

Comments for the record for the the public hearing on the Toll Brothers, Inc. Petition for Zoning Map Amendment 2302 and 2448 Catherine Street, submitted 9-11-24 by Larry Kilian, 2380 Bunney Court, Yorktown Heights, NY 10598.

Traffic Study:

It was grossly inappropriate to schedule traffic counts in May of 2022 for a long-range prediction of traffic on Rt. 35/202 just before the scheduled opening of Traders Joe's. It is hard to imagine how such an error slipped by. It suggests a fast-track approach, rather than a careful assessment of environmental impacts. An updated traffic study should be required for this reason and because:

- The pm analyses for peak traffic were done at 5:00 and 6:00 pm. The traffic signal warrant tables in Appendix E clearly indicate that the peak traffic is actually at school dismissal times from 3:00 to 4:00pm. These times should be the subject of the analyses.
- Since the traffic counts indicate that most traffic turns right on Old Crompond from Catherine, going to the east, the most important intersection to be included in the analysis is Old Crompond and Pine Grove. This is currently a very dangerous intersection with Old Crompond entering Pine Grove only 20 yards from Rt. 202/35. Of concern for the school dismissal rush is the traffic that will turn right onto local streets (to avoid the BJ's gas and Walgreen's traffic) where school children will be walking to their homes after being dropped off by the buses.
- A study of the intersection of Stony Street and Rt. 202/35 should also be included since this is the busiest intersection in the area. The projected traffic counts for the opening of the Walgreen's building combined with the counts entering Staples Plaza near BJs gas must be included in the study.
- The statement made at the September 3 hearing that traffic studies of Trader Joe's and Walgreens were included would appear to be incorrect if you look at the data that is presented. A 2% increase was used instead as described in the quote below from the traffic study:

“ The Year 2022 Existing Traffic Volumes were increased by a growth factor of 2% per year to account for general background growth resulting in the Year 2026 No-Build Traffic Volumes which are shown on Figures No. 4 and 5 for each of the Peak Hours, which accounts for traffic from other developments in the area including Trader Joe's and the previously approved CVS opposite the Chase Bank.” (PDF page 7, Traffic Impact Study, October 19, 2022.)

All of the data tables in the Appendices are dated in June of 2022. If other traffic counts were taken at a later date the reports containing those counts should be included in the EAF as well as the methodology describing how those counts were combined with the 2022 data that were presented.

Impact on Energy:

PDF page 10, Item D2.k.i – (forms): The estimate of the annual energy demand for the 118 unit project is incorrect. The answer of,

“11,400 to 21,600 kWhs per year, depending on electricity use for lighting, appliances, heat and air condng,” (sic)

is an estimate appropriate for a single unit, but not for 118 units. The upper bound for that estimate is (assuming the reported estimate is for a single unit), for all the units, 2,549 megawatt hours (not kilowatt hours). And this estimate apparently does not, but should, include the charging of electric vehicles that will be housed on the site. The number of EVs estimated to be housed at the site should be included.

PDF page 24, Item 14 – Impact on Energy (forms section): The inclusion of the charging of electric vehicles would bring the MWhrs significantly above the threshold of 2,500 MWhrs – the answer to question 14c is not accurate.

PDF page 40 Item 14 – Impact on Energy (Project Narrative): The estimate for annual energy usage is what would be expected for a single unit not 118 units. The estimate should be corrected.

PDF page 9 items D2.f and g: questions should include estimates of carbon production and reduction for the houses and cars at the site:

1. What is the impact of the 118-unit development on the Town's carbon footprint?
2. What measures will be taken to reduce the carbon footprint and save the residents money on energy costs?
 - a. Will roofs be designed to maximize the use of solar panels? How many kilowatt hours of electricity will be produced?
 - b. Will heat pumps be used to heat and cool the buildings and heat hot water? What is the estimated reduction in carbon emissions?
 - c. Will garages be wired to accommodate level 2 EV chargers?