

## **I. EXECUTIVE SUMMARY**

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**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**

The Proposed Action is located at Crompond Road in the Hamlet of Yorktown Heights, 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 ~~developments~~ occupy approximately 10.15 acres of the overall site.

*improvements*  
The Applicant proposes a 151,092 square feet Costco Wholesale with a 12 dispenser fueling facility supported by 610 onsite parking spaces. Development requires disturbance of approximately 14.06 acres of the site. The site is presently zoned C-3, Commercial. The proposed development is permitted by zoning and the fueling station requires a Special Use Permit which can be issued by the Yorktown Town Board, *ATB send Sewer District to be approved by County Legislatures.*

3. Required Approvals

<u>Table I.1</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"> <li>• SEQRA Review as Lead Agency</li> <li>• Site Plan Approval</li> <li>• Parking Waiver? ZBA</li> <li>• Parking Area Lighting Waiver? TB</li> <li>• Wetlands and Excavation Permit</li> </ul>
Town of Yorktown Town Board	<ul style="list-style-type: none"> <li>• Approval for Expansion/Extension of the local Hunter Brook Sewer District</li> <li>• Special Use Permit for Fueling Station</li> </ul>
( Move to Interested Town of Yorktown Engineering Dept. Supervisor's office )	<ul style="list-style-type: none"> <li>• Designated MS4 Review and Acceptance of Storm Water Pollution Prevention Plan (SWPPP) Advises the Supervisor</li> </ul>
Westchester County Department of Health • Hazardous Waste • Sewage disposal system	<ul style="list-style-type: none"> <li>• Public Sewer Extension Public Water Main Extension Water</li> <li>• Petroleum Bulk Storage Permit</li> <li>• Backflow Prevention Device Permit</li> </ul>
Westchester County Board of Legislators	<ul style="list-style-type: none"> <li>• Approval of Petition and Supporting Documentation – Expansion/Extension of Peekskill Sanitary Sewer District</li> </ul>
• Work w/in jurisdictional water course NYC Department of Environmental Protection (NYCDEP) • Sewage disposal • all utilities so add sewer	<ul style="list-style-type: none"> <li>• Review and approval of SWPPP for construction of an impervious surface in the East of Hudson Watershed within a Designated Main Street Area • Hazardous Waste?</li> </ul>
NYS Department of Environmental Conservation (NYSDEC) • Hazardous Waste Response Approval Material & Solid Remediation	<ul style="list-style-type: none"> <li>• Acceptance of Notice of Intent (NOI) - SPDES General Permit for Stormwater Discharges from Construction Activity (GP-0-10-001) • Hazardous Waste</li> </ul>
NYS Department of Transportation (NYSDOT)	<ul style="list-style-type: none"> <li>• Highway Work Permit for Utility Work</li> <li>• Highway Work Permit for Non-Utility Work</li> <li>• Sign Restriction Waiver</li> <li>• Review and Acceptance of Landscape Planting within Parkway R/W</li> </ul>
NYS Office of Parks, Recreation and Historic Places (OPRHP)	<ul style="list-style-type: none"> <li>• Determination of project's effect on cultural resources</li> </ul>

• Approval - Designated Scenic Byway  
• critical area (CA)

**Table I.1**  
**Required Permits, Reviews and Approvals**

<u>Interested Agencies</u>	
Town of Yorktown Building Department	<ul style="list-style-type: none"> <li>• Building Permit</li> <li>• Demolition Permit</li> </ul>
Town of Yorktown Environmental Conservation Board	<ul style="list-style-type: none"> <li>• Environmental Review</li> </ul>
Town of Yorktown Advisory Board on Architecture & Community Appearance (ABACA)	<ul style="list-style-type: none"> <li>• Building Architecture Review</li> </ul>
Westchester County Department of Environmental Facilities (WCDEF)	<ul style="list-style-type: none"> <li>• Review of Petition and Supporting Documentation – Expansion/Extension of Peekskill Sanitary Sewer District</li> </ul>
Westchester County Planning Department	<ul style="list-style-type: none"> <li>• Referral Review under GML Section 239</li> </ul>
NYS Department of Agriculture	<ul style="list-style-type: none"> <li>• Section 303a Review</li> </ul>
US Army Corps of Engineers	<ul style="list-style-type: none"> <li>• Wetland Jurisdictional Review</li> </ul>

+ Planning Dept

Add all from title page Interested Agencies

Move to Involved

Leg Ref to: City PB Legal + Budget + DEF

NYS DEC Westchester Ag Board

Wetland & Water Course [Review of] Jurisdictional

**4. Summary of Potential Significant Impacts and Proposed Mitigation Measures**

**A. Land Use, Zoning and Public Policy**

The land use study area corresponds to the area within 1/2-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 Proposed Action is not expected to adversely impact surrounding land uses. Existing land uses within the study area include a mix of residential, commercial and light industrial uses, as well as vacant and public park/parkway lands. The Taconic State Parkway and Parkway lands are adjacent to the site on the north and east. Immediately to the west of the site is single-family housing on minimum 1/2-acre parcels. Much of the land to the

south and west of the site along Route 202 contains commercial/retail uses, along with some warehouse uses and vacant land. The land to the east of the site across the Taconic State Parkway contains office/research uses (currently the Mercy College Yorktown Campus). The balance of land in the northeast, northwest and southwest quadrants of the study area is primarily low and medium-low density residential uses. Detached single-family residences, with a minimum of ½-acre or 1-acre lot sizes, make up approximately 35 percent of all land uses in the study area.

The Taconic State Parkway, running to the east of the project site, is a State designated Scenic Byway, and is also listed on the National Register of Historic Places. The Taconic State Parkway land covers about 137 acres of the study area. About 94 acres of land in the southeast quadrant of the study area, between Route 202 and Taconic State Parkway, is Franklin D. Roosevelt State Park land. The FDR State Park, along with other County and State park lands, is designated as a New York State Critical Environmental Area (CEA) because of its exceptional or unique character. The public park and parkway lands, together, comprise about 33 percent of land uses in the study area.

Major commercial uses in the study area include a shopping center with BJ's Wholesale Club on Route 202 (about ¼ mile to the west of the site on the south side of Route 202), and a Mobil gas station near the intersection of Mohansic Avenue and Carpenter Road. Route 202 west, in the direction of Peekskill, contains primarily strip retail commercial centers.

The Town of Yorktown *Comprehensive Plan* designates the project site as C-3 zoning. This zoning permits (as-of-right) the proposed project's wholesale and storage uses. The proposed fueling station, however, will require a gas filling station special permit from the Yorktown Town Board. Otherwise, the proposed project meets the requirements outlined in the C-3 District and does not require mitigation measures associated with zoning.

By furthering improvements and establishing retail services in the Bear Mountain Triangle area, the proposed project is consistent with the Town's goals and long-term vision as articulated in local planning policies. It also 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.

The proposed project has access to regional highways and is adaptable to the land that is currently developed with commercial uses. It is consistent with the type of existing development along the commercial corridors in the vicinity of the site. 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

*Parking  
and Lighting*

employment opportunities for Yorktown residents. A landscaping buffer will be employed to provide screening from the Taconic State Parkway and surrounding residential uses.

**B. Visual Character**

Based on a balloon study conducted by the Applicant, it is determined 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 bridge and east of the intersection of Old Crompond Road. Although the study shows that the building may be seen, it does not account for proposed landscape screening that will be planted along the project perimeter.

In addition to the balloon study, visual simulations of the project from offsite locations (from the TSP, Route 202/35 and Old Crompond Road where the project would be visible) illustrate potential visual impacts. The visual renderings show the proposed landscaping along the TSP, which provides dense evergreen screening that significantly obscures the views of the proposed site.

Say  
TSP Scenic  
Byway  
here

As a result of the Proposed Action, views of the site from the TSP, Route 202/35 and Old Crompond Road will be altered. Presently, views from both the TSP and Route 202/35 are visually impacted by the blighted conditions of the abandoned motel on-site. [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.] The Proposed Action would mitigate existing visual impacts by replacing existing building and infrastructure with new development and site improvements. The new building will be situated to the eastern side of the site farthest away from the residential district along Old Crompond Road, and tucked below the elevation of the TSP; therefore, it will not be visible from the TSP northbound lanes and from areas further east.

Some  
Sentence

[The view from Old Crompond Road would be modified, as portions of the site woodlands will be replaced with development infrastructure, yet softened by proposed landscaping.] Approximately 4.15 acres of woodlands would be retained, mainly along the western portion of the site that will continue to buffer residences along Old Crompond Road.

In summary, the proposed project has been designed to focus development on the level portion of the property where buildings and at-grade parking lots exist. The planning of Costco has retained some of the existing mature vegetation in order to provide natural screening and buffering of the proposed development from areas abutting the property. The new building is proposed to be one story above grade with limited or no visibility from the surrounding

roadways since intervening vegetation and changes in elevation will obscure the views. Residences near the proposed project will continue to be shielded by trees, shrubs and/or distance. The actual height of the proposed building is less than the existing motel on the Project Site, but the proposed building mass is greater. The proposed building's earth-tone palette is designed to blend with its natural surroundings.

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 addition of the proposed project will not change the existing character of the larger neighborhood.

The visual analysis determined that the proposed building would be visible from the Taconic State Parkway southbound ramp and from site frontage on Route 202. Visibility will be restricted from locations on Old Crompond Road, Route 202 east of the Taconic State Parkway northbound ramp, FDR State Park and Stoney Street. The mere visibility of the proposed project from any of the surrounding viewsheds does not imply a detrimental effect on the perceived beauty of the place; nor will the project, by virtue of its visibility, necessarily cause the diminishment of public enjoyment and/or appreciation of the appearance of the visual resources, nor impair the character or quality of the place.

The Proposed Action has been sited and designed to mitigate potential impacts. It has been sited in a location that precludes the possibility of having an aesthetic resource within its viewshed. In addition, sensitive design treatment will reduce impacts on significant resources. Finally, the existing blighted buildings will be removed from the Project Site and replaced with a usable, high functionality site. Traditional treatments such as vegetative screening and landscaping will be used to conceal the proposed project from view. The proposed building along the western edge of the property will be partially obscured by the tree canopies that exist in the wooded area to remain between the proposed Costco building and the Taconic State Parkway. Visibility of the proposed project, however, cannot be completely mitigated. From views where the proposed project structures will be visible, vegetative screening and attractive landscaping will provide a visual buffer from the Parkway and the neighborhood to the west of the Parkway.

With the proposed mitigation measures and the existing wooded areas to remain, no significant visual impacts are anticipated. The existing vegetation along with the proposed supplemental screening will ensure that views of the development from the surrounding areas will be limited. While the building will be visible from certain points, the natural color is designed to blend



harmoniously with its natural surroundings, and landscaping throughout and around the proposed development will soften views.

**C. Soils, Topography, Slopes and Geology**

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 underlying bedrock is Precambrian, metamorphic gneiss.

no discussion  
of impacts  
or  
mitigation  
Topo?  
Removal?

**D. Hazardous Materials**

The potential presence of hazardous, toxic, or dangerous materials or substances on the subject property were identified in an April 21, 2008 Phase I Environmental Site Assessment prepared by EcolSciences, Inc. for a prior prospective purchaser and a September 2009 Phase I Environmental Site Assessment prepared by Soil Mechanics Environmental Services (SMES). Together, these assessments identified a number of recognized environmental conditions (RECs) for which additional investigation was completed by EcolSciences in the form of a Phase II Investigation dated January 25, 2010. EcolSciences' Phase II Investigation was conducted in general accordance with the NYSDEC DER-10 Technical Guidance for Site Investigation and Remediation. Limited additional sampling was also conducted by SMES for several RECs, the results of which were presented in a Phase II letter report dated April 1, 2010.

The RECs identified during the Phase I Assessments include the following: known and suspected underground storage tanks, aboveground storage tanks, residual soil and groundwater contamination associated with the former use of a portion of the property as a gasoline filling station, below-grade hydraulic lift casings and drums at the former gasoline station, septic systems associated with all of the buildings located on the property, spills and staining associated with a lawn mower repair shop located on the nursery portion of the property, fill material and dumping throughout the property, potential discharges to a floor drain in the motel building utility area, former agricultural usage of the property, and asbestos and lead-based paint in the current buildings onsite. The Phase II Investigations identified the following areas or features where remediation or mitigation is warranted: (1) petroleum products mainly associated with underground and aboveground storage tanks, and other discharge areas (2) septic tanks, (3) PCB-impacted soil, (4) asbestos-containing materials, (5) lead-based

• No spill # history  
• Potential contamination  
• generally does not reflect discussion in the chapter.

paint containing materials, and (6) soils containing naturally occurring metals throughout the site.

During the proposed site redevelopment the areas discussed above (with the exception of the naturally occurring metals at elevated concentrations in the soil throughout the site) will be remediated in accordance with NYSDEC requirements and guidelines. Remedial activities will include the cleaning and removal of all storage tanks located onsite with post-excavation soil sampling conducted, physical removal of petroleum and PCB-impacted soil from the motel parcel, physical removal of petroleum-impacted soil from the lawn mower repair shop portion of the site, abatement of asbestos and lead-based paint containing building materials, and septic system decommissioning. With regard to elevated concentrations of naturally occurring metals in the soil, fugitive dust and particulate matter will be managed as discussed in the Environmental Health and Safety Plan/ Community Air Monitoring Program (EHASP/CAMP) attached to 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 there will be no anticipated impacts to workers and the community after the project has been constructed.

All metals are natural, how did they get there?

During site development and the future operation of the Costco store, potential impacts to the New York City watershed and other environmentally sensitive receptors consisting of onsite and offsite wetlands, offsite watercourses (i.e. Hunter Brook), and groundwater will be minimal. Anticipated impacts would be limited to runoff from the development to these areas. Stormwater runoff and potential erosion and sediment control shall be managed 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 filters, silt fencing) shall be properly monitored and maintained to limit runoff from the areas under development to onsite and offsite wetlands. Once the development is complete, the developed portions of the property will consist of impervious cover or maintained vegetation. Storm water runoff from the portions of the site featuring impervious cover will be directed to an onsite storm water management system, which will manage and limit sediment discharges to wetlands onsite and in the vicinity of the property. Onsite personnel will immediately address any unintended spills or discharges of petroleum products or hazardous materials to prevent discharges of these materials to the onsite storm water management system.

The proposed development will include a modern gasoline filling station for the sale of gasoline to Costco members. The station will include three 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 100% 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, any liquid runoff will be directed to an oil water separator that will prevent the discharge of petroleum products to the storm water system. Given the compliance of the facility with all Federal and State regulations and the use of redundant safety equipment and procedures, there are no anticipated adverse impacts associated with the proposed gasoline filling station.

Not Acceptable

**E. Flora and Fauna**

Does not reflect the discussion of the chapter.

Most of the property has been developed or altered, and vegetative communities and habitats are reflective of this. Cultural communities and successional (second-growth) forested comprise the majority of the site, with smaller areas of old field habitat, other forests, and wetlands. No unique or rare habitats were identified on the site.

Does not discuss Vernal Pool.

\* Don't talk about relation of site vernal pool to others in the area.  
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. All animal species that were documented on, or are anticipated to occur on, the site are species common to northern Westchester County.  
Some intolerant in vernal pool

Species of Special Concern, impacts, or mitigation.

\* Wildlife Habitat Assessment

**F. Wetlands, Groundwater and Surface Water Resources**

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 south. The northern-most portion of the wetland is seasonally ponded in some years. Wetland B is a 0.13-acre, mainly groundwater-fed, forested slope wetland with no inlet. Wetland B is hydrologically isolated, however intermittent flow from the wetland periodically exits the site to the north before dissipating into the soils in the wooded area on the adjacent property.

No vernal pool. No impact Analysis. No mitigation etc.

**G. Stormwater Management**

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.

Watershed Requirements

Stormwater management for the Project Site is regulated by NYSDEC, Town of Yorktown and the New York City Department of Environmental Protection. A proposed Stormwater Pollution Prevention Plan (SWPPP) has been developed for the Proposed Action in accordance with requirements of the above referenced regulatory agencies.

Designated Main Street Area

In preparation of the stormwater management plan green infrastructure planning and runoff reduction techniques were considered and utilized as practical. The proposed stormwater management plan includes collection of stormwater runoff from the developed area and conveys it to a micropool extended detention pond where it is detained and treated for water quality prior to discharge. Through implementation of the proposed stormwater treatment facility and its multi-stage outlet structure, stormwater discharge from the site is reduced below the existing peak rates of discharge and the water quality treatment requirements are satisfied.

Redevelopment Project?

Not saying water quantity is being discharged to existing on site wetlands. (Not Allowed - BB)

**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 available to the site.

**1. Water Supply**

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.

Anticipated water usage for the Proposed Action is estimated using typical usage rates provided by Costco. The total anticipated water usage for the Proposed Action is approximately 5,500 gallons per day. This water usage is less than that typically generated by other retail uses of similar size. The proposed usage is also less than the site's current usage. The Water District indicates that there is ample water supply to serve the Proposed Action.

Much of the reason for Costco's low water usage is a function of the building program. Typical retail having the same building area would use significantly more water. Water usage is also low due to the water conservation technology employed at their stores. Such water saving devices include high efficient restroom fixtures with sensor-activated and low-flow units, which significantly reduce water usage. The proposed landscape plan employs horticultural varieties as well as draught tolerant native species adapted to local rainfall amounts. Therefore, irrigation demands will be low further reducing potential water demand.

2. Sanitary Sewer

The Project Site is located outside the existing local Hunter Brook Sewer District (HBSD) and the Peekskill Sanitary Sewer District. Sewage from the existing site is presently treated onsite by subsurface disposal systems. The Proposed Action includes the formation of a new local HBSD #20 to include the Project Site as well as several neighboring properties. After formation of the local sewer district, the Applicant proposes expanding the Peekskill Sewer District boundary to include HBSD #20 as well as two adjacent properties currently within HBSD #17. The Proposed Action also includes extending the existing sewer infrastructure, from the intersection of Stoney Street and Old Crompond Road to the Project Site. The proposed sewer alignment will be along Old Crompond Road to Route 202/35 and will extend to and terminate at the Project Site. Eleven properties along the new sewer route, in addition to the Costco project, will be included within the extended District and will be served by sewer.

Need to talk about connection to temple  
can't do open cut

show on word better

not clear key is to be included in the Peekskill District not #17 or #20.

Based on data provided by Costco for similar facilities, the anticipated sewage flow rates will be approximately 5,000 gallons per day. This sewage rate is less than that typically generated by other retail uses of similar size. Much of the reason for Costco's low sewage flows is a function of the building program and the water conservation technology employed at their stores. The eleven properties that will be included in the newly extended Peekskill Sewer District will generate approximately 6,515 gallons per day.

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.

Add that they would give us \$ to work on the Hunterbrook Pump Stations.

3. Gas, Electric, Cable and Telecommunications

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 4.124 million kWh and 76,000 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. 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 is 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. Each of these providers has indicated that they have sufficient capacity to provide service for the proposed use without requiring improvements.

**I. Use and Conservation of Energy – Green Technology**

*No impacts discussed. Don't talk @ LEED standards at all here.*  
Costco employs many environmentally sensitive or green technologies which increase company efficiency and reduce environmental impacts. Such green practices include 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.

The annual greenhouse gas (GHG) emissions from the proposed Project are predicted to be approximately 17,789 tons of carbon dioxide (CO<sub>2</sub>). This does not represent a net increment 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 CO<sub>2</sub> per year as reported by the New York State Energy and Research Development Authority (NYSERDA). The annual CO<sub>2</sub> emissions of the Project represent only 0.006% of the total New York State emission inventory.

**J. Solid Waste**

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, automotive batteries, 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.

Mitigation includes employment of an extensive waste stream reduction and recycling program. Since all disposal of solid waste will be collected and transported by private carters, no impact to the Town of Yorktown is anticipated.

**K. Traffic and Transportation**

The proposed Costco Facility will be accessed via a reconstructed driveway connection to NYS Route 35/U.S. Route 202 opposite Mohansic Avenue as well as a right turn entry/right turn exit access to NYS Route 35/U.S. Route 202 near the western end of the property. A Design Year of 2013 has been utilized in completing the traffic analysis in order to evaluate future traffic conditions associated with this proposed development.

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. Together, these data were utilized to establish the Year 2010 Existing Traffic Volumes representing existing traffic conditions in the vicinity of the site.

The Year 2010 Existing Traffic Volumes were then projected to the 2013 Design Year to take into account background traffic growth. In addition, traffic for other specific potential or approved developments in the area were estimated and then added to the Projected Traffic Volumes to obtain the Year 2013 No-Build Traffic Volumes.

Estimates were then made of the potential traffic that the proposed Costco would generate (see Section III.K.3.a for further discussion). The resulting site generated traffic volumes were then added to the roadway system and

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. Recommendations for improvements were made where necessary to serve the existing and/or future traffic volumes.

NYS DOT 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.

Associated with the proposed project, widening of NYS Route 35/U.S. Route 202 in the vicinity of the Taconic State Parkway Ramps is proposed to provide an additional through lane in the westbound direction as well as additional storage length for the left turn lanes onto the northbound and southbound entrance ramps. Also the northbound Mohansic Avenue approach is proposed to be widened to provide a separate right turn lane and the traffic signals in this vicinity will be modified / upgraded accordingly. In addition, signal timing improvements were also 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. NYS DOT has indicated that they will extend their project to approximately 100 ft. west of Old Crompond Road to match the widening associated with Costco. This 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.

Based on the analysis contained in this report, 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. 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**

The parking requirement for retail use is defined in Chapter 300-182 of the Town of Yorktown's Zoning Code and it 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, would require 756 parking spaces in accordance with this chapter reference.

\* # of parking spaces at other locations.

The Costco Wholesale, however, is not the typical form of retail and its parking requirements differ from typical retail use in light of its unique character. Costco is a Discount Wholesale Club and its operation of business has certain qualities that differentiate it from a traditional retail use, such as a shopping center.

\* Too much detail in summary.

Due to Costco's differentiating characteristics the Applicant reports that the parking demand for Costco is less than the 5.0 parking index used 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 Applicant indicates that since the Costco Wholesale is not typical "retail", its parking requirements should not be subject to the "typical" parking index requirement. In fact, the Town's Zoning Code allows for special consideration by the Planning Board with regard to parking requirements as described following.

Subsection B of Chapter 300-182 provides flexibility regarding the parking requirements.

Reasonable and appropriate off-street parking requirements for structures and land uses which do not fall within categories listed above (subsection A) shall be determined in each case by the Planning Board, which shall consider all factors entering into the parking needs of each such use.

Chapter 195-42A of the Town's Code grants the Planning Board authority to waive Code requirements due to special conditions peculiar to an application.

\* only of sections in 195.

The Applicant feels that Costco Wholesale, not being a typical use, is a "special condition peculiar to a site" and the Planning Board is thereby granted authority to vary or waive the parking requirement. It is also the Applicant's opinion that the Planning Board should exercise special consideration with regard to this Action and its parking requirement.

Further justification for the proposed 610 parking spaces and support of the proposed 4.04 parking index includes the following:

ITE Analysis - Review of parking data provided by the Institute of Transportation Engineers (Parking Generation, 4th Edition 2010) indicates that parking demands for Discount Clubs fall below the 4.04 spaces per 1,000 sq. ft. supplied for the proposed Costco project. The ITE indicates a parking demand of 3.93 meets the parking demand for the 85<sup>th</sup> percentile.

NYSDEC's Recommendation for Parking Area Reduction - Additional support for reduction of parking spaces is provided in the New York State Department of Environmental Conservation Stormwater Design Manual (Manual). The Manual recommends including green infrastructure practices which reduce runoff. One such recommendation is to reduce impervious area in parking lots through the elimination of unnecessary parking stalls. The Manual indicates that the actual parking demand for shopping centers is 3.97 spaces per 1,000 s.f. of GFA. This parking demand is generally consistent with ITE findings for a discount club. In support of the DEC's recommendation to reduce impervious area through elimination of unneeded parking spaces, the Applicant proposes parking at a ratio (4.04) very near the "demand" (3.97) as cited above and in their Manual.

In keeping with the intent to preserve natural resources, the Applicant's proposal will preserve wetland buffer. If a higher parking ratio was required, it would result in greater impact to the wetland buffer. Therefore, the Applicant feels that the proposed plan eliminates unnecessary parking spaces and supports the intent to preserve open space.

Costco Historic Data - Costco reports that the proposed Costco Wholesale can operate successfully with 610 parking spaces. A comparative study based on analysis of data collected from the other existing Costco facilities in the region (Port Chester, Yonkers, New Rochelle, Nanuet and Brookfield) supports this claim.

Data used for analysis represented seasonal high counts taken during December 2010 at the referenced Costco locations. The analysis was based on door counts and number of employees. The peak customer parking demand occurred on weekends and the peak parking demand at the five existing warehouses was 551. Therefore, the seasonal high parking demand that can be expected for the Proposed Action is 551 spaces, which represents a parking index of 3.65.

Since the parking ratio for the Proposed Action (4.04) is greater than the peak occurrence (3.65) for other similar facilities, the Applicant projects that the proposed parking will be adequate to meet the peak season parking demand.

Summary - The noted ITE, DEC and Costco sources indicate that the proposed parking supply will be sufficient to serve the parking demand. Based on that analysis, it can be concluded that the proposed 610 parking spaces (parking index of 4.04) will be more than adequate to meet the proposed project demand and that the parking requirement for the Costco Wholesale should be given individual consideration by the Planning Board.

**M. Air Quality**

• Did not reference any standard they are using?

An assessment was prepared to evaluate the potential impacts of the Project on air quality, including a review of offsite street traffic emissions, parking lot traffic emissions, and emissions from the Project stationary sources. 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:

What standard was the assessment conducted under.

- 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); and
- Construction activities.

Based upon the results of the aforementioned air quality assessments shown in DEIS Section M, the following conclusions can be made:

- 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 roadway improvements and signal timing improvements recommended by the traffic engineer result in reduced idling times, which serves to improve the local air quality surrounding the Project traffic.
- 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 result in exceedances of any CO ambient air quality standards.
- The 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 are displaced from vehicle fuel tanks during refueling and return them to the bulk storage tanks.
- Stationary source equipment (i.e., HVAC units) associated with the Project likely will not be subject to State air permitting requirements and would not be expected to be major sources of emissions. Appropriate air permits will be obtained for this equipment, if necessary, which would be expected to conform to all applicable air permitting requirements and anticipated to result in insignificant air quality impacts.
- 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.

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

**N. Noise**

*Again under what standards?*

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.

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.

A noise modeling study was conducted in order to calculate noise levels from the rooftop HVAC and refrigeration units, truck deliveries, and Project construction. 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, no noise impacts are anticipated 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. Construction noise will be insignificant at the more distant non-residential noise sensitive locations.

*Reference  
any reports  
in Appendix.*

Construction will 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. The short term nature of construction does not warrant any physical noise mitigation measures, and no long term or permanent noise construction noise impacts are anticipated.

**O. Building Demolition and Construction**

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. Short term impacts are typically associated with demolition and construction activities and normally include air quality, noise, traffic, stormwater and erosion. Since the site was previously developed impacts of hazardous wastes are also considered. Construction will be managed in accordance with all regulatory requirements and implementation of best management practices.

<b>Table I-2 Summary of Significant Construction Impacts and Proposed Mitigation Measures</b>			
<b>DEIS Section</b>	<b>Subject</b>	<b>Significant Impacts</b>	<b>Proposed Mitigation</b>
A	Land Use, Zoning and Public Policy	<ul style="list-style-type: none"> <li>▪ 151,092 sf wholesale</li> <li>▪ Fuel Facility</li> </ul>	<ul style="list-style-type: none"> <li>▪ Consistent with Town's long-term vision</li> <li>▪ Redevelop abandoned and blighted site</li> </ul>
B	Visual Character	<ul style="list-style-type: none"> <li>▪ Change in visual character</li> </ul>	<ul style="list-style-type: none"> <li>▪ Removal of abandoned buildings</li> <li>▪ Elimination of blighted character</li> <li>▪ Landscape buffers</li> </ul>
C	Soils, Topography, Slopes and Geology	<ul style="list-style-type: none"> <li>▪ 3.91 acres of additional disturbance</li> <li>▪ 14.06 acres of total soil disturbance</li> <li>▪ 8.01 acres of increased impervious area</li> </ul>	<ul style="list-style-type: none"> <li>▪ Best Management Practices employed</li> <li>▪ SWPPP</li> <li>▪ Sediment &amp; Erosion Control Plan</li> <li>▪ Reduced unnecessary parking</li> </ul>
D	Hazardous Materials	<ul style="list-style-type: none"> <li>▪ Underground fuel storage tanks</li> </ul>	<ul style="list-style-type: none"> <li>▪ Removal of existing Haz Mat managed per Phase II ESA</li> <li>▪ EHASP</li> <li>▪ Fuel tanks provided with required advanced safety protection measures</li> </ul>

DEIS Section	Subject	Significant Impacts	Proposed Mitigation
E	Flora and Fauna	<ul style="list-style-type: none"> <li>• 4.15 acre reduction of wooded vegetation</li> </ul>	<ul style="list-style-type: none"> <li>• Shifted development east to preserve wooded Wetland B buffer</li> <li>• Landscape mitigation</li> </ul>
F	Wetlands Groundwater and Surface Water Resources	<ul style="list-style-type: none"> <li>▪ Reduced wetland buffer</li> <li>▪ Increased impervious area</li> </ul>	<ul style="list-style-type: none"> <li>▪ No direct impact to wetlands</li> <li>▪ Wetland vegetation enhancement</li> <li>▪ Shifted development east to preserve wooded Wetland B buffer</li> <li>▪ Maintained Wetland B hydrology</li> <li>▪ SWPPP &amp; WQ treatment</li> </ul>
G	Stormwater Management	<ul style="list-style-type: none"> <li>▪ Increased impervious area</li> <li>▪ Increased stormwater runoff volume</li> </ul>	<ul style="list-style-type: none"> <li>▪ Water quality pond</li> <li>▪ Peak discharge attenuation</li> </ul>
H	Utilities	<ul style="list-style-type: none"> <li>▪ 5,500 gpd water usage</li> <li>▪ 5,000 gpd Costco sewage flow</li> <li>▪ 6,515 gpd offsite sewage flow</li> <li>▪ 4.124 million kWh annual electric demand</li> <li>▪ 76,000 Therms annual natural gas demand</li> </ul>	<ul style="list-style-type: none"> <li>▪ Decreased water usage</li> <li>▪ Extended Sewer District</li> <li>▪ Connected to municipal sewers</li> <li>▪ Provided sewer service to nearby residents</li> <li>▪ Extended natural gas main</li> <li>▪ Provided natural gas service to adjacent residents</li> </ul>
I	Use and Conservation of Energy – Green Technology	<ul style="list-style-type: none"> <li>▪ Increased electric and gas demand</li> </ul>	<ul style="list-style-type: none"> <li>▪ Green technology employed in building operation.</li> </ul>
J	Solid Waste	<ul style="list-style-type: none"> <li>▪ 1,650 tons generated</li> </ul>	<ul style="list-style-type: none"> <li>▪ Waste stream reduction and recycling program</li> <li>▪ 45% waste recycled</li> </ul>
K	Traffic and Transportation	<ul style="list-style-type: none"> <li>▪ Increased traffic generation</li> </ul>	<ul style="list-style-type: none"> <li>▪ Roadway widening</li> <li>▪ Traffic signal upgrades</li> </ul>
L	Parking	<ul style="list-style-type: none"> <li>▪ Increased impervious area</li> </ul>	<ul style="list-style-type: none"> <li>▪ Green Infrastructure Technique - elimination of unnecessary parking stalls</li> </ul>
M	Air Quality	<ul style="list-style-type: none"> <li>▪ Anticipated increase below NAAQS threshold</li> </ul>	<ul style="list-style-type: none"> <li>▪ None</li> </ul>
N	Noise	<ul style="list-style-type: none"> <li>▪ Negligible increase above the “No Build” Scenario</li> </ul>	<ul style="list-style-type: none"> <li>▪ Adherence to noise regulations</li> </ul>

DEIS Section	Subject	Significant Impacts	Proposed Mitigation
O	Building Demolition and Construction	<ul style="list-style-type: none"> <li>▪ Clearance of site</li> <li>▪ Short-term construction related impacts</li> </ul>	<ul style="list-style-type: none"> <li>▪ SWPPP</li> <li>▪ Sediment &amp; Erosion Control Plan</li> <li>▪ Removal of existing Haz Mat managed per Phase II ESA</li> </ul>
P	Community Facilities and Services	<ul style="list-style-type: none"> <li>▪ Additional calls to public services</li> </ul>	<ul style="list-style-type: none"> <li>▪ Additional tax base to cover increased service demand</li> </ul>
Q	Fiscal and Socioeconomic Impacts	<ul style="list-style-type: none"> <li>▪ The proposed project will generate a net annual surplus of approximately \$9,978,066: \$1,359,044 in costs will be offset by \$10,136,688 in revenues.</li> <li>▪ A retail market analysis supports demand for the project: the consumer trade areas can absorb the proposed retail space.</li> <li>▪ The proposed Costco will not have an adverse effect on the overall strength and character of the surrounding commercial areas.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Fiscal impact is positive.</li> <li>▪ There is more than sufficient market share to absorb the proposed retail space.</li> <li>▪ No mitigation measures are necessary.</li> </ul>
R	Cultural, Historical and Archeological Resources	<ul style="list-style-type: none"> <li>▪ Demolition of historic structures on the site</li> <li>▪ Visual impact to historic resources within the viewshed</li> </ul>	<ul style="list-style-type: none"> <li>▪ Building inventory forms completed or updated for historic structures on the site</li> <li>▪ Appropriate landscaping and screening designed to mitigate visual impacts to the viewshed</li> </ul>

## **P. Community Facilities and Services**

### **1. Police**

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.

\* The Town of Yorktown Police Department was contacted regarding the Proposed Action. Police Chief McMahon responded in writing and stated that the Department could anticipate 106 calls for service annually from the Proposed Action in addition to “quality of life” calls from the adjacent neighbors. Chief McMahon further states that the Department is understaffed and that the Proposed Action will have an unfavorable impact on the policing of the entire Town of Yorktown. Due to increased traffic generated by the Project, Chief McMahon indicated that dedicated manpower during weekends and peak shopping seasons would be necessary as well as an increased need for investigations, administrative reporting, arrest processing and court appearances. The Proposed Action will generate approximately \$1.59 million in annual property tax. It is assumed that the distribution of this tax revenue will be apportioned to these municipal services to compensate for the increased demands.

### **2. Fire and Emergency Services**

The Costco site is serviced 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.

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

The Lake Mohegan Fire District indicated in their August 3, 2011 *letter* to the Applicant’s engineer (*see Appendix 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. The Proposed Action will generate approximately \$1.59 million in annual



property tax. It is assumed that the distribution of this tax revenue will be apportioned to these municipal services to compensate for the increased demands.

**Q. Fiscal and Socioeconomic Impacts**

During the construction phase, the proposed project will generate an estimated \$553,125 in sales tax revenues: \$300,000 to the State, \$225,000 to the County and \$28,125 for the Metropolitan Commuter Transportation Mobility Tax (MCTMT). In its first year of operation, it is expected to generate an estimated \$5,200,000<sup>1</sup> in New York State sales taxes, \$3,900,000 in Westchester County sales taxes and \$487,500 in MCTMT sales taxes, or a \$9,587,500 positive net gain in sales tax revenues (combined State, County and MCTMT sales taxes).

During the construction phase, the proposed project will create approximately 350 temporary full-time equivalent (FTE) construction jobs at the project site with \$17,815,000 in earnings<sup>2</sup> during the construction phase (12 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 project were estimated using an average hourly wage of \$19.73<sup>3</sup> for regular full-time employees.

*12 or 14 w/in the document.*

*\* Jobs not in section.*

Indirect impacts include jobs, earnings and spending that are generated in the local economy as a result of the direct on-site project activity. Indirect (spin off) impacts are typically generated elsewhere in the local economy at off-site locations. The project is anticipated to create 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.

*How do you get this #?*

During the construction phase, the proposed project will generate \$553,125 in one-time direct sales taxes, and \$712,600 in direct (site-specific) and \$123,545 in indirect (off-site) personal income taxes. During the first year of operation, the project will generate over \$10.1 million in direct and indirect benefits, including \$5,585,246 to New York State, \$3,918,308 to Westchester County, \$18,343 to the Town of Yorktown, \$121,972 to the Yorktown Central School District, \$5,319 to the Westchester County Peekskill Sewer District and \$487,500 to the MCTMT.

*Hunterbrook Sewer tax*

Based upon the cost-benefit analysis, which compares the costs to the Town

<sup>1</sup>This is based upon average warehouse sales of \$130 million.

<sup>2</sup>Median 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.

<sup>3</sup>Source: Costco Wholesale.

with fiscal benefits attributable to the proposed Costco, the project will generate a net annual surplus of approximately \$9,978,066: \$1,359,044 in costs will be offset by \$10,136,688 in revenues. Since new revenues far exceed new costs, the fiscal impact is positive.

*Retail Market Analysis*

A retail market analysis supports demand for the proposed project. In 2015, households residing in the inner market areas closest to the project site have the potential to spend \$424,941,769 in convenience-oriented retail products. Households comprising the middle market 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.

*Commercial Character Assessment*

There are 198 retail establishments (excluding vacancies) in the Study Area. 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

what about  
"category killer"

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 sf, 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 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.

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 in the community center on Route 202; however, the impact is expected 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, it is determined 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.

Says  
→ go to  
App K  
report.

## R. Cultural, Historical and Archeological Resources

The project site is not sensitive for either precontact or historic period archaeological resources. The proposed project should have no impacts on potential archaeological resources and no further archaeological investigations are recommended.

The proposed project will impact architectural resources within the project site boundaries as well as resources within the project site viewshed. The resources within the site boundaries will be demolished and some resources within the viewshed may be visually impacted.

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.

Landscaping screening is provided within the DOT right-of-way abutting the parkway off ramp to shield the viewshed of the parkway traveler. The proposed building is earth tones that will blend in with the natural surroundings and will help mitigate the effect of the mass of the new building. Finally, the western side of the project site, including the area along Old Crompond Road, is screened from the proposed development by remaining woods and enhanced landscape screening.

\* Because TSP  
is a scenic  
Byway

\* Our scenic  
resource study

## 5. 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-1, 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 described in the DEIS. For this site, the No Build Alternative assumes the site would continue to remain in its current state with 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. Neither would the No Build Alternative clean up the hazardous conditions or improve the deterioration of the site. 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, removal of hazardous materials, demolition of abandoned buildings and infrastructure, extension of the existing sewer and gas services and generation of tax revenue.

They have to!

\*  
Physical  
improvements  
road  
widening

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

Alternative B sites the building further west on the property. The building would be located 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 very little 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.

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

Alternative C provides an alternative site layout that is intended to minimize impacts to the wetland buffer areas. In this alternative, the building is shifted south and the loading area is shifted to the northwest to avoid the buffer to Wetland B. The parking layout is arranged to minimize impact to the Wetland A buffer. The result is that insufficient parking is provided on grade and a parking deck would be necessary to provide the remaining parking spaces. Costco and the Applicant have indicated that deck parking would render the project infeasible because of cost.

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. 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 is similar and therefore Alternative D has less efficient use of the property. In addition,

the required traffic improvements would be identical to the Proposed Action; the development costs would remain similar but the lower building square footage would reduce project revenue. The Applicant has indicated that under this alternative, the project would not be economically feasible.

*Applicant does not develop this type of dev.*

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. By comparison the building area for this alternative is 133,209 square feet as compared to the Proposed Action which is 151,092 square feet. The land disturbance for both developments is similar and therefore Alternative E has less efficient use of the property. In addition, the required traffic improvements would be identical to the Proposed Action; the development costs would remain similar but the lower building square footage would reduce project revenue. The Applicant has indicated that under this alternative, the project would not be economically feasible.

In addition and based on generalized knowledge of the project area, it is the opinion of the Applicant's professional team that the Yorktown Heights area has insufficient demand from either the business or tourism industries to support hotel/motel space at this time. This is further supported by the history of the project site in which the former motel did not remain successfully viable.