

A. ECOLOGICAL RESOURCES

As identified in Chapter 6, “Ecological Resources,” the Proposed Project would require the removal of approximately 1,320 Town-regulated trees, 1,265 of which are in good to fair health.

As required by Chapter 270 of the Town Code, a “mitigation plan” must be prepared as a condition of the tree removal permit required for the Proposed Project. Pursuant to Town Code Section 270-10(C)(1)-(5), preferred mitigation approaches include:

- On-site mitigation;
- Tree replacement;
- Reducing visual impacts to adjoining properties;
- Use of native species of trees, understory shrubs, and herbaceous ground cover if replanting is required; and
- Replacement of the functions (as described in Section 270-3) lost due to tree removal and/or disturbance.

Pursuant to Town Code Section 270-10(D)(4), mitigation plans may include the following measures on their own or in combination:

- Planting replacement trees, understory shrubs and or herbaceous ground cover on-site and/or on Town-owned land;
- Removal of invasive species from the site, and/or on Town-owned land;
- Installation of fencing designed to prevent deer from overgrazing existing or newly planted or naturally regenerating trees and shrubs, consistent with Town regulation; and
- Payment into the Town’s Tree Bank Fund.

The Applicant proposes a mitigation plan with the following elements:

- Throughout the Project Site there would be extensive plantings of native deciduous, conifers, shrubs, and herbaceous species. The planting locations and quantities of the various species to be planted would be detailed on the Landscaping Plan that would be submitted as part of site plan review.
- Invasive species and vines, as well as tree litter from dead and fallen limbs, trees, and roots within the area of the Project Site to be disturbed, would be removed.
- A tree protection plan will be prepared and submitted as part of a site plan review. Protection of trees during construction using methods identified in the final construction plan will be undertaken. Areas of existing vegetation and tree buffers will be preserved.

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- As noted in the Conceptual Landscaping Plan prepared for the Proposed Project, and detailed in Chapter 3, “Visual and Community Character,” conifers would be planted to provide visual screening.
- The Proposed Project would provide stormwater management to minimize erosion and flooding.
- The Applicant would donate trees to the Town nursery stock at Willow Park in quantities to be determined as part of site plan approval.
- The Proposed Project would implement Best Management Practices for the protection of root zones of trees and shrubs which will be on the fringe of the construction disturbance.

B. TRAFFIC AND TRANSPORTATION

As identified in Chapter 12, “Traffic and Transportation,” the Proposed Project would result in adverse traffic impacts at the following location:

- East Main Street and U.S. Route 6
 - Eastbound left turn movement – Weekday PM peak hour, Saturday Midday peak hour (increase of 10 percent or greater in traffic volumes for LOS F)

Potential improvements to mitigate the potential impact at this intersection were examined. Based on the operating conditions and traffic volumes that meet signal warrant criteria, it was determined that the East Main Street and U.S. Route 6 intersection and adjacent East Main Street and Old Route 6 intersection, which experiences similar turning volumes, should be signalized. These two closely-spaced intersections are proposed to operate using one controller as a “clustered” intersection, such that turning vehicles between U.S. Route 6 and East Main Street would be able to continue their trip without stopping between the traffic signals. The proposed improvements are summarized as follows:

- Signalize East Main Street and U.S. Route 6, and East Main Street and Old Route 6 intersections.
- Extend eastbound left turn lane to 300 feet.
- Add northbound right turn lane at the East Main Street and Old Route 6 intersection.
- Restrict southbound left turn at East Main Street and U.S. Route 6.

With the implementation of these mitigation measures, which are subject to review and approval by the Town and/or NYSDOT, adverse traffic impacts of the Proposed Project would be fully mitigated and all lane groups for these intersections would operate an acceptable LOS D, or better.

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