
Final Generic Environmental Impact Statement

Port Jervis – Deerpark Annexation & Development

Prepared For
City of Port Jervis
20 Hammond Street
Port Jervis, NY 12771

September 2021

Barton & Loguidice

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FGEIS Prepared For:

City of Port Jervis Common Council
20 Hammond Street
Port Jervis, NY 12771

Prepared By:

Barton & Loguidice, D.P.C.
10 Airline Drive, Suite 200
Albany, New York 12205

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Project Sponsor, Involved and Interested Agencies

Project Sponsor/Lead Agency:

City of Port Jervis Common Council
20 Hammond Street
Port Jervis, NY 12771

Involved or Interested Agencies:

Port Jervis City Planning Board ZBA
20 Hammond Street
Port Jervis, NY 12771

Deerpark Town Board
20 US-209
Huguenot, NY 12746

Orange County Health Department
47 Academy Ave, Middletown, NY 10940
104 2nd St, Newburgh, NY 12550
124 Main St #3, Goshen, NY 10924

Orange County Planning Department
124 Main Street
Goshen, NY 10924

NYS DOT Region 8 Office
4 Burnett Boulevard
Poughkeepsie, NY 12603

NYSOPRHP Region 8 Palisades Office
Palisades Interstate Parkway
Bear Mountain, NY 10911

NYSDEC Region 3 Office
21 South Putt Corners Road
New Paltz, NY 12561-1696

U.S. Army Corps of Engineers Philadelphia District Office
100 E Penn Square East
Philadelphia, PA 19107

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ABBREVIATIONS

NYS – New York State

NYSDEC – New York State Department of Environmental Conservation

NYS DOT – New York State Department of Transportation

NYSOPRHP – New York State Office of Parks, Recreation, and Historic Preservation

NYCDEP – New York City Department of Environmental Protection

NYCRR – New York Codes, Rules, and Regulations

DGEIS – Draft Generic Environmental Impact Statement

FGEIS – Final Generic Environmental Impact Statement

ZBA – Zoning Board of Appeals

GLOSSARY OF TERMS

City – City of Port Jervis

County – Orange County

Positive Declaration – A determination made by the lead agency that an action may result in one (1) or more significant environmental impacts and will require the preparation of an environmental impact statement before agency decisions may be made regarding the action. The positive declaration starts the environmental impact statement process.

SEQRA – State Environmental Quality Review Act, codified in Article 8 of the New York State Environmental Conservation Law with implementing regulations codified at 6 NYCRR Part 617 (Title 6 of the Official Compilation of Codes, Rules, and Regulations of the State of New York).

State – New York State

Town – Town of Deerpark

1.0 INTRODUCTION

This FGEIS is issued in accordance with Article 8 of the Environmental Conservation Law (SEQRA) and the regulations that implement SEQRA (6 NYCRR Part 617). The City of Port Jervis is the Sponsor for the project and proposes the annexation and development of two (2) sites: the “Quarry” Site and the “Interchange” Site. This document details the project, the existing setting, the beneficial and potential adverse consequences associated with the proposed Quarry and Interchange Sites, and the measures proposed to mitigate potential adverse impacts anticipated to result from the implementation of the proposed action.

1.1. Proposed Action

The project came to fruition when two property owners expressed interest in redeveloping properties in the Town of Deerpark. A light industrial park is proposed at the Quarry Site, while retail, dining, and lodging uses are proposed at the Interchange Site. Each Site would be annexed into the City of Port Jervis to obtain access to their municipal sanitary sewer system. The City is permitted to provide municipal water and storm infrastructure outside its limits, but not municipal sewer; this is due to New York City Department of Environmental Protection (NYCDEP) regulations (NYCDEP owns and operates Port Jervis’ wastewater treatment plant). A mutually beneficial way of providing municipal sewer service and supporting the future development of both Sites is through the annexation of the majority of the Quarry Site and the Interchange Site tax parcels by the City of Port Jervis.

1.1.1. Quarry Site

The Quarry Site development scenario consists of ten (10) parcels; six (6) of the parcels are being annexed, two (2) parcels are already in the City, and two (2) parcels in the Town will be used as part of access to the Site and are part of the development scenario but are not being annexed.

The Quarry Site is 116.8 acres in size, located on the northwest side of NYS Route 209, a State road in the Town of Deerpark, Orange County, New York, and is also fronting on Ryan Street in the City of Port Jervis. The Site is zoned I-1; Industrial in Deerpark and abuts an R-2 (Medium Density Residential) zoning district in the City of Port Jervis. The Site is bounded to the south by commercial and industrial uses along NYS Route 209; to the east and north by lands of the City of Port Jervis and Orange County; to the west by residential uses and vacant land in the City of Port Jervis. Canal Street borders the Site to the north and west. Highway access to and from the Quarry Site is currently via NYS Route 209, a two-lane secondary highway maintained in good condition by the New York State Department of Transportation (NYSDOT). The Site is marginally constrained by a power line easement along the eastern boundary, operated by Orange and Rockland Utilities. Access to/from the Site via Ryan Street shall be restricted to local traffic and emergency vehicles.

Upon annexation, the Quarry Site will be added to the City's Light Industrial (LI) Zoning District. The Quarry Site will likely be developed in phases, with timing for its development depending on a tenant's specific location preferences and facility needs. The analysis in this report assumes full build-out. The general layout for the Site uses a building footprint of approximately 587,000 sq. ft. The layout plan for warehouse/light industrial uses five (5) buildings and 300 to 330 parking spaces.

The conceptual design layout utilizes existing vehicular access from Ryan Street and from NYS Route 209. NYS Route 209 will be accessed by an existing two-lane site entrance. The Site's access roads will be maintained in the present location to minimize additive traffic impacts from the project. Access to Ryan Street shall be restricted to local traffic, trucks for delivery, and emergency vehicles.

Implementation of a phased development at the Quarry Site may include the construction of multiple buildings.

1.1.2. Interchange Site

The Interchange Site development scenario consists of two (2) parcels; the southern parcel (57-3-2) is part of the annexation, while the northern parcel (20-7-8.2) is not being annexed as it is already in Port Jervis, but it is part of the development scenario. The Site fronts County Routes 15 and 16, and is north of I-84. The southern parcel is currently zoned IB; Interchange Business in the Town of Deerpark, while the northern parcel is zoned in the City of Port Jervis' Neighborhood Mixed-Use District to the north. The area to the south of the Site is included in the Town of Deerpark's Interchange Business zoning district. The Site is bounded to the south by vacant commercial uses, to its east by County Route 15 across which a NYSDOT Highway Garage is located, to its west by County Route 16 and residential uses, and to its north by open space, which includes Clove Brook and scattered residential uses.

Upon annexation, the Interchange Site will be added to the City's Neighborhood Mixed-Use (NMU) Zoning District. Development of the Site is planned in phases, although timing for its development depends on a tenant's specific location preferences and facility needs.

Phase 1, considered in this SEQRA process, includes the construction of a 100-room hotel, two (2) sit-down restaurants, one (1) drive-through fast food restaurant, and a gas station. An ingress/egress point would be created at the southeast corner of the parcel off of County Route 15. The existing conditions of this access point location include slopes greater than 25% slope, which will require re-grading to meet local standards. Phase 1 construction would total an approximate 70,000 sq. ft. footprint with an approximate 8.5 acre area of disturbance.

2.0 STATE ENVIRONMENTAL QUALITY REVIEW ACT PROCESS

2.1 Organization of the FGEIS

This FGEIS addresses comments on the DGEIS submitted by Involved and Interested Agencies and members of the public. Terms used in the FGEIS have the same meaning as those included in the Glossary of Terms contained in the DGEIS. Section 1.0 of this FGEIS (Introduction) provides a summary of the Proposed Action. This section, Section 2.0, describes the organization of the FGEIS, provides a list of locations where the FGEIS is available for public review, and summarizes the opportunities for public comment subsequent to issuance of the DGEIS on July 30, 2021.

Section 3.0 of this FGEIS (Revisions to the DGEIS) describes the changes that have been made to the DGEIS. Except for the DGEIS revisions described in this FGEIS, the information and environmental analyses contained in the DGEIS remain unchanged. The DGEIS dated July 30, 2021 is hereby incorporated by reference in this FGEIS.

2.2 Document Availability

This FGEIS has been filed pursuant to 6 NYCRR Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act) of the Environmental Conservation Law. Hard copies of this FGEIS, including a full set of the FGEIS and DGEIS documents (including all separately bound appendices) have been filed at:

- Port Jervis City Hall, 20 Hammond Street, Port Jervis, NY 12771
- Deerpark Town Hall, 20 US-209, Huguenot, NY 12746

Electronic copies of the FGEIS and DGEIS for the Proposed Action, including all separately bound documents, can be reviewed at the following website:

<https://www.portjervisny.org/slider/annexation/>. A public notice will be posted in the Environmental Notice Bulletin informing the public of the acceptance of the FGEIS by the City of Port Jervis. Hard copies of the FGEIS will be supplied to all Involved Agencies.

2.3 DGEIS Public Comment Opportunities

The DGEIS for the Proposed Action was issued for public review and comment on July 30, 2021. Full sets of the DGEIS were made available for public review at the locations listed above and digitally through the City website.

A Notice of Availability detailing the issuance and availability of the DGEIS was provided to the Involved Agencies and published in the NYSDEC's Environmental Notice Bulletin on July 26, 2021.

Written comments on the DGEIS were accepted by City of Port Jervis until the close of business on August 30, 2021. No submittals were received during the public comment period.

3.0 REVISIONS TO THE DGEIS

No comments were received on the DGEIS from the Interested and Involved Agencies or the general public. As a result, only minor typographical edits were made to the DGEIS in Sections 2.3, 4.3, 4.8, 4.10, and 5.10. The affected pages are included in Appendix A.

Appendix A

Typographical Revisions to DGEIS

Interested Agencies:

- Orange County Planning
- New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP)

At the time of issuance of this DGEIS by the Lead Agency, the following approvals/permits have been identified as being necessary for implementation of the proposed action.

- Town of Deerpark and City of Port Jervis Planning Boards
 - Site Plan Approval
- City of Port Jervis Public Works / Water Department
 - Connection to municipal potable water system
- Orange County Planning Department
 - County Referral
- New York City Department of Environmental Protection
 - Connection to municipal wastewater system
- New York State Department of Environmental Conservation
 - State Pollutant Discharge Elimination System (SPDES) General Permit for Construction Activities
- New York State Department of Transportation (NYSDOT)
 - Highway Work Permit

2.3. SEQRA/GEIS Review Procedures

Prior to completing the GEIS, the City completed a series of procedural steps in accordance with the SEQRA regulations. These steps are described below.

Determination of Significance

The City of Port Jervis City Council prepared a Full Environmental Assessment Form (FEAF), determined that the proposed approval of the annexation and Site development has the potential to result in one or more significant and adverse environmental impacts, and so issued a positive declaration. The City determined that completion of a Generic Environmental Impact Statement (GEIS) process was appropriate given the action proposed.

Scoping

The City of Port Jervis accepted the Draft Scoping Document on January 31, 2020 and published it for public review. A public Scoping Meeting was held on February 10, 2020 at City Hall, 20 Hammond Street, Port Jervis, NY. A Draft Scoping Document was provided both on-line at <https://www.portjervisny.org/> and in hard copy at the meeting.ⁱⁱ The Draft Scoping Document was approved by the Common Council on March 9, 2020 before the Final Scoping Document for the Quarry and Interchange Draft Generic Environmental Impact Statement was approved by the City in April 13, 2020. Potentially significant issues identified during the scoping process

sewers below grade to either a subsurface sanitary disposal system (SDS), or multiple SDS's; or to an on-site Wastewater Treatment Plant (WWTP). If the WWTP alternative is ultimately selected, a wastewater assimilative capacity (WAC) analysis shall be conducted and the results included in any future permit applications, in order to assure that potential impacts to the aquifer are avoided or minimized.

Table 7 – Water Demands for the Quarry Site

Use	Demand (gpd)		Assumptions		Total Demand (gpd)	
Building 1 (150,000 SF)	15	per employee/shift	300	employees	4500	
	10	per shower	8	showers	80	
Building 2 (130,000 SF)	15	per employee/shift	260	employees	3900	
	10	per shower	8	showers	80	
Building 3 (160,000 SF)	15	per employee/shift	320	employees	4800	
	10	per shower	8	showers	80	
Building 4 (87,000 SF)	15	per employee/shift	174	employees	2610	
	10	per shower	6	showers	60	
Building 5 (60,000 SF)	15	per employee/shift	120	employees	1800	
	10	per shower	4	showers	40	
Total Estimated Demands for Interchange (gpd) =					13,440	gpd
Total Estimated Demands for Interchange (gpm) =					9.3	gpm

4.3.3. Mitigation – Quarry Site

The proposed facility will likely connect to the City of Port Jervis potable water and sewer system subsequent to annexation, or, in the alternative, pursue on-site disposal, as noted above. Ryan Street, south of the Quarry Site, has existing 8-inch sanitary sewer and 8-inch potable lines that connect to the City's water and sewer systems. No mitigation measures for potable water or sanitary sewer services is proposed as they will connect into existing systems.

4.3.4. Existing Conditions – Interchange Site

There is no existing water supply at the Interchange Site. If the proposed annexation is implemented, the proposed development will meet its water demand by utilizing the Port Jervis water supply. There is an 8-inch water main on East Main Street and a 6-inch water main at South Maple Avenue that can supply the Interchange Site with water.

The existing Interchange Site does not have wastewater infrastructure. The proposed development will likely connect a wastewater line to the City of Port Jervis' wastewater infrastructure, which would ultimately flow to the City's WWTP. The nearby Maple Street, west of the Interchange Site, has an existing 8-inch sanitary sewer line that connects to the City's WWTP.

4.3.5. Potential Impacts – Interchange Site

The average daily water usage for the proposed facility is not expected to exceed 21,000 gpd. The proposed facilities will be designed to specifically incorporate measures to provide for maximum recycling of water, and the infiltration of stormwater. These measures may include the recycling of process water, infiltration ponds and subsurface infiltration galleries. Table 8 provides a breakdown of estimated Interchange Site water demands based on the proposed Phase 1 development uses.

The proposed project is expected to generate up to 21,000 gpd of wastewater.^{vii} This estimate is conservative because estimated employee counts for commercial uses have been adjusted to the high side. Wastewater will be collected on site and transmitted by sewers below grade to either a SDS, or multiple SDS's; or to an on-site WWTP. If the WWTP alternative is ultimately selected, a wastewater assimilative capacity (WAC) analysis shall be conducted and the results included in any future permit applications, in order to assure that potential impacts to groundwater are avoided or minimized.

Table 8 below assumes that total water demands per proposed facility are correlated with the units described therein. For example, water demand for toilets, showers, bathroom sinks, laundry, and landscaping is included in the total demand figures for Hotels given the assumed features.

Table 8 – Estimated Water Demands for the Interchange Site – Phase 1

Use	Demand (gpd)		Assumptions		Total Demand (gpd)	
Hotel	110	per sleeping unit	100	rooms	11000	
	110	per conference room	1	conference room	110	
	20	per seat (Bar/restaurant)	50	seats	1000	
Restaurant (Sit down)	35	per seat	150	seats	5250	
Restaurant (Fast food)	25	per seat	70	seats	1750	
	500	per drive up window	2	windows	1000	
Gas Station	400	per toilet	2	toilets	800	
Total Estimated Demands for Interchange (gpd) =					20,910	gpd
Total Estimated Demands for Interchange (gpm) =					14.5	gpm

4.3.6. Mitigation Measures - Interchange

The proposed Interchange Site development will likely connect to the City of Port Jervis WWTP subsequent to annexation, or, in the alternative, pursue on-site disposal, as noted above. For potable water, the Interchange Site can be connected from East Main Street's 10-inch water main or via South Maple Ave through a 6-inch water main. All connections will be made within the public right-of-way. No mitigation measures for water or sanitary sewer services are proposed as they connect to existing systems.

Table 15 – Route 209 and Site Driveway Level of Service

INTERSECTION	PEAK HOUR	APPROACH	EXISTING 2016		NO-BUILD 2018		BUILD 2016	
			Max v/c	LOS	Max v/c	LOS	Max v/c	LOS
ROUTE 209 AT SITE DRIVEWAY	Weekday	EB	0.12	B/12.5	0.13	B/12.6	1.24	F/177
		NB Lefts	0.01	A/0.3	0.01	A/0.4	0.01	A/5.2
UNIGNALIZED THE BUILD SCENARIO INCLUDES AN EB RIGHT-TURN LANE	Weekday	EB	0.17	C/16.0	0.17	C/16.1	4.45	F/ERR
		NB Lefts	0.01	A/0.3	0.01	A/0.3	0.04	A/1.2

4.8.3. Mitigation Measures – Quarry Site

- NYS Route 209 and NYS Route 211 will not require proposed mitigation measures due to the traffic volumes and delays not being effected by the proposed project.
- NYS Route 209 and Hamilton Street will not require proposed mitigation measures due to the traffic volumes and delays not being effected by the proposed project.
- NYS Route 209 at the site access driveway will require NYSDOT’s approval of recommendations to be incorporated due to the increase to LOS of F for the AM and PM Peak hours from an existing condition of LOS B. The 2017 Deerpark West Industrial Park Traffic Study assumed NYSDOT will review and provide their preferred mitigation for this intersection.
 - The site driveway at Route 209 will not operate adequately under stop control
 - The site driveway at Route 209 will require the installation of a traffic signal
- Redevelopment of the site will result in an increase in public use of the bridge by motorists and there could be more than 1000 vehicles per day crossing the bridge to access the Site. A detailed inspection of the bridge structure over Gold Creek is necessary to determine the condition of the steel truss superstructure and concrete abutments. It is assumed that structural improvements to the bridge would include replacement of the concrete bridge deck panels or complete replacement of the bridge superstructure. Additional necessary safety improvements would include widening of the bridge deck, removal of the existing w-beam railing and replacement with standard 3-rail box beam bridge railing along with appropriate transition railing, guide railing and end sections on each approach to the bridge. The bridge would also need to be re-surfaced with an asphalt overlay to match the approach roadway.

- 4) CR 15/I-84 EB Ramp in the 2022 Build condition will degrade in LOS from B to C in both the AM and PM peak hours.
- 5) The site entrance driveway at full site build out in 2022 (Phase 1 development) will experience LOS F for exiting traffic from the site driveway for both peak periods, operating under stop sign control. The CR 15 mainline will continue to operate in free-flow condition.

Sight Distance Evaluation:

A sight distance evaluation was completed at the proposed Interchange Site driveway. The results of the analysis found that the measured intersection sight distances are all greater than the industry standard (NYSDOT Highway Design manual, Chapter 5) recommended sight distances for all maneuvers entering and exiting the site driveway. Table 18 includes the results of the sight distance analysis for the Interchange Site driveway.

Table 18 – Site Driveway Sight Distance Summary

Intersection		Intersection Sight Distance (ft.)			
		Right-Turn from Site	Left-Turn from Site		Left turn into Site
			Looking Left	Looking Right	
County Route 15	Available	500	550	750	550
	Recommended	275	275	275	275
1. Measured at 14.5 feet from the travelway at an object and eye height of 3.5 feet.					
2. Measured for a 2 foot object located in the path of NB and SB vehicles at an eye height of 3.5 feet.					

4.8.6. Mitigation Measures – Interchange Site

The LOS analysis that was completed for the 2022 Build year condition found several instances where the existing traffic operations would be negatively impacted by the full Phase 1 build out of the project site. To alleviate the proposed project’s impact on the transportation system, the implementation of mitigation measures were evaluated to bring the transportation system’s performance back to No-Build year conditions. All mitigation measures will need to be coordinated through the NYSDOT and County for those measures that are within their jurisdiction. Table 4.8.8 includes the results of the LOS analysis for the 2022 Build year With Mitigation Measures.

Table 19 – Intersection Level of Service Summary

Intersection and Approach	Control	AM 2021 Existing	AM 2022 No Build	AM 2022 Build	AM 2022 Build *With Mitigation	PM Peak Hour 2021 Existing	PM Peak Hour 2022 No Build	PM Peak Hour 2022 Build	PM 2022 Build *With Mitigation
1) US 6 / North and South Maple Street	S	B (13.4)	B (13.4)	B (14.6)		B (17.6)	B (17.6)	B (18.8)	
US 6 NB LTR		B (14.6)	B (14.6)	B (13.7)		B (16.4)	B (16.4)	B (16.4)	
US 6 SB LTR		B(14.5)	B(14.5)	B (15.5)		C (29.6)	C (29.6)	C (24.2)	
South Maple Street EB LTR		B (11.3)	B (11.3)	B (16.7)		B (18.2)	B (18.2)	C (26.3)	
North Maple Street WB LTR		B (11.0)	B (11.0)	B (16.5)		B (17.8)	B (17.8)	C (25.8)	
2) US 6 / CR 15	S	B (18.2)	B (18.2)	C (32.9)	B (12.7)	C (25.2)	C (25.3)	D (36.7)	D (38.8)
US 6 WB LT		B (10.1)	B (10.1)	B (19.2)	B (11.0)	B (14.8)	B (14.8)	C (27.7)	C (28.9)
US 6 SB TR		C (20.1)	C (20.2)	B (17.5)	B (13.7)	C (26.9)	C (27.0)	C (32.9)	C (29.3)
County Route 15 NB LR		C (25.0)	C (25.0)	D (38.5)	B (13.6)	C (34.4)	C (34.7)	D (44.3)	D (48.5)
3) US 6 / I-84 WB Ramp	TW	A (4.8)	A (4.8)	A (5.9)	A (6.6)	B (14.5)	B (14.8)	C (25.6)	B (13.1)
US 6 WB LT		A (1.4)	A (1.4)	A (1.4)	A (6.9)	A (1.8)	A (1.9)	A (1.7)	B (12.9)
Interstate 84 Ramp NB L		B (12.4)	B (12.4)	B (14.8)	A (6.5)	E (37.0)	E (37.9)	F (66.6)	B (13.2)
Interstate 84 Ramp NB R		Yield (0.0)	Yield (0.0)	Yield (0.0)	A (6.5)	Yield (0.0)	Yield (0.0)	Yield (0.0)	Yield (0.0)
4) CR 15 / I-84 EB Ramp	S	B (15.3)	B (15.4)	C (24.2)	B (14.4)	B (17.2)	B (17.5)	C (21.2)	B (19.8)
County Route 15 NB TR		B (14.7)	B (14.7)	B (10.8)	A (6.1)	B (17.0)	B (17.3)	B (10.6)	B (10.6)
County Route 15 SB TL		B (16.0)	B (16.1)	C (34.7)	B (15.6)	B (17.9)	B (17.9)	B (19.7)	B (17.0)
Interstate 84 Ramp WB LR		B (15.6)	B (15.6)	D (40.1)	D (40.1)	B (16.3)	B (16.4)	E (59.6)	D (37.1)
5) CR 15 / Site Entrance	TW			F (198.0)	C (32.5)			F (1931.9)	E (72.7)
CR 15 NB LT				A (4.8)	C (23.1)			A (5.1)	E (59.4)
CR 15 SB TR				A (0.0)	C (23.1)			A (0.0)	E (73.7)
Site Entrance LR				F (607.3)	E (72.0)			F (7741.9)	F (109.4)

Key: X (X, Y) = Level of Service (Delay, seconds per vehicle).
 TW – Two-Way Stop Controlled Intersection.
 S – Signal Controlled Intersection
 NB, SB, WB, EB = Northbound, Southbound, Westbound, Eastbound intersection approaches.
 LTR = Left-turn, thru, and/or right-turn movements.

These mitigation measures include:

- 1) US 6 / North and South Maple Street
 - i. No mitigation measures were evaluated or are proposed at this location
 - ii. The Build year conditions are equivalent to the Existing and No-Build year conditions
- 2) US 6 / CR 15 intersection evaluated the addition of a WB left turn protected phase to the signal cycle. This mitigation will include:
 - i. The use of the WB green left turn only signal face.
 - ii. The left turn only phase will allow for an overlap movement of NB right turn movements that significantly improves the CR 15 NB LOS from a D to B in the AM peak hour.
 - iii. The left turn only phase creates a slight decrease in service (2.1 seconds/vehicles difference) during the PM peak hour. This is almost equivalent with the build condition and is still considered as a mitigation measure due to the improvement provided during the AM peak period.

- iv. A new signal head with NB right turn arrows will be added to the mast arm.
 - v. The structural capacity of the existing signal pole and mast arm will need to be evaluated to determine if the new signal heads can be accommodated.
- 3) US 6 / I-84 WB Ramp intersection was evaluated to include the addition of a new traffic signal to replace the existing stop control. This mitigation measure will include:
- i. The installation of a new traffic signal.
 - ii. Improvement to the overall intersection operation to LOS A and B for the AM and PM peak hours respectively, meeting the 2022 No-Build LOS.
 - iii. Improvement to the I-84 NB left turn movement operation to LOS A and B for the AM and PM peak hours respectively, exceeding the No-Build year operating conditions.
- 4) CR 15 / I-84 EB Ramp intersection was evaluated to include the addition of a right turn lane to the CR 15 NB approach. This mitigation measure will include:
- i. Construction of the NB right turn lane including widening of CR 15.
 - ii. The NB right turn lane will provide better NB through movement traffic flow by separating through and right turn vehicles.
 - iii. The overall LOS will operate equivalent to the Existing and No-Build conditions during both peak periods.
- 5) CR 15 / Site Entrance was evaluated to include stop control during the build condition and installation of a new traffic signal for the mitigation measure.
- i. Under stop control the site entrance driveway will operate at LOS F for both peak periods
 - ii. The installation of a traffic signal will slightly improve operation to LOS C in the AM peak hour and LOS E in the PM peak hour.
 - iii. The improvement in overall LOS is created by slightly improving the site access driveway operation which decreases the current free flow (LOS A) condition of CR 15.

The majority of the off-site transportation impacts can be mitigated as presented above. The new CR 15 intersection with the Interchange site driveway will not operate satisfactorily during the PM peak hour with the installation of the traffic signal. The development scenario analyzed includes the full build out of the Interchange site being completed in the same year. It is likely that the site will be developed in phases over time. The transportation impacts could be mitigated as each phase is implemented and also include an expansion of the mitigation measure proposed such as additional turning lanes into and out of the site.

In addition to the study criteria noted above, an inventory of additional visual resources including scenic easements, public parks and recreation areas, and scenic overlooks was developed. These areas include sensitive community resources and open space areas specifically identified in the Town of Deerpark Comprehensive Plan, City of Port Jervis Comprehensive Plan, and Orange County Open Space Plan. Also considered are nearby parks in Deerpark and Port Jervis. The additional community visual resources found within the visual setting area are:

- Port Jervis City School District Campus on NYS Route 209
- Harriet Space Town Park – Located on NYS Route 209 adjacent to Deerpark Town Hall
- Sparrowbush Town Park
- Sheriff Bigger Town Park – Located on County Route 61
- Boehmler Park – Located between Boehmler Road and Peenpack Trail
- Elks-Brox Memorial Park
- Riverside Park

A significant vantage point in the Port Jervis area is Point Peter. Point Peter is a roadside pull-off elevated in Elks Brox Memorial Park can be seen from both the Quarry and Interchange Sites and vice versa. From Point Peter, while both visible, neither project site is a significant view detractor given the commanding views of the Delaware River Valley and Pocono Mountains beyond. Point Peter is located approximately one mile southwest of the Quarry Site and 1.75 miles north of the Interchange Site.

4.10.2. Potential Impacts - Quarry

Proposed development at the Quarry Site includes an access-integrated industrial facility. Operations on site may include industrial or light industrial operations, manufacturing, recycling, distribution, data management, warehousing, or other uses commensurate with the applicable City of Port Jervis Zoning Code.

The proposed action will result in a physical change to the existing characteristics of the Site, which will include the redevelopment of industrial and vacant land to buildings, parking, and landscaping. Improvements on the Site will be partially visible from NYS Route 209 and adjacent residential and commercial properties.

The proposed site plan provides setbacks from the property's boundaries that exceed applicable Zoning requirements. The proposed buildings located closest to an adjoining property, with a 120 foot side yard (15 feet is required), and over 200 feet of separation to the nearest residence. Additionally, the yards of existing residences and businesses increase the effective separation.

Presently, there is minimal existing lighting on the Site. The overall layout of lighting for the site will utilize wall mounted and pole mounted fixtures at varying heights to achieve the desired illumination levels. Each fixture will be equipped with sharp cut-off distribution reflectors and/or shields to focus the projection of light downward and in a distinct pattern on the project site. This also minimizes the amount of light pollution to the sky and adjacent properties. The combination and consideration of these factors will adequately light the parking areas, walkways and drive aisles to assure the general safety and convenience of employees, drivers and visitors to the site. The lighting is designed to prevent light from the proposed fixtures from spilling over to adjoining properties. The introduction of light fixtures will increase the visibility and light levels on the site. The site lighting will make the proposed facility partially visible from NYS Route 209 and adjacent residential parcels to the south, east, and west during evening hours.

Parking stalls, cross-walks, stop bars and traffic movement indications will be painted on paved areas. These will also be supplemented with traffic signs (i.e. one-way, handicapped parking, stop, no parking, etc.) throughout the Site. A monument sign placed along NYS Route 209 is also proposed for the entrance to the facility. The sign will be ornamental with a façade of natural stone or brick with indirect lighting and will comply with all applicable zoning laws and NYSDOT permitting requirements. The site access is located on a parcel to remain under Town of Deerpark jurisdiction; site plan layout and design has taken into account the design standards set forth under the Town of Deerpark and City of Port Jervis Zoning Laws.

Proposed elevations of potential building designs on-site are shown on Figures 19 and 20.

Other potential impacts could include:

- Light trespass, sky glow
- Glare / glint from architectural elements, parked cars
- Utility areas
- Emissions – plumes from utilities, HVAC, and/or generators

Based on field reconnaissance, the proposed project is expected to minimal visual impact on sites within the two-mile radius. Point Peter is the only prominent location from which the Quarry Site is visible due to terrain and vegetation limitations. The industrial uses currently present at the Quarry Site do not offer much in visual appeal and can sometime produce dust and exhaust plumes visible from Point Peter. The proposed uses will not significantly impact views of the Quarry Site based on present operations, Site vegetation, and terrain.

4.10.3. Potential Impacts - Interchange

Proposed development at the Interchange site includes a hotel, a fast food restaurant, and a sit-down restaurant as well as other uses commensurate with the applicable City of Port Jervis Zoning Code. The proposed action will result in a physical change to the existing characteristics of the site, which will include the development of forested land to buildings, parking, and landscaping. Improvements on the site will likely be visible from County Route 16 and County Route 15, and adjacent residential and commercial properties.

The proposed site plan provides setbacks from the property's boundaries that meet applicable Zoning requirements. In the Neighborhood Mixed Use District, minimum setbacks for restaurants are not required. There is 20-ft rear setback requirement for gas stations and hotels, but no front or side minimum setbacks. Additionally, the yards of existing residences and businesses increase the effective separation.

Presently, there is no existing lighting on the Site. The overall layout of lighting for the site will utilize wall mounted and pole mounted fixtures at varying heights to achieve the desired illumination levels. Each fixture will be equipped with sharp cut-off distribution reflectors and/or shields to focus the projection of light downward and in a distinct pattern on the project site. This also minimizes the amount of light pollution to the sky and adjacent properties. The combination and consideration of these factors will adequately light the parking areas, walkways and drive aisles to assure the general safety and convenience of employees, drivers, and patrons to the Site. The lighting is designed to prevent light from the proposed fixtures from spilling over to adjoining properties. The introduction of light fixtures will increase the visibility and light levels on the site. The site lighting will make the proposed facility partially visible from County Route 16 and County Route 15 and adjacent residential parcels to the north, east, and west during evening hours.

Parking stalls, cross-walks, stop bars and traffic movement indications will be painted on paved areas. These will also be supplemented with traffic signs (i.e. one-way, handicapped parking, stop, no parking, etc.) throughout the Site. A monument sign placed along County Route 16 and County Route 15 is also proposed for the entrance to the Site. The sign will be ornamental with a façade of natural stone or brick with indirect lighting and will comply with all applicable Zoning laws and Orange County Highway requirements.

Like the Quarry Site, other potential impacts could include:

- Light trespass, sky glow
- Glare / glint from architectural elements, parked cars
- Utility areas
- Emissions – plumes from utilities, HVAC, and/or generators

Based on field reconnaissance, the proposed project may have visual impact on locations within the two-mile radius of the Interchange Site due to its elevated position above County Route 15. This impact will be seen from Point Peter in Elks Brox Memorial Park. However, the view toward the Interchange Site is cluttered and somewhat crowded with commercial development on US-6, residential properties in Port Jervis' Tri-States neighborhood, and Interstate 84 running just behind it. It is likely to also be visible from US-6 and Interstate 84.

4.10.4. Mitigation Measures - Quarry & Interchange Sites

These Sites will require different mitigations as the Quarry Site is situated at an elevation generally lower than the surrounding landscape while the Interchange Site is situated at an elevation that is generally higher than the surrounding landscape.

The following table describes visual elements and recommended mitigation measures associated with each site:

Table 20 – Visual Impact Mitigation Measures by Site

Mitigation	Quarry Site	Interchange Site
Vegetative Screening	Maintain natural planted buffers around site; screen utility areas; screen views of parking; add plantings at site perimeter where screening is needed.	Maintain natural planted buffers around site; screen utility areas; screen views of parking; add plantings at site perimeter where screening is needed.
Building Location and Architecture	Locate buildings where surrounding topography will provide a natural visual screen; locate utilities where building and topography will screen; cluster multiple buildings at the center of the site where least visible.	Use low profile buildings at site high points; cluster buildings in front of higher topographic features to reduce prominence; locate buildings behind natural visual screening; locate utilities where easily screened; use non-contrasting façade colors and avoid features that will cause glint or glare from the sun; avoid obstructing important views from surrounding receptors with buildings; avoid monotonous and monolithic facades.
Site Lighting	Comply with Dark Sky Standards; illuminate secure areas to minimal ISA standards; avoid excessive up-lighting of building facades.	Comply with Dark Sky Standards; illuminate secure areas to minimal ISA standards; avoid excessive up-lighting of building facades; locate lights to avoid offsite glare; provide planted screens to avoid glare from vehicles on site access roads.
Site Design	Avoid large areas of uninterrupted asphalt access or parking; screen utility site features with plant materials; situate loading areas where naturally screened from views by topography, building or plantings.	Avoid large areas of uninterrupted asphalt access or parking; screen utility site features with plant materials; situate loading areas where naturally screened from views by topography, building or plantings.

5.0 CUMULATIVE IMPACTS

This chapter evaluates the cumulative impacts of the proposed annexation and development scenario. "Cumulative impact" is defined as the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions (40 CFR § 1508.7). Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

The Council on Environmental Quality (CEQ) has identified four basic types of effect that can lead to cumulative impacts.

- Type 1 – Repeated additive effects on a resource from a single project
- Type 2 – Stressors from a single project that have interactive (countervailing or synergistic) net effect on a resource
- Type 3 – Additive effects arising from multiple sources (projects, point sources, or general effects associated with development)
- Type 4 – Effects arising from multiple sources that affect resources in an interactive fashion.

For the purposes of this document, the cumulative impact analysis is generic and is limited to those environmental resources directly impacted by the proposed actions. The resources subject to a cumulative impact assessment in this document include: the development footprint of both the proposed Quarry and Interchange Sites, local and county roadways adjacent to the project site, cultural resources located within the project footprint area, wetlands, water resources impacts, air resources impacts, visual impacts, noise impacts and impacts to community character.

Actions included within the scope of the Port Jervis – Deerpark Annexation and Development Project include:

- Annexation of the Quarry Site and associated parcels from the Town of Deerpark into the City of Port Jervis
- Annexation of the Interchange Site from the Town of Deerpark into the City of Port Jervis
- Redevelopment of the Quarry Site into a light industrial park
- Development of the Interchange Site into commercial retail, dining, and lodging uses
- Extension of City of Port Jervis municipal water and sewer services onto each site to serve needs associated with their proposed future uses
- Construction of internal roadways, stormwater management facilities, and infrastructure within each development footprint

Cumulative impact analysis requires an understanding of activities or plans that may reasonably be expected to affect the proposed project site independently of or in conjunction with the proposed project.

No other projects are being considered independently of the Port Jervis – Deerpark Annexation and Development Project at this time.

No transportation improvement projects related to the project sites have been programmed for the Town of Deerpark or City of Port Jervis, Orange County in the approved State Transportation Improvement Plan for 2020-2023.³ No new transportation improvement projects are proposed by the Town of Deerpark, City of Port Jervis or Orange County Department of Public Works for roadways around the project sites.

The methodology for analyzing the cumulative impact of the Port Jervis – Deerpark Annexation and Development Project utilizes the CEQ's eleven step process for cumulative impact assessment. The resource issues requiring a cumulative impact assessment were defined during a public scoping meeting in February 2020. This process is summarized in Table 40 below.

³ <https://www.dot.ny.gov/programs/stip>

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