

**Commercial Campus at Fields Corner:
Questions from the September 14, 2020 FEIS Public Hearing**

There were questions on the traffic impacts on the Route 312 Corridor from I-84 to Route 6:

- The project's traffic analysis, which has been rigorously reviewed by the Town's traffic consultant, shows that 99% of the over 100 lane groups, approaches and intersections studied would not be significantly adversely impacted and that the overall intersection levels of service would not be changed.
- The proposed project will likely generate a 7% increase in traffic at Pugsley and NY 312 a portion of which enters the project via Pugsley Road and a portion of which exits the project onto NY 312. The portion of traffic entering the project from I-84 on NY 312, will make an unimpeded turn onto Pugsley with virtually no impact on through traffic flow on west bound Ny 312. During rush hours, the traffic models predict that NY 312 will be green to through traffic 85% of the time at rush hour.
- Project generated traffic at Route 6 intersection with Route 312 is expected to increase 1-2% during the am and pm peak rush hours.
- Mitigation measures for the project, including the widening of Route 312 to four lanes between Pugsley Road and the I-84 Eastbound intersection, as well as NYSDOT improvements currently under construction, would generally improve operations along Route 312 as compared to future No-Build conditions without the improvements.
- The Route 312 bridge over I-84 was simulated at the request of the Planning Board and it is projected that there would be more than sufficient capacity to accommodate projected volumes, including from both the proposed project and the proposed Crossroads project.
- While the project's traffic analysis has been rigorously reviewed by the Applicant's consultants as well as the Town's consultant's, the applicant has agreed to implement a Traffic Monitoring Plan (TMP) to be completed twice: first, within six (6) months following the issuance of a Certificate of Occupancy for the first of the two buildings completed and second, within six (6) months of project occupancy of the entire proposed project.
- Included in the TMP study will be confirmation of no scheduled truck deliveries in precluded timeframes, truck parking where designated in site plan, no manned overnight layovers of trucks, conformity with idling regulations, that peak traffic volumes did not exceed the FEIS projections, assessment of traffic speeds on Pugsley and an accounting of employees and visitors that commuted to the project by Metro North.

The use of Pugsley Road by the Project is not understood:

- Pugsley Road will only be paved to the Building B entrance drive.
- The Applicant will erect height restrictive truck barriers and signage to prevent trucks from accessing Patterson from the property or using Patterson as an accessway to the property while providing through access for life safety and fire vehicles.
- The Applicant will install video monitoring on Pugsley Road to identify any truck traffic not obeying the no access restrictions.
- The Applicant will construct truck turnarounds at the end of improved Pugsley Road near Zimmer Road and the project entrance and on Fields Corner Road at the Patterson/Southeast boarder to allow errant truck to turn around.
- Auto traffic will be able to traverse the existing semi improved portion of Pugsley Road as they currently do.

Noise concerns were also raised:

- The project will meet and surpass all required noise restrictions enacted at the local, state and federal levels.
- The noise analysis shows the project would generate background noise that is consistent with current existing background noise levels and would not generate disruptive noise levels at normal operation.
- No foreseeable noise levels from the developed property would have a detrimental effect on the residents, including those who choose to sleep with open windows

There were several visibility questions:

- The project would be generally imperceptible from its residential neighbors and Tilly Foster Farm.
- A combination of distance, intervening topography, and dense existing vegetation would completely obscure the visibility of the project from Route 312 and Tilly Foster Farm and preserve the rural character of this area.
- The project would not be visible within Twin Brook Manor during the leaf-on (summer) and leaf-off (winter) conditions due to elevation change and a 12' berm between the residences and building B.
- The proposed project would also not be visible from the units within Hunter's Glen during the leaf-on condition. There may be some minimal visibility from the units nearest to the project site during the leaf-off condition, but any visual impacts would be minimized by the preservation of substantial areas of existing mature trees and habitat, construction of a proposed 12-foot high berm, as well as additional proposed evergreen landscaping.
- Project views from I-84 have been reduced with the elimination of development on the rural commercial zoned land and consolidation of development into two building from four buildings.

There were a few questions on night light:

- The proposed lighting would also be dark sky compliant.
- The lighting would be fully shielded, such that there would be no light spillage off the property towards Hunters Glen or Twin Brook Manor.
- In addition, the parking lot light poles would be reduced from 30 feet to 20 feet high.