

## IV. Alternatives

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The Scoping Document requires the evaluation of a range of alternatives to the Proposed Action, including the “No Action” Alternative. *Table IV-1, Alternative Plan Summary Comparison* at the end of this chapter presents in matrix form a comparison of the potential impacts of the alternatives. It is noted that the conclusions and opinions stated below are those of the Applicant. Following are the general categories of alternatives evaluated in this chapter:

- No Action
- Alternative Zoning Scenarios
- Proposed Project with Affordable Housing Alternatives
- Alternative Designs/Layouts
- Proposed Project with Fewer Residential Units
- Alternative Area of Applicability for New MFR-DH Floating District
- Evaluation of Use of Existing Shopping Center Entrance/Exit
- Alternative Site Hydrology Analysis

### A. No Action

The No Action alternative describes the scenario whereby the Site would remain in its existing condition, with no site improvements and no site development of any kind. With this alternative, none of the negative, or positive, impacts of the proposed development would occur. In this case, the Site would remain as vacant land. The Site would not be developed to contain any new residential or commercial uses, roads, utilities or other improvements. No new tree removal, vegetation clearing, or grading would take place. No new traffic, population or school-age children would be generated from the Project. In addition, no positive fiscal impacts would occur, such as: new tax revenues generated for the Town or school district. The community would not be served by a new grocery store in the Somers hamlet, or another multi-family housing option in town. The No Action alternative is not financially feasible for the Applicant.

### B. Alternative Zoning

#### 1. Development with Existing Zoning (Residential R-80 and R-40)

This alternative reflects a conventional layout for a single family lot residential subdivision on the Site, in full compliance with existing zoning (portions of the Site are in both R80 and R40 districts), including required deductions for regulated "environmentally sensitive lands." Zoning conformance, including lot areas, deductions for wetlands, flood zones and steep slopes, and other requirements are included on the zoning conformance table on Exhibit IV-1, Alternative B.1.



This alternative plan includes a total of 10 lots, all with individual wells and septic systems. The three lots that front on Route 202 are in the R40 district and therefore have a minimum lot size of 40,000 sf each. Lots 4 through 10 have a minimum lot area of 80,000 sf as they are located in the R80 zoning district. Lot 4 has lot frontage and its driveway directly on Route 100. The remaining 6 lots are served by a  $\pm 700$  foot long cul de sac roadway which intersects with Route 100. This road would be designed to comply with town standards, and would be offered for dedication to the Town as a public road. There is no common open space preserved with this alternative layout.

Two stormwater quality basins are indicated on this plan, both on the southern portion of the Site, one on either side of the proposed road. This plan includes a total of 1.8 acres of new impervious surfaces. No disturbance to regulated wetlands or buffers is indicated on this alternative plan. According to the project engineer's estimates, approximately 8.4 acres of the Site would be cleared in this alternative, which would include a total of 618 trees.

Site population would be approximately 37 persons (3.67 persons x 10 single-family 4-bedroom homes), of which 11 (1.05 x 10 units) would be school aged children<sup>1</sup>. Tax revenue was estimated based on an average tax amount of \$19,000 on a single family detached 4 bedroom home of \$800,000 in Somers<sup>2</sup>. In this case, 10 lots would yield approximately \$190,000 real estate tax revenue annually. Other potential impacts, including peak hour trip generation, water demand, and sewage disposal are estimated and summarized on Table IV-1, Alternatives Comparison.

The development of single family homes with individual wells and septic fields on this site, adjacent to existing neighborhood shopping, within the Somers hamlet, does not meet the Town's planning objectives of placing denser housing in the hamlet centers, utilizing central water and sewer service where available, or encouraging varied unit types (such as multifamily) in Somers. This alternative also does not provide a new grocery store for the hamlet. Further, this alternative does not meet the objectives of the Applicant.

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<sup>1</sup> Rutgers University, Center for Urban Policy Research, **Residential Demographic Multipliers** (June 2006), New York, Single Family Detached, 4 Bedroom, More than \$329,500.

<sup>2</sup> Multiple listing service, April 2014

## 2. Creation of a New Non-Floating Mixed Use Downtown Hamlet District

Creation of a new non-floating mixed use district could have been requested, instead of a floating zone. However, the Town already has the MFR-BP and MFR-H floating zones in the code. The intent with the MFR-DH was to provide for all of the specific uses the Applicant seeks to provide to the community at this site in the Somers Hamlet, that are not specifically permitted in the existing MFR floating districts (specifically the grocery store).

In content, a floating zone is the same as a conventional zone. It describes the permitted uses, setback requirements, and other standards to be applied in the district. Unlike conventional zoning districts, however, the floating zone is not designated on the zoning map. Once enacted into law it "floats" over the community until, upon approval of an application, it is applied to a particular parcel through an amendment to the zoning map (provided it meets specified criteria for mapping the zone on a particular site).

The floating zone is particularly useful in situations where a community wishes to permit a limited number of specific uses, but does not wish to map their locations in advance. It also allows for locating use types which cannot be anticipated but which the plan would like to provide for. For instance, a community may have an anti-industry policy and no industrial zone in its local ordinance, however, they be amenable to a high technology, low-impact industry under certain conditions. The floating zone allows this kind of control and flexibility.

The legal status of floating zones tends to be based not on the concept as such, but on the conditions under which floating zones can be used by developers/applicants, because they are often used to permit more intensive development of a site in a less intensive, conventionally zoned area (for example, multi-family housing in a single family zone).

The procedure for legislative approval of floating zones is similar to that of conventional rezonings. The major distinction is in the determination of the appropriateness in the change in use classifications. With a floating zone application, the question is not only whether the zoning is reasonable, but whether the conditions specified for granting the rezoning have been met. This is determined through a site plan review process.

The text of the zoning ordinance should establish clear standards for floating zone approval. This protects the legislative body from challenges of invalid spot zoning and, to some degree, reassures landowners who may feel that floating zones take away the "protection" afforded them by traditional zoning districts.



A non-floating DH zone for the hamlet would only apply to the project site, thereby eliminating the potential for cumulative impacts to the hamlet. As discussed in Chapter III.B., Zoning, the proposed floating zone would only apply to one other site in the hamlet so cumulative impacts would be limited. A non-floating zone at the Site would achieve the same proposed development plan and respective impacts as the proposed floating zone, and thus is not listed in Table IV-3.

Therefore, creation of a new non-floating mixed use district could have been requested, but the Applicant pursued the MFR-DH in an effort to replicate many of the standards in the existing MFR districts, which have already been adopted as part of the Town Code, and have been applied elsewhere in the Town. The differences in this proposed MFR-DH district make it possible for the Town to permit a local grocery as a benefit to the community.

### **3. Affordable Housing in MFR-DH**

As outlined in the Scoping Document, this alternative includes addition of a “Section C” to Chapter 170-13 for Multifamily Residence Downtown Hamlet District (MFR-DH), that permits mixed uses and requires affordable housing as per other MFR districts, to be available as a floating zone for the Site, and other applicable sites within 2500’ radius of the intersection of Route 100 with Route 202 (the center of the Somers Hamlet). The proposed zoning for the MFR-DH (see Appendix B) currently does not consider or require affordable housing. See Chapter III.B, Zoning for related discussions of affordable housing.

The MFR-BP subsection A(16) requires provision of 15% affordable housing units as part of a project in this district. Section C(1)(a)[1] of the proposed MFR-DH floating district could be modified to have the same requirement, as follows: “The basic and incentive residential densities within a Multifamily Residence Downtown Hamlet MFR-DH District shall be calculated as in the Multifamily Residence Baldwin Place MFR-BP District, including provisions for affordable housing, with the exception that the basic average gross density shall not exceed two density units per acre of net land area.”

If this standard were applied to the Somers Crossing application, then approximately 18 units would be affordable (9 two-bedroom units and 9 three-bedroom units) and 74 units would be market rate (49 two-bedroom units and 25 three-bedroom units), for a total of 92 residential units. See Exhibit IV.2, Alternative B.3 for a layout with these units shown on the Site. The table below shows the number of dwelling units based on density units permitted and the active recreation space required by the Town Code.



**Table IV-1  
Alternative B3: Density and Recreation Zoning Requirements**

<b>Maximum # of Dwelling Units</b>	<b>2BR</b>	<b>3BR</b>	<b>Total</b>
Base # Density Units (D.U.) @ 2/ac of Base Lot Area	28	16	44
# D.U./Unit Type	0.5	0.67	
Base # D.U. by Unit Type (Rounded)	56	24	80
Required # Affordable Units (15%) (Rounded)	8	4	12
Base Market Rate Units	48	20	68
Extra Market Rate Units (Up to 20%)	1	5	6
Extra Affordable Units 1:1	1	5	6
Adjusted Market Rate Total	49	25	74
Adjusted Affordable Rate Total	9	9	18
Proposed # of Dwelling Units	58	34	92
<b>Calculation of recreation requirement</b>			
300 sf of lot area per density unit			15,500 sf

Given the addition of affordable units, the project would not change significantly in terms of physical site impacts (to steep slopes, vegetation, soils, wetlands and visual character) since the layout of the plan would be similar to the Proposed Action. Impervious and tree removal would be slightly higher, and open space would remain the same. Impacts to traffic, population and school children would be slightly higher, as described on Table IV-1, Comparison of Impacts.

The fiscal benefits of this plan would be slightly more with the inclusion of the 18 affordable units which brings the total to 92 units. The grocery store remains the same in this scenario. The affordable units would be ownership condominiums (the same as the market rate units). Based on Town regulations for affordable housing, which are based on County recommendations, the proposed sales price for an affordable unit could be approximately \$290,500 (maximum housing cost based on 30% of 80% County median income for 2013). Taxes per affordable unit would be approximately \$3,200. Therefore, total estimated taxes for this alternative with 92 units would be \$727,605, approximately \$11,000 more than is estimated for the Proposed Action. See Table IV-1, Alternative Plan Summary Comparison, for specific impacts and comparison with the Proposed Action.

#### **4. Affordable Housing Based on Existing Regulations**

##### Other MFR Overlay Districts

As discussed in Chapter III.B, Zoning, the Town has two Multifamily Residence (MFR) floating districts: MFR-BP (Baldwin Place) and MFR-H (Hamlet). The MFR-BP district would not be appropriate for the Somers Crossing Site because it is intended for development in the hamlet of Baldwin Place. The MFR-H floating district could be applied to the Site, therefore, this alternative includes utilization of the MFR-H district on the Site.



A plan applying the MFR-H District zoning to the Site is shown in Exhibit IV-3 (Alternative B4). In this plan, the land adjacent to Route 202 where the grocery store is proposed in the Proposed Action would also contain residential units, and a grocery store would not be included since this use is not permitted in MFR-H. This plan shows 109 total multifamily condominium units (85 market rate 2-bedroom units and 24 affordable 2-bedroom units), with the 24 affordable units located on the northern portion of the Site adjacent to Route 202. The table below shows the number of dwelling units based on density units permitted and the active recreation space required by the Town Code.

**Table IV-2**  
**Alternative B4: Density and Recreation Zoning Requirements**

<b>Maximum # of Dwelling Units</b>	<b>Proposed</b>
Base # D.U. @ 2/ac of Base Lot Area	44
# D.U./Unit Type (2 BR only)	0.5
Base # D.U. by Unit Type	88
Required # Affordable Units (15%) (Rounded)	13
Base Market Rate Units	75
Extra Market Rate Units (Up to 20%)	10
Extra Affordable Units 1:1	11
Adjusted Market Rate Total (75+10)	85
Adjusted Affordable Rate Total (13+11)	24
Maximum # of Dwelling Units	109
<b>Calculation of recreation requirement</b>	
300 sf of lot area per density unit	16,350 sf

The unit count for this plan was calculated by using the formulas for the maximum number of Density Units (DU) in the MFR-H using the required calculation of base lot area (with reductions for natural features), 15% affordable component, in addition to extra units permitted in the district. Although up to 20% (or 15 units) extra market rate units are permitted, this plan includes 10 extra market rate and 11 extra affordable units. Of these 109 units, 85 would be market rate, and 24 would be affordable.

The layout of the units on the northern portion of the property as shown requires the Town to permit variances of some of the MFR-H yard requirements, which is within the Town's discretion to do in the MFR-H district. Building setback variances would be required to the west (adjacent to vacant land), east (adjacent to the NS zone) and the north (adjacent to Route 202). See Table III.B-5 for zoning requirements in the MFR-H district.

As a requirement of the MFR-H district, an on-site recreation area (300 square feet of lot area per density unit) is to be provided. On this alternative plan, on-site active recreation is not shown and it is proposed that a payment in lieu of recreation would be paid to the



Town. Woodland trails and passive open space would be provided, as with the Proposed Action.

Even without a grocery store on the plan, trip generation, water demand and sewage generation would all be higher than the Proposed Action due to higher unit count with this alternative. The units in this alternative are smaller and would therefore generate less in taxes. Assuming an average market price of \$550,000 for market rate units and \$290,500 for the affordable units, tax revenue would be approximately \$586,970, which is more than \$120,000 less than the Proposed Action due to lower market rate price and lack of grocery store. Compared to the Proposed Action, this alternative would have approximately the same amount of impervious surface as the Proposed Action. However, impacts to the wetland buffer would be greater due to the location of stormwater basins.

Project population (287 people) and potential school children (40 school children) would be slightly higher than the Proposed Action due to the higher unit count. Potential impacts relative to the Proposed Action and other alternatives are summarized on Table IV-1, Alternative Plan Summary Comparison.

This plan meets the Town's planning objectives for the Somers hamlet by providing varied residential units (multifamily vs. single family detached), including affordable housing in the MFR-H district, and utilizing available central sewer and water. However, it does not provide additional retail and employment opportunities in the form of a local grocery store for the community.

#### Existing Zoning/Single Family Lots

The DEIS Scoping document (Appendix A) requires this alternative to also discuss "inclusion of affordable housing into any alternatively zoned project identified in the Alternatives chapter". The only other alternatively zoned alternative is Alternative B.1, Development Under Existing Zoning. Existing zoning on the Site is Residential R-80 and R-40. As described above, 10 single family lots could be developed under the existing zoning. Currently, there are no provisions or requirements for affordable housing in single family home developments in the Town of Somers.

The Town of Somers has not yet adopted the County's Model Ordinance<sup>3</sup>, which would require no less than 10% affordable units for any development with 10 or more housing units and at least one affordable unit for development with 5 to 9 housing units. The Model Ordinance encourages municipalities to adopt incentives to encourage the construction of additional affordable units beyond the basic requirement. If the Model

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<sup>3</sup> As of DEIS publication date



Ordinance was adopted by the Town, Alternative B.1 (Existing Zoning R-80/R-40) would have to include at least one affordable housing unit.

## **C. Alternative Design**

### **1. Grocery Store with Minimum Setback and Parking in Rear**

This alternative plan is different from the Proposed Action only at the north end of the Site, with the layout of the grocery store. As shown on Exhibit IV-4, the residential component is the same as the Proposed Action, with 80 units, roads, driveways and utilities in the same configuration. However, on this plan, the grocery store is set at the street/sidewalk (Route 202), with parking behind. The residential portion of the plan shows two access connections from the residential loop road to the southwest corner of the adjacent parking lot to provide additional circulation. This would create additional impervious surfaces and disturbance in wetland buffer.

The entry/exit to the grocery store is at the same location on Route 202 as the Proposed Action, with a split accessway set at the traffic signal, directly opposite the Heritage Hills entry. A total of 124 parking spaces for the store is shown in two lots, the one west of the store contains 73 spaces, and the lot south of (behind) the store contains 51 spaces. The loading area for the store is shown on the east side of the building. Access points are shown, and could be made into permanent connections to the Towne Centre at Somers in the future.

Compared to the Proposed Action, this alternative would have approximately the same impervious surface, about the same clearing required. Trip generation, tax revenues, site population, water demand and sewage generation would all be the same as the Proposed Action.

As with the Proposed Action, this plan contains a subsurface stormwater infiltration system for the north end of the Site. A small area of the parking lot is within the regulated wetland buffer area. Total wetland buffer disturbance is about the same or slightly less on this plan than with the Proposed Action, since no buildings are shown within the wetland or buffer areas on this plan.

Visually, this alternative is different from the Proposed Action because the grocery store would be located directly on Route 202, rather than set back from the street. Views to this portion of the Site would be of a grocery store façade just off the roadway on the Route 202 frontage and a parking lot to the west of the building. With the Proposed Action, views of the northwestern parking lot would be similar (although the parking is even closer to the road, approximately 25 feet, than in the Proposed Action). In either



scenario, street trees and landscaping would be placed along the roadway to partially obstruct views of the parking lots from a driver on Route 202. Having the grocery store located close to the roadway is more characteristic of the hamlet setting and would further emphasize this portion of Route 202 as an entry into the hamlet. Potential impacts relative to the Proposed Action and other alternatives are estimated and summarized on Table IV-1, Alternatives Comparison.

## **2. Clustering of Groups of Residential Units in New Urbanist Pattern**

Exhibit IV-5, Alternative C.2, shows a clustering of the residential units in a “new urbanist” layout pattern. This plan assumes 80 dwelling units, which is the same as the Proposed Action. In this portion of the plan adjacent to the shopping center, the loop road is in the same location as the Proposed Action, but the units are pulled closer to the road, and sidewalks added (to accommodate a more pedestrian friendly environment), so the units could have smaller front yards, front porches, and no driveways or garages along the streetscape. However, to accommodate the garages and circulation for cars, alley ways are provided to access the rear of the townhomes. The rear garages are connected by an alley way about 12-15 feet wide, in order to serve just the residents of those homes. With sidewalks provided, and an emphasis on pedestrian circulation, this layout could explore more connections to the existing community including the adjacent shopping center, historic area, and Heritage Hills.

As is shown in this partial plan, the layout in this manner could be achieved, but the plan would have more impacts to the Site in terms of greater impervious surfaces (almost double the amount of roadways, with roads, sidewalks, garages and alleys), more cleared area, as well as larger flat building/road pads for these rear driveways and alleys. If this pattern were applied to the entire residential portion of the Site, the physical impacts would be greater than with the Proposed Action. Areas available between residential clusters would likely be reduced, also reducing open areas available for stormwater treatment. Therefore more of the stormwater practices would likely be subsurface solutions with this type of layout. The loop road circulation pattern, as in the Proposed Action, is a more efficient way to layout the townhomes, with less impact to the Site.

## **3. Additional Buffering Along Route 100**

This alternative includes the same elements as the Proposed Action but provides additional buffering in the form of more dense landscaping within the 75-foot buffer between the proposed residential development and Route 100. This buffer area would include even more dense landscaping than the Proposed Action plan, with a variety of both evergreen and deciduous trees and shrubs, to minimize potential visual impacts along Route 100. As shown in Exhibit IV-6, Alternative C.3, the proposed development is set back over 75 feet from Route 100, and the buildings are set well below the existing



grade of Route 100 (see Chapter III.M, Visual Impacts).

The other elements of the plan would remain the same, therefore, estimated population, school children, trip generation, and taxes would all remain the same as the Proposed Action. Impacts to wetlands, proposed open space, area of disturbance would also remain the same as the Proposed Action.

#### **4. Reduced Length of Loop Road for Multifamily Residential**

This plan differs from the Proposed Action only in the residential portion of the Site; the proposed grocery store components would stay the same. The residential plan, however, would be altered to reduce the amount of internal roadways. This plan, shown as Exhibit IV-7, Alternative C.4, contains three cul-de-sacs rather than a loop road to serve the residential population. This plan also includes two potential vehicular connections from the residential community to Towne Centre at Somers.

Compared to the Proposed Action, this alternative would have slightly less impervious surface (.04 acres less) and slightly less clearing and tree removal than the Proposed Action. Wetland buffer impacts would be the same as the Proposed Action. Tax revenues, site population, trip generation, water demand and sewage generation would also be the same as the Proposed Action. With the new connections to the shopping center, emergency access would be addressed, however, emergency access could be compromised with this alternative given that the residential road system would have three cul-de-sacs, rather than a loop road. This could make access for emergency vehicles to units at the end of these cul de sacs more difficult and time consuming.

Potential impacts relative to the Proposed Action and other alternatives are estimated and summarized on Table IV-1, Alternatives Comparison.

#### **D. Proposed Project with Fewer than 80 Residential Units, with Grocery Store**

The Proposed Action Plan with Fewer Units and Grocery Store could include units clustered in smaller groups (2 attached or 3 attached) or arranged in other configurations. The Applicant has prepared a plan with 72 units on a loop road, with the same access point on Route 100 for this alternative (see Exhibit IV-8, Alternative D: Proposed Project with Fewer than 80 Units). This plan shows the same layout as the Proposed Action but with units clustered in smaller groups, and spread further apart from each other in some cases.

This plan would have the same impacts as the Proposed Action relative to the grocery store and site clearing and impervious surfaces. However, impacts from the units would be less in many respects including site population, school children and trip generation due



to the decrease in overall units (from 80 to 72). Impacts to stormwater would not be significantly different. Tax revenue generated from the project would be slightly less than the Proposed Action, which is reflective of the reduction in total unit count. See Table IV-3 for comparison to the Proposed Action.

#### **E. Alternative Area of Applicability for New MFR-DH Floating District**

This alternative entails investigation of an alternative area of applicability for the new MFR-DH floating district (or other districts to be considered) other than a 2,500 foot radius from the intersection of Routes 100 and 202, to refine parcels eligible for the mixed uses in MFR-DH. Two alternative areas are suggested, as shown on Exhibit IV-9, Different Area of Applicability for MFR-DH:

- *700-foot width along Route 100 and along Route 100, to a distance 2,500 feet away from the intersection.*

Instead of a radius, this alternative area may include lands with frontage on Route 202 or Route 100, for a depth of about 700 feet for a distance of 2,500 feet from the same intersection. The depth was chosen since it corresponds with the rear lot lines of the parcels west of the Somers Town House, which are zoned Business-Historic Preservation (B-HP). This encompasses most of the B-HP area as well as many of the Neighborhood Shopping (NS) areas in the hamlet. This area of applicability may be more relevant than a radius, since the 2,500-foot radius includes many land areas that do not have frontage on the major streets. This area is shown on Exhibit IV-8 as the heavy red line surrounding Route 100 and Route 202.

- *Areas in the hamlet within the B-HP and NS districts only.* Utilizing this area of applicability would include all of the business and commercial zoned parcels in the hamlet, allowing for mixed uses including some residential. As shown on Exhibit IV-9, this would concentrate the MFR-DH to the parcels that are not already designated single family residential (R40 and R80) in the hamlet area. Using this area of applicability would also eliminate parcels not likely to use the overlay, including the OB-100 (Office-business/IBM campus) or DRD (Designed Residential District/Heritage Hills). This area is shown in blue/gray on Exhibit IV-8.

Chapter III.B., Zoning, provides an analysis of potential sites in the hamlet eligible for the MFR-DH District and found that only one site, Site A, would be eligible. Likewise, if either of these alternative areas were applied, only Site A would be eligible for MFR-DH designation. See Exhibit III.B-3 and Table III.B-6 for descriptions of Site A.



## **F. Evaluation of Use of Existing Shopping Center Entrance/Exit**

The Scoping document requires the DEIS to evaluate use of the existing entrance/exit to the shopping center as well as integrating traffic movements between the shopping center and the Somers Crossing Site.

There are three potential connections to the shopping center: a connection to the grocery store; a connection to the residential development; and a connection to both the grocery store and residential community. These connections are indicated on many of the alternative plans in this chapter (see Exhibit IV-3, IV-4). The potential benefits of each of these connections are summarized below.

### Connection between the Grocery Store and Towne Centre

A vehicular connection between the grocery store and Towne Centre would potentially reduce some turning movements at the NYS Route 100/U.S. Route 202 intersection by providing access to/from the south on NYS Route 100 through the existing Towne Centre driveway. This could potentially reduce the NYS Route 100/U.S. Route 202 intersection by some 15 trips during the Weekday Peak AM Hour, some 31 trips during the Weekday Peak PM Hour and some 45 trips during the Saturday Peak Hour. A further reduction of traffic at the adjacent driveways would be experienced as a result of interplay trips between the Towne Centre and grocery store. In addition, this connection would also allow the Towne Centre unsignalized exiting left turns to access U.S. Route 202 westbound at the signalized Somers Crossing driveway.

### Connection between the Residential and Towne Centre

A vehicular connection between the residential and Towne Centre would also reduce traffic on the adjacent driveways as a result of interplay trips between Towne Centre and the residential community. In addition, this connection would also provide another point of access to the residential development.

### Connection between both the Grocery Store, Residential and Towne Centre

A connection between both the grocery store and Towne Centre and the residential community and Towne Centre would combine the benefits outlined above as well as further reduce traffic on the adjacent driveways as a result of interplay between the grocery store and the residential development.

As discussed above, the benefits of the alternative connections between the Somers Crossing grocery store, Somers Crossing residential community and Towne Centre would be improved access to/from US Route 202 and NYS Route 100 for both Somers Crossing and Towne Centre as well as improved internal circulation between each of the parcels. In addition, each of the connections would reduce traffic on the area roadways and at the driveways as a result of interplay trips between Somers Crossing and Towne Centre. It should be noted that there would



be no detriments of the alternative connections to the Towne Centre patrons, proposed grocery patrons or Somers Crossing residents. These connection scenarios would not likely create the potential for “cut-throughs” of the Site to/from Heritage Hills and/or the shopping center. The potential routes are not direct and are designed to discourage short-cuts.

There is an existing easement in favor of the Somers Crossing property that permits ingress, egress and access across the common areas on the Towne Centre at Somers property. The Site’s owners, occupants, licensees have a perpetual right, privilege, authority and easement to maneuver vehicles and a means of ingress and egress and access across and through the Towne Centre property in the “common areas” to the streets and highways (including Routes 202 and 100). “Common areas” means all portions of the Towne Centre land other than those portions upon which buildings are now located.

## **G. Alternative Site Hydrology Analysis**

This alternative analyzes site hydrology for all required design storm events considering precipitation data for the Site established by the Northeast Regional Climate Center (NRCC). The full analysis of this alternative is provided in the Stormwater Pollution Prevention Plan (SWPPP) on pages 17-22 in Appendix E of this DEIS. The analysis concludes that 1-year storm rainfall remains the same, however, with higher storms, all stormwater treatment facilities would be subject to increased inflows, high water elevations, storage volumes and peak outflows due to the NRCC precipitation numbers.

Stormwater analysis approach and methodology for the project site evaluating the NRCC precipitation has been kept the same, only applying the higher precipitation numbers as required in the Scoping Document. Stormwater management computations provided in this report are based upon the Soil Conservation Service (SCS) Natural Resource Conservation Service (NRCS), TR-20 methodologies and recommendations included in the *NYSDEC Stormwater Management Design Manual Standards* and *Stormwater Discharges Associated with Construction Activity Under State Pollutant Discharge Elimination System General Permit # GP-0-10-001* requirements and the *NYCDEP Watershed Rules and Regulations for the Protection from Contamination, Degradation and Pollution of the New York City Water Supply and its Sources*. Pre- and post-development rates of stormwater runoff have been computed for comparison for the 1, 10, 25, 50 and 100 year storm events using Type III, 24 hour rainfall events. “HydroCAD Version 8.50” by Applied Microcomputer Systems was utilized to determine the peak runoff rates, plug flow and center of mass extended detention times and high water elevations in the stormwater treatment facilities. The precipitation data for a 24-hour duration used for the hydrological modeling was based on the NRCC precipitation numbers.

Since 1-year storm rainfall remains the same (3.10”), precipitation effects on the stormwater treatment facilities only relates to the higher storms. All stormwater treatment facilities will be



subject to increased inflows, high water elevations, storage volumes and peak outflows due to the NRCC precipitation numbers.

The proposed pocket wetland would overflow over the top of berm (Elev. 243.07) on 100-year storm. Infiltration System #2 would also be overwhelmed using increased rainfall, so the system size was revised from 30'W x 400'L x 4'H crushed stone pad containing 160 Cultec R-330XL drainage chambers to 30' W x 500' L x 6' H crushed stone pad containing 200 Cultec R-330XL chambers.

In this alternative, the proposed pocket wetland would be overflowing over the top of the berm on the 100-year storm. Infiltration System #2 would also be overwhelmed under increased rainfall, therefore, the system size has been revised in this alternative to accommodate the increase.



**Table IV-3  
Alternative Plan Summary Comparison**

	<b>Proposed Action</b>	<b>No Action</b>	<b>Alt. B1. Existing Zoning</b>	<b>Alt. B3. MFR-DH with Affordable Housing</b>	<b>Alt. B4. Applying MFR-H to Site (No Grocery)</b>	<b>Alt. C1. Grocery Store at Street, Rear Parking</b>	<b>Alt. C2. Residential in New Urbanist Pattern<sup>1</sup></b>	<b>Alt. C3. Additional Buffer Along Route 100</b>	<b>Alt. C4. Reduce Length of Loop Road</b>	<b>Alt. D. MF Res. With Fewer than 80 Units and Grocery</b>
DEIS Exhibit #	II-5	II-2	IV-1	IV-2	IV-3	IV-4	IV-5	IV-6	IV-7	IV-8
Residential Units										
• Market Rate	80	0	10	80	85	80	80	80	80	72
• Affordable	<u>0</u>	<u>0</u>	<u>0</u>	<u>12</u>	<u>24</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total</b>	<b>80</b>	<b>0</b>	<b>10</b>	<b>92</b>	<b>109</b>	<b>80</b>	<b>80</b>	<b>80</b>	<b>80</b>	<b>72</b>
Grocery Store/parking	19,000 sf (107 spaces)	None	None	19,000 sf (107 spaces)	None	19,000 sf (124 spaces)	19,000 sf (107 spaces)	19,000 sf (107 spaces)	19,000 sf (107 spaces)	19,000 sf (107 spaces)
Open Space (acres)	10.58 acres (40% of site)	26.68 acres (100% of site)	0 (0% of site)	10.47 acres (40% of site)	10.38 acres (39% of site)	10.88 acres (41% of site)	(less than prop. action)	10.58 acres (40% of site)	10.47 acres (40% of site)	10.58 acres (40% of site)
Area of Disturbance (acres)	16.1 acres	0 acres	8.4 acres	16.22 acres	16.21 acres	15.8 acres	(more than prop. action)	16.1 acres	16.06 acres	16.1 acres
Impervious Area (acres)	7.28 acres	0 acres	1.8 acres	7.82 acres	7.43 acres	7.52 acres	(more than prop. action)	7.28 acres	7.24 acres	7.52 acres
Wetland Disturbance (acre)	.01 acre (temporary)	0 acres	0	.01 acre (temporary)	.01 acre (temporary)	.01 acre (temporary)	.01 acre (temporary)	.01 acre (temporary)	.01 acre (temporary)	.01 acre (temporary)
Wetland Buffer Disturbance (acres)	1.1 acres	0 acres	0	1.2 acres	1.4 acres	1.2 acres	(Same as prop. action)	1.1 acres	1.1 acres	1.2 acres



	Proposed Action	No Action	Alt. B1. Existing Zoning	Alt. B3. MFR-DH with Affordable Housing	Alt. B4. Applying MFR-H to Site (No Grocery)	Alt. C1. Grocery Store at Street, Rear Parking	Alt. C2. Residential in New Urbanist Pattern <sup>1</sup>	Alt. C3. Additional Buffer Along Route 100	Alt. C4. Reduce Length of Loop Road	Alt. D. MF Res. With Fewer than 80 Units and Grocery
Trip Generation <sup>3</sup> <ul style="list-style-type: none"> <li>• AM Peak</li> <li>• PM Peak</li> <li>• Saturday Peak</li> </ul>	AM-92 PM-221 Sat-202	None	AM-14 PM-12 Sat-14	AM-99 PM-228 Sat-210	AM-59 PM-69 Sat-71	AM-92 PM-221 Sat-202	AM-92 PM-221 Sat-202	AM-92 PM-221 Sat-202	AM-92 PM-221 Sat-202	AM-88 PM-215 Sat-197
Population	241	0	37	276	287	241	241	241	241	220
School Children	37	0	11	42	40	37	37	37	37	34
Sewage Generation <sup>2</sup>	18,240 gpd	0 gpd	8,000 gpd/ Indiv. septic	21,760 gpd	23,980 gpd	18,240 gpd	18,240 gpd	18,240 gpd	18,240 gpd	16,832 gpd
Water Demand <sup>2</sup>	37,437 gpd	0 gpd	8,000 gpd/ Indiv. wells	39,437 gpd	43,177 gpd	37,437 gpd	37,437 gpd	37,437 gpd	37,437 gpd	36,557 gpd
Annual Tax Generation	\$716,365	\$31,349	\$190,000	\$727,605	\$586,970	\$716,365	\$716,365	\$716,365	\$716,365	\$655,178
Emergency Service Impacts <sup>4</sup>  (Police, Fire and EMS)	Additional calls for service. Emergency access provided.	No additional impacts.	Less impact than proposed action.	Slightly greater impacts than proposed action.	Slightly greater impacts than proposed action.	Same impacts as proposed action.	Similar impacts as proposed action.	Same impacts as proposed action.	Greater impacts due to more cul-de-sacs.	Slightly less impacts than proposed action.
Recreation Requirement <sup>5</sup>	13,500 sf	None	None	15,500 sf	16,350 sf	13,500 sf	13,500 sf	13,500 sf	13,500 sf	12,300 sf



	Proposed Action	No Action	Alt. B1. Existing Zoning	Alt. B3. MFR-DH with Affordable Housing	Alt. B4. Applying MFR-H to Site (No Grocery)	Alt. C1. Grocery Store at Street, Rear Parking	Alt. C2. Residential in New Urbanist Pattern <sup>1</sup>	Alt. C3. Additional Buffer Along Route 100	Alt. C4. Reduce Length of Loop Road	Alt. D. MF Res. With Fewer than 80 Units and Grocery
Visual Impacts	Some units partially visible in winter months from Route 100.	None	3 lots on Route 202; 3 lots on Route 100.	Slightly more clearing and site disturbance than proposed action.	75' buffer to Route 100 (100' to structures). Loss of open space on Rte 202 frontage.	Grocery facade closer to street line (Rte 202) than proposed action, but in keeping with street-scape	More clearing and site disturbance likely than proposed action	More landscape planting along Route 100 than proposed action.	Same as proposed action.	Fewer units/same disturbance than proposed action.

<sup>1</sup> Alternative C2, Residential in New Urbanist Pattern is a conceptual partial plan, therefore, detailed physical impacts were not calculated. It is anticipated that the plan would have more impacts to the Site in terms of greater impervious surfaces (almost double the amount of roadways, with roads, sidewalks, garages and alleys), more cleared area, as well as larger flat building/road pads for these rear driveways and alleys.

<sup>2</sup> All alternatives, except No Action and Alternative B1, Existing Zoning, as noted, would join the Heritage Hills Water and Sewer Districts.

<sup>3</sup> New trips.

<sup>4</sup> Emergency service impacts based on population increase and plan circulation.

<sup>5</sup> Recreation facilities are not included on any of the alternative plans or the Proposed Action. Recreation fees-in-lieu would be paid instead.

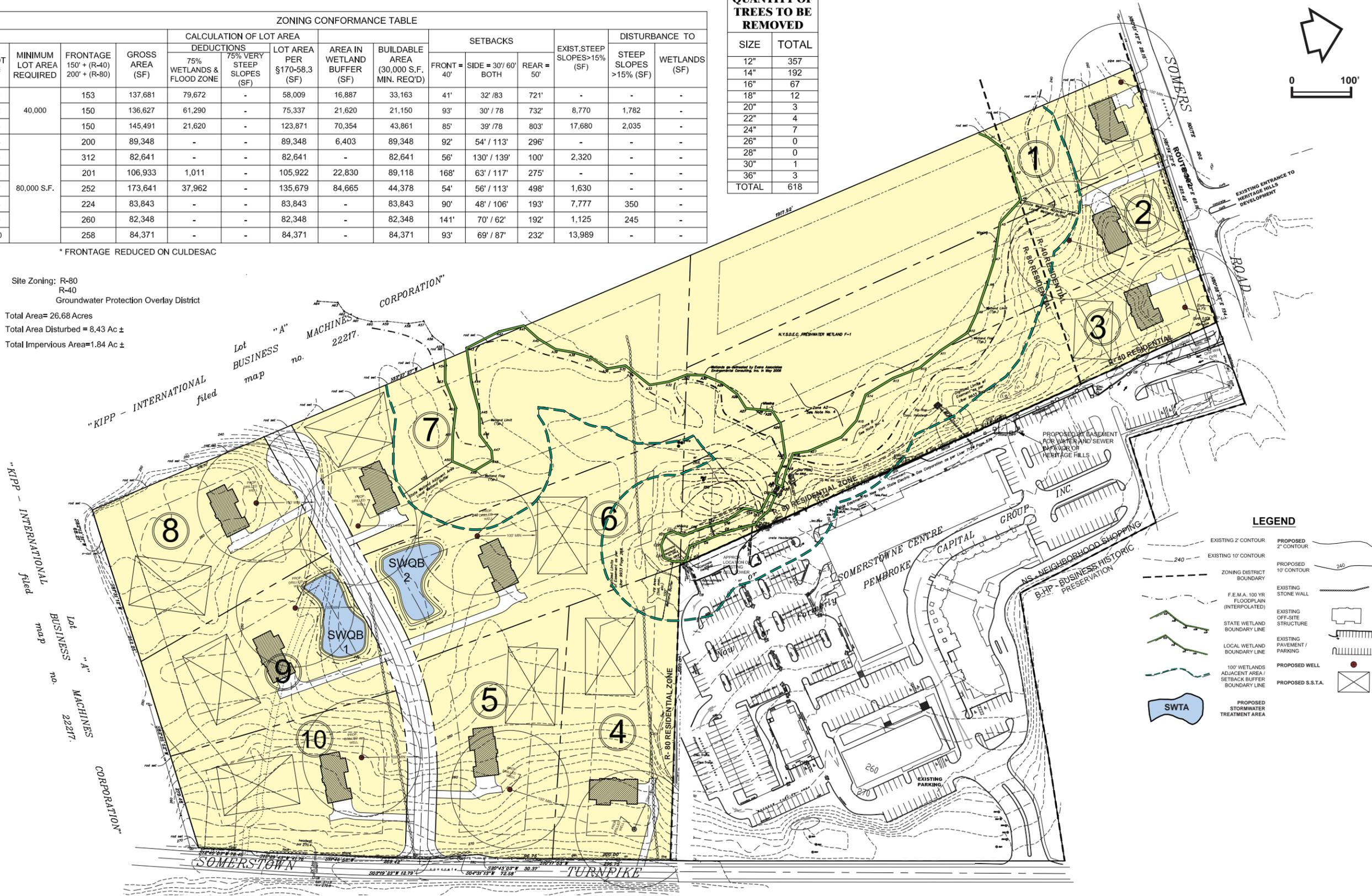


LOT #	MINIMUM LOT AREA REQUIRED	FRONTAGE 150' + (R-40) 200' + (R-80)	GROSS AREA (SF)	CALCULATION OF LOT AREA				SETBACKS			DISTURBANCE TO			
				DEDUCTIONS		LOT AREA PER \$170-58.3 (SF)	AREA IN WETLAND BUFFER (SF)	BUILDABLE AREA (30,000 S.F. MIN. REQ'D)	FRONT = 40'	SIDE = 30'/ 60' BOTH	REAR = 50'	EXIST. STEEP SLOPES >15% (SF)	WETLANDS (SF)	
				75% WETLANDS & FLOOD ZONE	75% VERY STEEP SLOPES (SF)									
1		153	137,681	79,672	-	58,009	16,887	33,163	41'	32' / 83	721'	-	-	-
2	40,000	150	136,627	61,290	-	75,337	21,620	21,150	93'	30' / 78	732'	8,770	1,782	-
3		150	145,491	21,620	-	123,871	70,354	43,861	85'	39' / 78	803'	17,680	2,035	-
4		200	89,348	-	-	89,348	6,403	89,348	92'	54' / 113'	296'	-	-	-
5		312	82,641	-	-	82,641	-	82,641	56'	130' / 139'	100'	2,320	-	-
6		201	106,933	1,011	-	105,922	22,830	89,118	168'	63' / 117'	275'	-	-	-
7	80,000 S.F.	252	173,641	37,962	-	135,679	84,665	44,378	54'	56' / 113'	498'	1,630	-	-
8		224	83,843	-	-	83,843	-	83,843	90'	48' / 106'	193'	7,777	350	-
9		260	82,348	-	-	82,348	-	82,348	141'	70' / 62'	192'	1,125	245	-
10		258	84,371	-	-	84,371	-	84,371	93'	69' / 87'	232'	13,989	-	-

QUANTITY OF TREES TO BE REMOVED	
SIZE	TOTAL
12"	357
14"	192
16"	67
18"	12
20"	3
22"	4
24"	7
26"	0
28"	0
30"	1
36"	3
<b>TOTAL</b>	<b>618</b>

\* FRONTAGE REDUCED ON CULDESAC

Site Zoning: R-80  
R-40  
Groundwater Protection Overlay District  
Total Area= 26.68 Acres  
Total Area Disturbed = 8.43 Ac ±  
Total Impervious Area=1.84 Ac ±



Source: Bibbo Associates, LLP

**SOMERS CROSSING**  
Somers, New York

VHB Engineering, Surveying and Landscape Architecture, P.C.

**Alternative B1:**  
**Development with Existing Zoning**

Exhibit  
**IV-1**



Source: Bibbo Associates, LLP

**SOMERS CROSSING**  
 Somers, New York

VHB Engineering, Surveying and Landscape Architecture, P.C.

**Alternative B3:**  
**Affordable Housing in MFR-DH**

Exhibit  
**IV-2**

85 Market Rate Units (2 Bedroom)  
 24 Affordable Units (2 Bedroom)  
 109 TOTAL UNITS (No Grocery Store)

24 Affordable Units

85 Market Rate Units



**LEGEND**

- EXISTING 2' CONTOUR
- - - - - 240 --- EXISTING 10' CONTOUR
- - - - - ZONING DISTRICT BOUNDARY (EX. & PROP.)
- - - - - F.E.M.A. 100 YR FLOODPLAIN (INTERPOLATED)
- - - - - STATE WETLAND BOUNDARY LINE
- - - - - LOCAL WETLAND BOUNDARY LINE
- - - - - 100' WETLANDS ADJACENT AREA / SETBACK BUFFER BOUNDARY LINE
- - - - - EXISTING FIELD STONE WALL
- ▲ STORMWATER QUALITY FACILITIES (typ.)

Source: Bibbo Associates, LLP

**SOMERS CROSSING**  
 Somers, New York

VHB Engineering, Surveying and Landscape Architecture, P.C.

**Alternative B4:**  
**Plan Applying MFR-H District at the Site**

Exhibit  
**IV-3**

CALCULATION OF BASE LOT AREA (W/ OR W/O GROCERY STORE)			
SITE AREA	GROSS AREA	DEDUCTION %	NET AREA
28.08	28.08	-	28.08
STATE WETLANDS / 100 YR FLOOD PLAINS	8.08	75%	4.56
LOCAL WETLANDS	0.12	75%	-0.09
VERY STEEP SLOPES (20%)	0.9	75%	-0.68
<b>BASE LOT AREA</b>			<b>22.04'</b>

\*NO DEDUCTION IS MADE FOR THE GROCERY STORE PARCEL, AS THE DEVELOPER BELIEVES THAT PRODUCING A GROCERY STORE IS A BENEFIT TO THE TOWN FOR WHICH HE REQUESTS RELIEF FROM THE 10% AFFORDABLE HOUSING REQUIREMENT.

CALCULATION OF MAXIMUM # OF UNITS	
2 DENSITY UNITS X BASE LOT AREA	44.08
# UNIT TYPES PER DENSITY UNIT (D.U.)	
2 2-BR UNITS	
1 3-BR UNITS	
X = NUMBER OF 2-BR UNITS	
Y = NUMBER OF 3-BR UNITS	
PROPOSED RATIO OF 2-BR UNITS TO 3-BR UNITS: X = 1 Y	
THEREFORE:	
2 X + Y = 44.08	
1 Y + Y = 44.08	
2 Y + Y = 44.08	
NUMBER OF 3-BR UNITS: Y = 30 (ROUNDED)	30
AND # OF 2-BR UNITS: X = 10 (ROUNDED)	50
<b>MAX. # OF UNITS</b>	<b>80</b>

TOTAL NEW IMPERVIOUS AREA = 7.52  
OVERALL SITE % IMPERVIOUSNESS = 7.52/26.68=28.19%

Proposed 30 3 Bedroom Units  
50 2 Bedroom Units  
80 Total Units

80 Units  
(Same as Proposed Action)



**LEGEND**

- EXISTING 2' CONTOUR
- EXISTING 10' CONTOUR
- ZONING DISTRICT BOUNDARY (EX. & PROP.)
- F.E.M.A. 100 YR FLOODPLAIN (INTERPOLATED)
- STATE WETLAND BOUNDARY LINE
- LOCAL WETLAND BOUNDARY LINE
- 100' WETLANDS ADJACENT AREA / SETBACK BUFFER BOUNDARY LINE
- EXISTING FIELD STONE WALL
- STORMWATER QUALITY BASIN (typ.)

Source: Bibbo Associates, LLP

**SOMERS CROSSING**  
Somers, New York

VHB Engineering, Surveying and Landscape Architecture, P.C.

**Alternative C1:**  
**Grocery Store with Minimum Front Setback**

Exhibit  
**IV-4A**







Supplement evergreen landscape buffer with more (and different) evergreen species

Maintain as much of the existing vegetation along Rt. 100 as possible

**SOMERS CROSSING**  
Somers, New York

**Alternative C3:**  
**Additional Buffer Along**  
**Route 100**

Exhibit  
**IV-6**





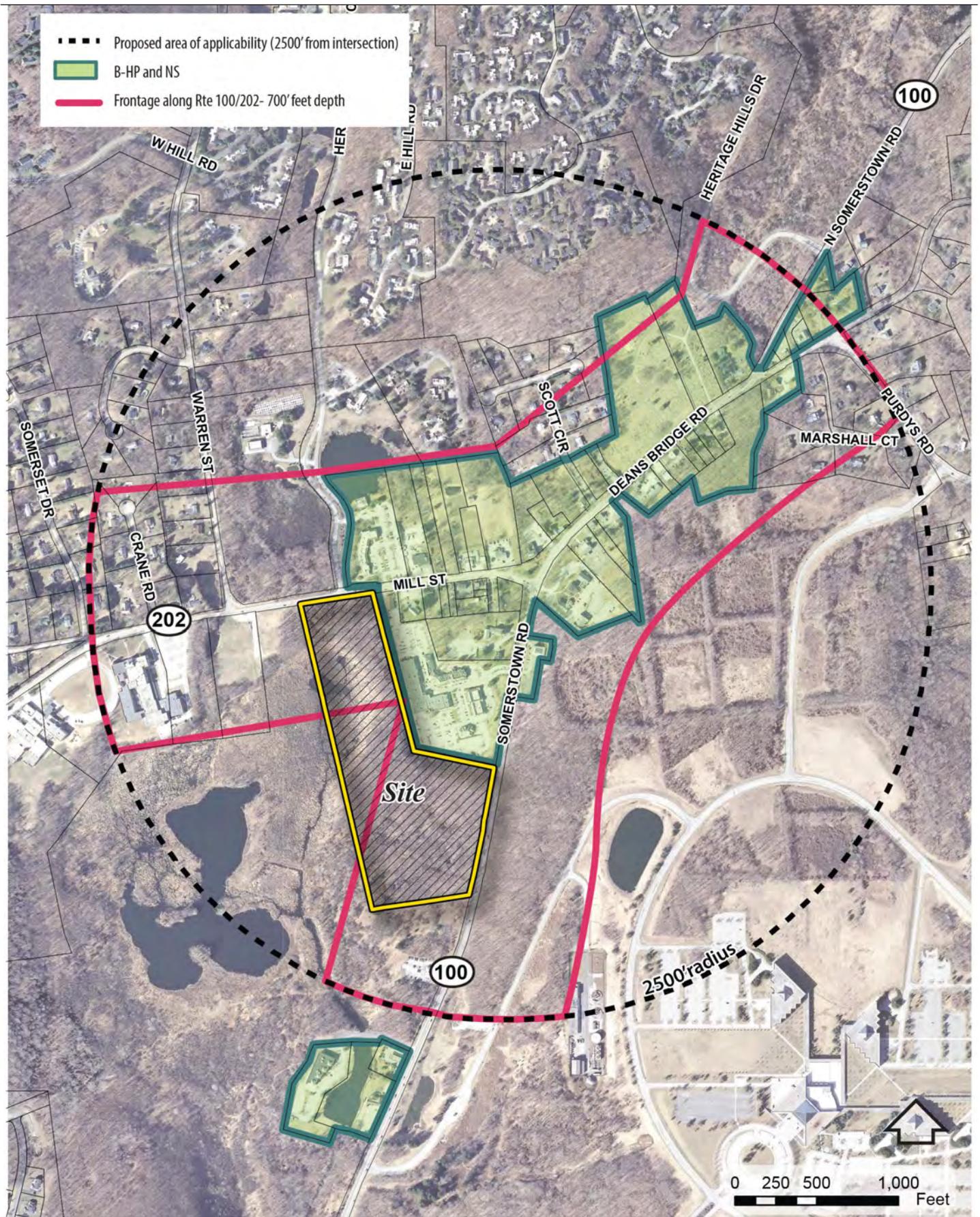
Source: Bibbo Associates, LLP

**SOMERS CROSSING**  
Somers, New York

VHB Engineering, Surveying and Landscape Architecture, P.C.

**Alternative D:**  
**Proposed Project with Fewer than**  
**80 Residential Units, with Grocery Store as Proposed**

Exhibit  
**IV-8**



**SOMERS CROSSING**  
Somers, New York

**VHB** Engineering, Surveying and Landscape Architecture, P.C.

**Alternative E:**  
**Different Area of Applicability**  
**for MFR-DH**

Exhibit  
**IV-9**

## V. Other Required Analyses

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### A. Irreversible and Irretrievable Commitment of Resources

With the implementation of the Proposed Action, certain natural resources will be committed, and therefore consumed, converted or made unavailable for future use. These resources include:

- Consumption of gasoline, oil and electricity to be used in the operation and maintenance of construction equipment. In addition, additional site generated automobile traffic will result in the consumption of fossil fuels.
- During the operational period of the Project, residents and the grocery store will require the use of water, electricity and natural gas and/or oil.
- Commitment of resources such as building materials (wood, brick, stone, concrete, paint, topsoil) is also a necessary component of the Project. The construction period is proposed to be phased over a 24 to 36 month period, so resources will be used gradually over that time.
- Construction and operational activities will also require a commitment of labor. The commitment of construction laborers will be temporary, while a permanent commitment of labor will be required for operations of the grocery store. The commitment of labor, temporary and permanent, is considered to be a beneficial impact that results from the Project.

### B. Impacts on the Use and Conservation of Energy

The Proposed Action will use energy resources including electricity, heating oil, and fossil fuels. Anticipated levels of consumption, as well as strategies to reduce energy consumption are described in Chapter III.Q. The Proposed Project will address issues of energy use and sustainability on a number of different levels. The sourcing of construction materials, management of the construction process, selection of materials and building systems to be installed, and long term maintenance of the buildings will all contribute to the energy efficiency of the Project. Many energy efficient factors and components of the Project meet green technology building standards and objectives, and will all help to reduce energy use in the long term and short term.

The proposed residences will be designed to exceed the New York State Energy Conservation Construction Code which requires the use of energy efficient products in all new and renovated construction. The exterior walls and roofs of the structures will have thermal insulation so as to reduce heat loss in the winter and heat gain in the summer. The windows used will be double



paned, insulating glass for winter heating and low emissivity for summer cooling. The applicant is investigating the use of geothermal for heating of residential units as well as for the grocery store, and the applicant is installing this technology in other homes (single family) they are currently building.

When carefully selected and implemented, even modest design measures can result in significant conservation of natural resources. The Project will incorporate the following measures:

- Land planning and design techniques that preserve the natural environment and minimize disturbance of the land utilizing a compact development footprint
- Reduction of soil erosion and runoff through implementation of best storm water management practices
- Water conservation indoors and outdoors
- Energy efficiency in heating and cooling systems, appliances, and lighting, with high albedo roof materials that reduce heat island effect
- Selection of Energy Star products and materials based on reuse, durability and the amount of energy used to create the material
- Selection of environmentally preferable products for building shell and finishes
- Waste reduction, reuse and recycling during construction and throughout the life of the Project including efficient fixtures, appliances and irrigation systems
- Access to open space
- Landscape design to utilize native plants and prohibit invasive plants, provide shade or hardscape and reduce heat island effects
- Provide bicycle storage and parking for fuel-efficient vehicles
- Provide information to future homeowners to encourage education and awareness



### **C. Growth Inducing Aspects of Proposed Action**

The preceding chapters of this DEIS describe the direct impacts anticipated to be generated by the Project. This section addresses the potential for the Project to directly or indirectly induce growth in the Town of Somers.

Growth inducement is based on a number of factors, including the size of the proposed development and the type of uses included.

As discussed in Chapter III.H, Demographics, the Proposed Project would add approximately 241 new residents to the area. Within the Town of Somers, this represents a population increase of approximately 1.2 percent. Even within the hamlet, this level of development is relatively small compared with the number of residential units at Heritage Hills. The project residents will likely inject discretionary consumer spending into the economy. This spending potential would provide an additional source of support for local retailers and restaurants and help strengthen the Town's economic vitality. Along with construction spending, household spending recirculates through the local economy creating additional secondary benefits.

While the addition of these 241 new town residents would expand the market for local businesses, providing them with the potential to increase sales, it is not expected to be sufficiently large to serve as a stimulus for additional significant development beyond the proposed grocery store.

The grocery store and new residential units would support each other and help solidify the hamlet's commercial sector, including the Towne Centre shopping center. The new residents, who would be able to walk to local stores, restaurants and services, would generate additional spending. The presence of the grocery store would make the hamlet a more attractive destination for shoppers and would be expected to eliminate the need for some trips now made by residents of Heritage Hills and other nearby neighborhoods to outside areas for shopping.

As noted in Chapter III.B, Zoning, the proposed MFR-DH floating district could apply to other parcels in the hamlet. Most of the applicable parcels, however, are already sufficiently developed or contain significant environmental constraints, thereby making it unlikely that significant new growth will occur due to the new zoning district.

### **D. Cumulative Impacts**

Cumulative impacts could occur if the proposed new MFR-DH floating district were applied vigorously throughout the hamlet by the Somers Town Board. However, as described above and in Chapter III.B, Zoning, this is unlikely to happen. Only one site within the hamlet has been identified in this DEIS with the potential to be redeveloped with the MFR-DH district. This site, which is located at the intersection of Route 202 and Route 100, could be redeveloped with up to 26,332 square feet of retail. No residential units could be constructed on this site under the new



MFR-DH floating district. If this site was redeveloped to its maximum potential, cumulative impacts including increased traffic and water needs would be anticipated. Beneficial cumulative impacts such as economic growth in the hamlet, increased shopping opportunities and additional taxes would also be anticipated. Cumulative impacts to land use and community facilities would not be anticipated by application of the MFR-DH floating zone by the Town Board to another eligible site.

The development is expected to generate a population of approximately 241 persons on the Site, which currently does not have a population. This increase in population will likely create an increase in customers of the commercial establishments in the hamlet. While this increase in population will be beneficial to the hamlet businesses, it is not expected to generate significant growth in the hamlet.

Significant cumulative impacts to the environment are not anticipated. See Chapter III.F., Terrestrial and Aquatic Ecology, which analyzes cumulative impacts to habitat.

Therefore, 1) the Proposed Action is not anticipated to encourage or attract a large number of people to the site at any one time. The residential component will consist of permanent residents and their visitors, and the neighborhood grocery will consist of local grocery patrons, not in unusually large numbers at any given time.

2) The Proposed Action is not anticipated to create a material demand for any other actions that would result in large numbers of persons being attracted to the site;

3) There are not considered to be any two or more impacts on the environment that when combined would result in any substantial adverse impact on the environment; and

4) There are not considered to be any two or more related actions which would be undertaken or funded which when considered in combination would meet one or more of the criteria of significant adverse impact.

## **E. Adverse Impacts that Cannot Be Avoided**

With the implementation of the Proposed Action, there are certain adverse environmental impacts that cannot be avoided. These are listed throughout the DEIS, within the subject chapters, and summarized below. The proposed development will have certain long term and short term impacts, as would any development on the Project Site. All significant adverse impacts resulting from construction of the proposed development will be mitigated to the maximum extent practicable.

Adverse effects that cannot be avoided with the Proposed Action include both short-term and long-term impacts, as listed below:



## 1. Short Term Impacts

Short term impacts are generally related to construction activities occurring on-site that cannot be avoided. Unavoidable adverse impacts occurring in the short term include: traffic generation from construction workers and deliveries, noise impacts from construction equipment and traffic, air quality impacts from construction activities and equipment, and potential erosion. The Applicant will employ best management practices during construction, which will assist in at least partial mitigation of any adverse impacts.

Construction activities on-site would occur during daylight hours and in compliance with all municipal regulations. Traffic volumes on local roadways would increase as a result of construction, but construction workers generally arrive and depart before weekday peak hours. Air quality would be impacted by exhaust and emissions from construction equipment and fugitive dust. Erosion and sediment control measures would be employed on-site to mitigate potential impacts from erosion as a result of construction activities.

## 2. Long Term Impacts

Potential long term impacts that would result from operational activities on the Site would be mitigated to the maximum extent practicable. Therefore, the long-term impacts listed below are unavoidable, but not necessarily significant. Long term impacts resulting from operation of the project would include:

- **Tree Removal and Soil Disturbance:** With the Proposed Action, approximately 16.1 acres of the 26.68-acre Site will be cleared and graded. This includes the removal of approximately 1,067 trees (over 12" dbh). Approximately 10.58 acres will remain in permanent open space protected in perpetuity by covenants and restrictions.
- **Increase in impervious surfaces:** The Site currently does not contain impervious surfaces, therefore, impervious surfaces will increase by approximately 7.28 acres including roads and buildings.
- **Traffic:** The residential and commercial components of the project would generate approximately 92 Peak AM Hour trips, 221 Peak PM Hour trips, and 202 Saturday trips. To mitigate the traffic generated from the proposed development, minor improvements are proposed.
- **Community Services:** The proposed development would generate approximately 241 residents, approximately 37 of which would be public school-age children. The increase in population would impact community services and facilities incrementally. However, it is anticipated that the property tax generated by the Project would serve to mitigate any adverse impacts.



- **Utilities:** The project would result in increased demand for utility services, including potable water, sanitary sewer, electricity and fossil fuels. While demand would be increased for such services, it is not anticipated that the project would result in significant adverse impacts to utilities since capacity and infrastructure either exist or will be upgraded to accommodate the Project.
- **Visual Change as Viewed from Surrounding Roads:** With the construction of 80 residential units on the Somers Site, the land will change in character from its currently vacant, wooded condition to a residential community as viewed from Route 100. In addition, the vacant portion of the Site viewed from Route 202 will contain the new grocery store, adjacent to the existing shopping center. The views to the proposed development are not necessarily considered a negative impact, but will be different than the existing condition, and are unavoidable with construction of the Project.

