp). Other advantages of the revised site plan include a more efficient parking layout, thereby allowing the westerly edge of the parking area to be shifted east, further away from Wetland A as well as reducing retaining walls. The change also improves the efficiency of the flow of traffic at the western in/out driveway since traffic flow will not be impeded by vehicles using the fueling station. All other major site elements remain similar to the previous site plan.

The fueling facility will be covered by a canopy and will be equipped with six double-sided fuel dispensers. Fuel will be stored in three 30,000-gallon double-wall underground storage tanks. Up to five tanker deliveries can be expected daily, which has been accounted for in the traffic analysis for the Project. No additional auto services will be provided at the fueling facility. Additional parking will neither be required nor provided, as there will be no convenience amenities associated with the fueling facility. Parking for

shoppers has been accounted for in association with the design of the overall building parking.

The current zoning, C-3 (Commercial Limited), of the site permits retail, wholesale and storage uses. The Costco is a permitted use, however, the proposed fueling station will require a gas filling station special permit from the Yorktown Town Board. Table II.5 (section II of this DEIS) lists required permits, reviews and approvals by involved and interested agencies.



	Wooded Area	= 4.20 acres
	Open Vegetated (non wooded) Space	= 3.57 acres
	Building Area	= 3.54 acres
	Pavement Area	= 7.44 acres
	Total Site Area	= 18.75 acres
	Wetland Area (included in Total Area)	= 1.04 acres



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Exhibit II-4a Proposed Site Plan



COSTCO WHOLESALE
Town of Yorktown, New York

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FUELING FACILITY

	Wooded Area	= 4.45 acres
	Open Vegetated (non wooded) Space	= 3.39 acres
	Building Area	= 3.33 acres
	Pavement Area	= 7.58 acres
Total Site Area		= 18.75 acres
	Wetland Area (included in Total Area)	= 1.04 acres



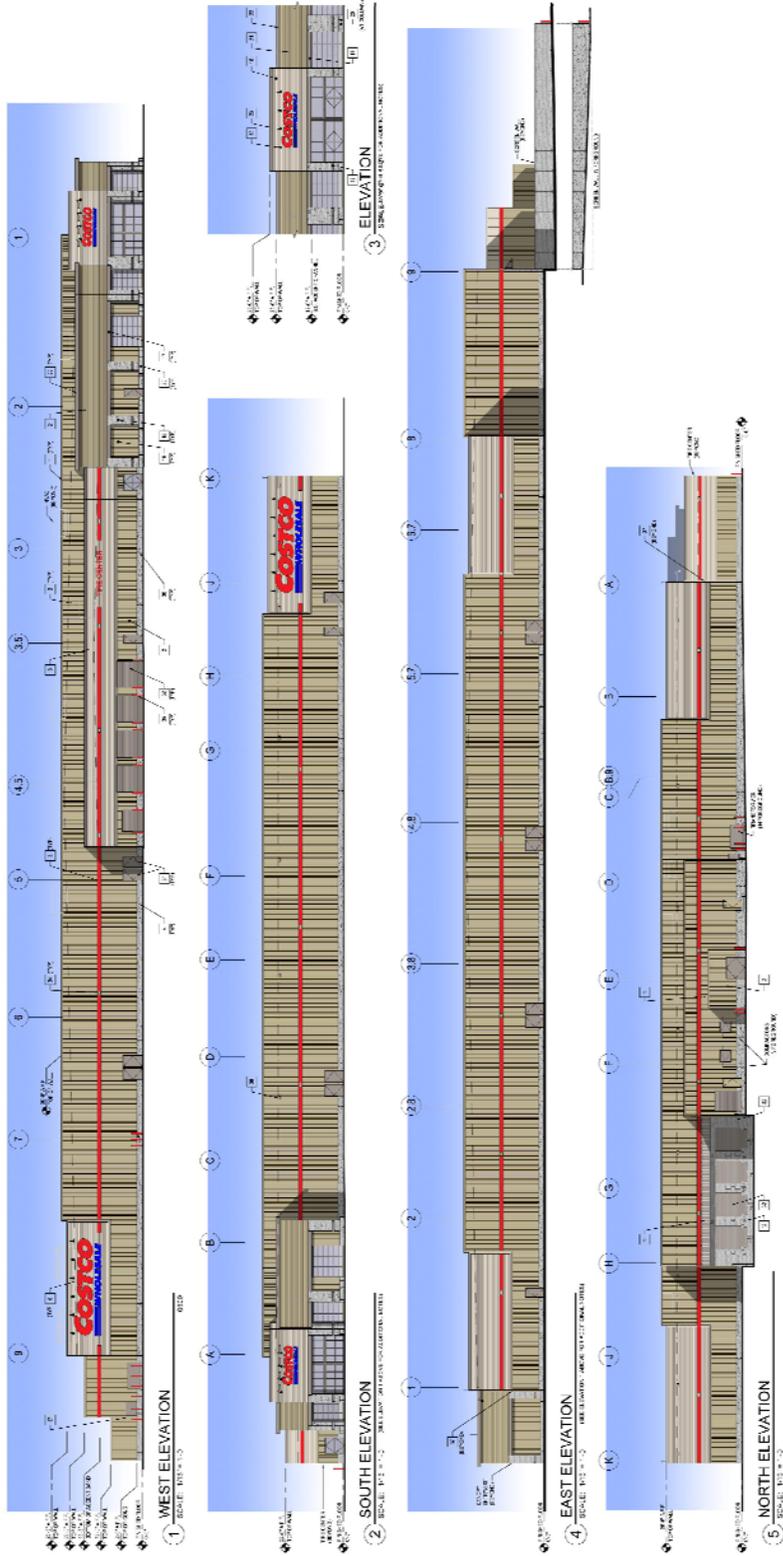
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**Exhibit II-4b
Previous Site Plan**



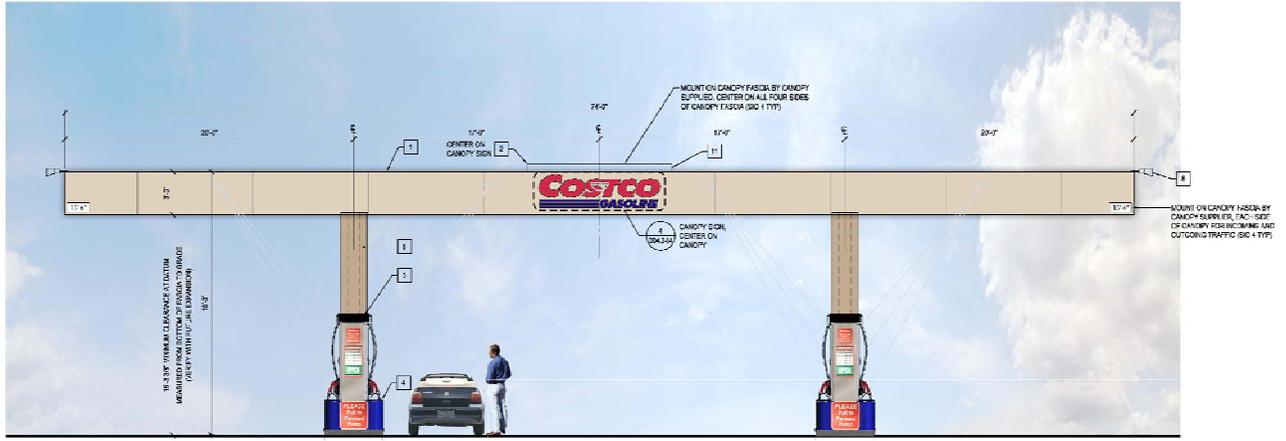
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Exhibit II-5 Building Elevations

COSTCO WHOLESAL
Town of Yorktown, New York



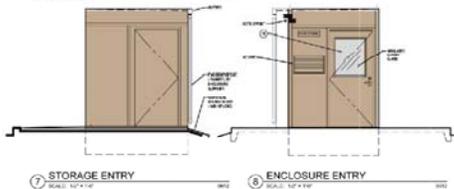
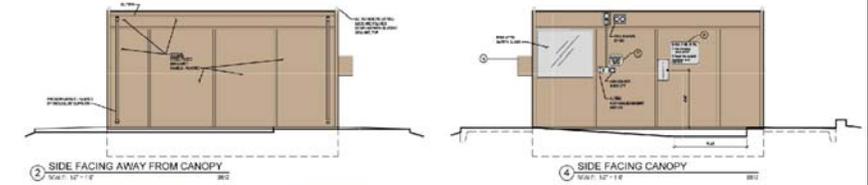
1 NORTH AND SOUTH SIDE ELEVATIONS
SCALE: 1/4" = 1'-0"



2 CANOPY AND DISPENSER ISLANDS
SCALE: 1/4" = 1'-0"



4 CANOPY SIGN DETAIL
SCALE: 3/8" = 1'-0"



3 CONTROLLER ENCLOSURE EXTERIOR ELEVATIONS
SCALE: 1/4" = 1'-0"

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Exhibit II-6 Fueling Station Elevations

COSTCO WHOLESALE
Town of Yorktown, New York

Access and Circulation - The Project is provided two points of access from Route 202/35. The main access, which will be utilized by the majority of shoppers will be located opposite Mohansic Avenue and the intersection will be signalized and will allow full turning movements. A secondary non-signalized access, limited to right turns in and out, will be located approximately 300 feet further west of the Project's main entrance and will provide access to and from the Route 202/35 westbound lane. Onsite parking will be provided for 610 parking spaces, which will include 12 ADA accessible spaces. A loading area, having the capacity to serve five trucks, will be situated at the far side (northerly) of the building.

An inner circulation road will provide connectivity from the main entrance, along the building frontage to the far side of the building while providing access to individual parking aisles. The parking aisles in the southerly parking area will be arranged in a manner to direct patrons toward the building's main entrance. The majority of the westerly parking area will provide patrons with convenient access to the building's entrance. Parking at the northerly end of the referenced parking area will be provided for employees.

Truck access into the site will be at the main site entrance. Circulation to and from the building loading area, which will be located at the north end of the site, will be provided by a dedicated access road along the east side of the Costco building. By locating the truck access road on the east side of the building truck noise will be minimized to residents, which are located west of the Project Site.

Firefighting access will be provided along all four sides of the Costco building. The Applicant's engineer met with the Town and State fire officials and through an iterative process developed the current site plan which provides the delivery truck and fire access road along the east side of the building.

Vehicles destined to the fueling facility from Route 202/35 will enter at the main signalized entrance affording them access to the fueling station located adjacent and east of the driveway. After fueling up, the vehicles will depart from the main site driveway allowing them access to both eastbound and westbound directions on Route 202/35. Since the fueling facility will be located on the east side of the site, fuel delivery trucks will enter the main site driveway, make their delivery and depart from the fueling facility by using the same main driveway. By locating the fueling facility on the east side of the site truck and vehicle noise will be minimized to residents, which are located west of the Project Site.

It should also be noted that eastbound traffic destined to the Taconic State Parkway would use the main site access to enter and exit the site. Vehicles

destined to the Taconic State Parkway Southbound will also have the option of exiting the site at the secondary access traveling west on Route 202/35 and using the Bear Mountain Parkway Extension to access the Taconic State Parkway southbound. However, the Applicant expects that most vehicles will use the main access to continue on Route 202/35 eastbound to the Taconic State Parkway southbound entrance ramp. The trip generation estimates for the proposed Costco, which are discussed further in Section III.K.3.a, include the trip generation for both the Costco Store and the Costco Fueling Facility.

Parking – Costco Wholesale is a “discount club” that serves both the retail and wholesale sectors of the community. Chapter 300-182 of the Town of Yorktown’s Zoning Code specifies the off-street parking requirements for various uses including retail, wholesale and storage, all of which are permitted uses in the C-3 zone and each describe the combined character of the Costco use.

Subsection A.(3)(a) of the referenced chapter states that parking for retail 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, if considered retail, would require 756 parking spaces in accordance with this chapter reference. Subsection A.(6) states that wholesale and storage use requires parking at a rate of one space for each two persons for which the building is designed. Since the building has both retail and wholesale use, it is difficult to assign a “number of persons for which the building is designed”. Therefore, no parking calculation for wholesale use is provided. It is noted, however, that the number of parking spaces for wholesale use would clearly be less than for retail.

The Applicant believes that Costco has several differentiating factors that set its use apart from typical retail and therefore, its parking requirements also differ. Differentiating factors that describe its unique business character are discussed in greater detail in Section III.L of this DEIS. For this reason the Applicant believes that, the Code’s parking requirements do not accurately describe the parking requirements for this unique use.

Subsection B of Chapter 300-182 of the Town’s Zoning Code provides the Planning Board with the flexibility to determine the parking requirements for each case *considering all factors entering into the parking needs* for uses that are not specifically described under subsection A.

Since a retail/wholesale use is not listed, the Applicant 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.

The project proposes 610 parking spaces, which Costco’s operations group indicates, is the appropriate parking goal for this Costco facility. The Applicant provides support for this claim based on ITE studies, a reduced parking index as recommended by the NYSDEC and historic parking data from other nearby Costco facilities. (Table III.L.3 includes parking data for other Costco facilities.) A summary of those studies, which are described in more detail in Section III.L of this DEIS, is presented in the following table.

Table II.4 Parking Standards						
Parking Category	Yorktown Code (1)	ITE	NYSDEC	Costco Historic Data	Costco Retail Area	Parking Provided (2)
Parking Index (3)	5.0	3.93	3.97	3.65	5.93 (4)	4.04
Parking Spaces	756	594	600	551	610	610
Notes: (1) Typical retail use per Chapter 300-182 A.(3)(a) (2) Planning Board individual and appropriate consideration requested per Chapters 300-182 B of the Town Code. (3) Parking spaces per 1,000 square feet of gross building floor area (Building area = 151,092) (except where noted) (4) Parking spaces per 1,000 square feet based on retail floor area (retail area = 102,943)						

The summary indicates that the parking provided for this project is consistent with the ITE and NYSDEC recommendations and the historic data provided for other Costco facilities within the area. Lastly, the Costco Retail Area provides a parking index calculation when nonretail area is accounted for. In this analysis, the results are similar to the Yorktown parking requirement for retail use.

Water - The Project Site is located within the Yorktown Consolidated Water District, which provides water service to the site. Two water mains, an 8-inch and 24-inch, are located within the Route 202/35 right-of-way. It is noted that the 24-inch pipe is a transmission main and is not available for service connection. Connection to the 8-inch main will be made to serve the Project. Service will be brought to the building to provide domestic and fire service and hydrants will be located around the building, which will provide ample fire protection. The average daily water demand for the Proposed Action, based on Costco’s reported history of other similar facilities, for domestic water use will be approximately 5,500 gallons per day (gpd).

The Applicant's engineer performed a coordinated flow test with District personnel on hydrants in the immediate vicinity of the Project Site in September 2011. Using the flow and pressure results from the test, the computed available flow at 20 psi residual pressure is 5,300 gpm. Therefore, adequate flow and pressure is available to meet the Project's domestic and fire protection needs.

Sanitary Sewer - The Project Site is situated outside the Westchester County Peekskill Sanitary Sewer District and sewer service is not presently available at the site. The Proposed Action proposes expansion of the Hunter Brook Sewer District and Peekskill Sewer District boundaries as well as extension of the existing sewer infrastructure to provide sewer service to the Project. The nearest point of connection to an existing sewer is at the intersection of Stony Street and Old Crompond Road. The Proposed Action includes extending the existing sewer within the Old Crompond Road right-of-way to Route 202/35 and into the site. Sewer service will be made available to all existing residents along the extension route on Old Crompond Road. Anticipated sewage discharge for Costco is approximately 5,000 gallons per day. This daily use assumes approximately 500 gallons per day of the total water use is consumed and does not reach the sewer system. Other known users that will connect to the sewer extension represent the addition of approximately 6,515 gallons per day.

Electric and Gas - Electric and gas service is provided to the region by Con Edison. It is anticipated that the project will have an annual electric and natural gas demand of approximately 1.032 million kWh and 54,700 Therms, respectively. 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.

There presently is no natural gas service to the site. There is an existing 6-inch high pressure gas line located in Stony Street at its intersection with Old Crompond Road. The Proposed Action includes extension of this existing gas 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 will be a significant benefit to the residents, as they now would be provided gas service.

Telecommunication services are provided by AT&T, Verizon and Cablevision. Service lines are located in the Route 202/35 right-of-way and are available to serve the Project.

Site Signage and Lighting - Project identification signage will be minimal. No pylon signs are proposed. The "Costco Wholesale" building sign, Tire Center sign and the "Costco Gasoline" signs will be the only project

identifications on the site (Exhibits II-5 and II-6). Four wall signs are proposed for the Costco building and two signs are proposed on the fueling facility canopy. The Costco building signs will include one sign at each of the following locations: the west wall, the tire service entry (also at the west wall), over the main entry at the southwest wall and at the south wall. Fueling facility signs will be included on the south and west canopy faces. Building signs will be externally lit with goose-necked lighting fixtures. Article XX, Signs, of Chapter 300 of the Town's Zoning Code regulates the signs. Table 300:A9 indicates the maximum permissible sign area. Based on maximum allowable sign area calculation as set forth in the Town's Signage Ordinance Manual, the Applicant believes that the building signs for the Costco and fueling station will meet the size criteria pending review and acceptance by the Town Building Department.

Article 13.07 of the New York State Parks Law restricts the use of signs within 500 feet of a parkway. Part 1 of the Law, which is applicable to the Proposed Action, is quoted as follows:

13.07 Signs and advertising structures restricted.

1. In order to conserve the natural beauty of and the investment of the state in state parks and parkways by preserving and regulating them for public uses, for the resort of the public for recreation, transportation, pleasure, air, light and enjoyment by keeping them in good order for the welfare of society, and to prevent the unrestricted use of signs and advertising structures and devices immediately adjacent to them, no person shall erect or maintain within five hundred feet of the border of any state park or parkway any advertising sign or advertising structures or devices of any kind, except under written permit from the office or state agency charged with responsibility for the maintenance of such park or parkway. The provisions of this section shall not apply to signs erected or maintained upon property in connection with a business conducted thereon, provided that such signs have an area of not more than twenty-four square feet, do not extend more than fifteen feet above the ground level, and are placed on the fronts of buildings.

As stated previously the Costco building will have four wall signs as shown on Exhibit II-5 Building Elevations, and the fueling facility will have two canopy signs. All of the referenced building and fuel station signs fall within the 500 foot restricted area. The signs on the west side and at the southwest entry canopy, however, will not be facing the Taconic and thus, will not be seen from the parkway. Views of the signs on the south side of the building and canopy will be screened by proposed landscaping. The Applicant's engineer has had discussions with both the NYSDOT and NYSOPRHP and they indicate that enforcement of this law is administered by the NYSDOT. The Applicant has met with the NYSDOT regarding this issue, and presented

the proposed landscape mitigation plan. Since the proposed landscaping along the Taconic State Parkway will obscure the view of the building and its signs, the plan was well received. Therefore, relief from this restriction is being sought on the grounds that the signs will have minimal visual impact due to their orientation and the proposed landscape screening along the Taconic State Parkway. (Also, see Section III.B for illustrations of proposed views from the Taconic State Parkway.)

Site lighting will be provided throughout the parking area. Illumination will be provided to maintain vehicular and pedestrian safety and meet the minimum lighting criteria recommended by the Illuminating Engineering Society (IES).

The Proposed Action will provide light shields on perimeter light fixtures as necessary to reduce offsite light spillage and to meet the Town's standards. The proposed parking area fixtures will have "dark sky" luminaires that throw light downward and will therefore minimize sky glow. Parking area lighting will have LED luminaires, which when compared to other conventional equivalent luminaires will utilize significantly lower wattage, thereby, realizing a significant reduction in energy usage.

The parking area will remain illuminated from dusk to just after the facility closes. Minimal lighting as required for security will remain lit throughout the hours of darkness when the facility is closed. Security lighting typically allows for continued illumination of approximately 25 percent of the luminaires, equally dispersed around the parking area to provide sufficient lighting to discourage potential vandalism and aid in police patrol efforts.

Outdoor lighting is regulated in accordance with Chapter 200 of the Town of Yorktown Code. The Code requires that light fixtures be no more than 16 feet above the finished grade. Costco normally requires 40-foot high light fixtures to provide uniform parking area lighting. The higher mounting height typically can provide the required illumination with fewer light fixtures. The Applicant recognizes, however, that 40-foot high poles would not meet the intent of the ordinance and therefore proposes a lighting design using 25-foot high light fixtures. The Applicant acknowledges that the 25-foot high poles would be more visible than the 16-foot high poles from the offsite viewshed but there would have fewer light poles and fewer sources from which light would be emitted. However, a comparative analysis (see Site Plans) shows that the design with the 16-foot mounting height would require approximately one-third more light fixtures to establish the same illumination. The Applicant, therefore, seeks relief from the 16-foot pole height and proposes to construct 25-foot high area light poles. For more discussion regarding parking area lighting, see Section III.B.2.d.

Drainage - 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 watercourse within Wetland A. The watercourse flows through the site from north to south where it discharges from the southwest corner of the site adjacent to Old Crompond Road. Once offsite, the watercourse passes through an existing culvert under Old Crompond Road. From this culvert, stormwater flows overland in a westerly direction through the Crompond Wetland, which is situated between Old Crompond Road and Route 202/35. The wetland drains southwesterly where it merges with the Sherry Brook. The combined flow drains westerly through an enclosed 44" by 72" arch pipe. The flow is conveyed an additional 1,500 feet at which point it discharges into the Hunter Brook near Stony Street some 2,400 feet from the Project Site.

The small remaining portion of the site, generally located in the northeast quadrant, includes Wetland B, and stormwater runoff drains to the north. Once leaving the site, the runoff drains overland toward the Bear Mountain Extension and flows some 2,500 feet from the site to where it merges with the Hunter Brook.

Both onsite drainage areas drain to the Hunter Brook (refer to Exhibits II-7, Offsite Hunter and Sherry Brooks). The Hunter Brook is an important environmental feature as it is classified by the New York State Department of Environmental Conservation (NYS DEC) as C(ts), which supports trout spawning and is considered a "Protected Stream". The Hunter Brook drains to the New Croton Reservoir and therefore, the site is within the New York City East of Hudson watershed.

Stormwater management for the Project Site is regulated by NYS DEC SPDES General Permit for Stormwater Discharges from Construction Activity, Chapter 248 Stormwater Management of the Yorktown Code and the New York City Department of Environmental Protection's (NYC DEP) "Rules and Regulations for the Protection from Contamination, Degradation and Pollution of the New York City Water Supply and its Sources". The Project Site is situated within a Designated Main Street Area (DMSA) within the East of Hudson watershed and therefore DEP design criteria specific to a DMSA apply. A proposed Stormwater Pollution Prevention Plan has been developed for the Proposed Action in accordance with requirements of the above referenced regulatory agencies.

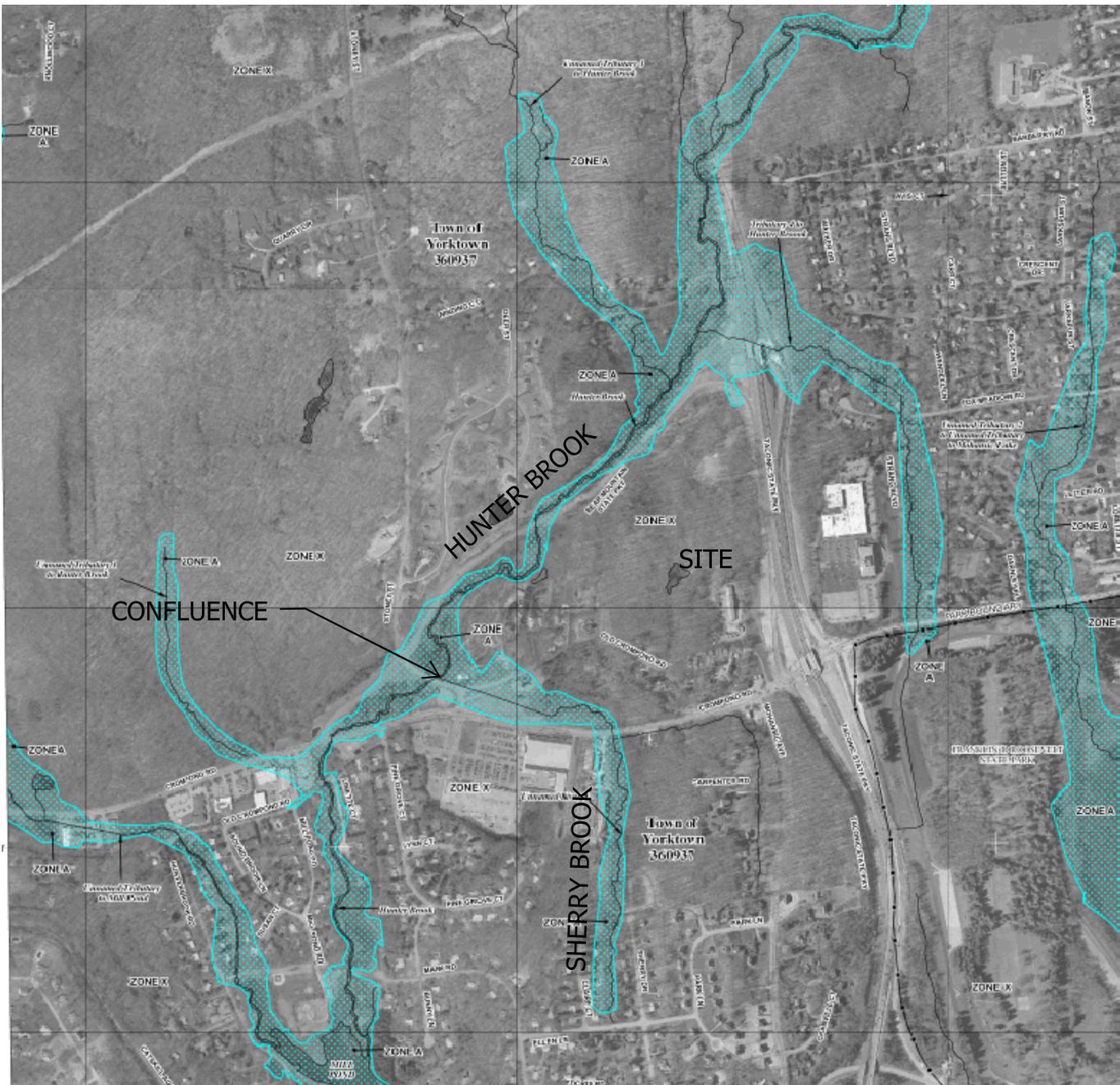
The proposed stormwater management plan will include collection of stormwater runoff from the developed area. A portion of the runoff from the proposed parking area, building roof and Route 202/35 will be collected and conveyed to an infiltration facility where runoff will be reduced through infiltration to meet the required runoff reduction volume (RRv) in accordance with DEC design criteria. The remainder of the stormwater runoff will be

conveyed to a micropool extended detention pond where it will be detained and treated for water quality prior to discharge (Exhibit III.G-2). Treated stormwater will be discharged to the upper reaches of the onsite watercourse within Wetland A. Discharging at this point will assure that the wetland, and the vernal pool within, will maintain its hydrology. The stormwater discharge was modeled to account for flow characteristics of Wetland A and the existing watercourse. Considering the proposed onsite stormwater management facilities and the existing flow characteristics of the existing wetland/watercourse, the site's peak rates of discharge will be reduced below the existing peak rates and the stormwater abatement and water quality treatment requirements will be satisfied. .

Design of the Project will employ several green infrastructure practices that will preserve and minimize impact to natural resources as well as reduce impervious cover. In addition, runoff reduction will be implemented. The planning and runoff reduction techniques are summarized as follows:

- Preservation of Undisturbed Areas – approximately 4.20 acres of wooded area will remain undisturbed.
- Preservation of Wetlands and Waterways – Wetlands A and B and the regulated watercourse will remain undisturbed.
- Reduction of Clearing and Grading – Approximately 4.20 acres of the site will remain undisturbed.
- Maintaining Sensitive Areas - The Project locates the majority of the development at the eastern and central portions of the site, thereby preserving the most sensitive part of the site; the regulated watercourse, Wetland A and much of the steepest slopes.
- Parking Reduction – Impervious area is minimized by reducing Costco's standard parking stall dimensions and by proposing fewer spaces than required for standard retail use. Since Costco Wholesale is not a standard retail use, the Planning Board is granted the authority to determine that the proposed parking spaces are sufficient based on the unique character of a Costco Wholesale store.
- Runoff Reduction – Stormwater runoff will be reduced by capturing runoff from a portion of the impervious developed site and directing it to a subsurface infiltration facility. An average of approximately 1 acre-foot of runoff will be infiltrated, thereby, reducing the runoff volume leaving the Project Site under proposed conditions for all design year storms.

Q:\Acad160\165213.dwg\DEIS Exhibits\Exhibit II-7 Offsite HunterBrook.dwg



TRC Engineers, Inc.
 7 Skyline Drive
 Hawthorne, New York 10532

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Exhibit II-7
 Offsite Hunter and Sherry Brooks



COSTCO WHOLESALE
 Town of Yorktown, New York

Wetland Mitigation – The Project Site contains two wetlands. The larger Wetland A is 0.91 acres and is situated on the westerly portion of the site. The source of hydrology of Wetland A is primarily groundwater, which fluctuates seasonally and from year to year depending on precipitation. The smaller Wetland B is 0.13 acres and is situated in the northeast corner of the site. Its source of hydrology is shallow groundwater discharge from the surrounding uplands. Within Wetland A is a vernal pool, totaling approximately 0.12 acres in surface area. The Proposed Action avoids direct disturbance to existing wetlands and the vernal pool. The project does, however, propose grading within the wetland buffers. As described in Section III.F of this DEIS, Wetland A, by comparison, has significantly greater value than Wetland B. Wetland B was evaluated by the Applicant’s wetland consultant to have relatively low value and serves little functionality. For this reason, the development was placed nearer to Wetland B to allow greater preservation of the buffer associated with Wetland A, the wetland with greater value.

In light of the disturbance to the wetland buffers, the Proposed Action includes a mitigation plan that proposes wetland planting enhancement within the wetland buffers (Exhibit III.F-4). The stormwater management plan is designed to maintain adequate hydrology to the wetland and vernal pool, thereby maintaining the function and value of the wetlands.

Erosion and Sediment Control - The Proposed Action proposes soil disturbance as a result of construction. Construction of the project will require approximately 113,000 cubic yards of material excavation, which includes approximately 22,000 cubic yards of rock excavation, and approximately 131,000 cubic yards of fill material placement. In order to provide balanced cuts and fills, approximately 18,000 cubic yards of structural fill material will be imported to the site. In accordance with the Applicant’s geotechnical engineer’s recommendations, the imported material should totally consist of “engineered” or “structural” fill for placement under the foundations and slabs for the proposed building and gas station as well as for placement under and behind fill areas supported by proposed retaining walls. Structural fill will be necessary in the referenced areas as the onsite soils are moisture sensitive and their use would be inappropriate under buildings and behind retaining walls. Cuts and fills will be generally as deep as around 20 feet.

A Sediment and Erosion Control Plan has been developed in accordance with the New York Standards and Specifications for Sediment and Erosion Control and the Chapter 248 of the Town of Yorktown Code. Temporary and permanent erosion control measures will be implemented to prevent sediment from leaving the site. Double protective measures will be implemented to prevent silt from entering the wetlands. Erosion control measures include but

are not limited to stabilized construction entrance, silt barriers, water bars, inlet protection, sediment traps and dust control.

Landscaping - Approximately 15.85 acres of the existing site are presently pervious which includes woods, landscaping and non-paved surfaces (8.60 acres wooded, 7.25 acres vegetated and unpaved surfaces). After development, there will be 7.77 acres of landscaping (4.20 acres wooded, 3.57 acres lawn /ornamental). Landscaped islands will be situated at ends of parking bays and landscape strips will be provided along the perimeter of the parking areas. Additional landscape enhancement will be provided within wetland buffers, along the site frontage and within the DOT right-of-way to screen and soften views from the Taconic State Parkway. Proposed landscaping will utilize a combination of native plants suited to this climate within naturalized areas and horticultural varieties to provide screening, shade and visual relief throughout the site.

Setbacks, Screening and Buffer Treatments - The building will be set back approximately 325± feet from Route 202/35, 385± feet from Old Crompond Road and 130± feet from the Taconic Parkway southbound off ramp. The Fueling Station Canopy will be approximately 150± feet from Route 202/35, 450± feet from Old Crompond Road and 110± feet from the Taconic Parkway southbound off ramp. Landscape buffers are provided along the perimeter of the parking area. Earth embankments, which will be created along the perimeter of the parking area and entrance drive, will be landscaped with a combination of groundcover shrubs and trees. A landscape strip will be provided along the site frontage on Route 202/35 and Old Crompond Road providing a naturalized screen. A landscape screen of evergreen trees will be planted within the DOT right-of-way to help screen the view from the Taconic Parkway. A natural wooded buffer ranging from approximately 100 to over 400 feet wide will remain along the westerly property line.

Power Plant and HVAC Equipment - The HVAC system for the Costco Wholesale will provide air conditioning to the sales and receiving areas by high efficiency package roof top DX cooling units with indirect gas heat. Ancillary areas will each be provided with similar package HVAC units for local control. Each package HVAC unit will be provided with an economizer, and units are integrated into a central Building Management System (BMS) for control. The BMS will manage time of day and holiday schedules for all the HVAC units in coordination with outside air requirements for the building to meet Indoor Air Quality (IAQ) requirements based on CO₂ and to provide makeup for the exhaust systems.

Store Operation - Costco Warehouse and the fueling facility will operate 7 days a week (358 days per year). Typical hours of warehouse operation will be Monday through Friday 10:00a.m. to 8:30 p.m.; Saturday 9:30 a.m. to 6:00 p.m.; and Sunday 10:00 a.m. to 6:00 p.m. Typical hours of operation of the

fueling facility will be Monday through Friday 6:00 a.m. to 9:30 p.m.; Saturday 6:00 a.m. to 7:00 p.m.; and Sunday 6:00 a.m. to 6:00 p.m.. Deliveries to the Costco Warehouse will be Monday through Friday between the hours of 6:30 a.m. and 10:00 p.m. Store deliveries can be expected daily and are generally complete by the time the store opens. Fuel deliveries to the fueling station can occur up to five times daily and can be made any time of day when the facility is open.

Housekeeping and Maintenance Practices and Solid Waste Management - Site maintenance will include routine collection of trash and shopping baskets from the parking lots by Costco employees. Maintenance contractors will be contracted with to provide regular maintenance of site landscaping, snow removal and inspection and maintenance of drainage structures and stormwater treatment facilities. Landscaping maintenance will include routine mowing, weeding and replacement of dead or dying landscape. Fertilizer may be applied initially to establish plantings and ensure survival. Once plants have been established, regular applications of fertilizer will be discontinued. Limiting the use of fertilizers as described will minimize the potential impact to stormwater quality. Section III.G of this DEIS discusses potential impacts and proposed mitigation of stormwater quality.

Costco does not use pesticides as a general maintenance practice. They understand the need to limit the use of any potentially harmful chemicals, particularly since the project lies within the NYC watershed. The use of any pesticides, if necessary, will be performed in accordance with all regulatory requirements. Use of fertilizers and pesticides will be limited in conformance with applicable laws including Chapters 863 and 691 of the Laws of Westchester County.

Routine maintenance will include storage and regular removal of solid waste. Waste compactors will be located at the north end of the building from where visibility to the customers as well as views from offsite will be minimized. Solid waste removal will be contracted with private vendors. Waste materials will be collected, separated for recycling and transported to a local transfer station by a private carter for distribution to either a landfill or solid waste management center for recycling. Recyclable wastes will vary in kind. Based on the nature of the recyclable material it will be removed from the site by licensed transporter and delivered to appropriate recycling centers. Refer to Section III.J of this DEIS for additional discussion regarding solid waste management.

Population, Employees and Customers – Costco does not record the number of customers entering their facilities; however the number of membership groups are counted at the door. Data from other Costco's in the region (Port Chester, Yonkers, New Rochelle, Nanuet and Brookfield) has been collected to determine the population that could be expected at the proposed Yorktown

facility. Records from these facilities were collected for August 2011 and the data showed an average of approximately 3,000 membership groups attended daily with the attendance ranging from approximately 2,600 to 3,400 per day. Based on this data, we can expect similar attendance for the Yorktown facility. Approximately 75 employees are anticipated to be in attendance at any time throughout the workday.

Construction - Approximately 14.55 acres of the site will be disturbed by construction. Construction of the Project shall be carried forth in strict conformance with the detailed sequencing provided in Section III.O and as part of the soil erosion and sediment control plans. The sequence of construction shall generally include site preparation, hazardous material remediation, demolition, clearing and grubbing, rough grading including stormwater detention pond, preparation of building pad, construction of retaining walls, building construction, installation of utilities, installation of curbing and pavements, site lighting and landscaping. Erosion control measures shall be installed and maintained throughout construction.

Construction duration is anticipated to be approximately 14 months. Throughout the construction period, the contractor shall maintain a safe and secure site. The site will be cordoned off with construction fence to protect the public. Onsite portable sanitary facilities shall be maintained throughout construction.

Solid waste consisting of trees, wood chips, topsoil, demolition, and construction debris will be removed from the site to authorized landfills, recycling centers or sold for reuse (i.e. topsoil, lumber, nursery stock). The construction site shall be maintained and construction debris shall be collected and removed promptly.

Handling, removal and disposal of any/all hazardous waste and petroleum products including but not limited to the underground storage tanks (USTs), aboveground storage tanks (ASTs), remnant hydraulic lifts, 55-gallon drums, septic systems, PCB impacted material, volatile organic impacted soil at the lawn mower shop, asbestos and lead-based paint in the buildings will be performed in accordance with all applicable governing regulations and the Health and Safety Plan prepared by the Applicant's environmental consultant (See section III.D and Appendix VII.B4 of this DEIS).

Construction equipment on the site will vary as needed throughout the construction process. Initial phases of construction will include chainsaws and logging trucks followed by heavy earth moving equipment including bulldozers, graders, rollers and dump trucks. After the earthmoving phase, construction vehicles will include cement trucks, cranes, delivery trucks, pavers, rollers and construction worker's vehicles.

Construction traffic consisting of commercial vehicles will primarily arrive at the site via the Route 202/35 corridor with some arriving from Route 9 and others from Route 100 and from the I-684 corridors. Construction related truck traffic, which cannot use the Taconic State Parkway, will access the site via Route 9 from the west or I-684 and NYS Route 35/118 from the east. Trucks will deliver materials to and remove waste from the site. Such deliveries will include but not be limited to construction equipment, building materials, clean fill and site construction materials (i.e. concrete, asphalt, utility pipes, and gravel). Trucks departing from the site will include but not be limited to demolition material, trees / brush, waste excavation, and construction equipment. It is estimated that approximately 75 trips from the site at a rate of two truckloads per day will be required to remove the demolition debris. Earthwork operations will require the import of approximately 19,500 cubic yards of earth. Assuming truck loads of 20 cubic yards each with an equal distribution over the 5.5-month period of importing fill, an average of approximately 9 truckloads per day over the course of fill import is estimated.

Construction access to and from the site will be controlled at the signalized intersection of Route 202/35 with Mohansic Boulevard, thereby minimizing impact from construction vehicles to the public streets. Offsite highway improvements, including but not limited to pavement widening and installation of utilities will be constructed. Traffic safety controls will be installed along the construction corridor in accordance with the Maintenance and Protection of Traffic Plan.

Construction noise will be managed within the limitations of the Chapters 216 (construction noise) and 124 (blasting) of Town's Code and in accordance with the Noise Study performed by the Applicant's environmental consultant (Section III.N and Appendix VII.G of this DEIS). Refer also to Section III.O of this DEIS for further discussion regarding construction.

During construction, protection and safety measures will be employed. Protection of onsite wetlands will be ensured through the implementation of onsite erosion and sediment controls. Offsite wetlands and water features will be protected by preventing onsite erosion and capturing onsite sediment at its source. Protection of workers and public from potential hazardous materials will be managed through implementation of the Health and Safety Plan (Appendix VII.B4 of this DEIS). Hazardous waste materials will be excavated, handled, removed and disposed of in accordance with all applicable regulations. Refer to Section III.D of this DEIS for further discussion regarding hazardous materials and the references to the applicable regulations.

D. Project Need and Benefits

The purpose of the Project is to provide an expanded range of goods and services to the local community at competitive prices. Costco has identified this site as being consistent with its goals, guidelines and marketing plan for retail and grocery sales.

Costco identified this property for development based on a detailed site evaluation, including consideration of the existing zoning and commercial uses in the area, project site access, availability of utilities and the suitability of the land for development. The proposed project site in the Town of Yorktown is suitable for expanded retail use, has adequate access and utilities, and has no physical limitations that would preclude the development as proposed.

A detailed Retail Market Analysis was performed by the Applicant's Planner (Ferrandino & Associates Inc.) to confirm that the existing retail market had 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 at reasonable prices. Costco prides itself as a good neighbor in support of local communities. Some examples of Costco's company-wide community involvement include:

- Support of charitable organizations by contributing 1% of their pre-tax profit;
- Adopt-a-School Reading Program – Costco employees volunteer to help students in first through fifth grades improve their reading skills. Currently, there are 125 programs across the United States and Canada, with over 1,600 volunteers working one-on-one with students.
- Children's Hospital Campaigns – In 2009 Costco helped raise \$14.8 million for 90 children's hospitals in the United States and Canada
- Fresh Start Backpack Program – more than 3.4 million backpacks have been donated to needy children in the United States, Canada, Mexico and around the world
- Communities in Schools (CIS) – Costco supports this nationwide nonprofit organization through donation and employee volunteer efforts partnering with families, schools and community leaders to create a support system for students.
- Costco Scholarship Fund has awarded over 1,000 scholarships to qualified students.

Beyond the benefits to consumers and those listed above, other benefits will include the generation of significant tax revenues to the local municipality and school district and the provision of temporary and expanded permanent employment. In addition to property taxes, the project is also expected to generate additional sales tax revenue.

Benefits to the Town and local residents will include the extension of existing utility infrastructure and roadway improvements. Extension of utility infrastructure will include natural gas and sanitary sewers, which will be installed along Old Crompond Road, providing services to existing property owners. Expanded sanitary sewer service will include expansion of the local and county sewer districts as well as extension of the sewer main. Eleven property owners along Old Crompond Road and the site frontage will be afforded sewer service. Gas service will be available to property owners along the same described route. Roadway improvements include resurfacing of Old Crompond Road where pavement will be impacted along the route of the extended gas and sanitary sewer.

Additional roadway improvements that will be provided by the Applicant include the addition of a westbound lane to Route 202/35 between Strang Boulevard and Old Crompond Road, provision of separate turn lanes on Route 202/35 and Mohansic Avenue, construction of a sidewalk on the north side of Route 202/35 from Strang Boulevard to Old Crompond Road and modifications to existing traffic signals at the site entrance and the Taconic State Parkway Ramps. The noted improvements will improve overall peak hour operating conditions as compared to Existing and No-Build Conditions as well as promote pedestrian and bike transportation.

Other benefits to the community will include demolition and removal of the existing abandoned and unsightly motel structures as well as mitigation of existing hazardous wastes associated with all of the existing properties. Finally, the project site will be reconstructed with a new, attractive and productive use.

E. Reviews and Approvals

The Proposed Action will require several permits and approvals from local and state agencies. These approvals are summarized in Table II.5.

<u>Table II.5</u> <u>Required Permits, Reviews and Approvals</u>	
<u>Involved Agencies</u>	
<u>Agency</u>	<u>Permits and Approvals</u>
Town of Yorktown Planning Board	<ul style="list-style-type: none"> • SEQRA Review as Lead Agency • Site Plan Approval • Parking Determination • Wetlands, Stormwater and Tree Removal Permit
Town of Yorktown Town Board	<ul style="list-style-type: none"> • Approval for Expansion/Extension of the local Hunter Brook Sewer District • Special Use Permit for Fueling Station
Town of Yorktown Zoning Board of Appeals	<ul style="list-style-type: none"> • Parking Area Lighting Variance
Town of Yorktown Supervisor	<ul style="list-style-type: none"> • Designated MS4 Review and Acceptance of Storm Water Pollution Prevention Plan(SWPPP)
Westchester County Department of Health	<ul style="list-style-type: none"> • Public Sewer Extension • Public Water Main Extension • Petroleum Bulk Storage Permit • Petroleum Spill Remediation • Backflow Prevention Device Permit • Review Alternate Sanitary Sewage Disposal System Option (1)
Westchester County Board of Legislators	<ul style="list-style-type: none"> • Approval of Petition to Expand Peekskill Sanitary Sewer District and referral to the WCDEF, WC Legal Dept. and Budget Office
NYC Department of Environmental Protection (NYCDEP)	<ul style="list-style-type: none"> • Review and approval of SWPPP for construction of an impervious surface in the East of Hudson Watershed within a Designated Main Street Area • Review of watercourse • Public Sewer Extension • Review Alternate Sanitary Sewage Disposal System Option (1)
NYS Department of Environmental Conservation (NYSDEC)	<ul style="list-style-type: none"> • Acceptance of Notice of Intent (NOI) - SPDES General Permit for Stormwater Discharges from Construction Activity (GP-0-10-001) • Critical Environmental Area Review (FDR

<u>Table II.5</u> <u>Required Permits, Reviews and Approvals</u>	
	Park) <ul style="list-style-type: none"> • Petroleum Spill Remediation
NYS Department of Transportation (NYSDOT)	<ul style="list-style-type: none"> • Highway Work Permit for Utility Work • Highway Work Permit for Non-Utility Work • Sign Approval (within 500' of Taconic State Parkway) • Review and Acceptance of Landscape Planting within Parkway R/W
<u>Interested Agencies</u>	
City of Peekskill	<ul style="list-style-type: none"> • Review pursuant to the Sustainable Development Study Intermunicipal Agreement
Town of Cortlandt	<ul style="list-style-type: none"> • Review pursuant to the Sustainable Development Study Intermunicipal Agreement
Town of Yorktown Planning Department	<ul style="list-style-type: none"> • Review of DEIS and Site Plans
Town of Yorktown Building Department	<ul style="list-style-type: none"> • Building Permit • Demolition Permit • Blasting Permit
Town of Yorktown Engineering Dept.	<ul style="list-style-type: none"> • Review of Storm Water Pollution Prevention Plan(SWPPP)
Town of Yorktown Environmental Conservation Board	<ul style="list-style-type: none"> • Environmental Review
Town of Yorktown Advisory Board on Architecture & Community Appearance (ABACA)	<ul style="list-style-type: none"> • Building Architecture Review
Westchester County Department of Environmental Facilities (WCDEF)	<ul style="list-style-type: none"> • Review of Petition to Expand Peekskill Sanitary Sewer District
Westchester County Planning Department	<ul style="list-style-type: none"> • Referral Review under GML Section 239
Westchester County Department of Health	<ul style="list-style-type: none"> • Review of Hazardous Material
Westchester County Legal Department	<ul style="list-style-type: none"> • Review of Petition to Expand Peekskill Sanitary Sewer District
Westchester County Budget Office	<ul style="list-style-type: none"> • Review of Petition to Expand Peekskill Sanitary Sewer District
NYS Department of Environmental Conservation (NYSDEC)	<ul style="list-style-type: none"> • Review of Hazardous Material
NYS Office of Parks, Recreation and Historic Places (OPRHP)	<ul style="list-style-type: none"> • Determination of project's effect on cultural resources (including TSP as a Scenic Byway)
US Army Corps of Engineers	<ul style="list-style-type: none"> • Wetland Jurisdictional Review
<p>Note: (1) In the event that the sanitary sewer infrastructure is not extended to serve the Project, an onsite sanitary sewage disposal system option has been considered and if implemented, approval will be required.</p>	