

8.0 GROWTH INDUCEMENT AND CUMULATIVE IMPACTS

The following section of this DEIS evaluates the potential for growth inducement as a result of the proposed Stateline Retail Center project, both in terms of the potential for residential development to support future workers at the proposed stores and the potential for new commercial development along US Route 6 of businesses seeking to benefit from proximity to the proposed project. The evaluation of growth inducement is followed by an evaluation of the potential for cumulative impacts as a result of the Stateline Retail Center project and other projects proposed in the surrounding area.

8.1 Induced Growth

8.1.1 Residential Development

The proposed project is expected to employ 269 workers upon project completion and occupancy. Forty five of these would be employed in the office building with the remaining 224 at the retail stores. Workers at the proposed stores would fill positions ranging from sales and stock clerk, to managerial and administrative. Jobs at the office(s) would range from administrative to managerial. It is anticipated that workers filling the vast majority of the available jobs will be drawn from the available labor force residing in Putnam County or will travel from their existing places of residence in surrounding counties such as Fairfield County and Westchester County, where more diverse housing stocks exist and workforce housing is available in greater numbers than in the immediately surrounding area.

PART bus service could potentially be provided to the project site, improving access for those workers that do not drive or have access to automobiles. Some part-time positions may also be filled by seniors or area youth seeking such employment. These employees would be expected to live nearby the Proposed Action.

Those individuals who might decide to relocate to the area to be closer to their job will likely be few and, as such, their housing needs would be expected to be met by the existing housing stock through the usual housing turnover that is present in any local housing market. The nearby Village of Brewster and City of Danbury, Connecticut in particular have a wide variety of housing types, including rental housing that could be seen as being affordable to potential workers at the Stateline Retail Center. Refer to Section 3.2 for a discussion pertaining to areas of affordable housing within the vicinity of the project site. There is also additional senior housing that has been approved in Carmel including 300 units in the Gateway Summit and Fairways sites, and in Danbury including 175 senior units in the Reserve. The Reserve will include over 1,900 units without age restrictions that might also increase the potential work force in this area while providing housing opportunities. Therefore, the proposed project is not expected to necessitate, nor facilitate, significant new demand for housing in the area, or result in induced growth of housing.

8.1.2 Support Services - Operational Phase

The area surrounding the project site already contains retail and service establishments, such as gas stations and automotive-related businesses, banks and food stores, which serve local businesses and residents. The proposed project would be expected to be supplied with goods for sale predominantly from local businesses and businesses located within other parts of the County and region. Existing local businesses that could potentially experience an increase in

business activity from the proposed stores, visitors, and workers at the Stateline Retail Center might include package delivery establishments, local deli's and restaurants, gas stations, and banks. Significant creation of new businesses to support the completed Stateline Retail Center is not anticipated.

However, the location of this project in a somewhat developed suburban-exurban area of Putnam County would be expected to result in a minor increase in sales at support businesses in the surrounding area, whether through expansion of existing businesses, increased sales at existing establishments, occupation of vacant commercial space, or through the construction and operation of new businesses.

For the economic analysis, the proposed development was divided into three categories (General Merchandise, Miscellaneous Store Retail, and All Other Miscellaneous Professional and Technical Services) and was analyzed as such¹. Refer to Section 3.3, Economic Conditions. In order to calculate the secondary employment impacts of the proposed development, a multiplier of 1.51 was used for the General Merchandise portion of the proposed development resulting in 69 new long term jobs through secondary employment². A multiplier of 1.14 was used to calculate the secondary employment impacts for the additional retail uses proposed (Miscellaneous Store Retail), resulting in 13 new long term jobs through secondary employment for this portion of the proposed development³. A multiplier of 1.69 was used to calculate the secondary employment impacts for the office uses proposed (All Other Miscellaneous Professional and Technical Services), resulting in 31 new long term jobs through secondary employment for this portion of the proposed development.⁴

Overall, the total indirect jobs anticipated from the completed Stateline Retail Center is 113 full time employees (31 indirect office jobs and 82 indirect retail jobs). See Section 3.3 of this DEIS for further discussion regarding potential impacts on employment from the Proposed Action.

The amount of new construction resulting from induced growth as a result of the Stateline Retail Center would depend on future real estate market conditions and the availability of developable land in areas surrounding the project site. If all of the additional jobs from secondary employment are assumed to be located within several miles of the project site where induced growth would be most likely to occur, and half of them were to be jobs in businesses that would occupy newly constructed buildings, applying the secondary job growth assumption to a projection of induced growth based on employee space requirements would result in the approximate square footage of future growth. Applying the secondary job growth assumption to a projection of induced growth based on employee office space of 3.0 workers per 1,000 square feet would result in approximately 5,200 square feet of office growth, while applying this job growth assumption to a projection of induced growth based on retail employee space requirement of 2.5 workers per 1,000 square feet of floor area would result in approximately 16,400 square feet of retail growth.

¹ Source: IMPLAN Sector Scheme (Appendix A), *IMPLAN Professional (Version 2.0) - User Guide, Analysis Guide, Data Guide*. 2004 February - 3rd Edition.

² Source: Secondary effect multiplier for General Merchandise Retail Category - 2004 IMPLAN (Impact Analysis for Planning) data for Putnam County, New York - (134 direct employees multiplied by 0.51 results in 69 indirect employees)

³ Source: Secondary effect multiplier for Miscellaneous Store Retail Category- 2004 IMPLAN (Impact Analysis for Planning) data for Putnam County, New York (90 direct employees multiplied by 0.14 results in 13 indirect employees)

⁴ Source: Secondary effect multiplier for Miscellaneous Store Retail Category- 2004 IMPLAN (Impact Analysis for Planning) data for Putnam County, New York. (45 direct employees multiplied by 0.69 results in 31 indirect employees)

Although the secondary employment multiplier accounts for employment effects far beyond those areas where growth inducement would be likely, this magnitude of growth is assumed for the purposes of conservatively analyzing the hypothetical impacts of induced growth. The specific location of such development effects can not be determined at this time.

The development of approximately 5,200 square feet of office space and 16,400 square feet of additional commercial space in the areas surrounding the project site, such as development of new office, retail, restaurants, or personal service establishments, would be subject to separate environmental review, and would need to adhere to applicable environmental regulations, Code requirements, and strict requirements for development in the New York City watershed. Should this future development of office and commercial space along US Route 6 be stimulated by the proposed project, this level of growth would be consistent with development trends in this area, and with public policy that seeks to channel development to the US Route 6 corridor, where in-place commercial zoning and infrastructure generally exist to absorb this amount of development. While the Village of Southeast Comprehensive Plan recognizes development constraints along US Route 6 from Watershed Regulations and topography, page 7.2 of the Comprehensive Plan indicates that “additional opportunities for commercial expansion may exist on US Route 6 both east and west of the Village of Brewster.” Providing a healthy economic environment through a diversified tax base and providing employment opportunities are key parts of the plan’s overall goals and policies articulated in its Vision statement. Page 1-3 of the Comprehensive Plan specifies that “Future non-residential uses should be targeted to those areas where they will have minimal impact on water quality, traffic and community character.” In its Croton Plan section, the Comprehensive Plan identifies US Route 6 east and west of the Village of Brewster as being a Growth Focus Area where it is most important to allow for new growth (see page 10-9 of Town of Southeast Comprehensive Plan). To the extent that future new construction as a result of induced growth can be accommodated in the Town’s Growth Focus Areas, and can support community character goals, such development would be likely to be consistent with Town policies.

Following is an evaluation of impacts of potential induced growth associated with the Stateline Retail Center Project with respect to potential impacts to each of the topics of analysis found in this DEIS:

Land Use, Zoning, Public Policy and Community Character: US Route 6 functions as a commercial corridor and is an area of the Town designated in the Southeast Comprehensive Plan for future growth. As such, the addition of a minor amount of office and retail construction would not be expected to have significant adverse land use or community character impacts. Specific building height, setback, landscaping and other site plan features of induced growth that can influence community character and land use compatibility will be determined once specific development is proposed. The Town of Southeast, through its local laws (e.g., zoning) provides guidelines designed to achieve a balance of community character and water quality. Development occurring as a result of induced growth would need to comply with applicable zoning requirements.

Community Services: The construction of additional office and retail space within the surrounding area of the project site would not be expected to generate significant additional demand for community services such as police, fire protection, or highway maintenance services. Additional tax revenues would be generated by such development to supplement the

budgets of area community service providers. No school impacts would be expected, however additional tax revenue would be contributed to the school district.

Economic Conditions: As described in Chapter 3.3, the retail portion of the proposed Stateline project is expected to bring in customers and employees from the outskirts of the identified retail trade area for the proposed uses. The proposed office space is expected to bring approximately 45 new employees to the project area. Some of the new shoppers and employees brought to the Stateline Retail Center may also find goods and services at other nearby retail establishments, which would provide additional customers for these other outlets resulting in positive economic impacts.

Induced growth associated with projects that support the employment, shopping, and service needs of the Town residents and its visitors would be expected to strengthen the local economy as well as increase opportunities for local employment, purchases and sales. In addition, other New York area shoppers that would otherwise make purchases in Connecticut may be recaptured, keeping additional sales tax revenues within New York State.

Cultural Resources: While the specific location of anticipated induced growth development is not known, as indicated in Chapter 3.4, a search of the site files maintained by the New York State OPRHP in Albany indicated no properties determined to be eligible for listing, or listed on, the National Register of Historic Places, within one mile of the Stateline Retail Center project site. While investigations on the project site have revealed historic and prehistoric resources are present, individual projects proposed in the future in response to growth inducement by the Stateline Retail Center would also be expected to comply with state and federal requirements with respect to cultural resource investigations.

Natural Resources: No federal or state-listed rare plant species, habitats or significant natural communities were identified for the Stateline Retail Center project site or adjacent properties in communications from the New York State Department of Environmental Conservation Natural Heritage Program or were observed during site visits to the site by project biologists. While impacts to vegetation, wildlife and wildlife habitat as a result of induced growth can not be determined without knowing where such development would take place, construction of this relatively small amount of development is not expected to result in significant impacts to vegetation and wildlife. Any individual future projects would be required to analyze impacts to federal or state-listed rare plant species, habitats or significant natural communities as part of the environmental review associated with the proposed development.

Geology: Specific impacts of induced growth on geology, soils and topography can not be determined without knowing the locations of future development induced by the Stateline Retail Center project. However, the level of development that is anticipated is not expected to be of a magnitude that would affect a large area, or require major impacts to steep slopes. Future development would also have to address erosion control and slope stabilization in accordance with the Erosion and Sediment Control Guidelines in the NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activities (Permit No. GP-0-08-001). As part of the NYSDEC SPDES permit, no more than five acres of any given site can be unstabilized at one time without permission from the NYSDEC.

Water Resources and Wetlands: Impacts to wetlands, watercourses and associated buffers as a result of induced growth would need to be addressed through wetland permitting

through the Town of Southeast, U.S. Army Corp of Engineers, and/or NYSDEC prior to construction within areas regulated by these agencies.

Stormwater Management: Development proposed as a result the presence of the Stateline Retail Center would need to incorporate NYSDEC approved methods and practices for treating stormwater runoff from impervious areas that are proposed as a result of ancillary growth.

Traffic and Transportation: An additional 5,200 square feet of office space and 16,400 square feet of retail or personal service development would be anticipated in association with the Proposed Action. A quarter of induced trips related to this ancillary retail development would likely be drawn from existing US Route 6 traffic including multipurpose trips to or from the project site. The induced trips related to the office would likely be more variable depending on the degree of association between the proposed office (if medical offices) and the proposed retail (if a pharmacy). This amount of additional traffic volume would not necessarily be expected to be in one location. The traffic would be expected to utilize at least two of the three nearby interchanges thereby spreading the associated new trips out over the network. This additional development would be subject to SEQRA evaluation under which traffic impacts would likely be assessed.

Air Quality: An additional 5,200 square feet of office space and 16,400 square feet of retail or personal service establishment development would not be expected to have significant air quality effects as a result of vehicular emissions. Construction related air quality impacts may include temporary fugitive dust and particulate matter from the sites of induced growth construction, and emissions from construction equipment and vehicles. However, no sensitive receptors such as schools, hospitals, senior living facilities, or churches exist in the immediate vicinity of the project site and no significant construction period air quality impacts would be expected from ancillary growth.

Noise: Some minor increase in noise levels would be expected in the immediate vicinity of sites proposed for additional development in the future through growth inducement. Increases in noise through normal vehicular traffic, truck deliveries, and heating and air conditioning equipment would be expected to be typical of retail sites along the US Route 6 corridor and no significant adverse noise effects would be expected.

Construction: Construction effects related to the anticipated future development of 5,200 square feet of office space and 16,400 square feet of retail space would not be expected to be significant. These effects would be temporary in nature. Measures to protect against erosion and sedimentation during construction would be maintained until sites have been permanently stabilized in accordance with NYSDEC and NYCDEP standards and specifications.

Infrastructure and Energy: Correspondence with NYSEG indicates that facilities are in place to provide electrical service to the proposed Stateline Retail Center project without capacity constraints. Therefore, no significant impacts to electrical supply are anticipated as a result of the projected future office and commercial development as a result of the Proposed Action.

Based on the water supply demand rates for office development, which is 96 gallons per day (gpd) per 1,000 square feet (Urban Land Institute, 1994), the approximate water demand for 5,200 square feet of office space would be 500 gpd. The water demand for approximately

16,400 square feet of retail development, based on 106 gpd per 1,000 square feet (Urban Land Institute, 1994), would result in 1,738 gpd.

Water supply to new ancillary retail establishments would be based on site location. The US Route 6 corridor is seen as an appropriate location for future retail growth, and the Town of Southeast Comprehensive Plan identifies it as a Growth Focus Area where it is most important to allow for new growth (see page 10-9 of Town of Southeast Comprehensive Plan). The total volume of water associated with potential induced growth would not result in significant impacts the existing water supply.

8.2 Cumulative Impacts

Cumulative impacts are impacts on the natural and human environment that result from the incremental impact of an action when added to other past, present and reasonably foreseeable future actions, regardless of what person, agency or entity undertakes such other actions. The proposed development, in conjunction with other projects of significant size with applications pending before the Towns of Southeast and surrounding municipalities in New York and Connecticut will contribute to cumulative impacts for certain resource categories. Table 8-1 below lists other proposed projects in the area that contribute to the area's anticipated cumulative growth by the build year of the Stateline Retail Center project.

Table 8-1 Approved or Pending Projects in the Vicinity of the Project Site			
	Project	Status	Location
1	The Reserve: 2,164 residential dwelling units and 1,174,557 square feet nonresidential (18,200 square feet in club houses, 1000 square feet in recreational, 2600 square foot bank, 35,000 square feet of retail space and 1,118,757 square feet of general office space). The bank is complete.	Construction is ongoing through 12/09	Saw Mill Road, Woodland Road, Reserve Road Milestone Road and Old Ridgebury Road, Danbury, CT
2	Patterson Crossing Retail Center: 382,560 square feet of retail space. ¹	Pending	NYS Route 311 and Interstate 84, Patterson
3	Fairways Senior Residences: 150 dwelling units.	Approved	Fair Street, Carmel
4	Gateway Summit - Mixed Use: (115 room hotel, 150 units of senior housing, 7,600 square foot restaurant, 15,000 square foot pharmacy, 6,000 square feet of office space, and 68,000 square foot community sports center).	Approved	US Route 6, Carmel
5	Orchard Hills LLC: Golf Course and Conference Center.	Pending	Fields Lane, Southeast and North Salem
6	Peach Lake Commons: 5,250 square feet of retail space and 6,740 square feet of office space.	Pending	Bloomer Road and Peach Lake Road, North Salem
7	Salem Hunt: 65 Condominium Units.	Pending	June Road, North Salem
¹ Build year for Patterson Crossing is anticipated as 2010 based on the Patterson Crossing Retail Center accepted DEIS.			

The projects listed above are for the most part either retail, office or senior housing developments. Collectively these will introduce over 1.6 million square feet of nonresidential development to the Fairfield/Putnam/Westchester environs, most of which will entail development of new office space at The Reserve in Danbury, CT. Over half a million square feet of retail growth is expected over the next five years through retail development in neighboring towns through the Patterson Crossing Retail Center and Gateway Summit projects, the latter also including a hotel and conference center. Some additional background growth can be anticipated through as-of-right development of single-family homes, and smaller infill development and business expansion projects.

Following is an evaluation of cumulative impacts associated with the No-Build condition projects with respect to potential impacts to each of the topics of analysis found in this DEIS:

Land Use, Zoning, Public Policy and Community Character. Much of the proposed cumulative growth is located along major transportation corridors, including the Interstate 84 corridor, where growth is expected and, in some cases, directed and facilitated through municipal master plans and existing zoning. While the land use and zoning impacts of each project will need to be analyzed on a case-by-case basis by the individual municipalities involved, together these projects will continue ongoing development trends in the area, and will bring increased density, as well as increased shopping and employment opportunities, to the region.

Community Services: A relatively small amount of the overall level of development anticipated consists of residential development that is not age-restricted, limiting the potential for impacts on area school districts. Significant additional tax revenues to local municipalities can be expected from these developments that will offset costs of providing municipal services such as police and fire protection services.

Economic Conditions: The development of new office space and retail development will strengthen the economy of the region, bringing additional local employment and diversifying the economic base of areas of Putnam County that have more typically served as bedroom communities for workers in economic centers such as the City of White Plains and New York City. Development of hotels, conference centers and other tourist related uses will provide needed facilities for area residents and visitors alike. Cumulative development will increase sales tax revenues for County and State government, and may allow area residents to shop locally for some goods and services that previously required travel outside of the area.

Cultural Resources: Each of the individual projects that are included in the list above will be/have been required to comply with state and federal requirements with respect to cultural resource investigations.

Natural Resources: Cumulative effects of development on natural resources will include further loss of wildlife habitat, and replacement of natural habitats with buildings and impervious surfaces. The location of the majority of these projects along major transportation routes such as the Interstate 84 corridor will serve to channel such development away from outlying, more undeveloped areas of the region. Impacts to federal or state-listed rare plant species, habitats or significant natural communities will be analyzed as part of the individual environmental reviews for each of the projects listed above.

Geology: Cumulative impacts to geology, soils and topography will include an increase in impervious surfaces and some additional development on steep slopes. Temporary impacts related to grading for development of these projects would be required to be addressed through project-specific Soil and Erosion Control Plans. Future development would also have to address erosion control and slope stabilization in accordance with the Erosion and Sediment Control Guidelines in the NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activities (Permit No. GP-0-08-001).

Water Resources and Wetlands: Impacts to wetlands, watercourses and associated buffers are addressed through mitigation measures proposed as part specific development projects. These separate wetland impacts are not expected to have significant adverse cumulative effects, as the affected protected resources do not have significant hydrological connection, and are not located in close proximity to each other.

Stormwater Management: The strict guidelines for development in the New York City Watershed impose restrictions that are intended to limit impacts to the City's water supply and watershed from additional impervious surfaces and pollutant loadings. The New York City Department of Environmental Protection along with County and State agencies, provide a regional framework for analyzing the cumulative effects of development in this part of the region. All projects within the City's water supply watershed would be required to conform to all applicable guidelines.

Traffic and Transportation: Traffic and transportation under the Existing Condition, No-Build Condition including the projects listed in Table 8-1, and the Build Condition have been analyzed in the traffic section of this DEIS. Measures proposed for The Reserve project to offset potential traffic impacts resulting from development of that project incorporate assumptions about added traffic from this No-Build project. Improvements at the Interstate 84 Exit 1 interchange are expected to be constructed as part of The Reserve development mitigation program approved by the Connecticut Traffic Safety Commission. As described in Chapter 3.9, a NYS DOT regional roadway improvement study project for Interstate 84 should begin in 2007 and should address existing traffic issues and long term increased traffic on area roadways. Recommended improvements resulting from this study would likely widen Interstate 84 and address access between US Route 6 and 202, NYS Route 121, NYS Route 22, and Interstate 684 with Interstate 84. Anticipated changes to levels of service for area intersections are summarized in Tables 3.9-20 to 3.9-22.

Air Quality: Taken together, the cumulative amount of development anticipated would increase vehicular emissions. However, the location of most of these developments adjacent to major transportation routes may limit the extent that patrons will need to drive to shop for goods and services, especially for goods and services that they now have to travel longer distances for, offsetting regional increases in vehicular emissions to some degree. Each project would need to comply with applicable requirements related to air quality. In general, minor increases in air pollutants from mobile and stationary sources would be expected due to continued local growth and development and increases in traffic volumes on Interstate 84 and US Route 6. However, compliance with the NAAQS and SIP, as described in Chapter 3.10, will minimize these increases through development controls and technologies employed to limit pollutant emissions for both stationary and mobile sources.

Noise: Aside from short term construction noise effects, noise increases from each of the developments listed above will primarily be related to that generated by project related traffic. For the most part, these projects are not located in close proximity to each other and would not have additive effects related to noise.

Construction: Cumulative construction effects related to the projects listed above would not be expected to be significant, since these sites are generally separated by considerable distances and would not have overlapping effects in terms of construction noise, local air quality effects, or traffic. Some increase in truck traffic on area roadways can be expected during their respective construction periods, although the dispersed nature of these projects would limit cumulative truck traffic effects at any given location. These effects would be temporary in nature. For each project, measures to protect against erosion and sedimentation in accordance with NYSDEC, NYCDEP, and other applicable standards would similarly limit the cumulative effects of erosion and sedimentation from construction activities.

Infrastructure and Energy: Each individual project listed above will need to be reviewed with respect to the adequacy of infrastructure and energy supply. Most of the projects include significant infrastructure improvements, with some such as Gateway Summit including area-wide infrastructure improvements (e.g., water supply improvements and County bikeway improvements in the case of Gateway Summit). Energy consumption will increase with these projects, including during their construction and operation phases. As new construction, the projects would need to meet current applicable building code standards and utilize modern equipment thereby minimizing increases in energy demands. The creation of local shopping destinations in eastern Putnam County will have the benefit of reducing gasoline consumption

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for many residents that currently travel to more distant retail centers in both New York and Connecticut. The overall energy demands created by these projects would contribute to the cumulative energy demands generated within the Putnam/Fairfield/Westchester area, however, significant energy-related impacts are not anticipated.