

II. DESCRIPTION OF PROPOSED ACTION

II. Description of Proposed Action

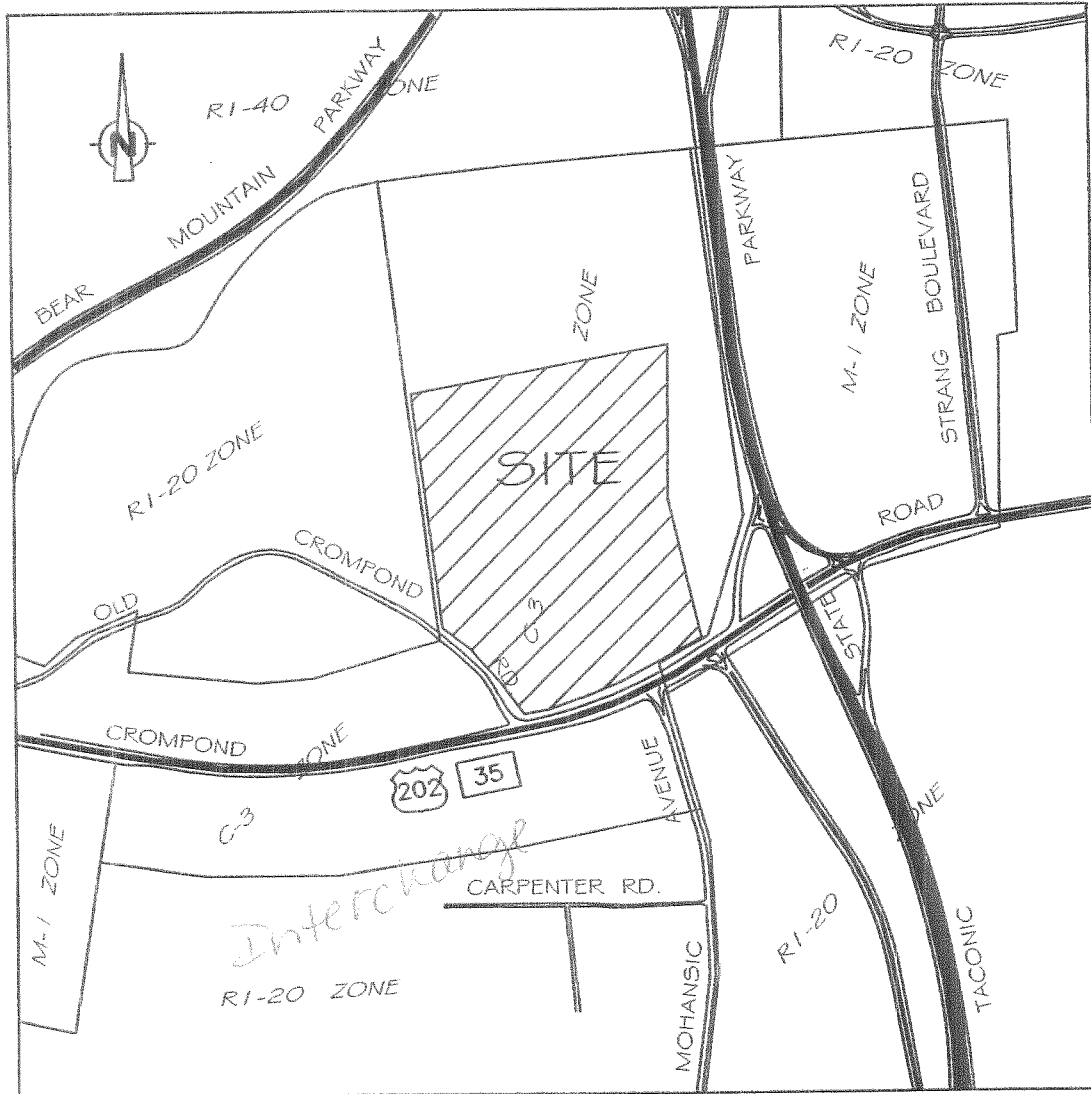
A. Site Location

That's really only downtown

The Proposed Action is located at Crompond Road in the Hamlet of Yorktown Heights, 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 54% or 10.15 acres of the Project Site has previously been disturbed (refer to Exhibit II-2, Existing Land Cover). The existing developments include buildings, pavements and open landscaped areas. The undisturbed portions of the site remain wooded. 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.



Surrounding Zoning Incorrect

LOCATION MAP

NTS

Q:\Acad\160\165213\dwg\DEIS Exhibits\Exhibit II-1 Site Location Map.dwg



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





© TRC Engineers, Inc.

**Exhibit II-1
Site Location Map**



COSTCO WHOLESAL
Town of Yorktown, New York



	Existing Wetland Area	= 1.04 acres
	Existing Wooded Area	= 7.56 acres
	Existing Cleared (unpaved)	= 7.25 acres
	Existing Impervious Area	= 2.90 acres
Total Site Area		= 18.75 acres



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

Exhibit II-2 Existing Land Cover



COSTCO WHOLESALE
 Town of Yorktown, New York

Land Cover Description	Area
Wooded + Wetland	8.60
Open Vegetated (non wooded) Space	7.25
Pavements and Buildings	2.90
Total Site Area	18.75
Note:	
(1) Wooded area includes 1.04 acres of freshwater wetlands.	
(2) Existing land previously disturbed = 10.15 acres	

7.50
+
1.04

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

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

Zino’s Wholesale Nursery – Site operations include Zino’s Wholesale Nursery and Anthony’s Power Equipment. The site is provided direct access 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.

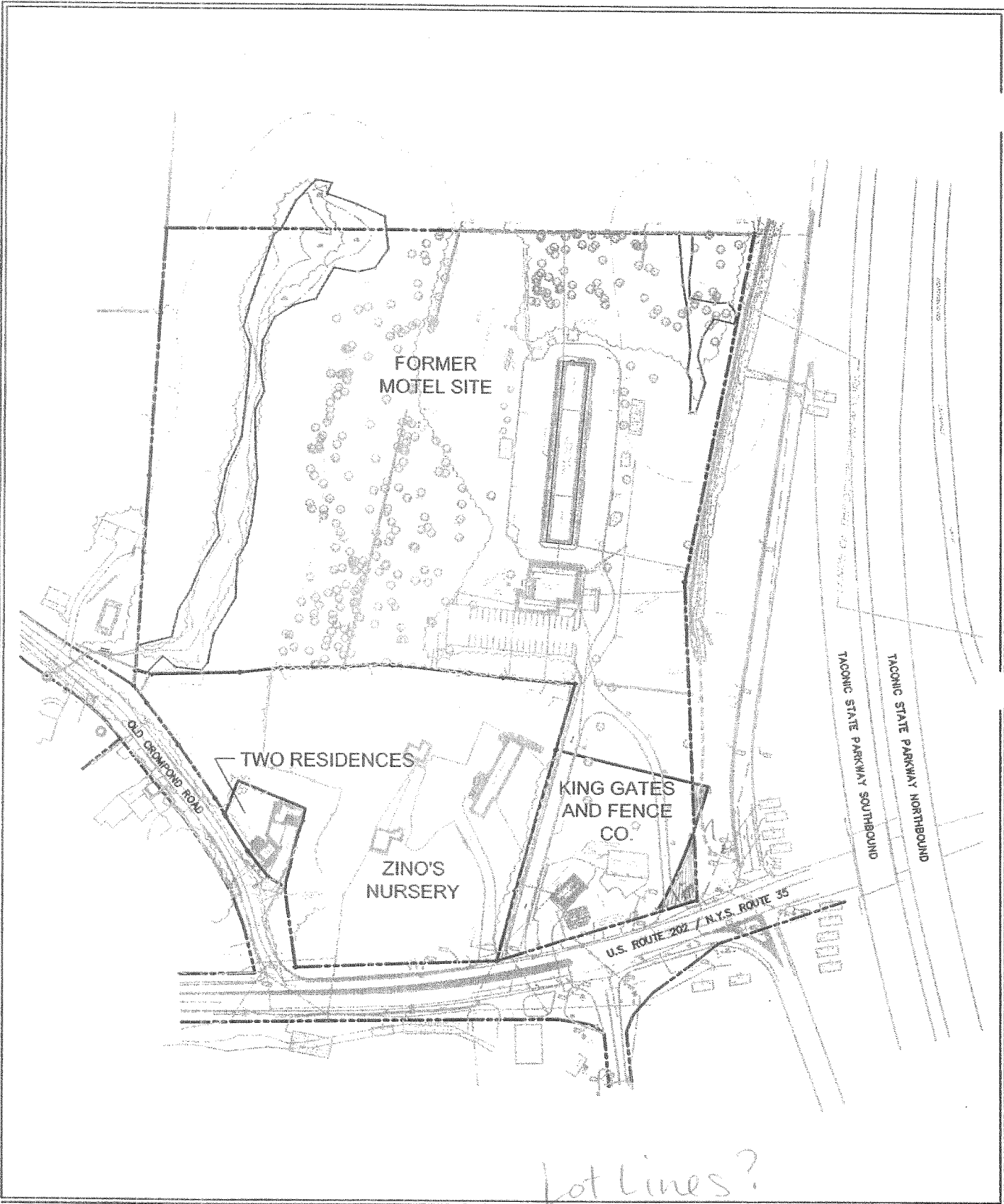
Within the parcel there are three wood-frame buildings. The first and oldest building, which predates 1932, is a former dwelling that presently is used for power equipment repair and rental. The second building, also predating 1932, is a small, one-story frame building used as Zino’s sales office. The 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.

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.

Q:\Acad160\165213\dwg\DEIS Exhibits\Exhibit II-3 Ex Land Use.dwg



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

© TRC Engineers, Inc.

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. Previously, 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). 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.

Different font to stand out

- [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 study area contains residential zoning districts (R1-20, R1-40, R1-80, R1-160, and R-3). Non-residential zoning districts (C-1 Commercial Shopping Center, C-2 Commercial Hamlet Center, C-3 Commercial Limited, C-4 Commercial General, IN Planned Interchange and OB Research Laboratory and Office) comprise about 18 percent of the study area land uses, including the length of the Route 202 corridor. Another 18 percent is the Taconic State Parkway Corridor Right of Way (ROW).

Zino's nursery property within the study area is 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.

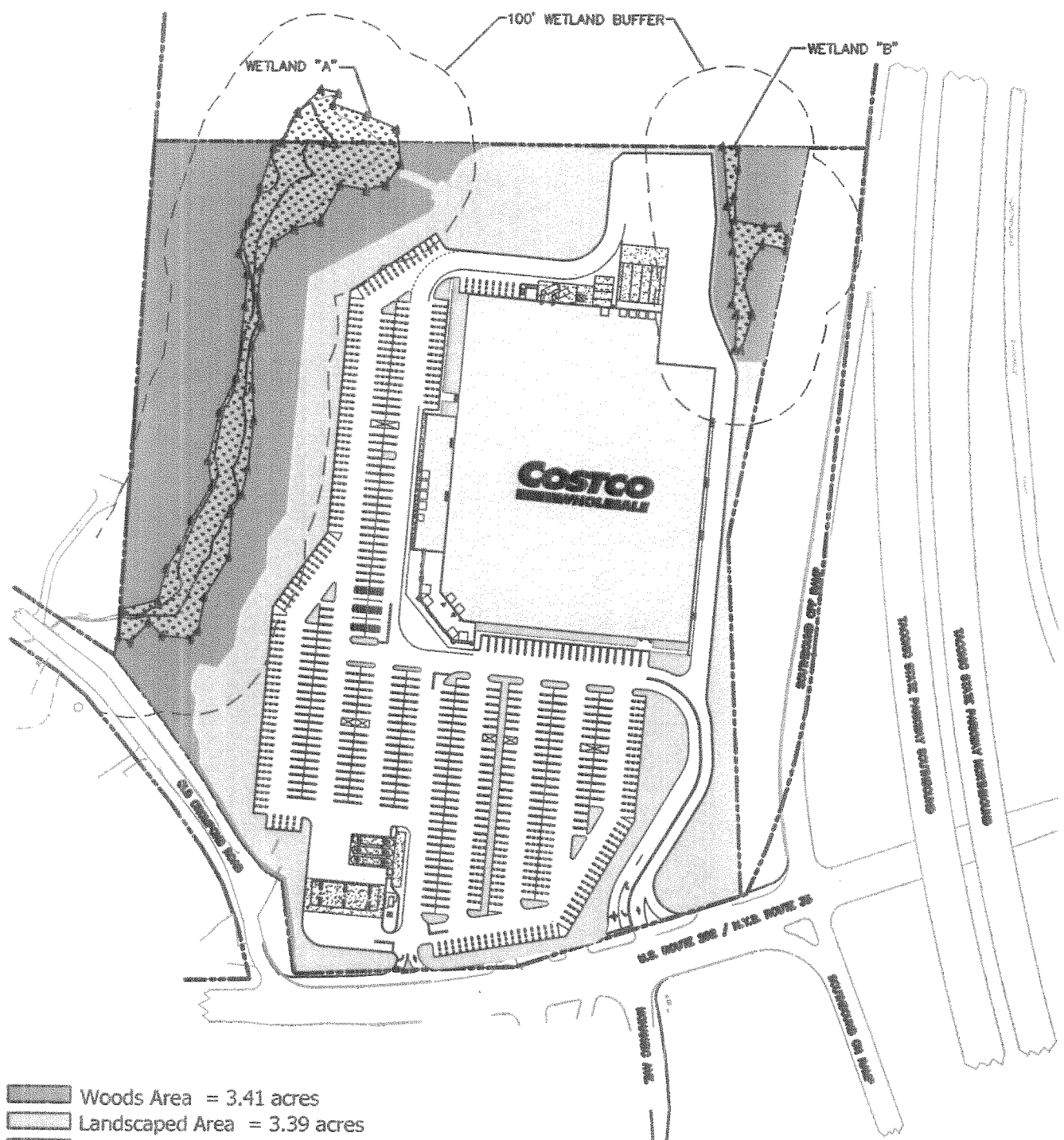
C. Proposed Development

The Proposed Action (Exhibit II-4 Proposed Site Plan) includes development of a Costco Wholesale. 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.

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 runs north and south, having the store entrance vestibule located at its southwest corner. Special amenities include a tire service center, which is located along the westerly side of the building. Loading and trash receptacles are located along the northerly side of the buildings which has minimal visual exposure to the public. Emergency exits are located along the rear of the store, which faces east toward the Taconic Parkway.

A Costco fueling facility, serving Costco members, is situated in the southwest quadrant of the site. The facility is located adjacent to Route 202/35 for easy

access. The facility is covered by a 32-foot by 88-foot canopy and six double-sided fuel dispensers. Fuel is stored in three 30,000 gallon double-wall underground storage tanks.



- Woods Area = 3.41 acres
- Landscaped Area = 3.39 acres
- Building Area = 3.33 acres
- Pavement Area = 7.58 acres
- Wetland Area = 1.04 acres

C:\acad160\165213\dwg\DEIS\Exhibits\Exhibit II-4 Prop. Site Plan.dwg

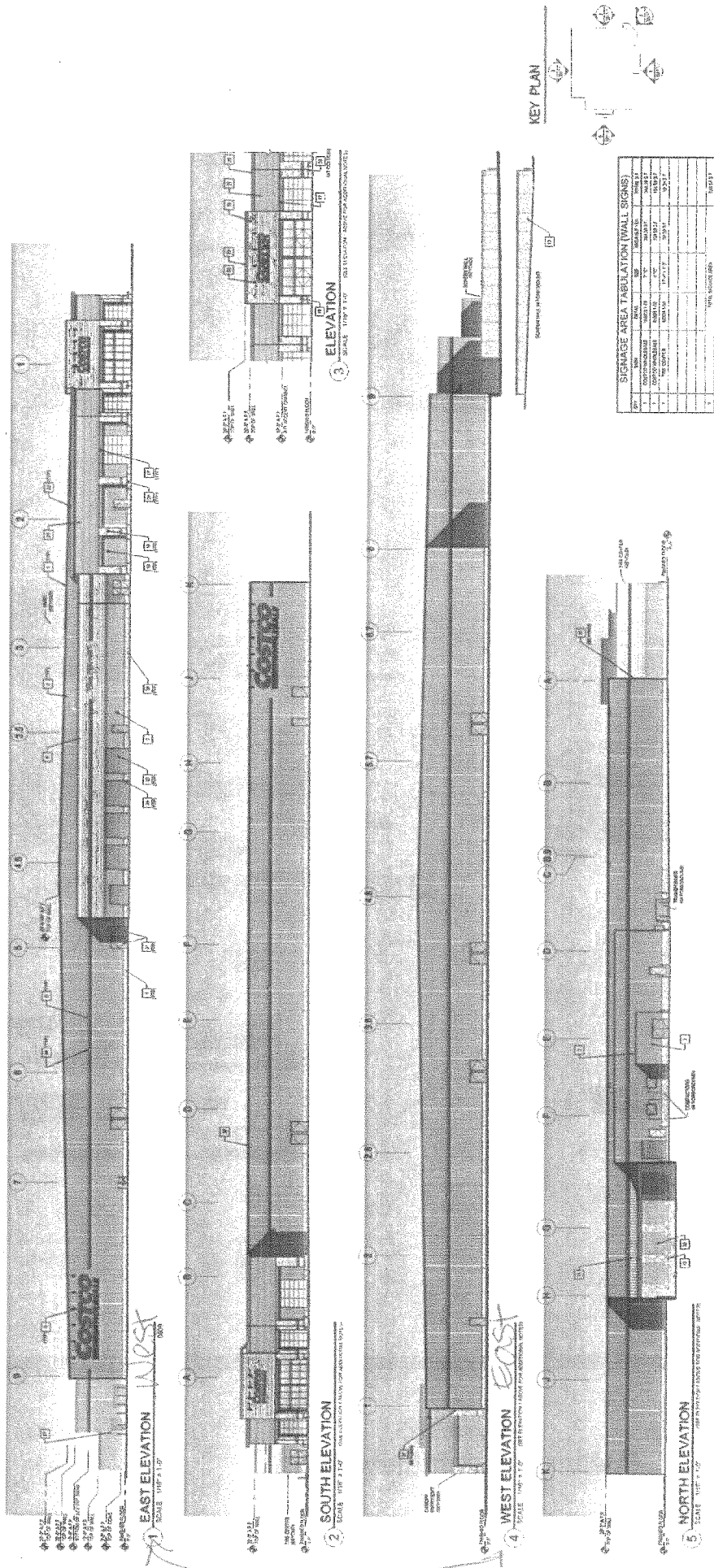


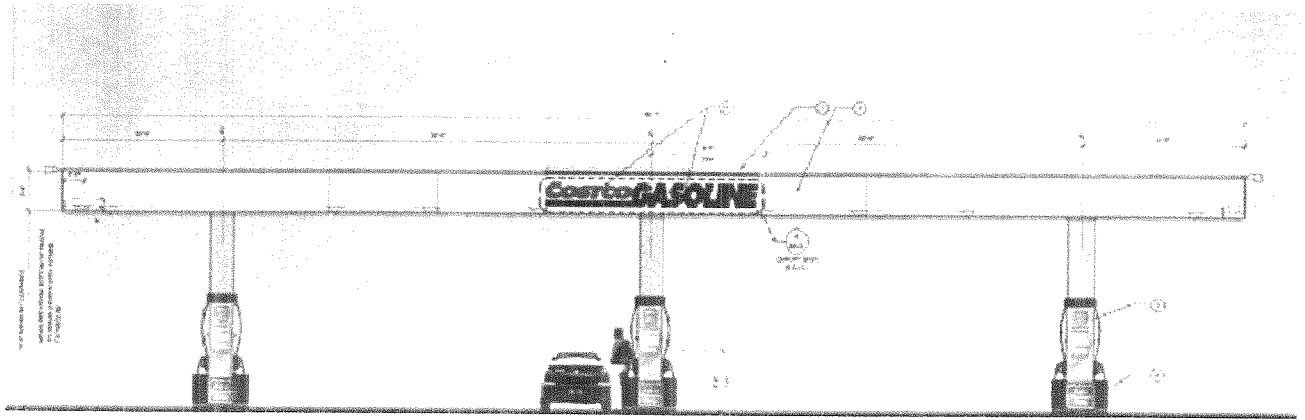
TRC Engineers, Inc.
 7 Skyline Drive
 Hawthorne, New York 10532

Exhibit II-4 Proposed Site Plan

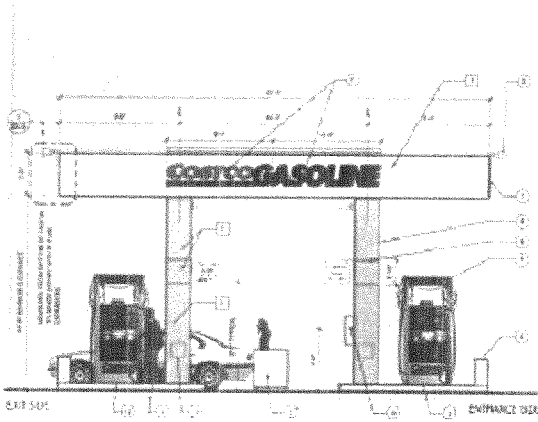


COSTCO WHOLESALE
 Town of Yorktown, New York

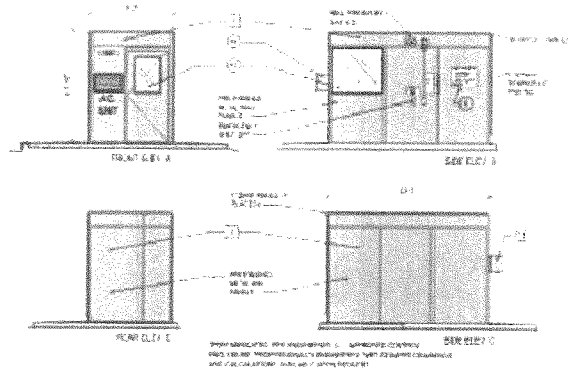




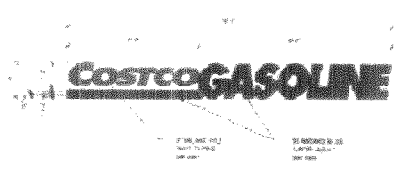
1 NORTH AND SOUTH SIDE ELEVATIONS
SCALE: 1/8"=1'-0"



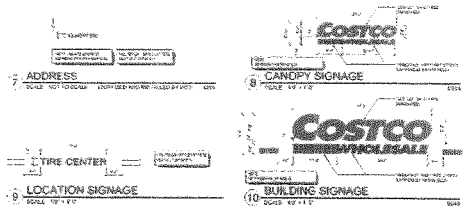
2 EAST AND WEST END ELEVATIONS
SCALE: 1/8"=1'-0"



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



4 CANOPY SIGN DETAIL (S.O.I.C.)
SCALE: 3/16"=1'-0"



Q:\Acad1601165213\dwg\DEIS Exhibits\Exhibit II-6 Fueling Station.dwg

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

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 is located opposite Mohansic Avenue and the intersection will be signalized. 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. The secondary ingress/egress provides easy access to the fueling station. Onsite parking is provided for 610 parking spaces, which includes 12 ADA accessible spaces. A loading area, having the capacity to serve five trucks, is situated at the far side (northerly) of the building.

An inner circulation road provides 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 are arranged in a manner to direct patrons toward the building's main entrance. The majority of the westerly parking area provides patrons with convenient access to the building's entrance. Parking at the northerly end of the referenced parking area is provided for employees.

Truck access into the site will be at the main site entrance. Circulation to and from the building loading area, which is located at the north end of the site, is 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. Fire access is provided along all four sides of the Costco building. Fuel deliveries will enter at the main entrance and exit at the secondary egress.

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

The Costco Wholesale is a unique form of retail and its parking requirements differ from typical retail use in light of its unique character. 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 the Planning Board with flexibility regarding the parking requirements for uses that are not typical as described under

subsection A of the same Chapter. The Board is allowed to review such uses on a case by case basis.

In addition, 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. Due to the specialty of the Costco Wholesale, the Applicant feels that the Planning Board should exercise special consideration with regard to this Action and its parking requirement.

ITE Support - The Institute of Transportation Engineers (ITE) provides data on parking demand as measured in vehicles per 1,000 sq. ft. of floor area derived from actual field studies. The studies indicate that actual peak parking demand for Discount Clubs falls below the 4.04 spaces per 1,000 sq. ft. supplied for the proposed Costco project.

Costco Historic Data - Costco management and their operations group report 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. The data indicates that the peak customer parking demand occurred at these facilities on weekends and similarly, the seasonal high parking demand that can be expected for the Proposed Action is 551 spaces, which represents a parking index of 3.65.

Additional support for providing less than the 5.0 parking index as required by the Town of Yorktown Code is provided in the New York State Department of Environmental Conservation Stormwater Design Manual. Chapter 5 of the DEC Manual addresses green infrastructure practices and includes recommendations for employing runoff reduction techniques. One such recommendation, included in section 5.2.6 of the Manual, is to reduce impervious area in parking lots through the elimination of unnecessary parking stalls. Table 5.4 of the DEC Manual (source: CWP, 1998; modified NYSDEC, 2010) indicates a standard required parking ratio for shopping centers is 5 spaces per 1,000 s.f. of GFA but the actual average parking demand is 3.97 spaces per 1,000 s.f. of GFA.

*Can't claim
reduction for
parking you
can't show*

Water - The Project Site is located within the Yorktown Consolidated Water District, which provides water service to the site. Two water distribution mains, an 8-inch and 24-inch, are located within the Route 202/35 right-of-way. 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 is 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 public sewer district and sewer service is not presently available at the site. The Proposed Action will require 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 Stoney 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. Costco's anticipated sewage discharge rate 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.

*The Westchester
County*

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 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. There is an existing 6-inch high pressure gas line located in Stoney 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 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.

Site Signage and Lighting - Project identification signage will be minimal. No pylon signs are proposed. The "Costco Wholesale" building sign and the "Costco Gasoline" signs are 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, south wall, over the

entry and at the tire service entry. 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 form in the Town's Signage Ordinance Manual, the building signs for the Costco and fueling station will meet the size criteria.

Article 13.07 of the Parks Law restricts the use of signs within 500 feet of a parkway. The proposed "Costco Wholesale" building sign is located within this restricted area. The Applicant has met with the NYSDOT regarding this issue and the proposed landscape mitigation within the parkway right-of-way has been well received. Therefore, relief from this restriction is being sought on the grounds that the sign will have minimal visual impact due to the proposed landscape screening along the Taconic State Parkway.

Doesn't Parks make this determination? Deed restriction?

Site lighting will be provided throughout the parking area. Illumination will be provided to maintain safety. Parking lot lighting will be provided in accordance with Costco standards and will meet the minimum lighting criteria recommended by the Illuminating Engineering Society (IES).

No Town standards

The Proposed Action provides 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, 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.

The Zoning 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. A comparative analysis 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.

DB & Parks?

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 stream within Wetland A. The stream 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 stream 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 Stoney Street some 2,400 feet from the Project Site.

Don't mention wetland A being part of drainage system.

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.

No mention of green infrastructure.

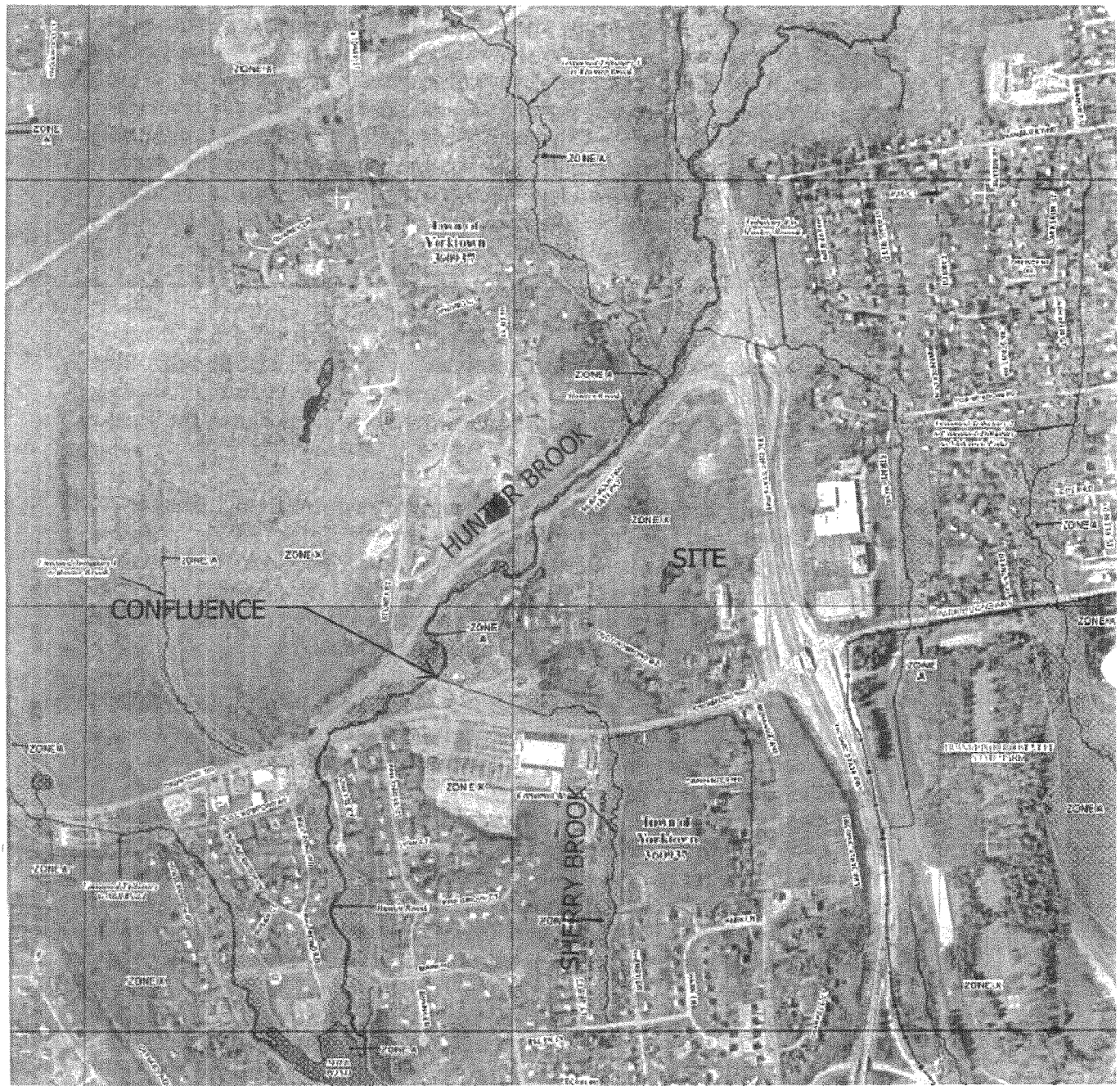
Both onsite drainage areas drain to the Hunter Brook (refer to Exhibits II-7; Offsite Hunter and Sherry Brooks). The Hunter Brook is an important environmental feature as it is classified by the New York State Department of Environmental Conservation (NYS DEC) as C(t), and is considered a "Protected 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.

Water quality by detention basins, quantity by wetlands

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 (Exhibit II-8). 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.

C:\Acad160165213\dwg\DEIS Exhibits\Exhibit II-7 Offsite HunterBrook.dwg



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

Exhibit II-7 Offsite Hunter and Sherry Brooks

COSTCO WHOLESALE
Town of Yorktown, New York

© TRC Engineers, Inc.

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 smaller Wetland B is 0.13 acres and is situated in the northeast corner of the site. 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 includes a Sediment and Erosion Control Plan that 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 8.01 acres of landscaping (4.15 acres wooded, 3.86 acres lawn /ornamental). Landscaped islands are situated at ends of parking bays and landscape strips are provided along the perimeter of the parking areas. Additional landscape enhancement is provided within wetland buffers 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 is 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. Landscape buffers are provided along the perimeter of the parking area. Earth embankments which

have been created along the perimeter of the parking area and entrance drive are landscaped with a combination of groundcover shrubs and trees. A landscape strip is provided along the site frontage on Route 202/35 and Old Crompond Road providing a naturalized screen. A landscape screen of evergreen trees is 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 remains along the westerly property line.

Power Plant and HVAC Equipment - The HVAC system for the Costco Wholesale provides conditioning to the sales and receiving areas by high efficiency package roof top DX cooling units with indirect gas heat. Ancillary areas are each provided with similar package HVAC units for local control. Each package HVAC unit is provided with an economizer, and units are integrated into a central Building Management System (BMS) for control. The BMS manages 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 operate 7 days a week. Typical hours of warehouse operation are 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 are 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.. (358 days per year) Deliveries to the Costco Warehouse are Monday through Friday between the hours of 6:30 a.m. and 10:00 p.m.. Deliveries can be expected daily and are generally complete by the time the store opens. Fuel deliveries to the fueling station occur several times daily and can be made any time of day when the facility is open.

pesticide mgmt?

Housekeeping and Maintenance Practices and Solid Waste Management - Site maintenance includes routine collection of trash and shopping baskets from the parking lots by Costco employees. Maintenance contractors are obtained to provide regular maintenance of site landscaping, snow removal and inspection of stormwater treatment facilities. Landscaping maintenance includes routine mowing, weeding and replacement of dead or dying landscape. Fertilizer is applied initially to establish plantings and ensure survival. Once plants have been established, regular applications of fertilizer will be discontinued.

Routine maintenance includes storage and regular removal of solid waste. Waste compactors are 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 Costcos 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 work day.

Construction - Approximately 14.06 acres of the site will be disturbed by construction. Construction of the Project shall be done 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, 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.

12-14 thru doc

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). Handling and removal of any hazardous materials will be performed in accordance with all applicable governing regulations and a Health and Safety Plan prepared by the Applicant's environmental consultant. The construction site shall be maintained and construction debris shall be collected and removed regularly.

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 and the Bear Mountain Parkway to the west or I-684 and NYS Route 35/118 to 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.

*
How many
trips?
No
Rt
202

Construction access to and from the site will be controlled at the signalized intersection of Route 202/35 with Mohansic Avenue 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. 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. Hazardous 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.

D. Project Need and Benefits

The project purpose 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 identifies properties 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. The primary benefit of the proposed project is the provision of an expanded variety of consumer goods to the local retail market at reasonable prices.

Costco prides themselves 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.

Local?

Beyond the benefits to consumers and those listed above, other benefits 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. Beyond the financial benefits, the property which is at present partially abandoned, potentially unsafe and relatively unsightly will be restored to a 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.3.

Table II.3 Required Permits, Reviews and Approvals	
<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 Waiver • Parking Area Lighting Waiver ? • Wetlands and Excavation 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 Engineering Dept.	<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 • Backflow Prevention Device Permit
Westchester County Board of Legislators	<ul style="list-style-type: none"> • Approval of Petition and Supporting Documentation – Expansion/Extension of Peekskill Sanitary Sewer District
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
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)
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 Restriction Waiver • Review and Acceptance of Landscape Planting within Parkway R/W
NYS Office of Parks, Recreation and Historic Places (OPRHP)	<ul style="list-style-type: none"> • Determination of project’s effect on cultural resources

<u>Table II.3</u> <u>Required Permits, Reviews and Approvals</u>	
<u>Interested Agencies</u>	
Town of Yorktown Building Department	• Building Permit
Town of Yorktown Environmental Conservation Board	• Environmental Review
Town of Yorktown Advisory Board on Architecture & Community Appearance (ABACA)	• Building Architecture Review
Westchester County Department of Environmental Facilities (WCDEF)	• Review of Petition and Supporting Documentation – Expansion/Extension of Peekskill Sanitary Sewer District
Westchester County Planning Department	• Referral Review under GML Section 239
NYS Department of Agriculture	• Section 303a Review
US Army Corps of Engineers	• Wetland Jurisdictional Review

Fix to match front or just refer to front table.