



Draft Environmental Impact Statement (DEIS)
Central Firehouse
Main Street and North Broad Street

City of Peekskill
Westchester County, New York

July, 2012

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Central Firehouse

Property Acquisition, Construction and Operation

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Westchester County, New York



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Peekskill Central Firehouse Executive Summary

1.0 Executive Summary

The City of Peekskill is seeking to centralize the majority of its Fire Department operations at a Central Firehouse to be constructed at the proposed project site. This would allow the Fire Department to vacate five properties that are inadequate for the existing and future needs of the Fire Department and Emergency Medical Service (EMS) functions. A sub-station would continue to operate along Washington Street; this station is intended to primarily provide service to the southern section of the City.

The proposed Central Firehouse project site is located at the southwest corner of Main Street and Broad Street in downtown Peekskill. Broad Street and Main Street are designated as Routes 202 and 35. Main Street is also designated as Route 6. The proposed project site comprises approximately 1.5 acres and currently supports a portion of an existing one-story shopping center (1101-09 Main Street), a one-story commercial building (1137 Main Street) and a 2.5-story structure that currently houses two retail spaces and two apartments (1141 Main Street). 1137 Main Street has already been acquired by the City of Peekskill. The City is currently in contract to purchase 1141 Main Street. The City is continuing to negotiate with the owner of 1101-09 Main Street.

The project site is located at the eastern edge of the City's downtown area, very nearly at the geographic center of the City. The project site was one of four considered for the project including the block to the south between Park and Brown Street, the block to the east of Broad Street (the present location of Walgreen's) and the block to the south of Walgreen's.

The project site area is primarily non-residential in character with retail stores, offices, institutional uses such as a church and school and some residences and light industrial uses in the surrounding area. A Walgreen's drug store and associated parking area opened in February of 2011 on the east side of Broad Street across from the project site

In 1960, the majority of the project site and much of the surrounding area was designated as part of the Academy Street Urban Renewal Area; the majority of the project site was later acquired and redeveloped as the Crossroads shopping center as part of that Urban Renewal Plan. A fire station was planned on the subject block at that time but one was ultimately built further south at the corner of Broad Street and Crompond Road / South Division Street. The Crossroads shopping center was constructed in the mid 1970's. The commercial structure at 1137 Main Street was constructed in 1956. The structure at 1141 Main Street was originally constructed in 1880 as a residence, and was remodeled to accommodate professional use on the first floor in the 1930's. More recently this structure has supported two commercial spaces on the first floor and two apartments above.

Background

The City of Peekskill Fire Department is composed of 6 volunteer fire companies: Columbian Engine Co. #1, Cortlandt Hook & Ladder Co. #1, Washington Engine Co. #2, Columbian Hose Co. #1, Centennial Hose Co. #4, and the Peekskill Fire Patrol. The City's Fire Department is currently housed at the following six locations:

1. 824 Main Street (between Nelson & Decatur Ave.): Cortlandt Hook & Ladder #1
2. Crompond Road: Columbian Engine Co. #1
3. South Division Street: Washington Engine Company #2

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4. Dayton Lane: Columbian Hose Co. #1
5. 701 Washington Street: Centennial Hose Company #4
6. 425 Highland Avenue near Constant Avenue: Peekskill Fire Patrol (recently vacated)

The City of Peekskill is currently served by a corps of volunteer firefighters as well as twenty-five full time firefighters who reside in the fire houses.

Studies evaluating conditions at the City's existing firehouses, the space requirements for the City's public safety function, the feasibility and costs associated with renovations of existing firehouses and the siting of the Central Firehouse, including a study of the expected effect on response times have been completed.

These studies concluded that the buildings that have served the volunteer and full time firefighters for many years are out of date and do not meet State and Federal codes, or current fire protection standards. The buildings are deteriorated and in serious need of major renovation / rebuilding. It has long been a goal of the Fire Department to address and correct this situation.

One study assessed whether to renovate the City's six existing fire-houses or to build an entirely new Central Firehouse. Both of these options have significant operational and financial implications. It was determined that the best solution would be to build a new Central Firehouse that would replace five of the six existing fire houses, and to renovate the Washington Street firehouse to maintain response times in the southernmost section of the City. Renovation of the Washington Street firehouse is not planned as part of the proposed activities; however, if moneys remain after construction of the Central Firehouse is completed, they may be used for renovation of the Washington Street sub-station.

After review of the City's and the Fire Department's current and future needs, the Common Council determined that consolidation of five of the City's six fire companies into a newly constructed facility to be built and owned by the City is the most suitable and cost-effective option. Construction of the proposed firehouse would eliminate the need to address the problems and concerns at the City's existing firehouses.

The four existing fire houses on Highland Avenue, South Division Street, Crompond Road and Main Street would be vacated and the City would cease renting space in the privately owned firehouse near Dayton Lane. The existing fire house on Washington Street would remain as a substation.

The proposed firehouse would allow for centralized dispatching of most fire and emergency medical service calls. The firehouse is expected to have a useful life in excess of 100 years as compared to the existing firehouse facilities which have or very nearly have outlived their useful life. The Central Firehouse has been designed to accommodate future City growth and growth in the number of dispatches. The proposed Central Firehouse layout has sleeping accommodations for a total of ten (10) paid and six (6) volunteer firefighters at any time. Sleeping accommodations can be increased in the future if needed with changes to the interior layout.

The Central Firehouse would also allow for centralized firefighting and training functions which is expected to result in significant cost savings.

The Department's ladder truck, which is needed for almost all fire dispatches, would be housed in a more desirable central location. The ladder truck is currently housed at the Main Street station west of Nelson Avenue, as this is the only firehouse that can accommodate the truck.

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The proposed Central Firehouse has been designed to accommodate growth in career personnel (if needed) and equipment, and to accommodate emergencies. It is also expected that more efficient Fire Department operations will result from centralized operations at the new facility.

The proposed training space can also be leased out to nearby Fire Departments for use. The Central Firehouse has also been designed to provide community space, including a kitchen. The proposed Central Firehouse would also offer: improved coordination and execution of departmental operations including fire inspections, training, and fire hydrant testing. It will be an up to date facility with the ability to be retrofitted for future changes in State and Federal Codes and will allow for reduced maintenance and operating costs (two buildings rather than the existing six buildings).

Benefits would also include the elimination of daily fire truck movements around to different fire houses to facilitate training and staff coverage, and the elimination of the existing hazards and violations in the current buildings.

Project Description

Specifically, the City proposes to acquire the entirety of Lots 1 and 2 and a 57,200 square foot westerly portion of Lot 3 of block 3 of Tax Map 33.30. The City of Peekskill has acquired Lot 2 and is proposing to acquire all of Lot 1 and the 57,200 square foot (1.3-acre) easterly portion of Lot 3. Except for two apartments on the second story of Lot 1 (1141 Main Street) and an accessory garage at the same lot, project site uses are all non-residential.

The businesses that would be affected by the proposed property acquisition and demolition are listed below:

Businesses Displaced by the Proposed Acquisition (by commercial space)		
Property	Business Name / Type	Est. Square Footage (sf)
1101 Main Street	J's Unisex Salon	1,687 (gross)
	Urban Beauty Supply	3,505 (gross)
	Creative Nail Salon	1,704 (gross)
	Panio Liquors**	3,000 (Entire building:6,234 sf)
	WJCS	3,655 (gross)
1137 Main Street	City of Peekskill*	4,000
1141 Main Street****	Mary's Hair Salon***	Approx. 780
	Money Center	Approx. 940
Note: information above is current as of May, 2012		
* The property is currently in use as Peekskill Boxing under a temporary license agreement.		
** Panio Liquors occupies approx. half of its building. The Youth Bureau had previously used half of the building.		
***This business recently relocated to the east side of Broad Street.		
****The City is in contract to purchase this property.		

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A not-for-profit agency – Westchester Jewish Community Services – would also be affected by the proposed project.

No census of the number of workers has been completed; it is estimated that approximately 45 to 50 employees would be affected by the proposed action.

It is expected that vacancies within the portion of the Crossroads shopping center to remain could potentially accommodate some or all of the businesses and the institutional use that would be displaced. Businesses not able to relocate within the shopping center would be offered assistance to relocate elsewhere in the City of Peekskill.

Site Selection Rationale

The proposed Central Fire House location at Main Street and Broad Street is zoned C-2 Central Commercial which permits government offices in addition to retail stores, restaurants, non-government offices and other non-residential uses. Government uses are allowed in all of the City's commercial and manufacturing districts as of right but are not allowed in the City's residential districts. With the expected frequency of calls, the Central Fire House would be more appropriately sited in one of the City's non-residential areas away from residences.

The proposed location at Main and Broad Streets is very near the geographic center of the City of Peekskill. If a location were chosen elsewhere in the City, any location more than approximately 1,000 feet or so in any direction would increase response times in some portion of the area to be served to levels above those provided by the Fire Department at this time. These levels would be unacceptable.

Any location chosen on the basis of maintaining existing response times would necessarily be at or near the center of the City, in the C-2, C-3 or C-4 Districts. These sites all allow a range of uses similar to the proposed site. Like the proposed site, a choice of another site in the City's central geographic area would remove a potential large development site from the City's downtown commercial area.

The Central Fire House has been sited at the intersection of Main Street and Broad Street also known as Routes 6, 202, 35 and County Road 25. This is one of the most accessible locations in the City.

The proximity to these roadways allows for quick response to the approximately 90 calls per week that are expected to be made on average from the Central Fire House. The proposed bay doors have been oriented to Broad Street, a non grade-separated street unlike any other in Peekskill; Broad Street was designed with a wider right-of-way and paved area than is typical for a commercial thoroughfare in Peekskill. Traffic and overall pedestrian and vehicular activity levels along Broad Street are also relatively light compared to the other thoroughfares in the downtown area, including Main Street. Fire truck movements would be unhindered at the proposed location by traffic, parking or loading operations. Fire vehicles departing the Broad Street bays will be able to travel north or south via Broad Street, and can proceed to any of the downtown's east-west thoroughfares with ease.

With the design as proposed, returning trucks can access the Firehouse from the rear (two bays), or from Broad Street without substantially disrupting traffic by backing in along Broad Street.

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The proposed project location is also one of the most prominent in the City. At the proposed location the proposed building's architecture (and a monument / flagpole element at the Main / Broad Street corner) would be seen by travelers along each of the adjacent roadways. The building will provide a valuable visual identity for the main eastern entry way into the City's downtown.

Public investment – even to construct a non-tax revenue producing building such as is proposed – at this location would be expected to provide dividends in spurring future non-public sector investment near this location. In addition, the introduction of government use at the eastern end of the City's downtown area would introduce a level of activity to this area that has been missing since before the area was acquired and redeveloped in the 1960s and 70s. Future firefighters and those visiting the Central Fire House for business or pleasure would be likely to patronize the surrounding businesses.

In addition to the above, the choice of placing the project at the proposed location offers other benefits. With the vacancy rates that have historically been seen at the Crossroads Plaza shopping center, a reduction in the floor area and reconfiguration of the center would offer the following benefits:

1. The reduced floor area would be more in line with the current market in downtown Peekskill and would be more easily supported by the surrounding consumer population;
2. The floor area would be concentrated nearer the center's main area of activity (i.e., the Rite Aid entrance and the walkway from Main Street;
3. The shorter building length along Main Street would open the center visually to Main Street, partially addressing a long-standing issue of the center's disconnectedness to the rest of the downtown;
4. The change in vehicular access to include one entrance from Main Street and one from Park Street would serve to concentrate activity as compared to the current configuration which provides access from Main, Broad and Park Streets;
5. Pedestrian access will be enhanced through a new walkway along the pizzeria space, which also will be enhanced to include a window;
6. The center owner would no longer need to maintain or pay taxes on the areas that have historically been vacant (i.e., the two large former bank spaces, among others) and the relatively large parking lot;
7. Existing businesses at the center can be relocated into currently vacant space with less disruption than if they were relocated elsewhere in the City;
8. Overall investment in and improvement of the center to include signage, paving, walkways and changes to the façade along the future driveway would be made enhancing its potential for success.

Description of the Proposed Central Firehouse

The proposed new Central Firehouse would be 36,483 square feet in size. It will comprise a full first story and partial second story. Approximately 40 off-street parking spaces are also proposed.

The proposed Central Firehouse would be classified as an "essential facility" under the NYS Building Code. "Essential facilities" are intended to remain operational in the event of extreme loading whether from flood, wind, snow or earthquakes.

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Foundation plantings along the north (Main Street) façade and the east (Broad Street) facade of the proposed Central Firehouse building will be installed in a bed at the base of the building. The remaining area between the planting bed and the street curb will consist of pavers and concrete sidewalk. The final design will include a monument / flagpole feature at the corner of Main and Broad Streets.

Proposed Fire Department Operations

Equipment that would be housed at the proposed Central Firehouse will include the aerial ladder truck (diesel); three diesel pumpers, a diesel rescue truck, a gasoline Ford Explorer (ALS) and potentially a gasoline utility vehicle.

The Centennial Hose Co. #4 would remain in the 701 Washington Street sub-station with a pumper, two other vehicles and the Department's boat.

The majority of the Fire Department's career staff of 25 would be assigned to the Central Firehouse.

Currently, equipment is dispatched to incidents based on the type of incident, geographic proximity of stations to calls, and equipment availability. After relocation of five of the City's six fire companies to the Central Firehouse, equipment will be dispatched similarly as it is currently. Based on information provided by the City's Fire Department, over a typical week, public safety vehicles are expected to be dispatched from the Central Firehouse an average of eighty eight (88) times. Of this number, 70 to 80 percent, or between 62 and 70 dispatches, would be responses to emergency medical calls, which typically involve the ALS vehicle and/or the rescue vehicle, and sometimes an engine (pumper). The remaining 20 to 30 percent of calls (between 18 and 26) would be fire calls which involve between one and four pieces of equipment depending on the nature of the call.

On average it is expected that there will continue to be at least 70 to 80 dispatches of equipment to fires per month City-wide. The majority of these would be expected to be made from the Central Firehouse.

Acquisition and Eminent Domain

The City of Peekskill Common Council may make a determination to use eminent domain to acquire the portion of the project site at 1101-09 Main Street. All residential and commercial tenants, and the property owners must be notified of public hearings required under the NYS Eminent Domain Procedure Law (EDPL), and the NYS State Environmental Quality Review Act (SEQRA).

The City of Peekskill intends to provide relocation services and payments to all residential and commercial tenants displaced by the proposed project.

The City of Peekskill Department of Planning and Development will administer relocation services and payments. In addition to providing relocation services and payments, the City of Peekskill will assist with identifying satisfactory accommodations for residential and commercial tenants in locations of their choice in the City of Peekskill.

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Relocation costs to be covered by the City of Peekskill will include actual moving expenses, which may include but not be limited to packing expenses and moving expenses), storage of personal property, the cost of dismantling, disconnecting, and reconnecting machinery and utilities, loss of personal property caused by the move, the expense of searching for a substitute business site, moving insurance, advertising related to the move, and related expenses.

NYS's General Municipal Law limits the amount that can be authorized to cover moving expenses to no more than \$1,000 for each residential tenant, and to no more than \$25,000 for each commercial tenant.

Closure and Demolition of Onsite Structures

Activities at the proposed Central Firehouse project site are expected to begin in late 2012 or early 2013 after final approvals have been received, and the property has been acquired.

The proposed project would be constructed over approximately 18 months from start of demolition to installation of final finishes. Demolition of existing buildings and pavements is expected to occur during the first two months. Site preparation and construction activities are expected to occur over an approximate 16 month timeframe. Installation of landscaping and fixtures and finishes in the Central Firehouse building are expected to occur during the last six months.

Prior to the start of demolition, the parking area that will remain open and protected from the adjacent construction activities will be delineated. Passenger vehicle and pedestrian access from Park Street will be limited to the existing westerly parking lot entrance. The existing northerly entrance along Main Street shall be utilized for construction vehicles. A new entrance along Main Street will be built and used for construction vehicles only during construction. After construction is complete this entrance will provide pedestrian and vehicle access to the shopping center.

It is anticipated that the sidewalks along Main Street and Broad Street on the block of the proposed construction activity will be closed to pedestrian access during demolition of the existing buildings. Approximately four (4) on street parking spaces on Broad Street will be permanently removed by the proposed action. Signage limiting parking in this area has already been installed. Pedestrian access on Main Street will be directed to the north side of the street; pedestrian access on Broad Street will be directed to the easterly side of the street.

It is expected that at least 54 parking spaces within the existing shopping center parking area will be kept available for parking at all times during construction of the proposed Central Firehouse. It is noted that the existing driveway to Main Street primarily used by exiting traffic from the Crossroads Plaza will be closed early in construction; a new access drive will be constructed but will not be open until construction is substantially complete. This may be accelerated to be made useable by the end of the third month, if conditions warrant.

The greatest potential for disruption will be when changes to the easterly wall of the shopping center are implemented. The business at this location is the pizzeria which may need to close briefly during demolition and reconstruction of the easterly wall of the shopping center. Disruption will be minimized as much as possible. Brief disruptions to remaining shopping center businesses may occur during demolition as well; these will be minimized as much as possible.

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It is anticipated at this time that the buildings will be removed in one phase – all debris will be sorted and recycled or disposed in accordance with applicable waste handling procedures of the receiving waste handling transfer station. The majority of the construction and demolition debris will be recycled.

Project Approvals, Involved Agencies and Public Participation

Project funding and site acquisition and decisions on project construction expenditures will be made by the City's Common Council. The Common Council will continue to act as Lead Agency for the purposes of SEQRA. The City is conducting a coordinated review of this Type 1 action. The proposed project is a Type 1 action since the north side of Main Street opposite the proposed project site is within a designated National Register District.

In August of 2011, the City's Common Council amended the City Code to exempt public safety uses from review by the City's Historic Landmarks Preservation Board (HLPB). This action exempts public safety uses including the Central Firehouse, the City Police station, the Washington Street Fire sub-station, and the fire stations to be closed from City HLPB review, if applicable.

The proposed facility complies with the yard, coverage and FAR requirements of the City's C-2 regulations. While not restricted in the City's Central Commercial C-2 District, the maximum 53-foot height and overall average height of the proposed facility would be in character with surrounding commercial buildings in the downtown area.

Off-street parking for the proposed Central Firehouse would be provided in a parking area to be provided on the project site. It is expected that the number of spaces would be adequate to serve firefighters and any other personnel that would be at the Central Firehouse at most times.

Final site plan approval by the City of Peekskill Planning Commission for the Central Firehouse project is not needed since, in August of 2011, a determination of public need based on the balancing of interests test was made by the City's Common Council.

Subdivision and Amended Site Plan approval will be required for the portion of the Crossroads Plaza shopping center that would not be acquired as part of the proposed activities. In addition, exterior changes to the shopping center would be reviewed by the City's Historic Landmark Preservation Board (HLPB). The details of the Amended Site Plan and approvals will be finalized as negotiations with the owners of the Crossroads Plaza shopping center proceed.

Other involved or interested agencies include:

- Westchester County Health Department (kitchen and realty re-subdivision)
- Westchester County Department of Public Work and Transportations: roadway work and operating bus lines
- Westchester County Planning Board: activities along County roadways
- NYS Dep't of Transportation: activity along NYS roadways
- NYS Office of Parks, Recreation and Historic Preservation: interest in National Register district mapped to north of site
- NYS Department of Environmental Conservation: redevelopment site disturbance Stormwater Pollution Prevention Plan (SWPPP).

Peekskill Central Firehouse Executive Summary

Acquisition Costs and Funding

The proposed Central Firehouse is currently projected to cost \$15,685,024, which includes \$2,750,000 in estimated land acquisition costs. This amount will be funded through issuance of bonds, with debt service to be primarily funded through the City's deed transfer tax and property taxes.

Use and/or Disposition of Remaining City Firehouses

The Washington Street firehouse will be retained for use as a sub-station to serve the southern portion of the City. This station will continue to house the Centennial Fire Company.

Depending on their disposition, a SEQRA determination(s) will be made at a future date for the four (4) City-owned firehouses that would be vacated when the fire companies relocate to the Central Firehouse. Any sale of the firehouses would be completed in accordance with the City Charter.

It is anticipated that the Cortlandt Hook & Ladder firehouse will continue to house the City's Youth Bureau. A portion of this firehouse has been used for this purpose for several years.

No decision has yet been made as to the future use or disposition of the Peekskill Fire Patrol building on Highland Avenue, the Columbian Engine Co. #1 firehouse on Crompond Road or the Washington Engine Company #2 on South Division Street. The Peekskill Fire Patrol building has already been vacated.

The rented firehouse on Dayton Lane housing Columbian Hose Co. #1 will no longer be leased by the City.

Potential Effects of the Proposed Action

The following summarizes the effects of the proposed action identified and discussed in this Draft Environmental Impact Statement:

- Displacement of resident(s) of one apartment, five businesses and one institutional user (mental health clinic). It is expected that the residential tenant and one business will be relocating voluntarily. Property occupied by the remaining four commercial tenants and institutional user may be acquired by eminent domain.
- Relocation of displaced residents, businesses and users. It is likely that most or all non-residential tenants will be able to relocate at the project site.
- Permanent change to size, layout, access and signage of Crossroads Plaza shopping center. Approval of amended site and subdivision plans will be needed.
- Projected reduction of between \$187,425 and \$214,200 in potential annual rental income for the Crossroads Plaza shopping center. (Annual contract rents for the occupied retail spaces to be acquired total \$208,748 as of July 2011.)
- Temporary effects on Crossroads Plaza parking area during construction, including loss of 83 parking spaces. Parking to remain on site during construction and municipal parking within a block or so of the center is anticipated to be adequate to meet the daily needs of tenants at Crossroads Plaza, and non-residential users in the surrounding area.
- Temporary construction-related effects on area noise, air quality, shopping center appearance and ease of access, shopping and doing business in project site area.

Peekskill Central Firehouse Executive Summary

- Temporary loss of approximately half of Park Street's permit parking spaces during construction.
- Removal of approximately 17,200 square feet of commercial space in a shopping center setting from the inventory of space downtown.
- Change in use from retail / service commercial to government public safety on south side of Main Street between James Street and Broad Street.
- Temporary construction related effects to residents', visitors' and workers' use and enjoyment of their property.
- Funding plan increases City expenditures by projected \$980,000 in debt service payments on additional debt of \$15.7 million. Net increase in annual expenditures with energy savings projected to be \$868,200.
- Increase in aggregate City debt from current \$25,100,593 to just under \$38,700,000 in year 2013, the likely year that debt will be incurred. This represents an increase from 17.2 percent to 26.5 percent of the City's current constitutional debt limit of \$145,917,338.
- Aggregated increase of \$60 to \$70 per year on a typical Peekskill home valued at \$260,000. Two one percent increases amounting to approximately \$40 to \$45 per year have already been enacted. Implementation of the final one percent increase will be programmed when the debt service schedule for the project has been finalized.
- Removal of an estimated \$85,438 of taxable assessed valuation from the City property tax roll. This represents a decrease of 0.13 percent from \$65,945,852 to \$65,860,414, and a reduction in potential tax revenue of \$19,030.
- Permanent changes to area visual appearance and surrounding views. Overall change in appearance is expected to be positive.
- Demolition of 1141 Main Street, a contributing element to the local Downtown historic district
- Temporary construction effects on area traffic and parking patterns including loss of approximately half of Park Street's angled permit parking spaces for duration of construction.
- Temporary construction effects on Crossroads Plaza delivery and waste storage and removal operations.
- Temporary minor effects of construction on Main Street and Broad Street, including effects on on-street metered parking, sidewalks and bus stop locations.
- Temporary construction effects on public bus operations along Main Street and Broad Street.
- Permanent changes in vehicle ingress and egress, and pedestrian access to Crossroads Plaza shopping center.
- Elimination of four on-street parking spaces along Broad Street (southbound).
- Increased use of Broad Street and Park Street (for returning ladder trucks) by emergency vehicles.
- Increase in number of daily impulsive noise events at Main and Broad Streets primarily as trucks depart the proposed Central Fire House. Overall noise levels at this location would increase slightly.
- Temporary increase in noise levels during demolition, site work and construction.

Peekskill Central Firehouse Executive Summary

- Potential slight increase in pollutant concentrations associated with diesel fire truck engines at the project site. Such pollutants include carbon monoxide, hydrocarbons, nitrogen oxides and small amounts of particulate matter. Indoor air quality to be mitigated with exhaust reclamation system. This will also minimize any increase in pollutant concentrations outside of the facility as well.
- Changes to storm drains, hydrants, electrical lines and onsite drainage infrastructure locations.
- Changes as needed to onsite easements to accommodate drainage, and to allow for fire truck travel over the Crossroads Plaza parking area.
- Slight increase in response time for easternmost section of City compared to current condition.
- Displacement and relocation of not-for-profit Westchester Jewish Community Services Family Mental Health Clinic.
- Removal, reuse, recycling and / or disposal of approximately 800 cubic yards of construction and demolition debris.
- Potential removal of fill material and /or buried hazardous substances from project site during demolition and site work.

Mitigation Measures

Relocation Services

Relocation of Westchester Jewish Community Services, existing businesses and residents displaced by the proposed action would occur prior to the commencement of demolition activities. It is expected that businesses displaced by the proposed action would be relocated within the remaining area of the Crossroads Plaza or in nearby downtown areas. If space is unavailable in the Crossroads Plaza, space is currently available elsewhere in the downtown. Resident(s) of the occupied apartment in 1141 Main Street would be relocated to an appropriate location nearby within the City. Comparable apartments are available in the downtown area, and in adjacent neighborhoods.

The City Department of Planning & Development will provide assistance in identifying relocation opportunities for on-site tenants and commercial establishments as needed.

Relocation costs to be covered by the City of Peekskill will include moving expenses as required by NYS's General Municipal Law. Moving expenses may include:

- packing expenses and moving expenses,
- storage of personal property,
- the cost of dismantling, disconnecting, and reconnecting machinery and utilities,
- loss of personal property caused by the move,
- the expense of searching for a substitute business site,
- moving insurance,
- advertising related to the move, and
- related expenses.

NYS's General Municipal Law limits the amount that can be authorized to cover moving expenses to no more than \$1,000 for each residential tenant, and to no more than \$25,000 for each commercial tenant.

Peekskill Central Firehouse Executive Summary

If eminent domain is not utilized it is expected that relocation assistance offered by the City of Peekskill will be determined as part of negotiations with property owners.

Crossroads Plaza Operations and Layout

The City is committed to working with the Crossroads Plaza shopping center owner:

- to enhance the visibility of the center from Main Street;
- to provide suitable pedestrian improvements, signage, lighting, landscaping, and parking lot appurtenances for the portions of the center's common areas affected;
- to implement changes to the center's eastern structural wall;
- to review and approve an amended site plan and subdivision application;
- to maintain access to the center and to minimize disruption of shopping center operations, including parking, during demolition and construction;
- to assist tenants of the center with relocation activities;
- to maintain an orderly and attractive appearance for the remainder of the shopping center during construction.

Construction of the new access driveway from Main Street may be accelerated to be made useable by the end of the third month, if conditions warrant.

Short-term effects on shopping center parking will be addressed through the use of existing municipal metered spaces at the James Street Ramp Garage, the adjacent lot and on streets in the area surrounding the project site. Other effects such as changes to pedestrian routes will be minimized as much as practicable.

Disturbance during construction to existing business operations will be minimized to the maximum extent practicable. Business relocation will be completed as quickly as possible and disturbance to businesses that will not be displaced would be minimized as much as possible.

Long-term effects to the overall shopping center layout and appearance from the proposed project are expected to be positive. Permanent changes proposed at the shopping center include new paving, curbing and landscaping in the shopping center parking area. The existing loading area will be reconfigured. The shopping center would have a new eastern exterior wall with a window (along the new Main Street driveway). Also in this area would be new signage, lawn and / or plantings, and lighting. Signage along Park Street will also be relocated as necessary in consultation with the owner.

As noted earlier, the assessed valuation for the shopping center is projected to be reduced by \$52,938.

Negotiations between the shopping center owner and the City will address a protocol for use of the parking area, resolve issues of liability should vehicle accidents occur, resolve the aesthetics and appearance at the future property line, and finalize the layout of the parking area and number of off-street spaces to be contained within it. Final approval of the parking area layout, the final number of off-street parking spaces, changes to the loading area, the lot re-subdivision and circulation from the shopping center lot onto the Central Fire House lot will be required from the City Planning Commission.

Peekskill Central Firehouse Executive Summary

Maintenance of Adequate Parking during Construction

During construction a minimum of 54 off-street parking spaces will be maintained for use in the Crossroads Plaza parking lot. This is roughly equivalent to three rows of spaces as currently striped.

The opportunity exists to convert permit parking spaces along Park Street (that is, those 15 to 20 that will not be affected by construction activities) to metered or non-metered spaces for use by Crossroads Plaza workers and patrons. This option would be temporary and would necessarily involve directing permit parkers to use the James Street facility, or permit spaces along Brown or James Street during the construction period.

Construction workers will be directed not to park in spaces designated for patrons, workers and business owners at the Crossroads Plaza.

Retail Continuity along Main Street

The proposed memorial and other streetscape changes along Main Street will ameliorate the effect of removing the existing retail uses and limited pedestrian activity along the portion of Main Street to be used for the project. The inclusion of a destination at the proposed Central Fire House – a small museum – along with community and meeting space will also ameliorate this effect. The City will request that Westchester County place a bus shelter and / or seating at the Bee-Line bus stops adjacent to the project. The City will also install street furniture in this area.

Proposed Design

The City's Historic Preservation Planner has requested that the bay doors fronting on Broad Street be painted tan rather than white as is currently shown on the proposed project renderings. Final construction plans will reflect this change.

Landscaping within the proposed Central Fire House parking area will be specified to allow minimal obstruction of views of the shopping center from points to the east.

The City will review the street furnishings along Main Street near the intersection of Broad Street and will request that seating and / or shelters be provided for bus patrons, and will provide street furniture within the proposed memorial park area as needed.

Noise and Air Quality

Existing Fire Department equipment is maintained to keep unnecessary noise to a minimum, and most activities in the proposed Central Firehouse facility bays such as maintenance and repair would be shielded by the overhead doors, which will be closed most of the time.

It is noted that properties in and around existing firehouses can expect a slight reduction in impulsive noise levels after the firehouses are vacated by the Fire Department. Future noise levels at the vacated firehouses would be a function of future activities programmed at these locations.

Peekskill Central Firehouse Executive Summary

The proposed Central Firehouse will be equipped with an indoor exhaust reclamation system which is expected to trap the majority of diesel pollutants emitted by idling vehicles. This system is designed to be a 100 percent source capture exhaust system, compliant with National Fire Protection Association (NFPA) recommendations.

Demolition and Construction

A subsurface investigation will be completed after details of access to the three properties have been worked out with the property-owners.

A Clerk of the Works will be hired to provide for inspections and quality control of construction.

Pursuant to building code requirements, investigations will be made of the presence of hazardous materials in existing building materials such as asbestos and lead paint. These investigations will reveal the nature of the materials, whether removal of the material or any portion of it is needed prior to demolition, and / or what types of remediation if any are needed. Proper remediation measures will be taken if hazardous materials are identified. Notice will be given to the surrounding community of demolition activities, and demolition safety protocols will be utilized to minimize the spread of dust and airborne contamination.

Appropriate chain link fencing will be constructed to control access into the project site, and to provide security. Screening will be incorporated into the fencing in consultation with City officials.

Alternatives

The City also analyzed the cost to renovate the existing fire stations and bring them to current Federal, State and industry codes and standards.

In addition to a renovation option, and the selected site on the west side of Broad Street between Main and Park Streets, the City reviewed the following three alternative sites for the Central Firehouse:

1. East side of Broad Street between Main and Park Streets
2. West side of Broad Street between Park and Brown Streets
3. East side of Broad Street between Park Street and Lincoln Terrace

The City reviewed one-, two- and three-story options for the Central Firehouse, concluding that a two-story option presented the most efficient interior layout while retaining use of outdoor space for off-street parking and exercise area.

The ramifications of doing nothing were also considered by the City, as was an alternative without the use of eminent domain.

Please refer to Chapter 4.0 for discussion and analysis of each of the alternatives.

Peekskill Central Firehouse Project Description

2.0 Description of the Proposed Action

2.1 Background and History

The proposed Central Firehouse project site is located at the southwest corner of Main Street and Broad Street in downtown Peekskill. Figure 2-1 shows the project location. Figure 2-2 shows a recent aerial photograph of the area. Broad Street and Main Street are designated as Routes 202 and 35. Main Street is also designated as Route 6.

The proposed project site comprises approximately 1.5 acres and currently supports a portion of an existing one-story shopping center, a one-story commercial building and a 2.5-story former residential structure that currently houses two retail spaces and two apartments.

The project site is located at the eastern edge of the City's downtown area, very nearly at the geographic center of the City. The project site was one of four considered for the project including the block to the south between Park and Brown Street, the block to the east of Broad Street (the present location of Walgreen's) and the block to the south of Walgreen's as shown on Figure 2-3. North is at the top of Figures 2-1, 2-2 and 2-3.

It is noted that response times and considerations used in the decision to locate the Central Firehouse are discussed in more detail later in this chapter and in chapter 3.7 of this document.

The project site area is primarily non-residential in character with retail stores, offices, institutional uses such as a church and school and some residences and light industrial uses in the surrounding area. A Walgreen's drug store and associated parking area opened in February of 2011 on the east side of Broad Street across from the project site. The surrounding land use pattern is shown in Figure 3.1-1 included in chapter 3.1. Land use on the project site is summarized in Table 2-1 on page 2-6.

In 1960, the majority of the project site and much of the surrounding area was designated as part of the Academy Street Urban Renewal Area; the majority of the project site was later acquired and redeveloped as the Crossroads shopping center as part of that Urban Renewal Plan. A fire station was planned on the subject block at that time but one was ultimately built further south at the corner of Broad Street and Crompond Road / South Division Street. Figure 3.1-3 in chapter 3.1 shows an Illustrative Site Plan for the Academy Street Renewal project. Prior to 1960 the area supported a mix of residential and commercial uses and structures.

The project site is identified in detail in section 2.3 of this chapter. The Crossroads shopping center was constructed in the mid 1970's. The commercial structure at 1137 Main Street was constructed in 1956. The structure at 1141 Main Street was originally constructed in 1880, and was remodeled to its current commercial / residential configuration, in the early 1930's. Prior to that, this structure was a single-family residence.

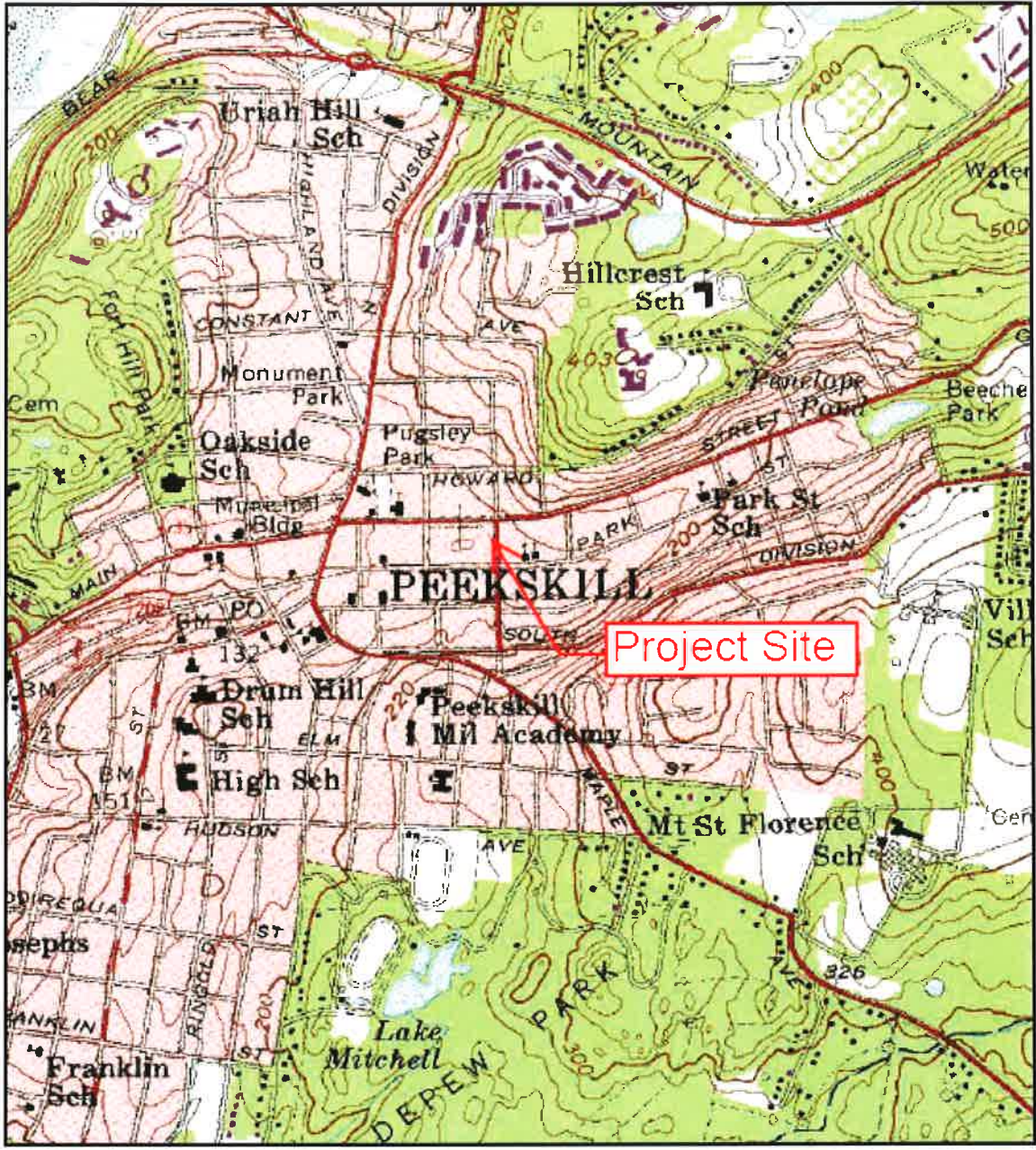


Figure 2-1: Project Location

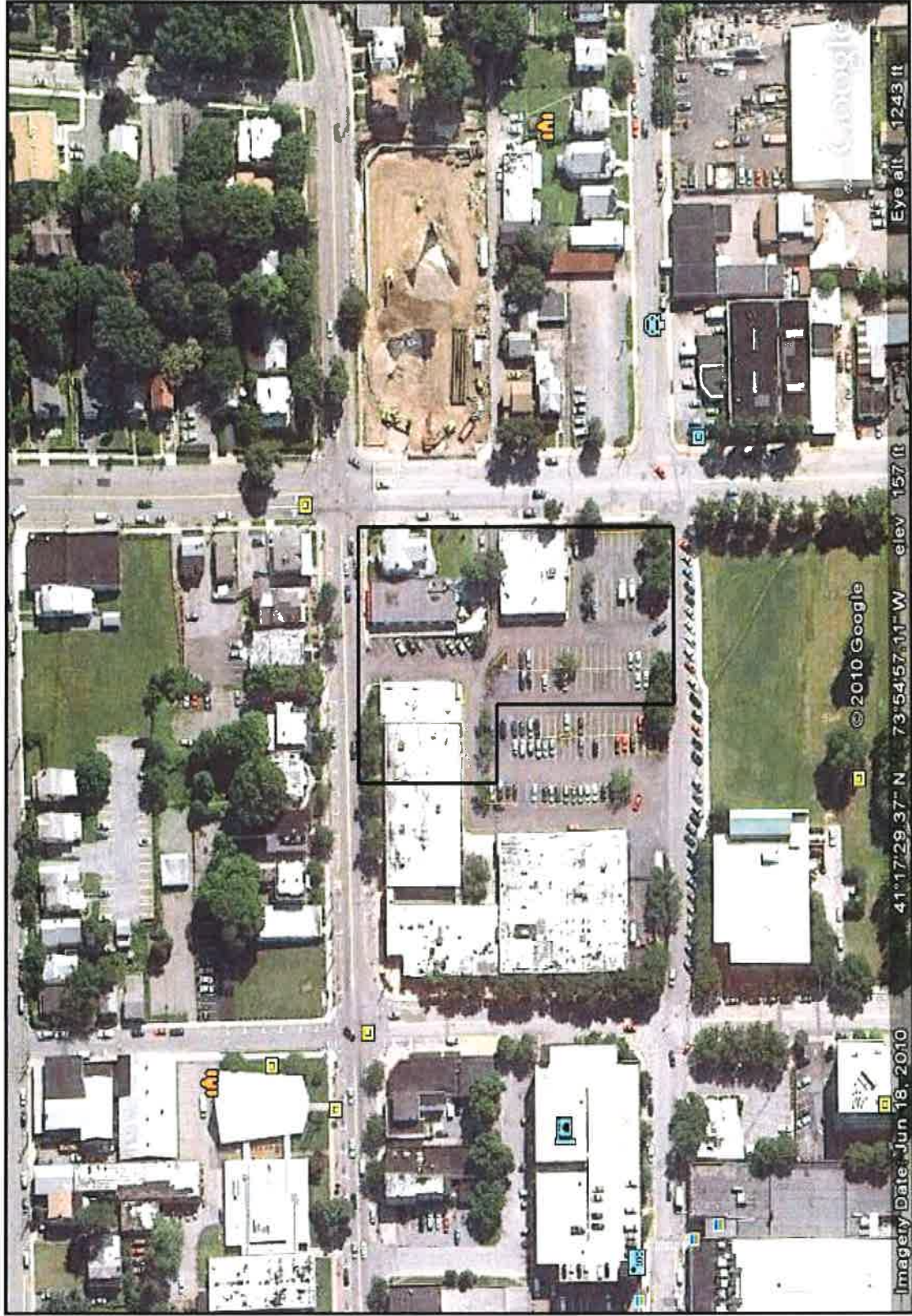


Figure 2-2: 2010 Aerial Photo



Figure 2-3: Project Site and Alternative Sites

Peekskill Central Firehouse Project Description

2.2 Project Need and Purpose

The City of Peekskill is seeking to centralize the majority of its Fire Department operations at a Central Firehouse to be constructed at the southwest corner of Main Street (US Route 6) and Broad Street in the City's downtown area. The proposed firehouse would allow the Fire Department to vacate five properties that are inadequate for the existing and future needs of the Fire Department and Emergency Medical Service (EMS) functions. Specifically construction of the Central Firehouse would address or alleviate the following problems and concerns at the City's existing firehouses:

- Unsafe truck entry & exit
- No driveway aprons
- Inadequate space in truck bays
- Numerous code violations
- Health risks
- No firematic support
- Negligible training capabilities
- Deteriorated conditions
- Energy inefficient buildings
- Fuel tank concerns

A sub-station would continue to operate along Washington Street; this station is intended to primarily provide service to the southern section of the City.

Current Fire Department Operations

The City of Peekskill Fire Department is composed of 6 volunteer fire companies: Columbian Engine Co. #1, Cortlandt Hook & Ladder Co. #1, Washington Engine Co. #2, Columbian Hose Co. #1, Centennial Hose Co. #4, and the Peekskill Fire Patrol. The City's Fire Department is currently housed at the following six locations:

1. 824 Main Street (between Nelson & Decatur Ave.): Cortlandt Hook & Ladder #1
2. Crompond Road: Columbian Engine Co. #1
3. South Division Street: Washington Engine Company #2
4. Dayton Lane: Columbian Hose Co. #1
5. 701 Washington Street: Centennial Hose Company #4
6. 425 Highland Avenue near Constant Avenue: Peekskill Fire Patrol (recently vacated)

There are approximately 107 volunteers and 25 career firefighters. The Department has one aerial or "hook and ladder" truck stationed on Main Street, one rescue truck, four engines (pumper trucks) stationed on Washington Street, Dayton Lane, Crompond Road and South Division Street, and two paramedic fly cars stationed on Washington Street and Crompond Road.

In 2011, the Department responded to 970 fire calls, approximately 2,000 Advanced Life Support calls, and approximately 1,000 Basic Life Support calls.

Peekskill Central Firehouse Project Description

Basic Life Support is dispatched when the Peekskill Volunteer Ambulance Corps is not available to respond.

Advanced Life Support responses are part of the Cortlandt Regional Paramedic Program which responded to a total 4,880 calls in Peekskill and Cortlandt in 2011. The Program responded to approximately 2,300 calls within the City of Peekskill in 2011. Emergency medical call volumes have been growing between nine and ten percent per year for the past several years.

The City of Peekskill is currently served by a corps of volunteer firefighters as well as twenty-five full time firefighters who reside in the fire houses listed earlier.

Studies of Fire Department Operations and Requirements

Studies evaluating conditions at the City's existing firehouses, the space requirements for the City's public safety function, the feasibility and costs associated with renovations of existing firehouses and the siting of the Central Firehouse, including a study of the expected effect on response times have been posted on the City of Peekskill web-site. These studies include:

- City of Peekskill Fire Station Renovation Study (summary)
- Fire Station Location Study
- City of Peekskill Fire HQ Design Program & Specific Sites Analysis
- A Study of the Steps Required to provide for Current and Future Needs of the Peekskill Fire Department by Renovating and Adding onto the Current Facilities
- Report on the Building and Site Study for the New Fire Headquarters, City of Peekskill, October 27, 2008 prepared by Manitou Incorporated and Mitchell Associates Architects (this report added to website in April 2012)

All of the studies were prepared by Mitchell Associates Architects. Manitou, Inc. assisted in selecting the proposed location of the Central Firehouse.

Certain materials have been excerpted from the above studies and are provided in this report as Appendices. The entire Fire Station Location Study is provided in Appendix E. Excerpts from the Building and Site Study and its accompanying presentation are provided in Appendix J. All of the reports are incorporated herein by reference. The Building and Site Study excerpt includes a summary of the steps taken since the study was commissioned by the City in February of 2008.

As noted earlier, the studies concluded that the buildings that have served the volunteer and full time fire-fighters for many years are out of date and do not meet State and Federal codes, or current fire protection standards. Additionally, the buildings are deteriorated and in serious need of major renovation / rebuilding. It has long been a goal of the Fire Department to address and correct this situation.

Peekskill Central Firehouse Project Description

The Renovation Study assessed whether to renovate the City's six existing fire-houses or to build an entirely new Central Firehouse. Both of these options have significant operational and financial implications. The study was conducted by Mitchell Associates who specializes in the design of fire stations and an expert in fire department operations and station location. It was determined that the best solution would be to build a new Central Firehouse that would replace five of the six existing fire houses, and to renovate the Washington Street firehouse to maintain response times in the southernmost section of the City.

The four existing fire houses on Highland Avenue, South Division Street, Crompond Road and Main Street will be vacated and the City will cease renting space in the privately owned firehouse near Dayton Lane. The existing fire house on Washington Street would remain as a substation.

Benefits of the Proposed Action

As outlined earlier, construction of the proposed firehouse would eliminate the need to address a number of problems and concerns at the City's existing firehouses. After review of the City's and the Fire Department's current and future needs, the Common Council determined that consolidation of five of the City's six fire companies into a newly constructed facility to be built and owned by the City is the most suitable and cost-effective option.

The proposed firehouse would allow for centralized dispatching of most fire and emergency medical service calls. The firehouse is expected to have a useful life in excess of 100 years as compared to the existing firehouse facilities which have or very nearly have outlived their useful life. The Central Firehouse has been designed to accommodate future City growth and growth in the number of dispatches. Towards this end, the Central Firehouse incorporates a total of eight (8) vehicle equipment bays, and living, community and training space for volunteer and paid firefighters. The proposed Central Firehouse layout has sleeping accommodations for a total of ten (10) paid and six (6) volunteer firefighters at any time. Sleeping accommodations can be increased in the future if needed with changes to the interior layout.

The Central Firehouse would also allow for centralized firefighting and training functions which is expected to result in significant cost savings. One example is mandatory training which is currently completed outside of the City, which would now be accommodated onsite. This allows firefighters undergoing training to continue to respond to calls without the need to bring in another shift of firefighters, resulting in cost saving to both the City and firefighters.

The Department's ladder truck, which is needed for almost all fire dispatches, would be housed in a more desirable central location. The ladder truck is currently housed at the Main Street station west of Nelson Avenue, as this is the only firehouse that can accommodate the truck.

Peekskill Central Firehouse Project Description

The proposed Central Firehouse has been designed to accommodate future growth in career personnel (if needed) and equipment. It is also expected that more efficient Fire Department operations will result from centralized operations at the new facility.

The proposed training space can also be leased out to nearby Fire Departments for use.

It is noted that meeting space has been allocated at the proposed Central Fire House. The floor area is less than the sum of similar space at the existing fire houses to be vacated.

The Central Firehouse has also been designed to provide community space, including a kitchen.

The proposed Central Firehouse would also offer improved coordination and execution of departmental operations including fire inspections, training, and fire hydrant testing.

It will be an up to date facility with the ability to be retrofitted for future changes in State and Federal Codes and will allow for reduced maintenance and operating costs (two buildings rather than the existing six buildings). It will include a central training facility; a central meeting space for all fire companies; sanitary and modern sleeping and eating accommodations for career staff; modern meeting and recruiting rooms for volunteers.

Benefits would also include the elimination of daily fire truck movements around to different fire houses to facilitate training and staff coverage, and the elimination of the existing hazards and violations in the current buildings.

The proposed Central Firehouse will be classified as an “essential facility” under the NYS Building Code. “Essential facilities” are intended to remain operational in the event of extreme loading whether from flood, wind, snow or earthquakes.

Peekskill Central Firehouse Project Description

2.3 Project Site Identification and Background

Identification of properties acquired and to be acquired

Figure 2-4 below provides a copy of the current tax map (TM 33.3) for the project site's block. Main Street runs across the top of this figure. The City proposes to acquire the entirety of Lots 1 and 2 and the easterly portion of Lot 3. Table 2-1 below provides information on each lot.

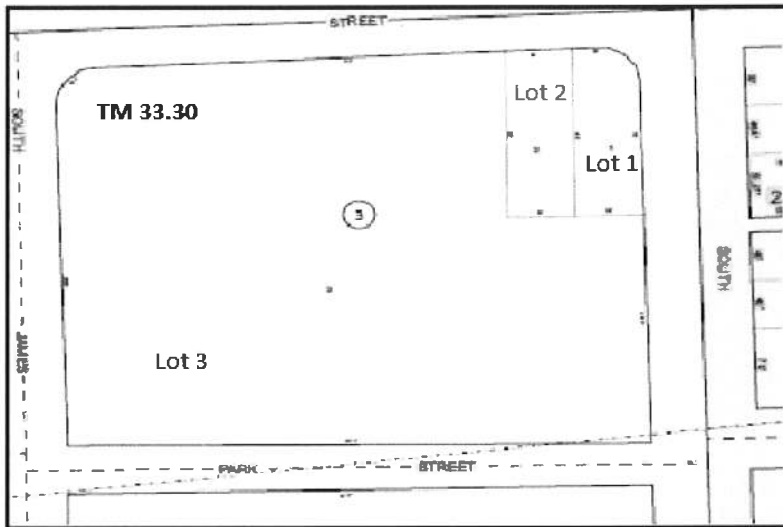


Figure 2-4: Current Tax Map

As outlined in Table 2-1 below, the City of Peekskill has acquired Lots 1 and 2 and is proposing to acquire a 57,200 square foot (1.3-acre) portion of Lot 3. Figure 2-5 on the following page shows the eastern portions of Lot 3, the shopping center, that the City proposes to acquire.

Table 2-1 Lot Acquisition Summary					
Owner	Address	Tax Map #	Use	Lot Size	Bldg Size
City of Peekskill	1141 Main Street	33.30-3-1	418*, 3-sty offices, apts.	50 x 140 (7,000 sf)	±2,750 sf + bsmt.
City of Peekskill	1137 Main Street	33.30-3-2	484*, 1-sty comm'l	50 x 140 (7,000 sf)	40 x 100 bldg (4,000 sf)
Peekskill Heights, Inc.	1101 Main Street	33.30-3-3	452*, Neighborhood shopping ctr	Approx. 129,000 sf. City to acquire ±57,200 sf	53,276 sf City to acq. ±17,200 sf.

*NYS Office of Real Property Service Classification Code
Property Survey, Badey & Watson, March 30, 2011 (depicting property to be acquired)



Figure 2-5 Area of Partial Taking, Lot 3

Peekskill Central Firehouse Project Description

Except for two apartments on the second story of Lot 1 (1141 Main Street) and an accessory garage at the same lot, project site uses are all non-residential.

A diagram showing a schematic breakdown of the existing structures at the project site by business and use is provided as Figure 2-6.

Pictures of the project site are provided in Appendix G.

Identification of tenants in acquisition area

Table 2-2 summarizes the businesses that would be affected by the proposed property acquisition and demolition. In addition to the five businesses and community mental health clinic (Westchester Jewish Community Services or WJCS) that would be displaced, one residential tenant at 1141 Main Street would also be displaced.

Table 2-2 Uses Displaced by the Proposed Acquisition (by commercial space)		
Property	Business Name / Type	Est. Square Footage (sf)
1101 Main Street	J's Unisex Salon	1,687 (gross)
	Urban Beauty Supply	3,505 (gross)
	Creative Nail Salon	1,704 (gross)
	Panio Liquors**	3,000 (Entire building:6,234 sf)
	WJCS	3,655 (gross)
1137 Main Street	City of Peekskill*	4,000
1141 Main Street****	Mary's Hair Salon***	Approx. 780
	Money Center	Approx. 940
Note: information above is current as of May, 2012		
* The property is currently in use as Peekskill Boxing under a temporary license agreement.		
** Panio Liquors occupies approx. half of its building. The Youth Bureau had previously used half of the building.		
***This business recently relocated to the east side of Broad Street.		
****The City is in contract to purchase this property.		

Additional information is provided in chapter 3.1 of this report.

No census of the number of workers has been completed; it is estimated that approximately 45 to 50 employees would be affected by the proposed action.

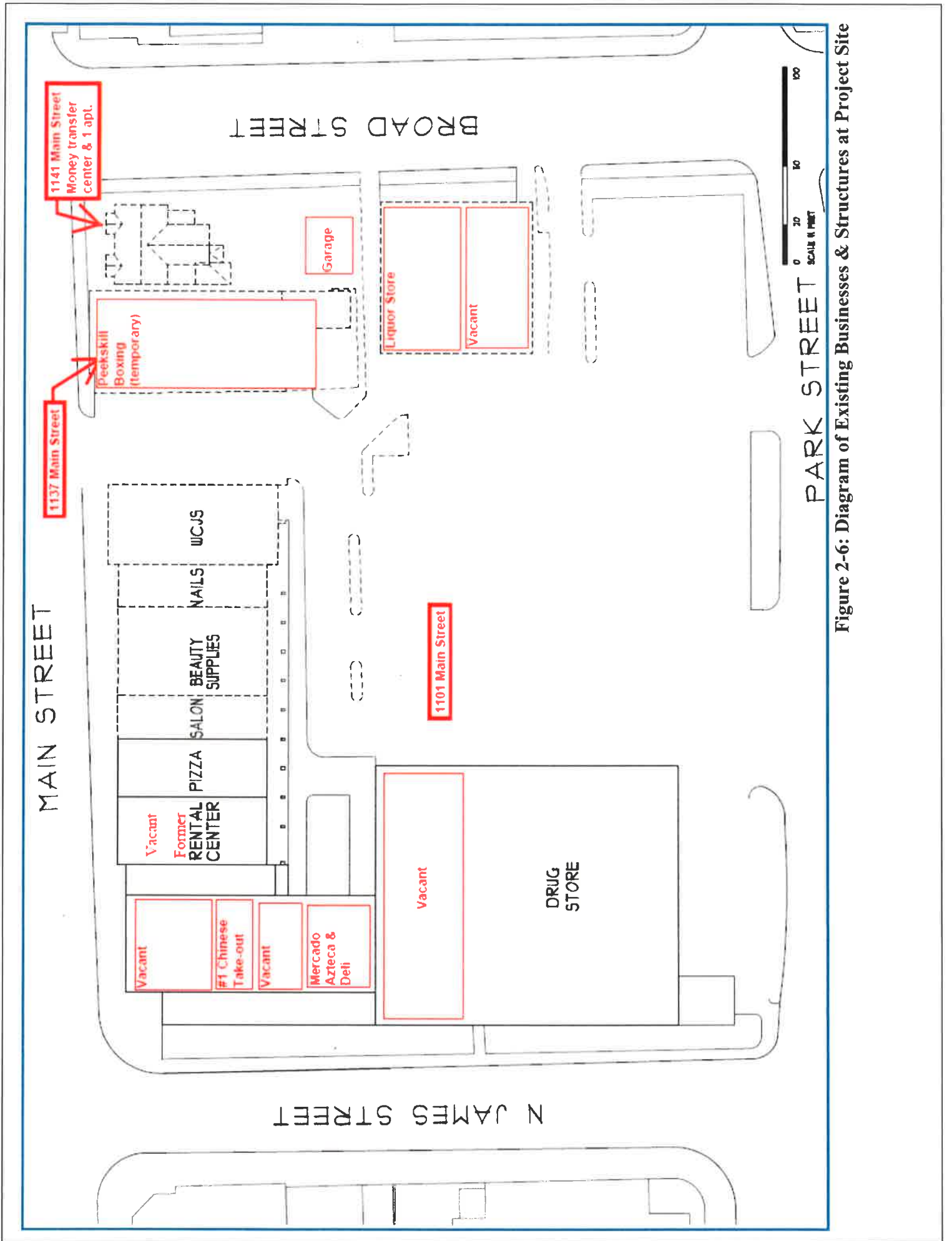


Figure 2-6: Diagram of Existing Businesses & Structures at Project Site

Peekskill Central Firehouse Project Description

The property at 1137 Main Street was acquired by the City of Peekskill in 2011 for approximately \$570,000. The City is in contract to purchase 1141 Main Street for \$485,000 plus \$29,500 in relocation costs and attorney's fees.

One additional retail store space in the proposed acquisition area is currently vacant as shown on Figure 2-6. This area comprises a portion of the building presently housing the liquor store; its size is estimated at 3,000 square feet. This space and the space currently occupied by Westchester Jewish Community Services were designed to accommodate banks with drive-thru facilities. The space adjacent to Panio Liquors was most recently used by the City of Peekskill Youth Bureau.

The total land area already acquired and proposed to be acquired by the City is as follows:

- 1141 Main Street: 7,000 sf
- 1137 Main Street 7,000 sf
- 1101-09 Main Street 57,200 sf

Total Acquired: 71,200 sf

After acquisition is complete, the Crossroads Plaza will comprise a single lot with an area of approximately 72,000 square feet.

The final land area to be acquired at 1101-09 Main Street is subject to the final subdivision plan.

It is expected that vacancies within the portion of the Crossroads shopping center to remain could potentially accommodate some or all of the businesses and the mental health clinic that would be displaced. As shown on Figure 2-6, four vacant spaces are located in the portion of the retail center proposed to remain including one that potentially could be divided. The exact size of each space is currently unknown.

The spaces that could be re-occupied that are vacant as of March 2012 include:

1. Mar Azul / Cholacuenia Restaurant (potentially double space)
2. Former Phone Store
3. Space next to Rite-Aid
4. Former Rent-a-Center

Businesses not able to relocate within the shopping center would be offered assistance to relocate elsewhere in the City of Peekskill.

Peekskill Central Firehouse Project Description

2.4 Project Site Conditions

Geology, topography and soils

As outlined in the Stormwater Pollution Prevention Plan or SWPPP (“swip”) included in Appendix K, the project site consists entirely of Uf or Urban Land type soils. Urban Land soils have been mapped in downtown village and city centers in areas where 60 percent or more of the land surface is covered with buildings or other structures. Urban Land soils have typically been disturbed and often support parking lots and shopping centers such as comprise the proposed project site. According to the Soil Survey of Putnam and Westchester Counties, New York (prepared by the USDA Soil Conservation Service) Urban Land soils have variable properties.

The topography onsite is essentially flat. With the area’s historical disturbance and location on the former plain adjacent to the McGregory Brook streambed, there is a low likelihood of subsurface rock at depths that would affect construction.

The Stormwater Pollution Prevention Plan includes a Demolition Plan. In addition to onsite structures at 1137 and 1141 Main Street and the portions of the Crossroads Plaza to be acquired, demolition activities will affect:

- existing pavements and curbing in the parking and walkway areas of the shopping center;
- landscaping within the shopping center parking area;
- landscaping and paving within the driveway and yard areas of 1137 and 1141 Main Street; and
- trees, vegetation and paving along the Main and Park Street façades of the shopping center.

Sidewalk and street pavements along the site’s perimeter will be removed as needed for utility work. All work will be permitted and areas affected restored as required.

The overall amount of disturbance of the site is estimated to be 1.703 acres by the project engineer.

Details on the proposed drainage and utility plans are provided in the Stormwater Pollution Prevention Plan (SWPPP) included in Appendix K. Existing drainage conditions are also briefly discussed later in this chapter.

Details on construction phasing and waste management are provided in chapter 3.8 of this report.

Prior to construction soil testing will be completed as needed to confirm sub-surface conditions and the bearing capacity of onsite soils. Any below grade oil tanks or other potentially hazardous materials will be removed in accordance with local, County, State and Federal requirements.

Peekskill Central Firehouse Project Description

As a level site that has historically supported structures and paving, the likelihood of significant erosion is low, although soil can make its way into the local stormwater collection system and can become airborne when left unvegetated or unstabilized. Erosion and sediment control measures are outlined in the SWPPP (see Appendix K). Where necessary, soil will be left exposed for as little time as possible. If stockpiled, such areas will be stabilized within a hay bale / silt fence barrier. Exposed areas of soil will be temporarily vegetated, mulched or re-vegetated as quickly as possible. Other control measures include dust control by watering, a stabilized stone construction entrance and exit driveway along Park Street, and protection of storm drain inlets.

Water resources and drainage

The proposed project site is almost entirely covered with paving or structures (impervious surfaces). The parking lot of the shopping center includes curbing that directs runoff to existing storm drain inlets. Existing roof leaders and gutters direct stormwater to paved areas and then to drainage inlets. Curbing and catch basins are also located along the improved streets that form the perimeter of the project site. Some stormwater that falls on the project site is disposed of via these facilities.

As noted earlier, the overall amount of disturbance of the site is estimated to be 1.703 acres by project engineers.

The project site is almost completely covered in pavements or structures at this time. No increase is anticipated in the amount of impervious surface area with the project as compared to the current condition. The overall configuration of the site's impervious area will be similar with the project compared to current conditions.

All drainage currently leaving the site is ultimately discharged to the Hudson River via an existing 96-inch corrugated metal pipe that travels along the site's southern boundary which carries McGregory Brook. This will continue to be the case with the proposed project, although a portion of the runoff will be treated by an underground filtration system to be located beneath the proposed project parking area along Park Street.

The proposed filtration system has been designed to treat 25 percent of the computed stormwater volume per the site redevelopment criteria outlined in the current NYS Department of Environmental Conservation Stormwater Management Design Manual. With treatment, the quality of stormwater runoff leaving the site will be improved compared to current conditions.

As noted earlier, details on construction phasing and waste management are provided in chapter 3.8 of this report.

A portion of the 100-year floodplain associated with McGregory Brook is mapped along the project site's southern perimeter along Park Street. No change is proposed to the culvert that carries the brook and no change is proposed to the floodway or floodplain; as such the proposed project will not adversely affect potential flooding conditions.

Peekskill Central Firehouse Project Description

Terrestrial and aquatic ecology

The proposed project site currently supports structures and pavements and small amounts of landscaping which will all be disturbed during demolition and construction. The site currently may be frequented by species typical to an urban environment such as squirrels, sea gulls and pigeons but it does not offer significant habitat value. No adverse effects are expected from project activities on any resident species; onsite species would be able to move to nearby areas. After completion of the project, it is expected that vegetation will be restored at or above a level that currently exists on the site.

The NYS Department of Environmental Conservation (DEC) was queried relative to the potential for significant habitat or rare and endangered species to be located at the project site. Correspondence is included in Appendix F.

No rare plants or animals, or significant habitat are located at the project site.

Peekskill Central Firehouse Project Description

2.5 Project Site Selection

The City also analyzed the cost to renovate the existing fire stations and bring them to current Federal, State and industry codes and standards. In addition to a renovation option, and the selected site on the west side of Broad Street between Main and Park Streets, the City reviewed the following three alternative sites for the Central Firehouse:

1. East side of Broad Street between Main and Park Streets
2. West side of Broad Street between Park and Brown Streets
3. East side of Broad Street between Park Street and Lincoln Terrace

Finally, the City reviewed one-, two- and three-story options for the Central Firehouse, concluding that a two-story option presented the most efficient interior layout while retaining use of outdoor space for off-street parking and exercise area.

The ramifications of doing nothing were also considered by the City, as was an alternative without the use of eminent domain.

Specific details and discussion regarding each of these alternatives are provided in Chapter 4.0 Alternatives.

Site Selection Rationale

The proposed Central Fire House location at Main Street and Broad Street is zoned C-2 Central Commercial which permits government offices in addition to retail stores, restaurants, non-government offices and other non-residential uses. Government uses are allowed in all of the City's commercial and manufacturing districts as of right but are not allowed in the City's residential districts. With the expected frequency of calls, the Central Fire House would be more appropriately sited in one of the City's non-residential areas away from residences.

The proposed location at Main and Broad Streets is very near the geographic center of the City of Peekskill. If a location were chosen elsewhere in the City, any location more than approximately 1,000 feet or so in any direction would increase response times in some portion of the area to be served to levels above those provided by the Fire Department at this time. These levels would be unacceptable.

Any location chosen on the basis of maintaining existing response times would necessarily be at or near the center of the City, in the C-2, C-3 or C-4 Districts. These sites all allow a range of uses similar to the proposed site. Like the proposed site, a choice of another site in the City's central geographic area would remove a potential large development site from the City's downtown commercial area.

Peekskill Central Firehouse Project Description

The Central Fire House has been sited at the intersection of Main Street and Broad Street also known as Routes 6, 202, 35 and County Road 25. This is one of the most accessible locations in the City.

The proximity to these roadways allows for quick response to the approximately 90 calls per week that are expected to be made on average from the Central Fire House. The proposed bay doors have been oriented to Broad Street, a non grade-separated street unlike any other in Peekskill; Broad Street was designed with a wider right-of-way and paved area than is typical for a commercial thoroughfare in Peekskill. Traffic and overall pedestrian and vehicular activity levels along Broad Street are also relatively light compared to the other thoroughfares in the downtown area, including Main Street. Fire truck movements would be unhindered at the proposed location by traffic, parking or loading operations. Fire vehicles departing the Broad Street bays will be able to travel north or south via Broad Street, and can proceed to any of the downtown's east-west thoroughfares with ease.

With the design as proposed, returning trucks can access the Firehouse from the rear (two bays), or from Broad Street without substantially disrupting traffic by backing in along Broad Street.

The proposed project location is also one of the most prominent in the City. At the proposed location the proposed building's architecture (and a monument / flagpole element at the Main / Broad Street corner) would be seen by travelers along each of the adjacent roadways. The building will provide a valuable visual identity for the main eastern entry way into the City's downtown.

Public investment – even to construct a non-tax revenue producing building such as is proposed – at this location would be expected to provide dividends in spurring future non-public sector investment near this location. In addition, the introduction of government use at the eastern end of the City's downtown area would introduce a level of activity to this area that has been missing since before the area was acquired and redeveloped in the 1960s and 70s. Future firefighters and those visiting the Central Fire House for business or pleasure would be likely to patronize the surrounding businesses.

In addition to the above, the choice of placing the project at the proposed location offers other benefits. With the vacancy rates that have historically been seen at the Crossroads Plaza shopping center, a reduction in the floor area and reconfiguration of the center would offer the following benefits:

1. The reduced floor area would be more in line with the current market in downtown Peekskill and would be more easily supported by the surrounding consumer population;
2. The floor area would be concentrated nearer the center's main area of activity (i.e., the Rite Aid entrance and the walkway from Main Street);

Peekskill Central Firehouse Project Description

3. The shorter building length along Main Street would open the center visually to Main Street, partially addressing a long-standing issue of the center's disconnectedness to the rest of the downtown;
4. The change in vehicular access to include one entrance from Main Street and one from Park Street would serve to concentrate activity as compared to the current configuration which provides access from Main, Broad and Park Streets;
5. Pedestrian access will be enhanced through a new walkway along the pizzeria space, which also will be enhanced to include a window;
6. The center owner would no longer need to maintain or pay taxes on the areas that have historically been vacant (i.e., the two large former bank spaces, among others) and the relatively large parking lot;
7. Existing businesses at the center can be relocated into currently vacant space with less disruption than if they were relocated elsewhere in the City;
8. Overall investment in and improvement of the center to include signage, paving, walkways and changes to the façade along the future driveway would be made enhancing its potential for success.

It is noted that public input into the decision-making process surrounding the Central Fire House has been solicited for several years including Common Council meetings, and at meetings organized specifically to discuss the Fire Department's needs, renovations to the existing fire houses, and the Central Fire House.

Peekskill Central Firehouse Project Description

2.6 Detailed Description of the Proposed Central Firehouse

The proposed new Central Firehouse would be 36,483 square feet in size. It will comprise a full first story and partial second story. Approximately 40 off-street parking spaces are also proposed. The project layout superimposed on the three affected properties (the existing shopping center, 1137 Main Street and 1141 Main Street) is provided in Figure 2-7. Figures 2-8a and 2-8b provide representative elevations of the proposed Central Firehouse. A rendering of the facility is provided in Figure 2-9. Floor plans for the first and second floors are shown in Figures 2-10a and 2-10b, and 2-11.

As shown on Figure 2-10a, a total of eight (8) bays are proposed which can accommodate fire-fighting apparatus of varying lengths. Other equipment storage, office and meeting space, and training and kitchen space are located on the first floor as shown on Figures 2-10a and 2-10b.

As shown on Figure 2-11, the second floor provides living accommodations for 16 as well as locker, exercise and recreational space.

A breakdown of the proposed facility by operational area is provided in the Table 2-3. below:

Office Spaces		1,844
Public Meeting, incl. Kitchen		
	Meeting / Training & Kitchen	4,656
	Lobby	2,520
	Kitchen	441
		7,617
Firefighters		
	Bunk Rooms	1,288
	Exercise Room	1,013
	Day / Rec. rooms	2,062
		4,363
Apparatus Bays & Firematic Support Spaces		8,557
	Mezzanine	2,566
		11,123
Storage		1,200
Bathrooms		1,291
Utility/Mechanical		516
Miscellaneous		3,000
	Net Area	30,954
	Corridors & Walls (Approx)	5,529
	TOTAL BUILDING	36,483

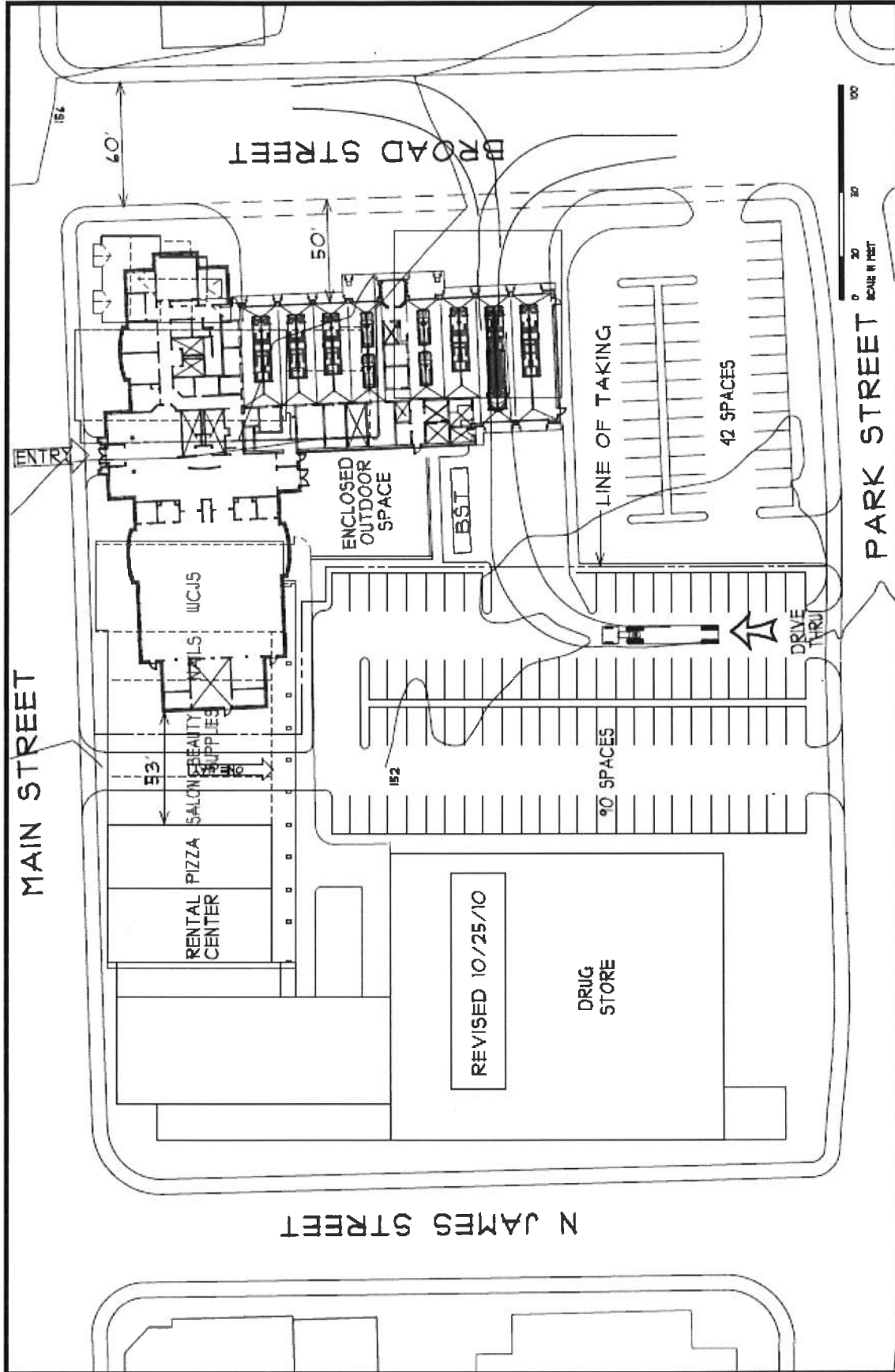
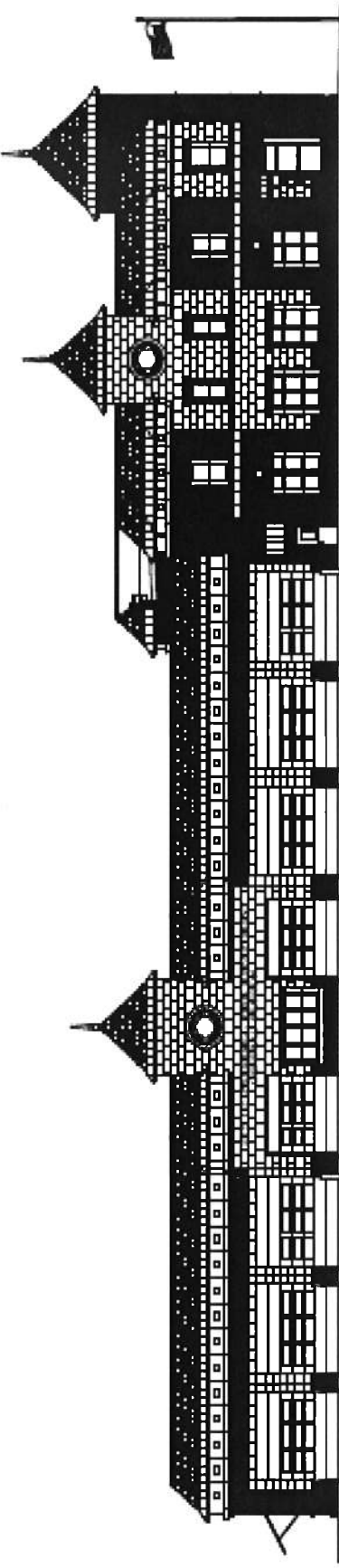
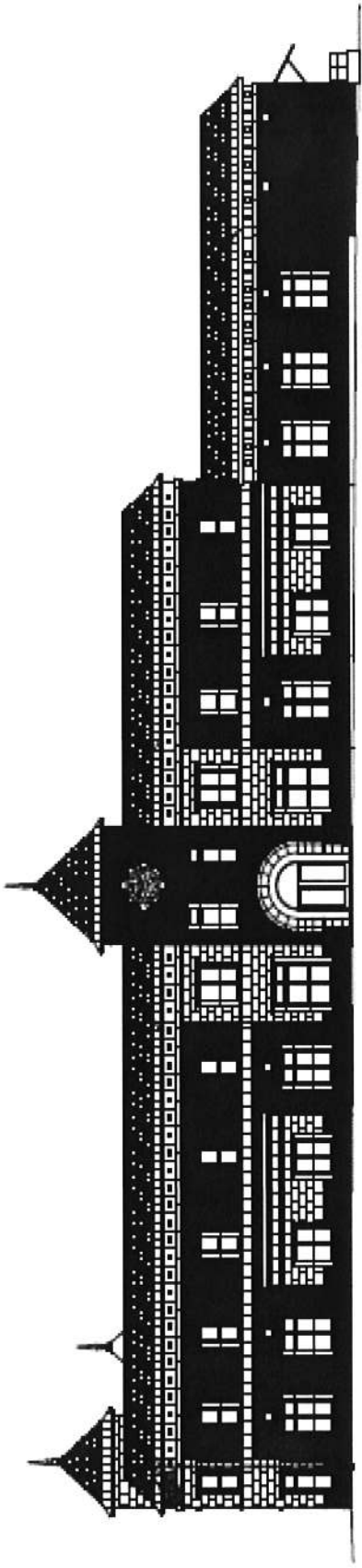


Figure 2-7: Proposed Project Layout

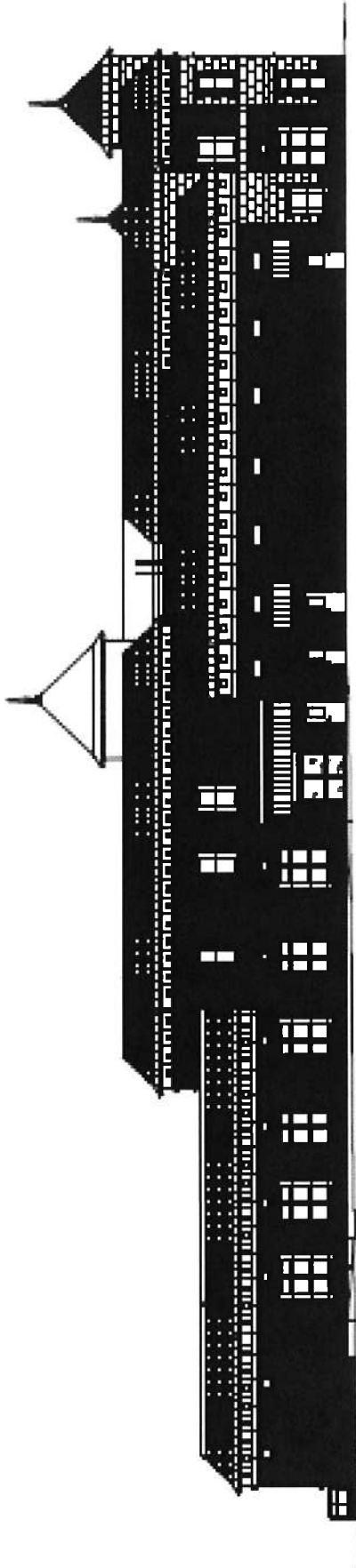


EAST ELEVATION

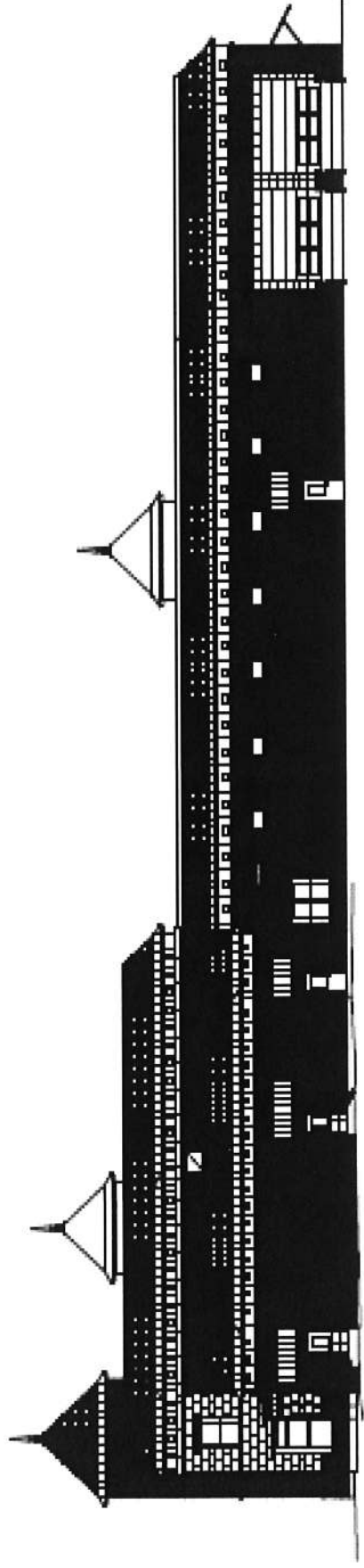


NORTH ELEVATION

Figure 2-8a: East and North Elevations

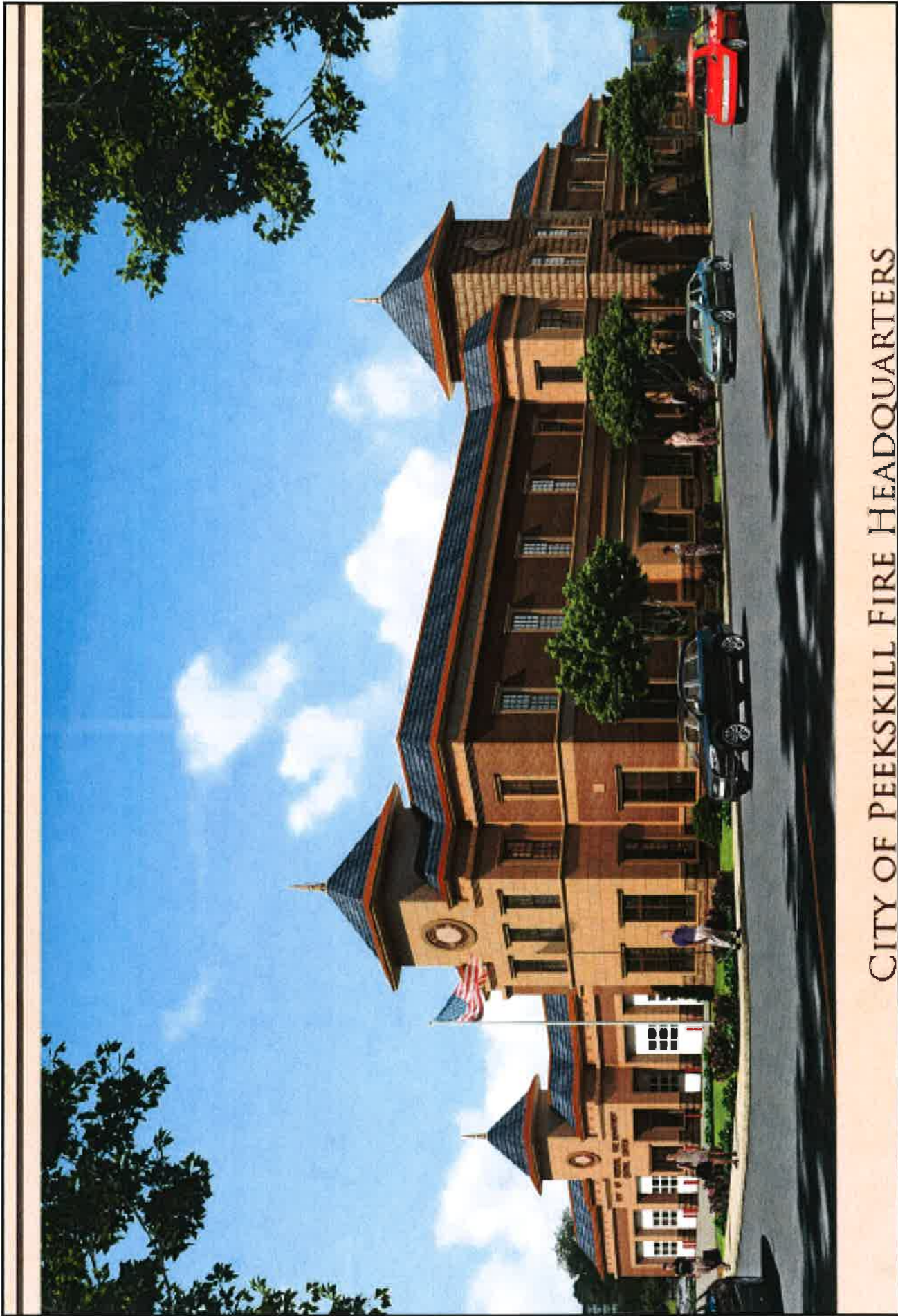


SOUTH ELEVATION



WEST ELEVATION

Figure 2-8b: South and West Elevations



CITY OF PEEKSKILL FIRE HEADQUARTERS

Figure 2-9: Architect's Rendering

Note: Final bay door color to match building tone.

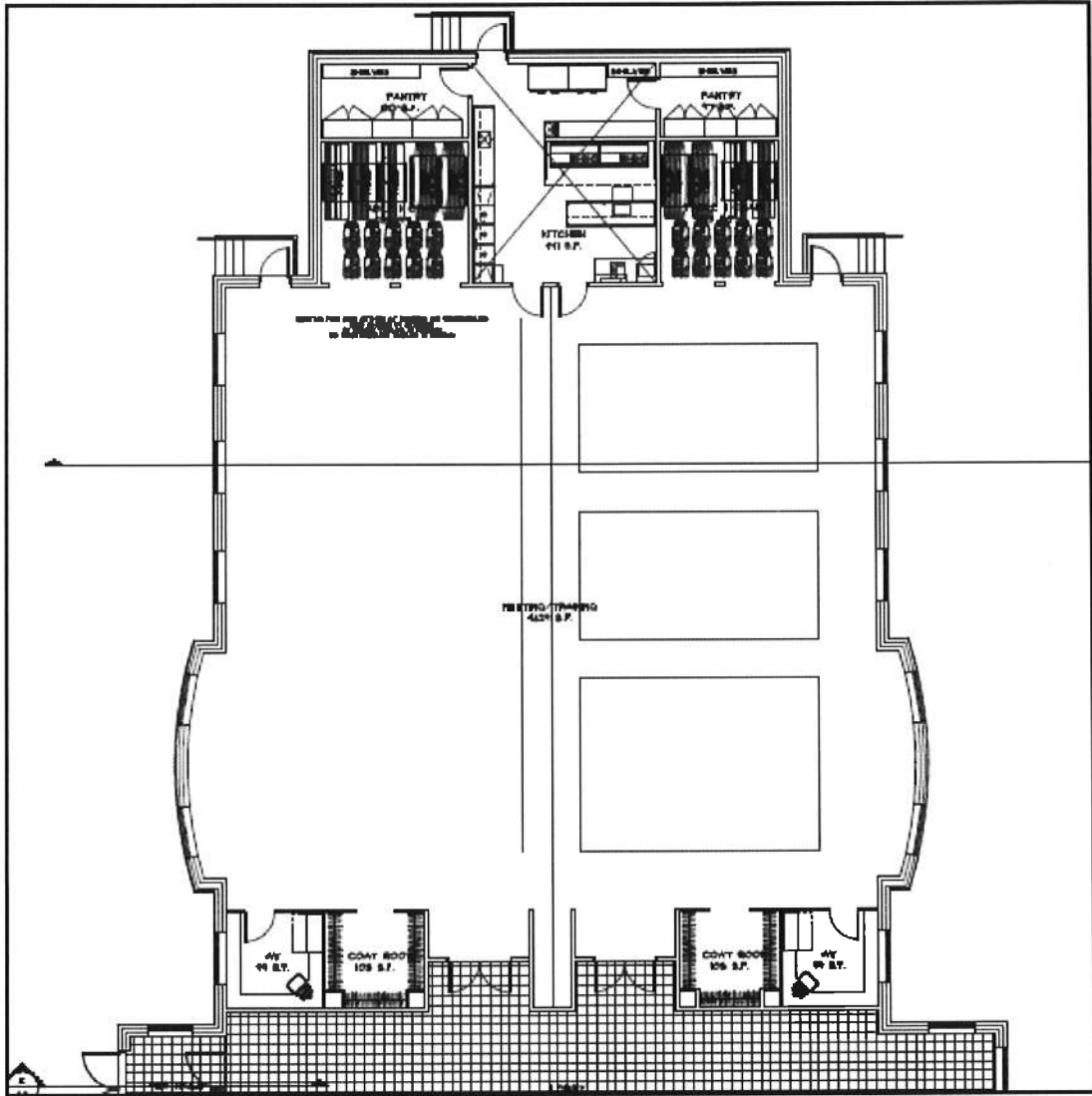


Figure 2-10b: Illustrative First Floor Plan (Western Main Street)

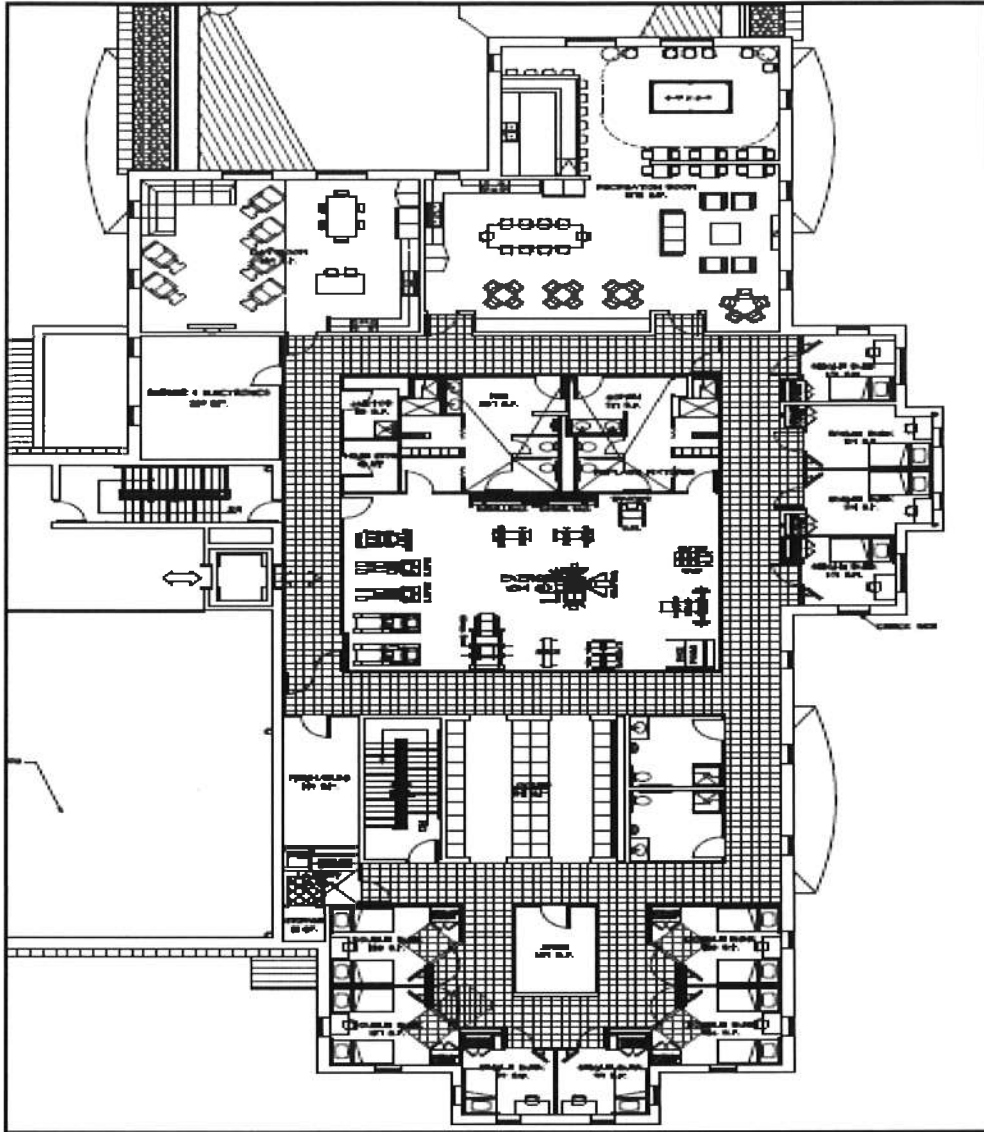


Figure 2-11: Illustrative Second Floor Plan

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The proposed Central Firehouse would also include public amenities such as a meeting room for the public, a fire department museum, and kitchen facilities.

The proposed Central Firehouse will be classified as an “essential facility” under the NYS Building Code. “Essential facilities” are intended to remain operational in the event of extreme loading whether from flood, wind, snow or earthquakes.

Streetscape Changes / Landscaping

Foundation plantings along the north (Main Street) façade and the east (Broad Street) facade of the proposed Central Firehouse building will be installed in a bed at the base of the building. The remaining area between the planting bed and the street curb will consist of pavers and concrete sidewalk. All plant species will be selected to minimize maintenance (watering, pruning, fertilizing), meet available sunlight levels and conform to Leadership in Energy and Environmental Design (LEED) standards. It is intended that the plant beds will be fully vegetated with woody plants, perennials and ground covers. Species will be selected to restrict height to three to four feet except for occasional accent plants.

A summary of potential plants to be selected and diagrams of a representative sidewalk, building entry and planting area, the treatment at the corner of Main Street and Broad Street, and a solar access analysis for the planting beds is provided in Appendix C.

The final design will include a monument / flagpole feature at the corner of Main and Broad Streets.

Peekskill Central Firehouse Project Description

2.7 Proposed and Future Fire Department Operations

The City proposes to construct a Central Firehouse at the intersection of Main and Broad Streets to house five of the City's six volunteer fire companies: Columbian Engine Co. #1, Cortlandt Hook & Ladder Co. #1, Washington Engine Co. #2, Columbian Hose Co. #1, and the Peekskill Fire Patrol.

Equipment that would be housed at the proposed Central Firehouse includes the following seven vehicles:

1. 95-foot aerial ladder truck (diesel)
2. rescue truck (diesel)
3. 1,750 gallon per minute (GPM) pumper (diesel)
4. 1,250 GPM pumper (diesel)
5. 1,500 GPM pumper (diesel)
6. Advanced Life Support Ford Explorer (gasoline)
7. utility vehicle (gasoline and located at Chief's discretion)

As noted above, a gasoline-powered Advanced Life Support (ALS) vehicle for the Peekskill Emergency Medical Service (EMS) would be housed at the Central Firehouse. The Department has seven Emergency Medical Technicians (EMTs) and eight Paramedics on its career staff. The EMT's provide basic life support services to supplement the Peekskill Volunteer Ambulance Corps and the Paramedics provide advanced life support as partners in the Cortlandt Regional Paramedic program.

The Centennial Hose Co. #4 would remain in the 701 Washington Street sub-station.

The proposed Central Firehouse would house equipment and personnel associated with the five companies that are currently dispersed throughout the City. A total of eight (8) bays are proposed which can accommodate fire-fighting and public safety apparatus of varying sizes. Other equipment storage space, office and meeting space, and training and kitchen space are located on the first floor. The second floor provides living accommodations for 16 as well as locker, exercise and recreational space.

The majority of the Fire Department's career staff of 25 would be assigned to the Central Firehouse.

Future Operations at Central Firehouse

Currently, equipment is dispatched to incidents based on the type of incident, geographic proximity of stations to calls, and equipment availability.

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An analysis of Fire Department responses for February of 2011 reveals that over the 28-day span, the vehicles to be housed at the proposed Central Firehouse were dispatched as follows:

1. 95-foot aerial ladder truck	38
2. rescue truck	88
3. 1750 gallon per minute (GPM) pumper	27
4. 1250 GPM pumper	25
5. 1500 GPM pumper	19
6. Advanced Life Support Ford Explorer	157*
*Many of these dispatches occurred while the vehicle was already outside of its fire station.	
Note: The utility vehicle is typically not sent out on emergency calls.	

An additional 34 dispatches of fire equipment occurred from the Washington Street fire station. Of the 34 dispatches only two were responded to by fire equipment only (a 1,500 GPM pumper). The remaining 32 responses were by the Advanced Life Support (ALS) vehicle.

The incident summary for the Peekskill Fire Department for the month of February 2011 lists a total of 241 events (incidents); of this amount 183 responses were for emergency medical service and 58 were fire calls.

As can be seen in Table 2-4 above, the greatest number of dispatches is by the Advanced Life Support vehicle. The vehicle that was sent out with next greatest frequency was the rescue truck which is used to supplement the Peekskill Community Ambulance Corps with a firefighter / emergency medical technician (EMT).

There are four types of alarms that the Fire Department responds to. A response to a "general alarm" would require the ladder truck, two (engines) pumpers, and the rescue vehicle. A "company call" would require one piece of apparatus. An "EMS Assist" call would require one apparatus only when needed to supplement the Peekskill Community Volunteer Ambulance Corps with an EMT. An "ALS Response" would require a paramedic in the fly car (the Ford Explorer).

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After relocation of five of the City's six fire companies to the Central Firehouse, equipment will be dispatched similarly as it is currently. Thus, based on information provided by the City's Fire Department, over a typical week, public safety vehicles are expected to be dispatched from the Central Firehouse an average of eighty eight (88) times. Of this number, 70 to 80 percent, or between 62 and 70 dispatches, would be responses to emergency medical calls, which typically involve the ALS vehicle and/or the rescue vehicle, and sometimes an engine. The remaining 20 to 30 percent of calls (between 18 and 26) would be fire calls which involve between one and four pieces of equipment depending on the nature of the call.

On average it is expected that there will continue to be at least 70 to 80 dispatches of equipment to fires per month City-wide. The majority of these would be expected to be made from the Central Firehouse.

Future City Growth

The Central Firehouse has been designed to provide for growth in Fire Department and EMS operations if needed. Peekskill's 1990 population of 19,536 grew to 22,441 in 2000 and to 23,583 in 2010, an over twenty percent (20%) increase during that 20-year period. If the growth rate observed between 2000 and 2010 continues, Peekskill's population will grow to almost 25,000 in 2020.

The total number of housing units in the City increased from 8,401 in 1990 to 9,053 in 2000 and to 9,709 in 2010. The increase in the number of housing units since 1990 represents a 15.6 percent increase.

In addition to growth in the overall population, the population of the City of Peekskill is aging. Between 2000 and 2010, the fastest growing segment of the City's population was between the ages of 55 and 64; between 2000 and 2010 this segment grew by over 1,000 persons. The number of calls is expected to continue to increase as the average age continues to increase, and the population over 55 continues to grow.

Peekskill Central Firehouse Project Description

2.8 Acquisition and Eminent Domain Process

Federal and State government agencies, and local municipalities such as the City of Peekskill, have the power to acquire real property for public use. The most common acquisition purpose is for roadway construction activities (typically widening). Lands are also acquired for public buildings such as government offices, courts, public works facilities, schools and public safety buildings.

Where eminent domain is being considered, agencies seeking to site a facility such as the proposed Central Firehouse typically accomplish four activities prior to the start of demolition or other site work. The first is to complete project planning sufficiently enough to identify a need for the facility or proposal, and to identify a specific site and development plan. This activity is typically done whether or not eminent domain is used for the acquisition of property or not. However, a need for the project must be established before the eminent domain process can proceed. Likewise a project plan including an acquisition plan must be developed and the public must be afforded an opportunity to comment on that plan. In New York State, the effects of the acquisition by eminent domain must also be identified.

The second activity is to acquire the property needed by making an offer to purchase and proceeding through negotiations to arrive at mutually satisfactory terms for a purchase agreement. If negotiations fail to produce an agreement (or negotiations foresee it), property acquisition by eminent domain may be pursued. This is the point at which the Central Firehouse project is.

The third activity which occurs as part of the negotiations, and again as a formal part of the eminent domain process is property valuation. This includes studies of the title of the property, and preparation and review of appraisals of a property's value.

The fourth and final activity involves relocation. This part includes providing advice and services to affected property owners and tenants, locating new home and business locations, and payment of monetary compensation for costs and expenses involved in the relocation.

In New York State, General Municipal Law Section 74-b outlines the responsibilities of localities in administering property acquisition by eminent domain and relocation procedures. Specifically General Municipal Law limits the amount that can be authorized to cover moving expenses for owners and tenants of residential property to no more than \$1,000, and no more than \$25,000 for owners and tenants of commercial property. The specific text of excerpted portions of the regulation is below:

§ 74-b. Payment of moving and relocation expenses of residential and commercial owners and tenants of appropriated property.

1. The chief fiscal officer of every municipal corporation shall establish and may amend rules and regulations authorizing the payment

Peekskill Central Firehouse Project Description

of reasonable and necessary moving expenses of occupants of property acquired by condemnation or agreement, such payments not to exceed one thousand dollars in the case of an owner or tenant of residential property and twenty-five thousand dollars in the case of an owner or tenant of commercial property. Such rules and regulations may further define the terms used in this section. Application for such payment shall be made to the chief fiscal officer of such municipal corporation upon forms prescribed by him and shall be accompanied by such information and evidence as he may require. Upon approval of such application, the chief fiscal officer of such municipal corporation shall deliver a copy thereof to the treasurer of the municipal corporation or other officer of such municipal corporation exercising corresponding functions together with a certificate stating the amount due thereunder, and the amount so fixed shall be paid out of the municipal corporation treasury after audit by the comptroller of the municipal corporation or other officer of the municipal corporation exercising corresponding functions from moneys appropriated for the acquisition of such property. As used in this section "commercial property" shall include property owned by an individual, family, business concern (including the operation of a farm) and a nonprofit organization.

2. In addition to the authorization of subdivision one of this section, the governing body of any municipal corporation may adopt and amend rules and regulations authorizing the payment of relocation assistance allowances, related and other necessary expenses as described in the uniform relocation assistance act to owners or occupants of property or any interest therein acquired or to be acquired by such municipal corporation by condemnation, agreement or otherwise and for which federal funds shall be used toward the cost of such acquisition.

Application for such payment shall be made to the officer of such municipal corporation designated by the governing body, upon forms prescribed by him and shall be accompanied by such information and assistance as may be required to substantiate entitlement thereto. Payment shall be made as provided in such rules and regulations from moneys appropriated for the acquisition of such real property or interest therein.

All residential and commercial tenants, and the property owners must be notified of public hearings required under the NYS Eminent Domain Procedure Law (EDPL), and the NYS State Environmental Quality Review Act (SEQRA).

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Relocation services

The City of Peekskill intends to provide relocation services and payments to all residential and commercial tenants displaced by the proposed project.

The City of Peekskill Department of Planning and Development will administer relocation services and payments. In addition to providing relocation services and payments, the City of Peekskill will assist with identifying satisfactory accommodations for residential and commercial tenants in locations of their choice in the City of Peekskill.

As a general guide to the logistics of the relocation process, the following activities are expected to occur after the City's Common Council determines that acquisition of property for the Central Fire House by eminent domain is appropriate:

1. A City representative will contact the affected residential or commercial tenant within ten days of the determination to acquire the properties by eminent domain, to set up a face-to-face meeting to determine their needs. The representative will be available as needed throughout the relocation process. The representative will also be available as needed to explain the tenant's rights, benefits, and obligations and may assist in explaining legal notices received from the City.
2. Residential tenants will be relocated to comparable or better replacement rental housing that is decent, safe, sanitary, and functionally equivalent to the displaced dwelling. Every effort will be made to house residents in neighborhoods of their choice in the City of Peekskill, including their current neighborhood if possible. The maximum relocation payment made to each of the two (2) residential tenants shall be one thousand (\$1,000.00) dollars.
3. For commercial tenants, the representative will conduct an analysis of the business' location requirements and other relevant considerations to find a comparable site for business relocation. The representative will work with the commercial tenants to address commercial issues such as negotiating comparable square footage costs and rent and getting the same phone number transferred to a new location. The maximum relocation payment made to each of the seven (7) commercial tenants shall be twenty-five (\$25,000.00) dollars.
4. The City representative will provide relocation support for the duration of the settlement or condemnation.

As noted earlier, all residential and commercial tenants, and the property owners will be notified of public hearings required under the NYS Eminent Domain Procedure Law (EDPL), and the NYS State Environmental Quality Review Act (SEQRA).

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Relocation costs to be covered by the City of Peekskill will include:

- Actual moving expenses, which may include but not be limited to packing expenses and moving expenses), storage of personal property, the cost of dismantling, disconnecting, and reconnecting machinery and utilities, loss of personal property caused by the move, the expense of searching for a substitute business site, moving insurance, advertising related to the move, and related expenses.

As noted earlier, NYS's General Municipal Law limits the amount that can be authorized to cover moving expenses to no more than \$1,000 for each residential tenant, and to no more than \$25,000 for each commercial tenant.

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2.9 Closure and Demolition of Onsite Structures

Activities at the proposed Central Firehouse project site are expected to begin in late 2012 or early 2013 after final approvals have been received, and the property has been acquired.

The proposed project would be constructed over approximately 18 months from start of demolition to installation of final finishes. Demolition of existing buildings and pavements is expected to occur during the first two months. Site preparation and construction activities are expected to occur over an approximate 16 month timeframe. Installation of landscaping and fixtures and finishes in the Central Firehouse building are expected to occur during the last six months.

The proposed project site currently supports structures and pavements and small landscaped yard areas. The major portion of the project site was disturbed by construction as part of the Academy Street Urban Renewal Project in the 1970's; this portion now supports Crossroads Plaza. The remainder of the project site has supported structures for many years as well. As such, with respect to grading activities and the construction of a foundation the site is expected to require relatively little preparation to support the proposed Central Fire House.

Prior to the start of demolition, the parking area that will remain open and protected from the adjacent construction activities will be delineated. A construction fence will be erected around this area to delineate the limit of construction and safe areas for patrons and employees of the existing businesses. Passenger vehicle and pedestrian access from Park Street will be limited to the existing westerly parking lot entrance. The existing northerly entrance along Main Street will be utilized for construction vehicles. A new entrance along Main Street will be built and used for construction vehicles only during construction. (This driveway can be made useable for shopping center traffic by the end of the third month of construction). Signage will be erected around the site and adjacent roadways to direct and inform patrons and employees of the new traffic and walkway patterns.

It is anticipated that the sidewalks along Main Street and Broad Street on the block of the proposed construction activity will be closed to pedestrian access during demolition of the existing buildings. Approximately four on street parking spaces on Broad Street (southbound) will be eliminated for the duration of construction and after the project is complete. A reduced sidewalk width may be provided during construction of the new building, however it is likely that this sidewalk will remain closed for the entire construction duration. Pedestrian access on Main Street will be directed to the north side of the street; pedestrian access on Broad Street will be directed to the easterly side of the street.

It is expected that at least 54 parking spaces within the existing shopping center parking area will be kept available for parking at all times during construction of the proposed Central Firehouse. It is noted that the existing driveway to Main Street primarily used by

Peekskill Central Firehouse Project Description

exiting traffic from the Crossroads Plaza will be closed early in construction; as noted earlier, a new access drive will be constructed but will not be open until construction is substantially complete. This may be accelerated to be made useable by the end of the third month, if conditions warrant.

Demolition will not proceed until protective measures around the portions of the shopping center to remain are approved by the Engineer and City staff.

Demolition of existing buildings and pavements is expected to occur within the first two (2) months of construction. The contractor will field verify the location of all existing utility service connections to be abandoned to confirm that no cross connections exist between buildings to be demolished and buildings to remain. The contractor will identify and verify service connections to ensure lines are distinctive so that continuity of service will be provided throughout construction.

The greatest potential for disruption will be when changes to the easterly wall of the shopping center are implemented. The business at this location is the pizzeria which may need to close briefly during demolition and reconstruction of the easterly wall of the shopping center. Disruption will be minimized as much as possible. Brief disruptions to remaining shopping center businesses may occur during demolition as well; these will be minimized as much as possible.

It is anticipated at this time that the buildings will be removed in one phase – all debris will be sorted and recycled or disposed in accordance with applicable waste handling procedures of the receiving waste handling transfer station. The majority of the construction and demolition debris will be recycled.

Peekskill Central Firehouse Project Description

2.10 Project Approvals, Involved Agencies and Public Participation

Project funding and site acquisition and decisions on project construction expenditures will be made by the City's Common Council.

The Common Council will continue to act as Lead Agency for the purposes of SEQRA. The City is conducting a coordinated review of this Type 1 action. The proposed project is a Type 1 action since the north side of Main Street opposite the proposed project site is within a designated National Register District.

In August of 2011, the City's Common Council amended the City Code to exempt public safety uses from review by the City's Historic Landmarks Preservation Board (HLPB). This action exempts public safety uses including the Central Firehouse, the City Police station, the Washington Street Fire sub-station, and the fire stations to be closed from City HLPB review, if applicable.

The proposed facility complies with the yard, coverage and FAR requirements of the City's C-2 regulations. While not restricted in the City's Central Commercial C-2 District, the maximum 53-foot height and overall average height of the proposed facility would be in character with surrounding commercial buildings in the downtown area.

Off-street parking for the proposed Central Firehouse would be provided in a parking area to be provided on the project site. It is expected that the number of spaces would be adequate to serve firefighters and any other personnel that would be at the Central Firehouse at most times. During training, or at times that public functions are to be held at the Central Firehouse, it is expected that most visitors to the Firehouse will park on surrounding streets and parking facilities such as in the James Street municipal garage.

The City Building Department will review project construction plans for compliance with the NYS Building Code as part of the building permit application.

Approval of variances is not needed for City of Peekskill government buildings.

Final site plan approval by the City of Peekskill Planning Commission for the Central Firehouse project is not needed since, in August of 2011, a determination of public need based on the balancing of interests test was made by the City's Common Council.

Subdivision and Amended Site Plan approval will be required for the portion of the Crossroads Plaza shopping center that would not be acquired as part of the proposed activities. In addition, exterior changes to the shopping center would be reviewed by the City's Historic Landmark Preservation Board (HLPB). The details of the Amended Site Plan and approvals will be finalized as negotiations with the owners of the Crossroads Plaza shopping center proceed.

Peekskill Central Firehouse Project Description

It is noted that a small amount of demolition activities will affect a five-foot portion of the Crossroads Plaza shopping center building that represents a small portion of the building to be acquired and demolished. This five-foot portion is intended to ultimately support a grassed area and walkway along the future driveway from Main Street into the shopping center. During construction, the City would be responsible for demolition of this portion of the building, reconstruction of the building wall, installation of utilities and infrastructure, signage, lighting, curbing, paving, etc. This five-foot area lies outside of the acquisition area and will be retained as part of the shopping center.

The Westchester County Health Department would review aspects of the proposed kitchen facility. In addition, realty subdivision approval would be needed from the Westchester County Health Department due to the change in lot lines which will create two (2) new lots from the existing three (3) lots, with different lot areas.

The proposed project site is located along Routes 202 and 35 (Main Street and Broad Street). Main Street is also designated as US Route 6. As such, work on both thoroughfares requires approval from the Westchester County Department of Public Works and Transportation.

The project location along County-administered roadways also requires referral to the Westchester County Planning Board.

The Westchester County Department of Public Works and Transportation operates Bee-Line routes 14, 15, 16, 17 and 18 in the area of the project site (primarily along Main Street). A major transfer point is located at Main Street and Broad Street. The County Department of Public Works and Transportation will be provided opportunities to comment on the proposed project plans, and will be contacted during construction as necessary to minimize effects to bus operations.

The NYS Department of Transportation (NYSDOT) will be provided information regarding the proposed facility since Main Street and Broad Street are designated as State roadways.

The NYS Department of Parks, Recreation and Historic Preservation (OPRHP) will be provided information regarding the proposed facility since the north side of Main Street opposite the proposed facility is within a designated National Register District. The project site itself is located in a locally-designated historic district.

Construction sites requiring over one acre of disturbance are subject to NYS DEC requirements regarding the preparation of a Stormwater Pollution Prevention Plan (SWPPP) and notification prior to the commencement of construction. The proposed project site comprises 1.5 acres, the entirety of which will be disturbed and would be subject to these requirements.

Peekskill Central Firehouse Project Description

Public Participation

The City's Common Council has held public meetings which were noticed in the local newspaper and broadcast to the community (via cable television and the Internet) at which the City's public safety needs were discussed. Six (6) public meetings were also held specifically on the renovation needs of the existing firehouses and the Central Firehouse proposal. Prior to the meetings, a newsletter was sent to City residents providing background on the conditions at the existing firehouses and to solicit public feedback on the available solutions.

A memorandum from the City Manager dated July 8, 2010 summarized the comments received at the public meetings and provided responses to specific questions raised. The memo and accompanying attachments is included herein as Appendix L.

A public hearing was also held by the City's Common Council in August of 2011 on the Environmental Assessment Form prepared for the project. That public hearing was also held to solicit public feedback on the nine factors of the balancing of public interests test and to hear public comment on proposed amendments to the Historic and Landmarks Preservation Code to exempt public safety uses from the requirements of such Code.

As noted earlier, the City's Common Council determined in August 2011 that the proposed facility meets a public need based on the balancing of public interests test, and therefore final site plan approval by the City Planning Commission is not needed. Also, in August of 2011, the City's Common Council amended the City's Historic and Landmarks Preservation Code to exempt public safety uses from the requirements of such Code.

Copies of the resolutions adopted in August of 2011 are included in Appendix B.

A public scoping hearing was held in March of 2012 for this Draft EIS.

Peekskill Central Firehouse Project Description

2.11 Acquisition Costs and Funding

The proposed Central Firehouse is currently projected to cost \$15,685,024, which includes \$2,750,000 in estimated land acquisition costs. This amount will be funded through issuance of bonds, with debt service to be primarily funded through the City's deed transfer tax and property taxes.

Fiscal effects of the project are discussed in detail in Chapter 3.2.

Peekskill Central Firehouse Project Description

2.12 Use and/or Disposition of Remaining City Firehouses

As noted earlier, the Washington Street firehouse will be retained for use as a sub-station to serve the southern portion of the City. This station will continue to house the Centennial Fire Company. Renovation of this building has not been planned at this time; however moneys not expended for construction of the Central Firehouse, if any, will be used for the future renovation.

Depending on their disposition, a SEQRA determination(s) will be made at a future date for the four (4) City-owned firehouses that would be vacated when the fire companies relocate to the Central Firehouse. Any sale of the firehouses would be completed in accordance with the City Charter.

It is anticipated that the Cortlandt Hook & Ladder firehouse will continue to house the City's Youth Bureau. A portion of this firehouse has been used for this purpose for several years.

No decision has yet been made as to the future use or disposition of the Peekskill Fire Patrol building on Highland Avenue, the Columbian Engine Co. #1 firehouse on Crompond Road or the Washington Engine Company #2 on South Division Street.

As noted earlier, the rented firehouse on Dayton Lane housing Columbian Hose Co. #1 will no longer be leased by the City.

Peekskill Central Firehouse

3.1 Land Use, Zoning and Economic Conditions

3.1.1 Existing Land Use and Zoning Conditions

As noted in the Chapter 2.0, the proposed Central Firehouse project site is located at the southwest corner of Main Street and North Broad Street in downtown Peekskill. Broad Street and Main Street are designated as NYS Routes 202 and 35. Main Street is also designated as US Route 6.

The proposed project site comprises approximately 1.5 acres and currently supports a portion of an existing one-story shopping center (1101-9 Main Street and known as Crossroads Plaza)), a one-story commercial building (1137 Main Street) and a 2.5-story structure that currently is divided into two commercial spaces and two apartments (1141 Main Street). One of the commercial spaces at 1141 Main Street is now vacant as is one apartment. The City acquired 1137 Main Street in 2011 and is currently in contract to purchase 1141 Main Street.

In addition to retail and personal service stores, the shopping center currently includes a community mental health clinic operated by Westchester Jewish Community Services, in one of the two former bank spaces. Five of the existing commercial spaces at the center are currently vacant; four of these spaces are located in the space that will not be acquired for the proposed project. The one vacant space within the proposed acquisition area was most recently used by the City of Peekskill Youth Bureau.

The project site is located at the eastern edge of the City's downtown area, very nearly at the geographic center of the City.

The area surrounding the project site is primarily non-residential in character with retail stores, offices, and institutional uses, particularly to the west and south. A church and residences most of which are historic in character are located along Main Street opposite the project site and along Main Street heading east, and along Broad Street heading north. Some of these residences include non-residential uses.

A mix of residences and light industrial uses lie along Sparrow Lane and other streets east of the project site. A Walgreen's drug store and associated parking area recently opened on the east side of Broad Street across from the project site. A new mixed use structure has also recently been constructed across from the project site on the east side of Broad Street and Sparrow Lane. Multi-family apartments lie at a slightly higher elevation to the south of the project site. An office building and adjacent vacant lot lie between the project site and these multi-family buildings.

The surrounding land use pattern is shown in Figure 3.1-1. Land use (i.e., existing non-residential tenants) on the project site is summarized in Table 2-1 on page 2-5 of chapter 2.0: Project Description. A diagram of the project site is provided as Figure 2-6, also in chapter 2.0: Project Description.



Figure 3.1-1: Land Use / Project Site and Environs

Peekskill Central Firehouse

Historic land use up to the beginning of the twentieth century at the project site was predominantly residential. Historic mapping is provided in Appendix H. The area became increasingly commercial after the turn of the twentieth century.

The project site is zoned C-2 Central Commercial as are surrounding blocks to the west, and partial blocks to the north and east. The C-3 commercial district is mapped to the south and southwest. The C-3 District allows similar retail commercial, service and office, and restaurant uses as the C-2 District, although with different bulk regulations. Additional non-residential uses are also permitted in the C-3 District.

Zoning

The City's generalized zoning for the site and surrounding area are shown in Figure 3.1-2: Generalized Zoning.

The C-2 District has no minimum lot area, no minimum frontage and no minimum lot depth requirements. Yards are not required but if provided shall not be less than six (6) feet. The maximum lot coverage permitted is 90 percent (90%). The maximum floor area ratio is 2.5, with increases of 0.1 up to 2.0 above 2.5 when coverage is reduced by five percent.

Off-street parking must be provided at the following ratios:

- retail businesses: 1 space for each 300 square feet (sf) of gross floor area
- service businesses: 1 space for each 200 square feet of customer service area
- banks: 3 spaces for each teller
- restaurants: 1 space for each 100 sf of patron use area
- professional or business offices: 1 space for each 300 sf of gross floor area, excluding storage and utility areas, or 1 per employee, whichever is greater

Off-street parking ratios are not specified for government uses or firehouses in the City Zoning Code.

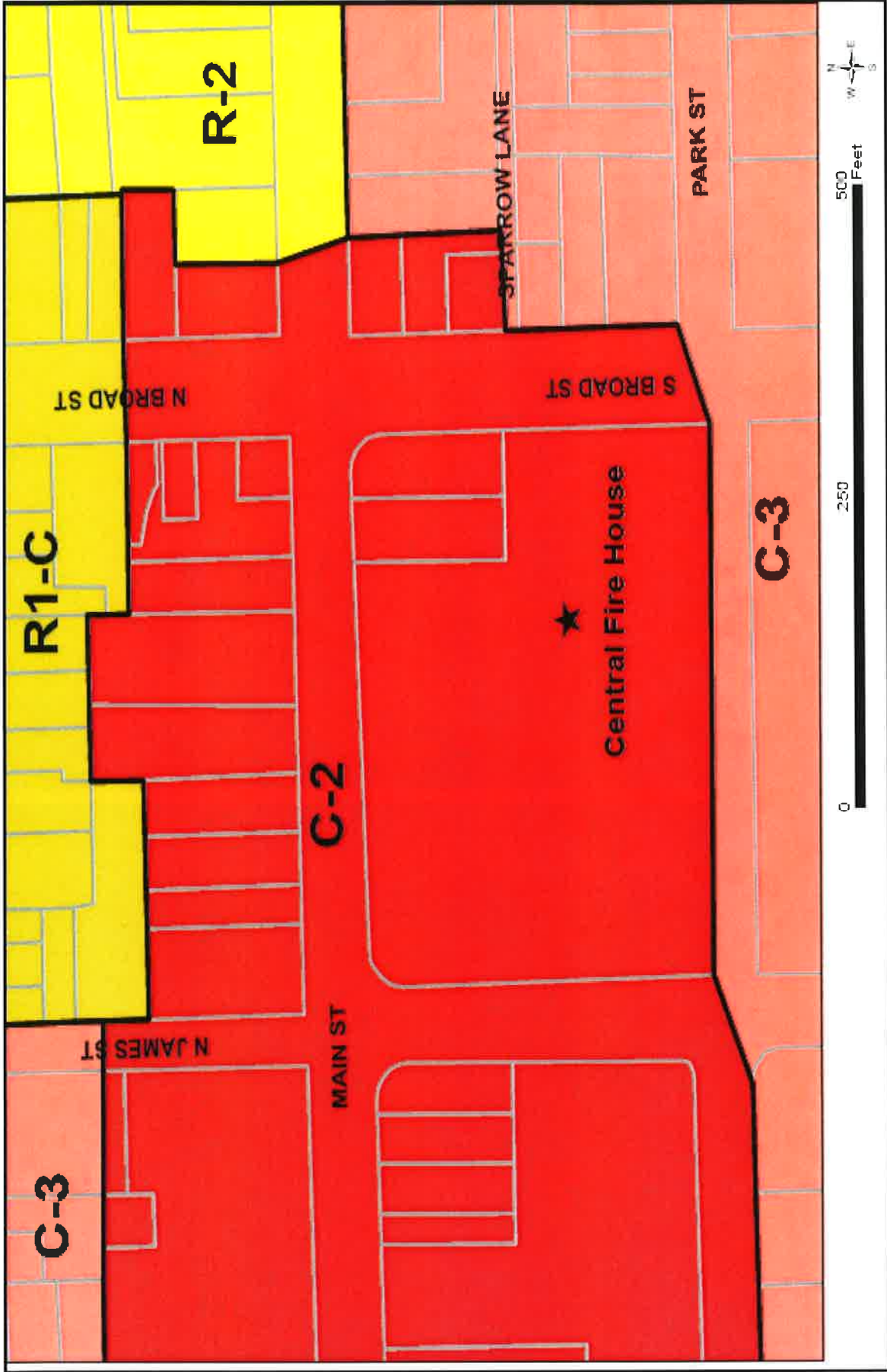


Figure 3.1-2: Generalized Zoning, Central Firehouse Project Site Area

Peekskill Central Firehouse

3.1.2 Historic Background

Urban Renewal Designation

In 1960, the project site area was designated as part of the Academy Street Urban Renewal Area; the majority of the project site was later acquired and redeveloped as the Crossroads Shopping Center. A fire station was planned on the subject block at that time; a station was constructed at the corner of Broad Street and Crompond Road / South Division Street which currently houses two fire companies. In 1960 the area supported a mix of residential and commercial uses and structures.

The Academy Street Urban Renewal Plan expired in 1991. The proposed Central Fire House site is not part of any designated urban renewal area or plan at this time, nor are any proposed.

Figure 3.1-3 shows an Illustrative Site Plan for the Academy Street Renewal project. Prior to 1960 the area supported a mix of residential and commercial uses and structures.

Background of Existing Structures to be Acquired

The existing Crossroads Plaza shopping center was constructed in the mid 1970's. Based on its layout and configuration, the plaza initially was intended to serve as a community shopping center. Historically such centers have been anchored by supermarkets, and a review of City records indicate this was the case for the first few years when Crossroads Plaza first opened in the mid-1970s. More recently due to the increase in the average size of supermarkets and changes in retailing, many spaces formerly occupied by supermarkets or groceries (and also smaller variety stores) are now occupied by drug stores. This is the case at Crossroads Plaza, where Rite-Aid, a drug store chain has been a tenant in the main portion of the largest commercial space for many years.

Banks were also typically sub-anchors of community shopping centers; Crossroads Plaza has two spaces that appear to have been outfitted for banking tenants. These spaces have long been either vacant or occupied by community institutional uses. One is currently occupied by Westchester Jewish Community Services.

The remaining smaller commercial spaces at the Crossroads Plaza would typically house smaller retail establishments, personal service establishments such as barbers and beauty salons, and small storefront offices such as those for insurance and real estate agents and brokers and restaurants.

Vacancy and turnover of the retail spaces at the Crossroads Plaza has long been observed. Typically, spaces in a relatively recently constructed planned shopping center would be more attractive to businesses and would carry a premium over similar free-standing or existing ground-floor space nearby. The long-standing vacancies at Crossroads Plaza reflect the overall weakness in demand for retail space in and around downtown Peekskill.

ACADEMY STREET RENEWAL PROJECT

City of Peekskill

New York

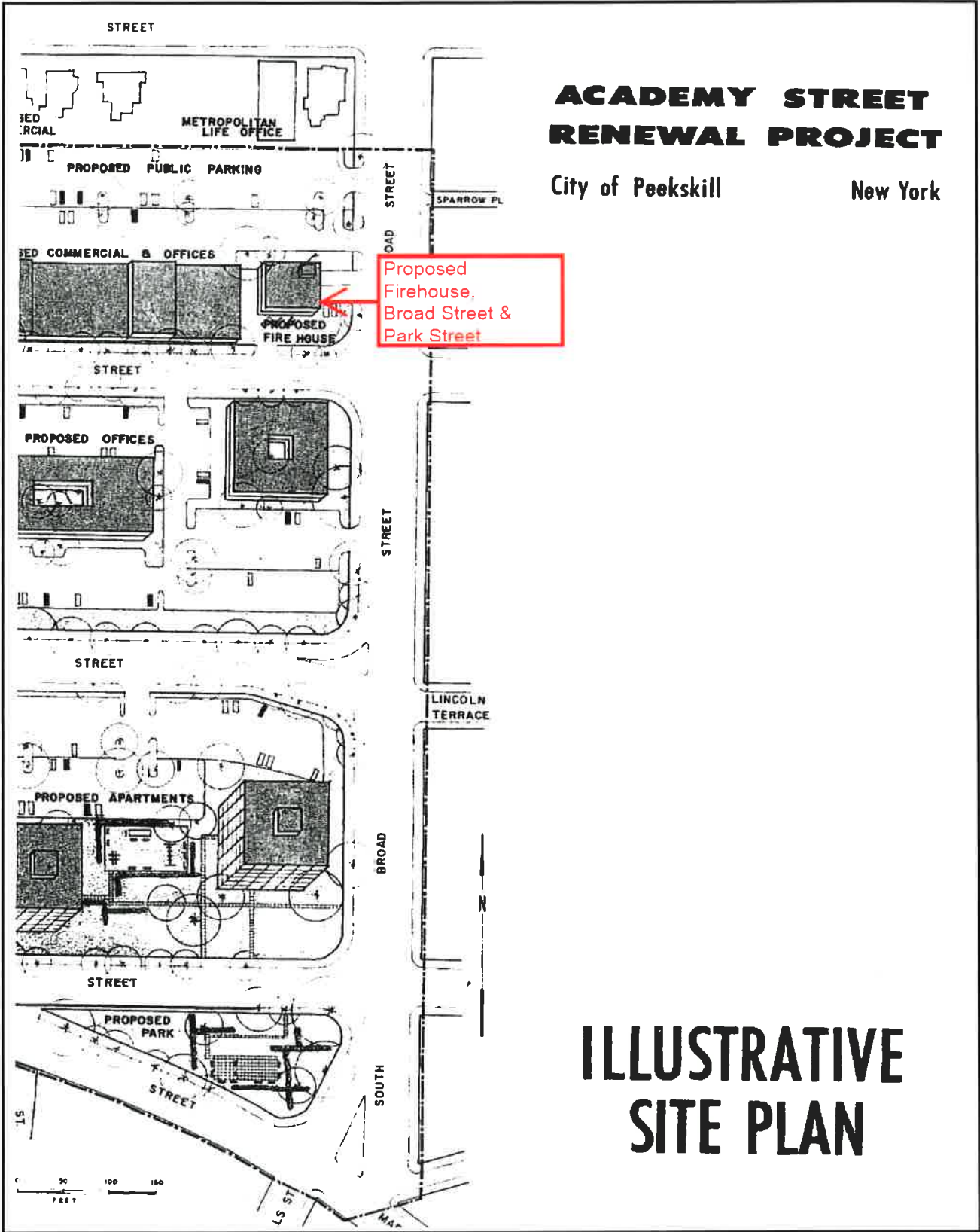


Figure 3.1-3: Academy Street Urban Renewal Project, Illustrative Site Plan

Peekskill Central Firehouse

In the case of Crossroads Plaza, high vacancy is likely to also be a function of the Plaza's design, its appearance from the highly trafficked Main Street, and the manner in which it has been integrated into the downtown pedestrian environment. The Center was designed as zero lot line structures (along Main, South Broad and South James Streets) with separate entrances to satellite retail spaces along the store frontage on the street and from the parking lot side. No doubt this was intended to allow ease of access for both those walking along the street and arriving by car, and it may have been a selling point when the spaces were initially offered.

As time went on, it became clear that most patrons would arrive by car and some would walk to the center as a destination (that is, they would not be window-shopping) and these patrons could just as easily enter the stores from the parking lot side. Moreover, keeping two access doors open in the relatively narrow store spaces compromised the selling floor and storage space available to merchants, especially those merchants needing the floor space to sell goods. As of this writing, every retail space takes its pedestrian access if not exclusively then almost so from the entry door on the parking lot side.

The chronic underutilization at Crossroads Plaza is also evidenced by its relatively deteriorated and out-dated appearance. Common areas such as the parking lot have not been updated in many years. It is noted that parking lot repaving was completed recently however.

Pictures of the shopping center are provided in Appendix G.

Without a broader change in the market for retail space in downtown Peekskill, a significant population increase in the immediate surrounding area and / or a redesign of the shopping center, vacancy and underutilization at Crossroads Plaza will continue for the foreseeable future.

The commercial structure at 1137 Main Street was constructed in 1956. This structure most recently housed Peekskill Furniture and Electronics and is now owned by the City of Peekskill, and houses a recreational boxing use temporarily. Prior to the furniture store the La Placita Market was located here for several years; prior to that a social service agency was housed there. The building was vacant for a number of years as well. La Placita Market's growth necessitated a move to a larger space on Park Street. Pictures of 1137 Main Street are provided in Appendix G.

The structure at 1141 Main Street was constructed circa 1880 and subsequently remodeled for professional use on the first floor in the 1930s. This structure was part of Doctors' Row prior to approximately the 1970s and housed doctors' and dentists' offices on the first floor with residential use above. Most recently the two first-floor spaces were occupied by a salon (now relocated) and a money transfer center. Two apartments are located on the second floor one of which is vacant. The third floor is unused. This structure was inventoried as part of the City's Cultural Resource Survey prepared in support of the local designation of the Downtown Historic District. Pictures of 1141 Main Street are provided in Appendix G.

Peekskill Central Firehouse

It is noted that additional detail regarding the properties to be acquired and the locally-designated historic district of which the entire project site is part, and the National Register-designated downtown historic district (mapped on the north side of Main Street opposite the project site) is provided in chapter 3.3 of this report.

All pictures provided in Appendix G were taken from the Appraisals for each of the subject properties prepared by Lane Appraisals, Inc. in January 2011. The Appraisals are incorporated herein by reference.

Environmental Incidents Review, Property and Surroundings

Except for petroleum storage information which was requested and received from the Westchester County Health Department, the following information is publicly available on US EPA, NYS DEC and Westchester County web-sites. The information provided below is not intended to replace a Phase 1 Environmental Site Assessment.

A review of Westchester County's online mapping in April of 2012 revealed that neither the project site nor any sites within a mile of the site are listed on the Toxic Release Inventory (TRI) list. The TRI contains information about more than 650 toxic chemicals that are being used, manufactured, treated, transported, or released into the environment.

Westchester County's mapping also provides an inventory of hazardous waste sites. Such sites typically include sites at which hazardous materials are used or stored and often include dry cleaners and auto body establishments, and other locations where hazardous substances are stored in bulk. No establishment at the project site is listed on the inventory of hazardous waste sites. The nearest such sites are located to the west and southwest within the downtown area and consist of dry cleaners and automobile establishments.

A review of EPA's Superfund and CERCLIS (Comprehensive Environmental Response, Compensation, and Liability Information System) databases also in April 2012 revealed no sites in Peekskill.

A review of NYS Department of Environmental Conservation spill incidents database, chemical bulk storage database and the Environmental Site Remediation Database (again in April 2012) revealed no sites at the proposed project site or in the blocks surrounding the site. The nearest spill was noted to be on the block between James and Broad Streets to the northwest of the project site.

Westchester County maintains records on petroleum storage in the County. A review of Westchester County Health Department records performed in April of 2012 revealed no records of petroleum storage at 1107-09 Main Street, 1137 Main Street or 1141 Main Street.

Peekskill Central Firehouse

It is noted that in 2005 an underground oil storage tank was removed at 1141 Main Street. Soil testing completed at that time indicated fewer than 20 parts per million of total petroleum hydrocarbons. Certificate of Compliance No. 1169 was issued by the City of Peekskill Building Department.

Historic mapping from 1867 and 1893 is included in Appendix H. The subject block was composed of primarily residential properties as shown on both maps. Park Street was known as Centre Street at the time.

Peekskill Central Firehouse

63.1.3 Potential Effects of the Proposed Action

Compatibility with surrounding land use and zoning

As a government use, the proposed project would be generally consistent with the predominant non-residential land use in the surrounding downtown area.

The Common Council has conducted a balancing of interests analysis. Please refer to chapter 3.9 for the entire analysis. In making this determination the Common Council considered factors including the availability of project information, the opportunities afforded residents, property owners and municipal boards, and Westchester County and New York State agencies to review and comment on the proposed project plans, the proposed project's compliance with City zoning use and bulk standards and the City's interest in providing for the health, safety and welfare of persons and property. The Common Council determined that the proposed Central Fire House project is exempt from compliance with the approval procedures outlined in Chapter 575: Zoning of City Code.

The proposed Central Fire House facility complies with the yard, coverage and FAR requirements of the City's C-2 regulations. While not restricted in the City's Central Commercial C-2 District, the maximum 53-foot height (at turreted roof peaks) and overall average height of the proposed facility would be in character with surrounding commercial and residential buildings in the downtown area.

If the project were subject to the requirements of the City of Peekskill Zoning Code, no variances would be needed for the proposed action.

On-Site Uses

The proposed Central Firehouse would affect a number of the uses onsite directly. Construction may necessitate the involuntary displacement and relocation of four (4) businesses and a not-for-profit agency at the Crossroads Plaza shopping center. Information on the specific businesses to be affected is provided in chapter 2.0.

An existing business and the tenant or tenants within one existing apartment at 1141 Main Street would also be displaced; the City is currently under contract to purchase this property. An existing commercial space and a second apartment at this location are currently vacant. The displacement and property acquisition is also discussed later in this chapter.

The following on-site uses would not be displaced but would also be affected by the proposed activities. These include:

1. Rite-Aid Drug Store
2. Antonio's Pizzeria
3. #1 Chinese Restaurant (take-out)
4. Mercado Azteca deli

Peekskill Central Firehouse

Every effort will be made to minimize disruption to businesses. However, access to these businesses may be affected by demolition and construction activities at times. These effects would be short in duration and would be likely to involve changes in parking locations for owners, workers, and customers, and potentially changes to pedestrian routing through the Crossroads Plaza common areas from on and off-site vehicle parking areas and the stores.

In addition, patrons, workers and others at the commercial establishments will be in proximity to a major construction project with the attendant temporary effects on noise and air quality involved in such a project. Noise from project activities will include motors and engines from equipment and vehicles, movement of equipment and vehicles, the demolition, site preparation and construction activities themselves, removal of construction and demolition waste, delivery of and movement of materials onsite, delivery and installation of equipment and fixtures, improvements to outside yard and parking areas, and demolition and construction work to the façade of the shopping center, among others. Construction workers and trades workers will be on the project site for the duration of construction.

Parking on the Site and in Surrounding Area

Parking on the Crossroads Plaza site will be affected by construction of the proposed project, and it is expected that between 15 and 20 of the existing angled permit parking spaces along Park Street will be temporarily eliminated during project construction. With regard to Crossroads Plaza, the specific areas of the parking lot to be closed during construction will depend on property acquisition and business and tenant relocation, and if necessary site testing and preparation activities.

Construction activities will also necessitate temporary closure and use of a portion of Park Street. In addition if warranted the City may enter into an agreement to use the vacant site adjacent to One Park Place between Park and Brown Streets for a construction trailer, and storage of materials and equipment.

It is expected that a minimum of 54 off-street parking spaces will be able to be maintained at the Crossroads Plaza during demolition and construction. This represents less than half of the 137 spaces at the center at this time. Based on recent peak usage patterns, this number of spaces is expected to be sufficient during most times. Parking is discussed in more detail below.

At times when the number of patron visits to the center is higher (weekday afternoons, primarily) or parking is limited in other parts of the downtown area, some patrons are likely to need to find parking on local streets in the area. This may involve payments (if at metered spaces) and will not be generally as convenient as onsite parking. Patrons may adjust their schedules and shopping patterns. Some patrons may park illegally in permit or loading spaces also.

Peekskill Central Firehouse

A review of the occupancy of parking spaces at the Crossroads Plaza at midday and afternoon hours (when most visits to the center occur) on typical weekdays -- most recently on April 12, 2012 -- indicate that between 40 and 60 percent of parking spaces are typically vacant at both midday and late afternoon times. This relatively low rate of use reflects the vacancies at the center, the fact that some patrons walk to the center and that the social service agency occupying one of center's spaces typically has fewer visitors as compared to a bank or retail store.

Municipal metered spaces on the surrounding streets were observed to be used at a level below fifty percent at the time of the review. A large number of on-street permit parking spaces were available on the date of the review, although the spaces along Park Street are typically highly used during the workday. Additional (non-metered) parking was also available on streets such as Howard and Cortlandt to the north of Main Street, and along Broad Street, primarily north of Main Street.

The review of parking indicates that on typical week-ends when permitted parking spaces along Park, Brown and James Streets are available for use, there is likely to be ample parking in the area surrounding Crossroads Plaza to account for the reduced number of spaces onsite during construction of the Central Fire House.

If however a major downtown weekend event occurs, and parking at Crossroads Plaza is unavailable due to construction, the parking supply in the area of Crossroads Plaza will be limited, more limited than it is currently at those times.

On weekdays, the availability of metered parking in lots and on streets in the area surrounding the Crossroads Plaza will make up a portion of the shortfall in spaces. However, the number of metered spaces in the surrounding area may be inadequate at times of heavier visitor traffic (typically afternoons). The closest spaces along Main Street and James Street will be the most used and most frequently occupied, and the metered spaces closest to the area of construction will be temporarily lost. Because of this it is likely that some patrons will need to travel further from the center to park their vehicles or adjust the time of their visits to the center.

Surrounding Streets

The only street to be affected by construction activities throughout the majority of the period of demolition and construction is Park Street which is currently one-way westbound with angled (permit) parking spaces on the south side of the street. As described earlier, the removal of between 15 and 20 angled permit parking spaces is expected during construction. This represents approximately half of the 32 angled spaces currently striped along Park Street. The street will remain open to traffic and the approximately 15 angled permit parking spaces that will remain at the west end of the street for the duration of construction.

Peekskill Central Firehouse

It is also expected that Main Street eastbound and Broad Street southbound will be affected at times during demolition and construction activities. Closures of lanes would not be expected to exceed more than a few hours.

Users of permit spaces would be expected to relocate to spaces along James and Brown Streets and in the James Street Ramp Garage for the duration of construction. A review of permitted parking spaces done in mid-April of 2012 indicates that more than 100 unused permit parking spaces were located along Brown Street and in the James Street Ramp Garage. The removal of spaces along Park Street will however remove at-grade spaces located conveniently to the office uses at One Park Place and other retail and office uses in the surrounding area.

Four existing on-street parking spaces along Broad Street (southbound) will be eliminated by the proposed project to accommodate the proposed garage bays for the Central Firehouse.

Available Commercial Property in the Downtown Area

The proposed project site comprises 1.5 acres. Use of the proposed project site for a governmental public safety use would not be expected to significantly affect the availability of land or improved space for commercial use in and surrounding the downtown area. However the 1.5 acre project site is located at a prominent location along two of the City's busiest roadways. Its value as a location for a central public safety function with visibility and easy access to major roadways in the downtown business district also makes it valuable for commercial users.

The retail commercial floor area that would be permanently removed from the downtown commercial inventory of space would amount to a total of approximately 23,000 square feet. This includes approximately 17,200 square feet at the Crossroads Plaza, 4,000 square feet at 1137 Main Street and approximately 1,700 square feet at 1141 Main Street.

The 1.5-acre proposed project site represents approximately three percent (3%) of the commercially-zoned developable land area (i.e., less the area of streets) in and immediately adjacent to downtown Peekskill. The commercial floor space proposed to be demolished represents a small percentage of the total amount of similar retail commercial space in the commercially-zoned areas downtown. The commercial space to be demolished represents a fraction of retail commercial space that is currently vacant in commercially-zoned areas in downtown Peekskill. In addition to the downtown area, vacant commercial space is also located along major roadways and in other sections of the City.

After project construction is complete and displaced businesses have relocated it is expected that the downtown area will continue to have a substantial inventory of vacant retail commercial space. Thus, little to no effect is expected on pricing or availability for such space from the removal of vacant and occupied commercial space as part of the proposed action.

Peekskill Central Firehouse

The removal of approximately 17,200 square feet of retail commercial space at the Crossroads Plaza shopping center represents a substantial portion of this type of retail commercial space in the downtown area. As compared to space elsewhere in the downtown, the shopping center's space is relatively easily outfitted for different types of users, and has readily available off-street parking, loading and waste management areas. Unlike other downtown spaces which may be in separate ownerships, vacant spaces at the shopping center can be combined more readily to serve larger single users.

The physical effects of the proposed project on the Crossroads Plaza shopping center are discussed in more detail later in this chapter. A positive effect of the proposed project is that with the decrease in total floor area at the shopping center, the overall proportion of vacant space at the center is also likely to decrease. With the changes proposed, it is expected that the retail space remaining at the shopping center will be more fully and regularly occupied.

Nearby Commercial Uses

It is noted that the proposed Central Firehouse will change the character of Main Street between James and Broad Streets. Currently the shopping center façade, 1137 Main Street façade and the commercial uses at 1141 Main Street offer the appearance of continuous retail frontage along the Main Street blockfront. While the retail frontage at the shopping center is not utilized for access to the stores or for showcasing of merchandise, signage identifying some of the businesses is located on the existing façade. With the proposed Central Firehouse this would no longer be the case; the Firehouse would occupy a little over half of the block.

This effect will be ameliorated by the changes in the shopping center's layout due to the proposed project. Removal of an approximate 100-foot portion of the Main Street-facing structure of the shopping center will open up the remainder of the center to views from Main Street, and allow for easier pedestrian access to all of the remaining stores from the north. The Main Street wall of the center will no longer completely obstruct views of the shopping center from Main Street. The addition of signage, changes to the eastern wall of the remaining structure, lighting and grass and / or landscaping along the new entry drive from Main Street will also be appealing.

It is likely that activity at the entrance to the proposed Central Firehouse (along Main Street) would be equal to or greater than what is seen today at this location. Much of the existing pedestrian activity in this area is not destined to shops but is associated with bus stops at the Main and Broad intersection. This is not expected to change. Those destined to the proposed Central Firehouse such as firefighters, City personnel, visitors and others would be expected to utilize area establishments like Walgreen's.

The City will review the street furnishings along Main Street near the intersection of Broad Street and will request that seating and / or shelters be provided for bus patrons, and will provide street furniture within the proposed memorial park area as needed.

Peekskill Central Firehouse

To the extent that the current continuous retail frontage benefits retail properties to the east (i.e., Walgreens), or along the north side of Main Street, to the north along Broad Street or to the west along Main Street, this benefit would be lost.

Compatibility with relevant plans

It is noted that the City's Comprehensive Development Plan prepared in the late 1950's envisioned a total of three firehouses; one was to be located at Broad and Park Streets. The other two were to be located near the intersection of North Division, Highland and Orchard Streets, and on Washington Street in the southern part of the City.

As noted earlier in this chapter, in 1960, the project site area was designated as part of the Academy Street Urban Renewal Area; the majority of the project site was later acquired and redeveloped as the Crossroads Shopping Center. A fire station was planned on the subject block at that time; a station was constructed at the corner of Broad Street and Crompond Road / South Division Street which currently houses two fire companies.

Property Acquisition and Displacement

The City has been in negotiations with each of the property owners of the three properties affected by the proposed project. The property at 1137 Main Street was acquired by the City in 2011.

The City is in contract to purchase 1141 Main Street. The resident(s) of an existing residential apartment and one business currently occupying this property will relocate voluntarily prior to the City taking possession of the property. One of the first floor businesses at 1141 Main Street recently relocated to a property on the east side of Broad Street. The remainder of the property is currently vacant.

The City is currently negotiating with the property owner for Crossroads Plaza (1101-09 Main Street). If these negotiations are unsuccessful, it is expected that this property will be acquired by eminent domain. This Draft Environmental Impact Statement is being prepared before a determination to use eminent domain is made by the City's Common Council.

The acquisition of property for the proposed Central Firehouse project would require displacement and relocation of:

1. four existing businesses at the center, and
2. one not for profit social service agency also at the center.

The business that had formerly occupied 1137 Main Street (a home furnishings store) vacated the property prior to the City taking possession of the property in 2011. A recreation use (a boxing establishment) is currently using this property under a temporary license agreement with the City.

Peekskill Central Firehouse

Effects on Crossroads Plaza layout and design

A portion of the Crossroads Plaza shopping center will remain on a smaller site after acquisition and demolition activities associated with the Central Firehouse are complete. This residual portion will require approval of an Amended Site Plan for the improvements and subdivision approval for the reconfigured lot as part of the proposed action.

Physical changes to the Crossroads Plaza site would involve demolition of the center's Broad Street building, changes to the structure and footprint of the center's Main Street structure, relocating off-street parking spaces and circulation aisles, removal of plantings in areas adjacent to demolition, construction of a new driveway into the property from Main Street, closure of existing driveways along Main Street and Broad Street and changes to pedestrian walkways, lighting and signage. Utilities will also be relocated and / or upgraded as needed.

The new driveway from Main Street will allow incoming traffic only.

The Amended Site Plan will also reflect changes to the configuration of occupancies at the shopping center that may occur as part of the relocation process.

The Central Firehouse layout as proposed includes provisions for two drive-through bays. These would allow for longer articulated vehicles to proceed into bays cab first and not need to back in from Broad Street. Like the site plan for the Central Firehouse, the Amended Site Plan for the Crossroads Plaza will reflect this element. As proposed, articulated trucks seeking to enter the bays would proceed along Park Street to the shopping center driveway and through the southeastern portion of its parking area to an opening that would allow access to the bays over paving on the Fire Department lot.

Use of the drive-through bays will require a permanent access easement over a portion of the property that would be retained as part of the shopping center. Issues of the effect on the shopping center's final parking layout and circulation, liability, and the appearance of the properties at the property line will be resolved as part of the review of the Amended Site Plan for the shopping center.

The Crossroads Plaza is estimated to currently have a total floor area of 50,740 square feet which is currently served by 137 off-street parking spaces. Review of the Amended Site Plan for the shopping center will include approval of a reduced number of parking spaces to serve the remaining floor area at the center. The City is committed to maintaining the same proportional relationship between the number of parking spaces to serve the modified shopping center as serve the shopping center currently. The number of spaces approved as part of the amended site plan for the Crossroads Plaza would in no event be fewer than 90. This is expected to be adequate given the Center's future reduced size of approximately 34,000 square feet and its traditional mix of retail and service uses.

Peekskill Central Firehouse

In addition to changes to the parking area, the Amended Site Plan for the Crossroads Plaza shopping center is expected to reflect a new eastern exterior wall with provision of a window (along the new Main Street driveway), signage, lawn and/or plantings, and lighting in this area, landscaping in the parking area and new and/or relocated signage (which is expected to be located in the southwest corner of the Center's newly subdivided lot along Park Street).

It is noted that relocation of any in-street utilities will be the responsibility of the City. On-site utilities will be relocated as needed and will be subject to discussions with the Crossroads Plaza property owner.

Effects on Crossroads Plaza operations

Existing Conditions

Crossroads Plaza does not function as a destination center for comparison shopping; nor does it generally serve those who are otherwise traveling through Peekskill and notice the center and stop, whether for convenience or novelty shopping. The center serves the convenience and personal service needs of the local community of residents and workers in the downtown area, and to a lesser degree, visitors to the downtown area. Without a change in tenancy, it is unlikely the types of shoppers using the center would change significantly given the current socioeconomic profile and projected growth in the surrounding neighborhood.

Historically the shopping center has had a high level of vacancy and high turnover. Two of its potential higher income spaces – which were designed for drive-thru banks – have been or are currently vacant, or house uses that typically generate much lower rental revenues. The low utilization has translated into little investment in and in the center's common areas. By any measure, rental income from leasing at the Crossroads Plaza is relatively low as compared to a comparable property elsewhere.

Proposed Conditions

As first discussed in chapter 2.0, the proposed project offers benefits for the existing shopping center. With the vacancy rates that have historically been seen at the Crossroads Plaza shopping center a reduction in the floor area and configuration of the center would offer the following benefits:

1. The reduced floor area would be more in line with the current market in downtown Peekskill and would be more easily supported by the surrounding consumer population;
2. The floor area would be concentrated nearer the center's main area of activity (i.e., the Rite Aid entrance and the walkway from Main Street);
3. The shorter building length along Main Street would open the center visually to Main Street, partially addressing a long-standing issue of the center's disconnectedness to the rest of the downtown;

Peekskill Central Firehouse

4. The change in vehicular access to include one entrance from Main Street and one from Park Street would serve to concentrate activity as compared to the current configuration which provides access from Main, Broad and Park Streets;
5. Pedestrian access will be enhanced through a new walkway along the pizzeria space, which also will be enhanced to include a window;
6. The center owner would no longer need to maintain or pay taxes on the areas that have historically been vacant (i.e., the two large former bank spaces, among others) and the relatively large parking lot;
7. Existing businesses at the center can be relocated into currently vacant space with less disruption than if they were relocated elsewhere in the City;
8. Overall investment in and improvement of the center to include signage, paving, walkways and changes to the façade along the future driveway would be made enhancing its potential for success.

The new ingress to Crossroads Plaza from Main Street will change and likely enhance the appearance of the [remaining] Crossroads Plaza shopping center. Proper and prominent signage, landscaping and streetscape improvements along Main Street near the drive will be likely to increase interest in visiting the center. Introduction of a window in the wall of the center along the entry drive would be likely to increase interest in the building façade and thence pedestrian activity along the drive; the driveway and this façade change would go a long way to re-orienting the center to Main Street and its pedestrian and vehicular traffic. This, in conjunction with the prominent architecture and appearance of the Central Fire House, would be expected to be more inviting to pedestrian traffic along Main Street than the current shopping center structure.

With construction of the Central Fire House, a potential opportunity would exist for a make-over of the shopping center that could relate to and complement the proposed Central Fire House.

As noted earlier, the portion of the shopping center to remain would be smaller and have less common area and parking area to maintain. An adjustment in its assessment and annual tax bill would be likely as a result of the changes proposed. According to an appraisal completed in 2011, after the acquisition of property at the shopping center is completed, its project market value will be reduced from \$4,660,000 to \$3,285,000; a difference of \$1,375,000. At the current equalization rate of 3.85%, the projected change in value translates into a reduction in assessed value of \$52,938. Fiscal conditions, including an analysis of changes to potential rental income for the shopping center, are discussed in detail in chapter 3.2 of this report.

Peekskill Central Firehouse

Effects on Downtown Peekskill

With the new construction and the changes to the existing shopping center the proposed project is expected to introduce a level of activity to this area that has been missing since the project site area was acquired and redeveloped in the 1960s and 70s. Future firefighters and those visiting the Central Fire House for business or pleasure would be likely to patronize the businesses surrounding the proposed Central Fire House.

The proposed Central Fire House location is also one of the most prominent in the City. Located at the intersection of Main and Broad Streets the proposed building's architecture (and a monument / flagpole element at the Main / Broad Street corner) would be seen by travelers along each of the adjacent roadways. The building will provide a valuable visual identity for the main eastern entry way into the City's downtown.

Construction of a major public facility (the Central Fire House) with infrastructure and streetscape upgrades adjacent to the shopping center represents a substantial public investment that would be expected to provide dividends in spurring future non-public sector investment nearby.

The improved appearance of Main Street and Broad Street and the prominent appearance of the Fire House can be expected to attract some interest in visiting the area. Streetscape changes at the intersection including a memorial and plantings, and the inclusion of community space and a museum in the fire house would also attract attention and activity. For those who may at times feel unsafe in this part of the downtown area, the public safety function of the building will add a sense of security. With the concurrent changes at the Crossroads Plaza shopping center, visitors may also choose to visit stores or restaurants there, or elsewhere in the downtown.

Effect on property values

With the public investment in the project discussed above, the enhancement in the project site's appearance and the resulting changes to the Crossroads Plaza shopping center discussed earlier, the long-term effect of the proposed project on surrounding property values is expected to be positive.

As noted earlier, the reduction in assessed valuation for the shopping center is projected to be approximately \$52,938. This projection is based on a projected change in the market value of the shopping center from \$4,660,000 to \$3,285,000; a difference of \$1,375,000 and the current equalization rate.

Additional information relative to the effect on the shopping center's rental income is provided in chapter 3.2: Fiscal Conditions.

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3.1.4 Mitigation Measures

Relocation Services

Relocation of existing uses displaced by the proposed action would occur prior to the commencement of demolition activities. It is expected that businesses displaced by the proposed action would be relocated within the remaining area of the Crossroads Plaza or in nearby downtown areas. If space is unavailable in the Crossroads Plaza, space is currently available elsewhere in the downtown. According to information presented in the City's Downtown Retail survey and study, a total of 24 retail store vacancies existed in the downtown during the last few months of 2011. This would not be expected to have changed significantly since December of 2011.

The resident tenant or tenant(s) of the apartment in 1141 Main Street would be relocated to an appropriate location nearby within the City. Comparable apartments are available in the downtown area, and in adjacent neighborhoods.

The City Department of Planning & Development will provide assistance in identifying relocation opportunities for on-site tenants and commercial establishments as needed.

As a general guide to the logistics of the relocation process, the following activities are expected to occur after the City's Common Council determines that acquisition of property for the Central Fire House by eminent domain is appropriate:

1. A representative of the City will contact the affected residential or commercial tenant within ten days of the determination to acquire the properties by eminent domain, to set up a face-to-face meeting to determine their needs. The representative will be available as needed throughout the relocation process. The representative will also be available as needed to explain the tenant's rights, benefits, and obligations and may assist in explaining legal notices received from the City.
2. Residential tenants will be relocated to comparable or better replacement rental housing that is decent, safe, sanitary, and functionally equivalent to the displaced dwelling. Every effort will be made to house residents in neighborhoods of their choice in the City of Peekskill, including their current neighborhood if possible. The maximum relocation payment made to each of the two (2) residential tenants shall be one thousand (\$1,000.00) dollars.
3. For commercial tenants, the City's representative will conduct an analysis of the business' location requirements and other relevant considerations to find a comparable site for business relocation. The representative will work with the commercial tenants to address commercial issues such as negotiating comparable square footage costs and rent and getting the same phone number transferred to a new location. The maximum relocation payment made to each of the seven (7) commercial tenants shall be twenty-five (\$25,000.00) dollars.
4. The representative will provide support for the duration of the condemnation.

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All tenants and the property owners will be notified of public hearings required under the NYS Eminent Domain Procedure Law (EDPL), and the NYS State Environmental Quality Review Act (SEQRA).

Relocation costs to be covered by the City of Peekskill will include moving expenses as required by NYS's General Municipal Law. Moving expenses may include:

- packing expenses and moving expenses,
- storage of personal property,
- the cost of dismantling, disconnecting, and reconnecting machinery and utilities,
- loss of personal property caused by the move,
- the expense of searching for a substitute business site,
- moving insurance,
- advertising related to the move, and
- related expenses.

NYS's General Municipal Law limits the amount that can be authorized to cover moving expenses to no more than \$1,000 for each residential tenant, and to no more than \$25,000 for each commercial tenant.

If eminent domain is not utilized relocation assistance offered by the City of Peekskill will be determined as part of negotiations with property owner for 1101 Main Street.

Crossroads Plaza Operations and Layout

As mentioned earlier the short-term effects on shopping center parking will be addressed through the use of existing municipal metered spaces at the James Street Ramp Garage, the adjacent lot and on streets in the area surrounding the project site. Other effects such as changes to pedestrian routes will be minimized as much as practicable.

Disturbance during construction to existing business operations will be minimized to the maximum extent practicable. Business relocation will be completed as quickly as possible and disturbance to businesses that will not be displaced would be minimized as much as possible.

Long-term effects to the overall shopping center layout and appearance from the proposed project are expected to be positive. Permanent changes proposed at the shopping center include new paving, curbing and landscaping in the shopping center parking area. The existing loading area will be reconfigured. The shopping center would have a new eastern exterior wall with a window (along the new Main Street driveway). Also in this area would be new signage, lawn and / or plantings, and lighting. Signage along Park Street will also be relocated as necessary in consultation with the owner.

As noted earlier, the assessed valuation for the shopping center is projected to be reduced by \$52,938.

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As noted earlier, approval of the amended site plan for the shopping center will include approval of the use of the shopping center parking lot by the City Fire Department's articulated vehicles, and a new permanent access easement. No adverse environmental effects are anticipated from an easement over the shopping center to accommodate this activity, and the use of shopping center circulation aisles by City Fire Department vehicles.

Figure 2-7 included in Chapter 2.0: Description of the Proposed Action illustrates the area of the future Crossroads Plaza parking lot that would be used by returning Fire vehicles.

Negotiations between the shopping center owner and the City will address a protocol for use of the parking area, resolve issues of liability should vehicle accidents occur, resolve the aesthetics and appearance at the future property line, and finalize the layout of the parking area and number of off-street spaces to be contained within it. Final approval of the parking area layout, the final number of off-street parking spaces, changes to the loading area, the lot re-subdivision and circulation from the shopping center lot onto the Central Fire House lot will be required from the City Planning Commission.

Maintenance of Adequate Parking during Construction

During construction a minimum of 54 off-street parking spaces will be maintained for use in the Crossroads Plaza parking lot. This is roughly equivalent to three rows of spaces as currently striped.

The City is committed to providing adequate and convenient parking for the Crossroads Plaza and to all area businesses during demolition and construction. In addition to conserving a portion of the existing parking at Crossroads Plaza, additional parking is and will continue to be available at the following locations:

1. Main Street
2. James Street and James Street Ramp (Lot A)
3. Brown Street
4. Park Street Lot and Park Street

The opportunity exists to convert permit parking spaces along Park Street (that is, those 15 to 20 that will not be affected by construction activities) to metered or non-metered spaces for use by Crossroads Plaza workers and patrons. This option would be temporary and would necessarily involve directing permit parkers to use the James Street facility, or permit spaces along Brown or James Street during the construction period.

Peekskill Central Firehouse

For ease of reference, Figure 3.1-4 below highlights City parking facilities throughout the downtown area as presented in the Downtown Business District Parking Survey and Study completed in October of 2008. This study was completed by the City of Peekskill Parking Commission and included information on the major parking facilities in the downtown. Information not shown on this figure includes angled permit parking spaces currently striped along Brown, James and Park Street discussed in the DEIS.

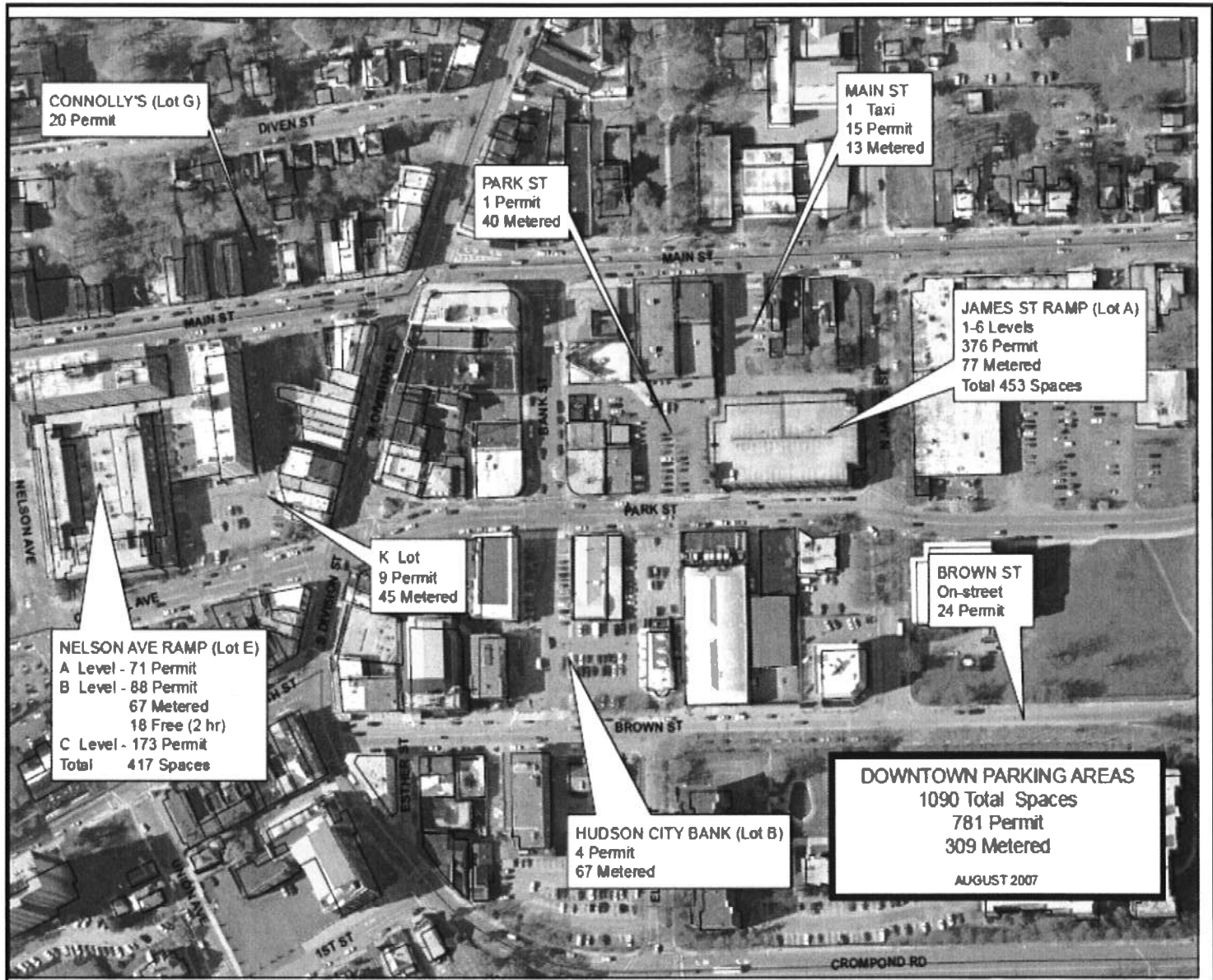


Figure 3.1-4: Major Downtown Peekskill Parking Resources

Parking by construction workers will be occurring at the project site and in adjacent areas. Construction workers will be directed not to park in spaces designated for patrons, workers and business owners at the Crossroads Plaza.

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Retail Continuity along Main Street

The proposed memorial and other streetscape changes along Main Street will ameliorate the effect of removing the existing retail uses and the small amount of associated pedestrian activity along the portion of Main Street to be used for the project. The inclusion of a destination at the proposed Central Fire House – a small museum – along with community and meeting space will also ameliorate this effect. The City will request that Westchester County place a bus shelter and / or seating at the Bee-Line bus stops adjacent to the project. The City will also install street furniture in this area to include benches and potentially a bicycle rack.

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3.2 Municipal Fiscal Conditions

3.2.1 Proposed Central Fire House Costs and Funding

The initial cost projection for the Central Fire House totaled \$15.4 million. That amount included a 2.5 percent design contingency. In 2011, with tightening in the market for construction materials and services, the contingency was changed to five percent (5%). Based on the current estimate a five percent escalation in construction costs would bring the total project cost projection to approximately \$15.7 million. Note that a similar escalation should also be assumed for the projected renovation costs.

Thus, the proposed Central Firehouse is now projected to cost approximately \$15.7 million. This includes an estimated \$2.75 million in property acquisition costs. Hard construction costs are estimated at \$10.5 million and soft costs (planning and design, etc.) are estimated at \$2.45 million.

To the extent that construction of the proposed Central Firehouse does not require use of contingency moneys, the \$15.7 million projected cost includes the cost of future renovations to the Washington Street sub-station. No specific renovations to this substation have been planned at this time.

The City proposes to utilize bonds to cover the costs associated with property acquisition and planning, design, and construction of the Central Firehouse. Annual debt service costs on the bonds are projected to be approximately \$980,000. The projected debt service schedule is provided on the Project Cost and Funding Worksheet in Appendix M.

Funding of these expenditures would be through a one percent (1%) deed transfer tax, and property tax increases of one percent in 2011, one percent (1%) in 2012 and one percent (1%) at a yet to be determined date. The deed transfer tax and two of the one percent property tax increases have already been instituted.

Proceeds from the deed transfer tax and the property tax increases would be dedicated to servicing the debt associated with the proposed Central Firehouse. Based on the estimated total cost, total interest paid over the 25-year term of the bonds would amount to approximately \$9.2 million.

Implementation of the deed transfer tax is projected to provide, on average, over \$500,000 per year. Each one percent (1%) annual increase in the City's property tax is projected to yield an average of approximately \$140,000 annually. With the three one percent (1%) annual increases in effect, approximately \$420,000 annually would be generated per year. As noted above, two of the one percent (1%) property tax increases have already been instituted; institution of the final increase will be done when the bond moneys are drawn down and debt service payments have been scheduled to begin.

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Revenues received to date have been placed in a designated fund for the Central Firehouse debt service payments. Through June of 2012, approximately \$432,000 has accrued to this account. Deed transfer revenues for 2012 are on pace to meet the targeted amount of \$500,000 noted earlier.

Any shortfall between projected revenues and projected expenditures would be met with moneys from the City's general operating revenues.

The City has reviewed the availability of grant money for this project. No specific grants were identified that would be able to assist with construction of the proposed project. Most moneys available for fire protection activities are from FEMA (Federal Emergency Management Agency), the US Fire Administration, and the National Fire Protection Association (NFPA). However, grant moneys are most often available for equipment only and in the few instances they are available for building construction, full volunteer departments typically have priority in obtaining funding.

Potential Savings

In addition to the annual debt service cost associated with property acquisition and construction of the Central Firehouse discussed earlier, new annual new energy costs for the proposed Central Fire House are projected to be \$48,338. Compared to the 2011 expenditures for the existing firehouses of \$83,901, this amount represents a 42 percent reduction. Accounting for the Washington Street substation, it is projected that energy costs for space heating, cooling and electricity and gas would be approximately thirty percent lower overall, or approximately \$58,500 annually.

A number of other cost savings would be realized by construction of a new Central Firehouse as compared to continued operation and renovation of the City's existing firehouses. These are outlined in Table 3.2-1 below:

Table 3.2-1	
Summary of Projected Annual Cost Savings	
Potential Projected Savings	Amount
Recovered rent for one firehouse (#4)	\$18,600
An expected 20-year fire truck life as compared to 15 years (6 trucks over 5 years @ \$9,600 / year)	\$57,600
Fuel savings (less truck movement between stations will be needed)	\$ 3,200
Vehicle maintenance savings	\$ 8,000
TOTAL	\$87,400
Source: City of Peekskill Comptroller; Mitchell Associates	

Thus, with debt service on the bonds of approximately \$980,000 per year, a reduction in energy outlays of approximately \$24,400, and \$87,400 in savings noted above, total expenditures in the City's annual budget would increase by a projected \$868,200.

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Costs of the Central Firehouse could also potentially be defrayed by the value received by the City for use or the sale of the existing firehouses. These savings have not been assumed in this analysis.

3.2.2 Wick's Law Requirements and Project Labor Agreements

The \$15.7 million cost projection for the Central Fire House was developed based on the requirement that separate bid documents and specifications would be developed for the following trades:

- plumbing and gas fitting; steam heating, hot water heating
- steam heating, hot water heating, ventilating and air conditioning apparatus
- electric wiring and standard illuminating fixtures

This requirement, found at Section 101 of the NYS General Municipal Law, is often referred to as the Wick's Law and applies to all public construction projects costing in excess of \$1.5 million (in Westchester County).

The specifications must be prepared to allow for separate and independent bidding by each trade.

Typically a fourth separate specification is prepared for activities not listed above that are performed by a general contractor.

Another approach to bidding for project trades involves negotiating a Project Labor Agreement (PLA) with the local building trades council, pursuant to Section 222 of the NYS Labor Law which reads as follows:

Section 222. Project labor agreements

1. Definition. "Project labor agreement" shall mean a pre-hire collective bargaining agreement between a contractor and a bona fide building and construction trade labor organization establishing the labor organization as the collective bargaining representative for all persons who will perform work on a public work project, and which provides that only contractors and subcontractors who sign a pre-negotiated agreement with the labor organization can perform project work.

2. Contracts. Notwithstanding the provisions of any general, special or local law, or judicial decision to the contrary:

(a) Any agency, board, department, commission or officer of the state of New York, or of any political subdivision thereof as defined in section one hundred of the general municipal law, municipal corporation as defined in section sixty-six of the general construction law, public benefit corporation, or local or state authority as defined in section two of the public authorities law having jurisdiction over the public work may

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require a contractor awarded a contract, subcontract, lease, grant, bond, covenant or other agreement for a project to enter into a project labor agreement during and for the work involved with such project when such requirement is part of the agency, board, department, commission or officer of the state of New York, political subdivision, municipal corporation, public benefit corporation or local or state authority having jurisdiction over the public work request for proposals for the project and when the agency, board, department, commission or officer of the state of New York, political subdivision, municipal corporation, public benefit corporation or local or state authority having jurisdiction over the public work determines that its interest in obtaining the best work at the lowest possible price, preventing favoritism, fraud and corruption, and other considerations such as the impact of delay, the possibility of cost savings advantages, and any local history of labor unrest, are best met by requiring a project labor agreement.

(b) Any contract, subcontract, lease, grant, bond, covenant or other agreement for projects undertaken pursuant to this section shall not be subject to the requirements of separate specifications (referred to as the Wicks Law) when the agency, board, department, commission or officer of the state of New York, or political subdivision thereof, municipal corporation, public benefit corporation or local or state authority having jurisdiction over the public work has chosen to require a project labor agreement, pursuant to paragraph (a) of this subdivision.

(c) Whenever the agency, board, department, commission or officer of the state of New York, or political subdivision thereof, municipal corporation, public benefit corporation or local or state authority having jurisdiction over the public work enters into a contract, subcontract, lease, grant, bond, covenant or other agreement for the construction, reconstruction, demolition, excavation, rehabilitation, repair, renovation, alteration, or improvement for a project undertaken pursuant to this section, it shall be deemed to be a public works project for the purposes of this article, and all the provisions of this article shall be applicable to all the work involved with such project including, but not limited to, the enforcement of prevailing wage requirements by the fiscal officer as defined in paragraph (e) of subdivision five of section two hundred twenty of this article.

(d) Every contract entered into by any agency, board, department, commission or officer of the state of New York, or any political subdivision thereof, municipal corporation, public benefit corporation or local or state authority having jurisdiction over the public work for a project shall contain a provision that the design of such project shall be subject to the review and approval of the entity and that the design and construction standards of such project shall be subject to the review and approval of such state entity, if applicable. In addition, every such contract shall contain a provision that the contractor shall furnish a labor and

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material bond guaranteeing prompt payment of moneys that are due to all persons furnishing labor and materials pursuant to the requirements of any contracts for a project undertaken pursuant to this section and a performance bond for the faithful performance of the project, which shall conform to the provisions of state or local law, and that a copy of such performance and payment bonds shall be kept by such entity and shall be open to public inspection.

(e) Any contract, subcontract, lease, grant, bond, covenant, or other agreement for construction, reconstruction, demolition, excavation, rehabilitation, repair, renovation, alteration, or improvement with respect to each project undertaken pursuant to this section, the entity shall consider the financial and organizational capacity of contractors and subcontractors in relation to the magnitude of work they may perform, the record of performance of contractors and subcontractors on previous work, the record of contractors and subcontractors in complying with existing labor standards and maintaining harmonious labor relations, and the commitment of contractors to work with minority and women-owned business enterprises pursuant to article fifteen-A of the executive law through joint ventures of subcontractor relationships. With respect to any contract for construction, reconstruction, demolition, excavation, rehabilitation, repair, renovation, alteration, or improvement in excess of three million dollars in the counties of the Bronx, Kings, New York, Queens, and Richmond; one million five hundred thousand dollars in the counties of Nassau, Suffolk and Westchester; and five hundred thousand dollars in all other counties within the state; the entity shall further require that each contractor and subcontractor shall participate in apprentice training programs in the trades of work it employs that have been approved by the department for not less than three years and shall have graduated at least one apprentice in the last three years and shall have at least one apprentice currently enrolled in such apprenticeship training program. In addition, it must be demonstrated that the program has made significant efforts to attract and retain minority apprentices, as determined by affirmative action goals established for such program by the department.

As outlined in a 2009 study Project Labor Agreements in NYS: In the Public Interest by Cornell University:

Project Labor Agreements (PLA) are negotiated to cover all the crafts on a single project and the term of the PLA coincides with the duration of the project. A PLA standardizes otherwise incompatible work schedules, apprentice-journey level ratios, hours, payment arrangements, and other terms and conditions, providing greater cost efficiencies. Some PLAs also include cost saving procedures for workers compensation issues.

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PLAs provide job stability and prevent costly delays by: 1) providing a uniform contract expiration date so that the project is not affected by the expiration of various local union agreements while the PLA is in effect; 2) guaranteeing no-strikes and no-lockouts; 3) providing alternative dispute resolution procedures for a range of issues; and 4) assuring that contractors get immediate access to a pool of well-trained and highly-skilled workers through union referral procedures during the hiring phases and throughout the life of the project.

Whether a PLA is appropriate for a particular project is determined on a case-by-case basis following standards established in 1996 by the New York State Court of Appeals. The burden is on the New York public owner to demonstrate, typically through a consultant's feasibility or due diligence report, that a PLA has a proper business purpose, that it will provide direct and indirect economic benefits to the public and promote the particular project's timely completion.

PLAs are more likely found appropriate – and experience has demonstrated great value – for larger, more complicated projects that last more than a few months and that often present unique scheduling issues.

The 2009 Cornell study – which supported claims that PLAs reduced construction costs – noted that there is no evidence to support claims that project labor agreements either limit the pool of bidders or drive up actual construction costs. Instead, this study asserts that such claims by PLA opponents are based on inadequate data and faulty methodology, and that PLAs — in New York City and State and elsewhere — have instead proven very successful at saving costs while respecting fair labor standards.

Specific cost savings noted in the Cornell Study include:

- Alternative dispute resolution procedures for -- and containment of -- workers' compensation costs;
- Elimination or reduction of premium rates including increased contractor flexibility for scheduling;
- Reduction and standardization of the number of paid holidays;
- Increased utilization of apprentices;
- Uninterrupted production, removal of potential friction, and heightened cooperation between labor and management made possible by a uniform contract expiration date for all crafts, no strike provisions, expedited dispute resolution procedures and joint committee structures to address a broad range of jobsite issues including jurisdiction, contractors having immediate access to a pool of skilled labor during the hiring phase and throughout the life of the project; and,

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- PLAs are effective instruments for workforce and community economic development and to meet public policy objectives for equal employment opportunities. PLA provisions expand opportunities for apprenticeship training as well as for the hiring of minority, women, and low income workers.

On the other hand, a statistical study completed by the Beacon Hill Institute at Suffolk University in Boston, MA concluded that, for school construction projects completed in New York between 1996 and 2006, PLAs added an estimated \$27 per square foot to the bid cost (2004 prices), representing an almost twenty percent (20%) increase in costs over average non-PLA projects. No specific rationale is explored for this observation although the statement is made that “[i]t is widely believed that construction projects are more expensive when a PLA is in effect because the competitive pressure that holds down prices in other industries is eroded. “Open shop” (meaning employing union and non-union labor) construction firms – facing the huge obstacles required by PLAs – are often discouraged from bidding on publicly financed projects.” This study questions claims made by NYS and NYC agencies such as the Education Department, the Thruway Authority and the NYC Department of Education that PLAs save money, without providing any evidence from a post construction cost analysis. This study suggests that “trade union leaders appear to view PLAs as a way to stem declining market share of union contractors.”

It is noted also, that bidding requirements outlined in Section 101 of NYS’s General Municipal Law require the submission of lists of subcontractors and the amounts to be paid to each for the three trades noted earlier. Bids shall be announced and the lowest bid identified. Changes to the agreed upon amount must be approved by the public entity and are open to public inspection.

Before the proposed Central Fire House project is offered for bidding, City staff will meet with the local buildings and trades council about a potential project labor agreement. A cost estimate will be prepared at that time and presented to the City’s Common Council for consideration.

3.2.3 Comparison to Projected Cost of Renovating Existing Firehouses

City Staff have worked with Mitchell Associates, the architectural consultant, since 2008 to develop cost estimates and projections for renovations to existing Fire Department facilities, and to construct a new centralized fire facility. City Building and Public Works Staff provided input and feedback on the relative costs of renovation versus new construction of structures, and current NYS Code requirements. City Fire Department Staff provided input and feedback regarding fire department operations, the costs of fixtures and equipment that are needed in a fire house and maintenance and repair requirements for Fire Department equipment and vehicles. City Fire Department staff have been managing the Department’s resources in the existing buildings for many years.

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Renovations to the City's existing firehouses have been estimated to cost approximately \$14,326,182, approximately \$1.4 million below the \$15.7 million cost associated with the Central Firehouse. The renovation costs are summarized and discussed in detail in "A Study of the Steps Required to Provide for Current and Future Needs of the Peekskill Fire Department by Renovating and Adding on to the Current Facilities." Specific discussion of the renovation studies and recommendations is provided in section 4.4 in chapter 4.0 Alternatives of this DEIS.

In addition to the \$1.4 million difference in the cost of construction, new annual fuel costs of just under \$50,000 (associated with the Central Fire House) would not be realized if the existing firehouses were to be renovated. Energy expenditures for the existing firehouses (which amounted to \$83,901 in 2011) would continue to be made however.

Finally, the taxable assessed valuation associated with the property acquired in order to construct the Central Firehouse would not be removed from the City tax rolls if renovation of the existing firehouses were undertaken. Based on the current assessments of the properties acquired, overall taxable City assessed valuation would decline by \$85,438 from \$65,945,852 to \$65,860,414. This represents a decrease of approximately 0.13 per cent. Based on the 2012 city tax rate of \$222.74, this valuation represents a total of \$19,030 in property tax revenue.

It is noted that, unlike new construction projects which are treated as capital projects and funded accordingly, renovations offer the option of being scheduled over a period of time. Nevertheless, the costs for each renovation project would be significant and the majority would continue to represent capital rather than operating expenditures.

3.2.4 City Debt Limit

In New York State, constitutional debt limits constrain the amount of debt that a local government can incur. Debt limits for counties, cities, towns, villages and school districts within cities are percentages of the five-year average full valuation of taxable property within a municipality. Note that debt issued for the purpose of water and sewer utilities and certain types of short term borrowings are excluded from the debt limit.

The City of Peekskill's current constitutional debt limit is \$145,917,338, or seven (7) percent of the City's five-year average valuation of taxable property.

The bond money to be used to acquire property and to construct the proposed Central Firehouse would be included in the City's debt. The \$15.7 million increase in debt associated with the Central Fire House represents approximately 10.8 percent of the City's current \$145,917,338 constitutional debt limit.

Peekskill Central Firehouse

As of December 31, 2011, the City of Peekskill's debt amounts to \$25,100,593. This is projected to drop to \$22,976,142 by December 31, 2012 and \$21,195,825 by December 31, 2013. With the proposed increase in debt associated with the Central Firehouse likely to accrue in 2013, the City's aggregate debt at that time would be slightly under \$38.7 million, representing approximately 26.5 percent of the current constitutional debt limit.

3.2.5 Effect on Typical Taxable Property

The 2012 City of Peekskill property tax rate is \$224.74 per \$1,000 of assessed valuation, an increase of \$9.27 over the 2011 property tax rate of \$215.47, a 4.3 percent increase. A typical home valued at \$260,000 is currently assessed at approximately \$9,100. Annual city taxes on this home for 2012 are \$2,045.

The three proposed annual increases of one percent (1%) in the City property tax rate to cover the debt service expenditures for the Central Firehouse are projected to increase annual taxes on a home valued at \$260,000 by an aggregate total of between \$60 and \$70 when fully instituted. As noted earlier, two of the one percent annual increases have already been instituted (as has the one percent deed transfer tax). The final one percent property tax increase will be instituted after the bond moneys have been drawn and a debt service payment schedule has been finalized.

To provide background, the City's property tax rate was \$213.19 in 2008, \$211.49 in 2009, and \$211.49 in 2010. In 2011, the rate increased to 215.47, and in 2012 the rate is 224.74.

3.2.6 Effect on Sales Taxes

The City of Peekskill does not collect sales taxes. Rather, Westchester County collects a County-wide sales tax that is then divided among the County's municipalities (that do not collect their own sales taxes) and school districts based on a formula using resident population data.

The proposed acquisition of commercial floor area at the Central Firehouse project site has little potential to affect overall sales tax revenues sine the collections and allocations are on a County-wide basis, and no change in the City's overall population is projected from the proposed action. It is also expected that businesses displaced by the proposed action will relocate within the City, and that overall sales tax receipts from businesses located within the City of Peekskill will not change compared to today.

The investment in the Central Firehouse and the acquisition of currently underutilized space at the Crossroads Plaza shopping center may lead to greater utilization of the shopping center's remaining space. If so, commercial activity at the proposed project site may increase and with it so would sales tax revenues paid to the County.

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3.2.7 Disposition of Existing Firehouses

It is noted that future use of the existing firehouse properties has not been programmed at this time. The City will need to consider its existing and future space needs for City programs, after which time a decision can be made regarding the use or disposition of the firehouse properties. To the extent that properties are sold to private parties they would return to the City tax rolls.

3.2.8 Comparison with Other Communities

Little information could be located that specifically addressed the construction costs associated with new fire station facilities in communities / fire districts of similar geographic size and population as Peekskill.

In lieu of that information, data was compiled on the size of fire facilities in communities in the New York and Pennsylvania area that approximate the size of the City of Peekskill in terms of population served and the number of annual fire calls. This information is summarized in Table 3.2-2 below.

Table 3.2-2

Relationship of Firestation Size & Population Served

	Square Footage	Population Served	SQ FT/ Person	# of non-ambulance calls/year	sq ft/ call	Source of Population Data	Source of Run Data
(1) Armonk, NY	26,800	10,000	2.68	609	44.0	Former Chairman	Web site
(2) Cayuga Heights, NY	17,075	5,850	2.92	660	25.9	Village Engineer	Chief - Includes 50% ALS
(3) Horsham, PA	27,635	26,000	1.06	754	36.7	Fire Company President	Fire Company President
(4) Kingston, PA	19,300	18,000	1.07	525	36.8	Fire Chief	Past Fire Chief
(5) New City, NY	24,951	35,000	0.71	700	35.6	Past President	Past President
(6) Wilton, NY	19,200	11,000	1.75	346	55.5	Ex-Fire Commissioner	Web Site
Averages >>>			1.70		39.1		
Peekskill Current Buildings	37,065	24,000	1.54	978	37.9	City Planning Department	Chief
Proposed Headquarters	36,853	24,000	1.54	978	37.7	City Planning Department	Chief
Proposed Headquarters & Sub-Station	38,353	24,000	1.60	978	39.2	City Planning Department	Chief
Alternative Renovation/Additions	45,636	24,000	1.90	978	46.7	City Planning Department	Chief

Buildings #1 through #6 are typical buildings from the design portfolio of Robert Mitchell. For the new Peekskill Headquarters, both the number of square feet per population served, and the number of square feet per fire call are below the average of the six examples. It should be noted that the proposed headquarters is smaller than the total area of the current buildings. Assuming that 1,500 sq ft of the current Washington Street station remains in use as a substation to house a first due engine, the total area of fire facilities will be only 3% larger than the current facilities. The new headquarters and sub-station will be 15% smaller than the alternative renovation/addition solution.

Table prepared by Mitchell Associates Architects; April 2012

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Facility Space Comparison

As outlined in Table 3.2-2, fire facilities in the communities surveyed range in size between 17,075 square feet in Cayuga Heights, NY (near Ithaca) to 27, 635 square feet in Horsham, PA (a suburb of Philadelphia). The population served ranges from 5,850 in Cayuga Heights to 35,000 in New City (Rockland County).

The square feet of fire facility per person ranges between 0.71 in New City to 2.92 in Cayuga Heights. The average ratio for the six communities surveyed is 1.70 square feet per person.

Currently, the ratio of facility space in Peekskill to population is 1.54. With the proposed Central Firehouse and Washington Street sub-station (and the decommissioning of the vacated firehouses), the ratio would increase to 1.6. With the renovation and approximately 7,500 square feet of additional space included with the renovations, the ratio would increase from the present 1.54 to 1.9.

Both scenarios are close to the average of 1.7 computed for the surveyed communities.

Fire Call Comparison

On the basis of fire calls, the number of fire calls varies from 346 in Wilton, NY (just north of Saratoga Springs) to 754 in Horsham, PA. The square feet of fire facility per call ranges from 25.9 in Cayuga Heights, NY to 55.5 in Wilton, NY. The average ratio for the six communities surveyed is 39.1 square feet per call.

Currently, the ratio of facility space in Peekskill to fire calls is 37.9. With the proposed Central Firehouse and Washington Street sub-station (and the decommissioning of the vacated firehouses), the ratio would increase to 39.2. With the renovation and approximately 7,500 square feet of additions included in the renovations, the ratio would increase from the present 37.9 to 46.7.

Both scenarios are within the range observed in the six communities surveyed; the proposed Central Firehouse and sub-station would be in line with average observed.

The remaining communities listed in the table include Armonk in central Westchester County, and Kingston, PA (near Wilkes-Barre).

3.2.9 Economic Impact on the Shopping Center

The portion of the shopping center proposed to remain would be smaller and have less common area and parking area. An adjustment in its assessment and annual tax bill would be likely as a result of the changes proposed. According to the appraisal completed by Lane Appraisals in January 2011, after the acquisition of property at the shopping center is completed, its market value will be reduced from \$4,660,000 to \$3,285,000; a difference of \$1,375,000. At the current equalization rate of 3.85%, the projected future value translates into a reduction in assessed value of \$52,938.

Peekskill Central Firehouse

The shopping center currently comprises approximately 51,000 square feet of floor area. Floor area at the center is currently offered at between \$15 and \$16.80 per square foot per year (Loopnet.com). After the Central Fire House project is completed, the amount of floor area that would remain at the shopping would approximately equal 34,000 square feet.

Assuming an average of \$15.75 per square foot, the value of potential annual rental income for the portion of the shopping center to be acquired is projected to be \$267,750. This is a theoretical figure since no vacancy has been assumed, nor does it account for the terms of the leases. This average rental rate is within the range of existing contract rents at the shopping center.

This analysis does not account for the value of the terms of leases and rent escalations since these can be highly variable depending on the commercial tenant. However, an assumption is typically made to account for vacancy. Vacancy allowances of five to ten percent are usually assumed when developing a projection of gross rental revenues for a property such as a shopping center. Currently, major portions of the Crossroads Plaza shopping center including at least four ancillary retail spaces, and a major portion of the anchor building area are vacant. Vacancy rates significantly above ten percent have been observed at the Crossroads Plaza over the past twenty years. Currently, approximately one third of the center is vacant.

Assuming a vacancy rate of 20 percent, and again assuming an average of \$15.75 per square foot of leased area, the maximum potential annual rental income for the portion of the center to be acquired would be \$214,200. Assuming a vacancy rate of 30 percent, potential annual rental income would be \$187,425. This projection illustrates the gross rental income that would potentially be lost by the owner of the shopping center, based on the current average asking price for space at the center, and the continuation of recent vacancy levels at the shopping center. It is noted that annual contract rents for the five occupied retail spaces that would be acquired as part of the proposed action total \$208,748 as of July 2011.

The shopping center was purchased by its current owners in July 1994; a mortgage of \$1.9 million was attached to the property at that time. In March of 2006, the current owners refinanced the remaining balance on the initial mortgage of \$1,426,288 (Loopnet.com).

As noted earlier, the appraisal prepared at the request of the City of Peekskill by Lane Appraisals, Inc. in January of 2011 was based on comparable sales in the surrounding Westchester County area and concluded that the portion of the Crossroads Plaza shopping center to be acquired had a market value of \$1,375,000 at that time.

A detailed analysis of potential revenues and expenditures would involve projecting the value of potential leases of the space to be removed at the shopping center, including rent escalations and the terms of the leases, developing a firmer projection of future vacancy levels, and projecting and factoring in operating and debt service costs. This analysis would form the basis for an estimate of the center's current value based on potential future leasing revenues and income (known as the income capitalization approach) rather than on comparable sales in the surrounding area.

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This type of analysis can be prepared by a qualified certified appraiser or accountant and would require information provided by the property owner.

Please refer to chapter 3.1 for additional discussion of the physical changes to the shopping center and the potential for adverse effects on existing uses and economic conditions at the center.

The following elements involved in the proposed action are likely to lead to improvements in the remaining center's overall appearance and its utilization, and ultimately its financial health:

- the removal of unoccupied space at the center,
- the relocation of existing businesses to currently vacant spaces,
- the removal of the existing under-performing "pad" building
- the removal of the need to maintain the adjacent parking area from the shopping center's common area and
- construction of a major public facility (the Central Fire House) adjacent to the shopping center.

In addition, the new ingress from Main Street will change and likely enhance the appearance of the [remaining] Crossroads Plaza shopping center. Proper and prominent signage and attractive streetscape improvements along Main Street at this location will be likely to increase interest in visiting the center. Introduction of a window in the wall of the center along the entry drive would increase pedestrian activity and interest in the building façade at this location; the driveway and this façade change would go a long way to re-orienting the center to Main Street and its pedestrian and vehicular traffic. This, in conjunction with the attractive architectural appearance of the Central Fire House, would be expected to be far more inviting of pedestrian traffic along Main Street than the current condition.

Finally, with construction of the Central Fire House, a potential opportunity would exist for a make-over of the shopping center that could relate to and complement the Fire House's architecture.

It is expected that stores in the portion of the Crossroads Plaza to remain will continue to gain a large portion of its customer base from foot traffic from the surrounding area by workers and residents primarily. Activity at the Central Fire House is expected to increase the number of visitors and prospective customers to the shopping center as well.

The City is committed to providing adequate and convenient parking for the Crossroads Plaza shopping center both during construction and its future operation. The proposed layout presented in Figure 2-7 shows the same proportionate relationship between the floor area of the center and on-site parking spaces as currently exists.

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3.2.10 Mitigation Measures

The City is committed to working with the shopping center owner:

- to enhance the visibility of the center from Main Street;
- to provide suitable pedestrian improvements, signage, lighting, landscaping, and parking lot appurtenances for the portions of the center's common areas affected;
- to implement attractive changes to the center's eastern structural wall;
- to review and approve an amended site plan and subdivision application;
- to maintain access to the center and to minimize disruption of shopping center operations, including parking, during demolition and construction;
- to assist tenants of the center with relocation activities;
- to maintain an orderly and attractive appearance for the remainder of the shopping center during construction.

The City is committed to maintaining adequate signage for the shopping center at the corner of Broad Street and Park Street or at the site entrance along Park Street. The City is also committed to providing prominent signage and enhancements at the proposed Main Street driveway into the shopping center parking area.

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3.3 Aesthetics, Visual Conditions and Cultural Resources

3.3.1 Existing Conditions

The proposed action involves the acquisition of a portion of the existing Crossroads Plaza shopping center which was constructed in the mid 1970's as well as the existing structures at 1137 and 1141 Main Street. 1137 Main Street has already been acquired by the City; the City is in contract to purchase 1141 Main Street. The current visual / aesthetic condition of each of the three properties is discussed in more detail below. All three properties are located in the City of Peekskill's locally designated downtown historic district. The local district continues to the east to include properties fronting along the east side of Broad Street.

Portions of the downtown are also designated as part of the National Register designated district. With several exceptions, the local and National historic districts overlap. In the project site area the local district includes the entire block on which the site is located as well as the block to the west and the properties along Main Street and Broad Street facing the project site. The National Register district includes the properties fronting Main Street opposite the project site, and continues slightly farther to the east across Broad Street.

Areas to the south of the project site – that is, south of Park Street – are not within any designated historic district. This area supports a modern brick-face office building constructed in the 1980's with adjacent grassed area. Further south of Brown Street are six-story multiple family residences constructed in the 1960's.

The Walgreens' drug store was completed in 2011 on the east side of Broad Street opposite the proposed project site. This recent construction includes elements such as brick face, peaked roofs and roof treatments, signage and lighting that are in character with the historic district.

Historic information including a map of the City's Downtown historic districts, historic mapping of the project site area from 1867 and 1893 and Structural Inventory forms for each property (from the documentary reports supporting the historic district designations) are included in Appendix H.

1101-09 Main Street (Crossroads Plaza)

Crossroads Plaza's style can best be described as *utilitarian modern shopping center*. Its uniform, one-story, unembellished style, and grayish-tan brickwork are similar to a development style popular in urban renewal projects in the 1970's and often associated with construction sponsored by NYS's Urban Development Corporation. The center's architecture does not blend with or reflect the surrounding historic district architecture which includes French Second Empire, Italianate, American Foursquare and Queen Anne styles.

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Its one-story height is not out of scale with surrounding uses which include commercial and converted residential structures generally ranging in height from one to four stories. Its original design along Main Street included placing structures and doors at or near the front property lines to provide continuity of retail frontage along Main Street. However, this did not occur since merchants use the doors facing away from Main Street as their customer entry off the parking lot.

Except for the liquor store building which stands separate from the main shopping center structures at the eastern property line of the shopping center, no structures are located along Park Street or Broad Street. In addition, activity at the center and the majority of its signage and store entry ways is oriented in toward the parking lot away from central downtown Peekskill and street frontages. The small landscaped space provided in the center's common area does not relate to the surrounding streets but rather to the center's parking area.

The Main Street façade – with its uniform, almost vacant appearance, the unused street-side entryways and small, unused and uninteresting showcase windows, and relative lack of landscaping or street amenities – has not fostered pedestrian activity. Except for the mansard-like treatments, the Main Street façade offers little of interest to the Main Street streetscape and is a major contributor to the desolate character of the segment of Main Street between James and Broad Streets. This is the view of the center that travelers along Main Street witness. Figures 3.3-1 and 3.3-2 on the following page show portions of the Main Street façade of the Crossroads Plaza shopping center.



Figure 3.3-1: Crossroads Plaza, Main Street Facade

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Figure 3.3-2: Crossroads Plaza, Main Street Facade

The center has a long history of vacancy; less than 10 years after it opened in the mid-1970's its anchor store – a supermarket – vacated it. Currently five of the center's 14 store spaces are vacant. The chronic underutilization at Crossroads Plaza is evidenced by its relatively deteriorated and out-dated appearance. Common areas such as the parking lot have not been renovated or substantially repaired in many years.

Pictures of the shopping center are provided in Appendix G. The pictures included in Appendix G show the most visually interesting façades of the shopping center, that is, the façades that face the center's off-street parking area. These façades do not relate to and are out of context with surrounding uses or structures in the downtown area. They tend to only be viewed by those destined to them, primarily from or through the center's off-street parking area.

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The off-street parking area for Crossroads Plaza faces Park Street and Broad Street; its relatively large paved expanse must be traversed if one were to walk from areas to the south or east to the storefronts and entry ways. Figure 3.3-3 below illustrates the relationship and distance between the shopping center's main building and Broad Street.



Figure 3.3-3: View of Shopping Center from East Side of Broad Street at Park Street

As noted earlier, without a broader change in the market for retail space in downtown Peekskill, a significant population increase in the surrounding area and / or a redesign of the shopping center, it appears that vacancy and underutilization at Crossroads Plaza will continue for the foreseeable future.

1137 Main Street

The commercial brick and concrete block structure at 1137 Main Street was constructed in 1956. This structure currently houses a recreational boxing establishment under a temporary license from the City. Prior to this, the structure housed Peekskill Furniture and Electronics. Prior to that La Placita market was located here for several years; prior to that a social service agency was housed here, although the building was vacant for a number of years as well. This cinderblock almost zero-lot line structure is in good condition. Like the adjacent shopping center this one-story commercial structure is utilitarian in appearance. Its brick and cinderblock façade contributes little to the historic district's character described earlier.

Peekskill Central Firehouse

This almost zero-lot line structure is in good condition. Like the adjacent shopping center this one-story commercial structure is utilitarian in appearance. A small area at the rear of this lot is open area and was typically used for loading, limited parking, and storage of packaging and trash when the building was in retail use.

This property was acquired in 2011 by the City.

Pictures of 1137 Main Street are provided in Appendix G.

1141 Main Street

The structure at 1141 Main Street was constructed circa 1880 and subsequently remodeled in the 1930s on the interior for professional use on the first floor. This structure was part of Doctors' Row until approximately the 1970s and housed doctors' and dentists' offices on the first floor with residential use above. Most recently the two first-floor spaces are occupied by a hair salon (now relocated) and a money transfer center. Two apartments are located on the second floor one of which is vacant. The third floor is unused. This structure was inventoried as part of the City's Cultural Resource Survey (August 2000) prepared in support of the local designation of the Downtown Historic District and it is listed as a contributing building in that report. Pictures of 1141 Main Street are provided in Appendix G.

Much of the structure's value to the historic district is in its relative size (massing), its Italianate style, and its corner location at a major entry way into the City's downtown area. The building is also somewhat interesting for its few remaining architectural features such as treatments at the first and second floor roof lines and its symmetrical appearance. However, changes to the exterior façade over time have reduced the building's overall architectural significance. Changing the size and shape of the front window openings on the second floor, covering the original clapboard with vinyl siding, removing decorative trim, and enclosing the front porch all detract from its original historic features. The building's contrast to the more modern structures at 1137 Main Street and Crossroads Plaza make it the only older remaining historic structure on this block front.

This structure is shown in Figure 3.3-4 on the following page as it appears currently.

The City is in contract to purchase this property.

Additional pictures of this property are provided in Appendix G.

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Figure 3.3-4: 1141 Main Street

Peekskill Downtown Historic District

All three of the properties proposed to be acquired are situated within Peekskill's Downtown Historic District. They are not within the National Register-designated downtown historic district which is mapped on the north side of Main Street opposite the proposed project site.

Each property was surveyed as part of the Cultural Resource Survey prepared in August 2000 in support of the local designation of the Downtown Historic Area. Cultural Resource Survey inventory sheets for the three properties are included in Appendix H.

Neither the 1970's vintage Crossroads Plaza nor the concrete block 1137 Main Street structure were considered to contribute significant historic value as outlined in the Cultural Resource Survey.

The structure at 1141 Main Street was considered a contributing element in the Cultural Resource Survey.

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Historic and Landmarks Preservation Code

On August 15, 2011, the City of Peekskill Common Council amended the City's Historic and Landmarks Preservation Code to not require a Certificate of Appropriateness from the City's Historic and Landmarks Preservation Board (HLPB) to demolish buildings on municipal property devoted to a public safety use whenever such Certificate would be otherwise required.

The proposed project involves the demolition of the structure at 1141 Main Street which is located within the local downtown historic district. Changes to the exterior of this structure would typically require a Certificate of Appropriateness from the City HLPB; however, since the property would be devoted to a public safety use, no Certificate of Appropriateness is required.

Archaeological Resources

The downtown area of the City of Peekskill, including the proposed project site, is located in an archaeologically sensitive area according to information maintained by the NYS Office of Parks, Recreation and Historic Preservation.

The majority of the proposed project site has been subject to a great deal of disturbance in the past 30 to 40 years. These areas, which support the Crossroads Plaza shopping center, were subject to demolition, excavation and grading activities during the 1960's when the Academy Street Urban Renewal Area was first assembled. Additional disturbance occurred when utilities were installed and the Crossroads Plaza shopping center was constructed in the 1970's.

Prior to the urban renewal activities, the project site area had been highly disturbed in connection with historic development. Historic atlas mapping included in Appendix H shows the pattern of development extant in the project site area in 1867 and 1893. As shown on the maps, structures and associated yard areas had consumed the entirety of the project site by 1867.

Like Crossroads Plaza, the sites supporting 1137 and 1141 Main Street have been disturbed by historic development activities to the point where little to no archaeological resources would be expected to exist. The commercial structure at 1137 Main Street was constructed in 1956; prior to that this site supported what appears to have been a residential structure and small yard areas since at least 1867. The same is true for the 1141 Main Street property which is shown as supporting a structure on the 1867 Beers Atlas mapping.

Based on the above, no extant archaeological resources would be expected within the project site area.

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3.3.2 Proposed Activities

The proposed action involves the acquisition and demolition of the structures and pavements at the properties described above. Elevations and a visual rendering of the proposed Central Firehouse are provided as Figures 2-8a, 2-8b, and 2-11 in chapter 2.0. The cover of this document contains a smaller version of the visual rendering.

The Central Firehouse structure would have an iconic appearance that would be appropriate for one of the main gateways into the City – Main Street at Broad Street. This intersection is a major transfer point for local travelers on public transportation and is where Route 202 / 35 meets Route 6. The Central Firehouse would provide a visual cue and identity for this section of the City's downtown area.

The Main Street façade of the Firehouse would be two to 2.5 stories with a central tower feature at the main entranceway. The façade will be articulated and set back at varying distances from the front street line. Material used as a finish for the tower and the building base will be a rusticated stone in a light brown tone with matching finishes used for brick and brickwork of the façade.

The articulated, set back façade would provide visual interest with the different materials utilized, and the changing light conditions of the day and season. The gray shingle mansard roof is evocative of similar roofs in Peekskill including the portion of the Crossroads Plaza to remain to the west and structures to the north opposite the project site.

Elements, including scale and massing, color and contrast, material textures, the articulated façade, and window and wall openings, have also been incorporated into the proposed architectural design of the Central Fire House that are evocative of Peekskill's historic architecture. Other elements such as the towers, brick face and façade ornamentation are common on public buildings. Overall, the building has been designed to be compatible with the size and architecture of surrounding structures while being distinctive in appearance.

The Broad Street façade would be dominated by the bay doors for the garage portion of the Firehouse. This façade includes two towers; one just south of Main Street and similar in height to the Main Street tower but with a smooth finish stone in a matching color. Another shorter tower will be located at the mid-point between the two sets of four garage bay doors. It is noted that bay doors are represented as white on the renderings provided herein. The City's Historic Preservation Planner has requested that a tan color be used for the bay doors rather than the white shown in the renderings.

The appearance of the southern side of the Firehouse building is shown in the South elevation included as Figure 2-8b included in chapter 2.0. The south-facing façade will be similar in color and finishes as the Main Street and Broad Street facades. Entry doors will be located as needed and oriented to the adjacent walkways and the parking area.

Peekskill Central Firehouse

An area behind the proposed Central Firehouse will be used for outdoor recreation and will be enclosed by a six-foot masonry wall. The wall would be similar in look and texture to the proposed Central Firehouse. North of the enclosed area, ornamental fencing and a gate will be used to secure the area between the rear of the Central Firehouse building and the masonry wall. Areas adjacent to the wall and the existing shopping center parking area will be landscaped and mulched.

An area south of the enclosed recreation area will support a trash enclosure, and a concrete pad for an emergency generator. This area is proposed to be enclosed in chain link fencing.

Further south a paved area will accommodate fire truck movements.

Landscaping will also be installed around the perimeter of the proposed off-street parking area. This landscaping is intended to partially screen views into the proposed parking area.

Peekskill Downtown Historic District

The structure at 1141 Main Street, while somewhat distinctive and situated at a prominent location, is a small piece of the City's locally designated downtown historic district. As noted earlier, this structure / property is not part of the National Register designated portion of the downtown district.

The structure's more striking architectural features have been diminished by the changes that have been made over the years. Its character has been compromised by the use of non-historic windows and doors, and the lack of attention to its landscaping. According to the 2000 Building Structure Inventory Form, the vinyl siding has obscured any notable architectural detail and likely resulted in the removal of character-defining trim. The loss of trim has diminished the significance of this property. Interior portions of the building bear little relation to its historic use or character.

In 2000 the 1141 Main Street structure was considered a contributing structure to the character of the Historic District. According to the Inventory Form, the importance of the property lies primarily in its siting on a corner lot. But this importance has been diminished by the modern uses that have been built up around it (Walgreen's, Crossroads, and 1137 Main Street). This has resulted in this corner becoming architecturally fragile.

The building's current first-floor retail commercial uses, its interior appearance, and its juxtaposition to the non-historic 1137 Main Street and Crossroads Plaza which form the remainder of both the Main Street and Broad Street block front on which it sits limit its value as an element of the Historic District.

Due to these reasons, the removal of this building and site as contributing elements of the Historic District would not be expected to adversely affect the City's Downtown Historic District, or the adjacent National Register Historic District.

Peekskill Central Firehouse

As noted earlier, neither the 1970's vintage Crossroads Plaza nor the concrete block 1137 Main Street structure possess historic character. Neither property contributes to the historic character of the historic district.

The proposed Central Fire House's iconic stature, articulated façade, overall height, and other architectural elements including materials, pediments and window and wall openings would be compatible with and complement the Downtown Local Historic District and the adjacent National Register Historic District.

By removing dissonant elements from the existing Historic District along Main Street and replacing them with newly constructed elements that are more in keeping with the historic character of the District, the proposed Central Fire House would be expected to enhance the character of the district.

Changes to Crossroads Plaza shopping center

As described earlier in this report, a portion of the Crossroads Plaza shopping center will remain on a smaller site after acquisition and demolition activities associated with the Central Firehouse are complete. This residual portion will require approval of an Amended Site Plan at which time the details of the shopping center's appearance will be finalized.

Physical changes to the Crossroads Plaza site would involve demolition of the center's Broad Street building, changes to the structure and footprint of the center's Main Street structure, relocating off-street parking spaces and circulation aisles, removal of plantings in areas adjacent to demolition, construction of a new driveway into the property from Main Street, closure of existing driveways along Main Street and Broad Street and changes to pedestrian walkways, lighting and signage. Utilities will also be relocated and / or upgraded as needed.

In addition to changes to the parking area, the Amended Site Plan for the Crossroads Plaza shopping center is expected to reflect a new eastern exterior wall with provision of a window (along the new Main Street driveway), signage, lawn and/or plantings, and lighting in this area, landscaping in the parking area and new and/or relocated signage (which is expected to be located in the southwest corner of the Center's newly subdivided lot (along Park Street).

Removal of an approximate 100-foot portion of the Main Street-facing structure of the shopping center will open up the remainder of the center to views from Main Street, and allow for easier pedestrian access to all of the remaining stores. The Main Street wall of the center will no longer completely obstruct views of the shopping center from Main Street. The addition of signage, changes to the eastern wall of the remaining structure, lighting and grass and / or landscaping in this area will also be appealing.

Peekskill Central Firehouse

The new ingress to Crossroads Plaza from Main Street will change and likely enhance the appearance of the [remaining] Crossroads Plaza shopping center. Proper and prominent signage, landscaping and streetscape improvements along Main Street near the drive will be likely to increase interest in visiting the center. Introduction of a window in the wall of the center along the entry drive would be likely to increase interest in the building façade and thence pedestrian activity along the drive; the driveway and this façade change would go a long way to re-orienting the center to Main Street and its pedestrian and vehicular traffic. This, in conjunction with the prominent architecture and appearance of the Central Fire House, would be expected to be more inviting to pedestrian traffic along Main Street than the current structure.

With construction of the Central Fire House, a potential opportunity would exist for a make-over of the shopping center that could relate to and complement the proposed Central Fire House.

In terms of visibility to vehicle traffic, the existing Crossroads Plaza shopping center is currently best seen by vehicles from Broad Street near Park Street and from Lincoln Terrace (primarily due to the view offered by the vacant parcel at Broad and Brown Street). Except for small amounts of landscaping to be installed in the proposed Fire House parking area, no change is proposed in views of the shopping center from these vantage points.

The proposed Central Fire House would extend along Broad Street to approximately the same point as the existing “pad” building (which supports the liquor store and a long-time vacant space).

The City is committed to maintaining adequate signage for the shopping center at the corner of Broad Street and Park Street or at the site entrance along Park Street. As noted earlier, the City is also committed to providing prominent signage and enhancements at the proposed Main Street driveway into the shopping center parking area.

Nearby Commercial Uses

As first described in chapter 3.1, the proposed Central Firehouse will change the character of Main Street between James and Broad Streets. Currently the shopping center façade, the 1137 Main Street façade and the first floor commercial uses at 1141 Main Street offer the appearance of continuous retail frontage along the Main Street block front. While the retail frontage at the shopping center is not utilized for access to the stores or for showcasing of merchandise, signage identifying some of the businesses is located on the existing façade. With the proposed Central Firehouse this would no longer be the case; the Firehouse would occupy a little over half of the block.

Peekskill Central Firehouse

It is likely that activity at the entrance to the proposed Central Firehouse (along Main Street) would be equal to or greater than what is seen today at this location. Much of the existing pedestrian activity in this area is not destined to shops but is associated with bus stops at the Main and Broad intersection. This is not expected to change. Those destined to the proposed Central Firehouse such as firefighters, City personnel, visitors and others would be expected to utilize area establishments like Walgreen's.

Streetscape along Proposed Central Fire House

The foundation planting concept and pavement treatments along the Main Street façade and at the corner of Broad and Main Streets are presented in Appendix C.

As shown a three-foot planting strip will follow the outline of the Firehouse. Plantings will be chosen from the list provided in Appendix C based on their expected exposure to sunlight. As noted it is intended that planting beds will be fully vegetated with a mix of woody plants, perennials and ground covers. Species will be selected to restrict heights to three to four feet except for occasional accent plants.

A concrete sidewalk will be maintained along Main Street and Broad Street. Red brick pavers (4' by 8") installed parallel to Main Street would be used for the bulk of the paved areas, with tan pavers (24" by 24") used to break up and define the red brick areas. Brown pavers (17.5" by 35") intended to relate to stone foundation finishes would be used at building entrances and around flagpoles. Trees will be placed in the paved walking area on either side of the main building entrance.

The treatment at the corner of Main Street and Broad Street is shown in plan view and in a schematic rendering in Appendix C. In terms of paving treatments will be similar as along Main Street with red brick pavers used. It is expected that artwork or a memorial will be placed at the corner; if a memorial is placed it is expected to honor Peekskill firefighters and be similar to that shown in the schematic rendering. Fencing, a sloped wall and a change in grade would be placed as shown in the plan and rendering to define the area of the memorial, control pedestrian flow and to focus attention on the memorial.

The 220-foot length of the Central Firehouse structure on Main Street will create a long expanse for shoppers to walk between commercial uses. On the south side of Main Street shoppers will walk approximately 375 feet between the last store of the new Crossroads Plaza and the next commercial use – Walgreen's drug store. This contrasts with the majority of downtown Peekskill where stores are located adjacent to or in close proximity to each other.

The City will review the street furnishings along Main Street near the intersection of Broad Street and will request that seating and / or shelters be provided for bus patrons, and will provide street furniture within the proposed memorial park area.

Peekskill Central Firehouse

Surrounding Views

The proposed project site is located at a low point with respect to the lands surrounding it to the east and south, and to the north of Main Street. Properties in the immediate surrounding area are zoned for commercial use and with few exceptions are used for non-recreational, commercial purposes. Some residential uses are located in historic structures across Main Street from the site, and also across Broad Street. In any event, construction of the proposed Central Firehouse is not expected to completely obstruct or detract from any significant views from residential or other uses that currently enjoy them. As the proposed Central Firehouse will be generally higher than the current structures at the project site, however, currently open views over the existing structures will be altered.

Likewise, the taller Central Firehouse structure will reduce the duration of direct sunlight at properties immediately to its north.

Lighting

A final decision on lighting standards for the outside areas of the Central Firehouse and the proposed off-street parking area has not yet been made. It is expected that fixtures will be specified that will focus light as needed for safety and to reduce glare and the off-site spillage of light. Lighting in the parking area would be similar in intensity to that in the existing Crossroads Plaza lot.

It is expected that the façades of the Central Firehouse will be illuminated as needed to highlight the architecture and appearance of the building, and entry ways.

Street lighting would not be affected by the proposed action.

Peekskill Central Firehouse

3.3.3 Mitigation Measures

The City's Historic Preservation Planner has requested that the bay doors fronting on Broad Street be painted tan rather than white as is currently shown on the proposed project renderings. Final construction plans will reflect this change.

Landscaping within the proposed Central Fire House parking area will be specified to allow minimal obstruction of views of the shopping center from points to the east.

Specific changes proposed to the Crossroads Plaza shopping center have been described earlier as part of the proposed action.

To recapitulate the actions the City will take, the City is committed to working with the shopping center owner:

- to enhance the visibility of the center from Main Street;
- to provide suitable pedestrian improvements, signage, lighting, landscaping, and parking lot appurtenances for the portions of the center's common areas affected;
- to implement changes to the center's eastern structural wall;
- to review and approve an amended site plan and subdivision application;
- to maintain access to the center and to minimize disruption of shopping center operations, including parking, during demolition and construction;
- to assist tenants of the center with relocation activities;
- to maintain an orderly and attractive appearance for the remainder of the shopping center during construction.

Peekskill Central Firehouse

3.4 Traffic and Transportation

3.4.1 Introduction

The proposed project includes the construction of a single central fire house to replace five existing fire stations all of which are located generally within one half mile of the new facility. A sixth existing firehouse on Washington Street would be converted to a sub-station. The proposed central firehouse facility will comprise a total of 36,483 square feet with approximately 14,000 square feet designated for fire personnel. The facility has been designed to have sleeping accommodations for up to sixteen (16) firefighters. The space designated for fire personnel also includes offices and training facilities.

The roadways used to access the fire houses to be closed are the same roadways that will be used by dispatches from and visits to the new facility. Because this is a consolidation of existing facilities in relatively close proximity to the proposed central station a significant increase in traffic volumes is not anticipated on any area roadway.

As is the case now, most volunteer firefighters would be notified by radio and would meet equipment dispatched from the central firehouse and/or sub-station at the site of the call, rather than at the firehouse.

For these reasons the analysis of potential effects to area roadways in this section of the Draft EIS is primarily qualitative not quantitative.

Discussion of the potential effects on intersection level of service concentrates on the Main Street and Broad Street, and Broad Street and Park Street intersections. The findings of the study prepared by Atlantic Traffic & Design Engineers, Inc. for the Walgreen's in 2008 were reviewed to ascertain projected roadways levels of service at these intersections with the store constructed and open. These projected conditions were then treated as the baseline to which the incremental increase in traffic to and from the central firehouse was added.

For this review uses that would be displaced by the proposed action are assumed to relocate onsite or nearby; traffic patterns associated with these uses has been assumed to remain as they are today. Traffic currently destined to and from the existing firehouses has also been assumed to remain on the roadway network. This approach is conservative.

3.4.2 Changes to On-site Circulation and Roadways

The proposed Central Firehouse project will be constructed at the intersection of Broad Street and Main Street and extend along Broad Street to Park Street.

Peekskill Central Firehouse

Primary vehicle access to the facility will be from two driveways and common curb cut along Broad Street, each serving four vehicle bays. These driveways will be used by fire equipment exiting the station. A secondary driveway from Broad Street to the south would provide access to the proposed parking lot. Some returning fire equipment (primarily ladder trucks) will access the station by means of the Crossroads Plaza driveway and parking area off Park Street. This would allow the equipment to enter the station from the rear, and avoid the need to back upon Broad Street. An easement will be acquired from the owner of the Crossroads Plaza shopping center to allow this access.

A new common drive off Main Street (adjacent to the center's new eastern wall at the existing pizza restaurant) will provide access to the Crossroads Plaza shopping center parking area. The center's parking area will be refurbished to accommodate a minimum of 90 spaces, and the loading area for the anchor store will also be redesigned.

Existing driveways into the shopping center from Main Street and Broad Street will be abandoned. Existing curb cuts for the shopping center along Park Street will be narrowed but each will continue to accommodate two-way traffic.

Other changes to area roadways will include minor changes to existing on-street parking and potentially utility locations such as fire hydrants, utility poles and inlet locations to accommodate changes in curb cuts.

3.4.3 Intersection Levels of Service

The following is a description of the two major intersections and the roadways that will be potentially impacted by this project:

- The intersection of Main Street and Broad Street is a signalized intersection. The Broad Street approaches to this intersection include one (1) left-turn lane and one (1) shared through/right turn lane. The Main Street approaches to this intersection are one (1) shared left-turn/through/right-turn lane. Based on a traffic study conducted for the adjacent Walgreens development, during the 2010 evening peak hour (4:30pm to 5:30pm) the intersection handles approximately 414 trips and 358 trips along Main Street and Board Street respectively. This intersection operates at an overall Level of Service "C" during the weekday evening peak hour and an overall Level of Service "B" during the Saturday peak hour (12:00 pm to 1:00 pm).

Peekskill Central Firehouse

- The intersection of Broad Street and Park Street is an unsignalized STOP sign-controlled intersection. The approach from Park Street is STOP sign-Controlled and the continuation of Park Street is signed one-way westbound. The approaches from Broad Street include a single lane for all turning movements. This intersection generally operates at an overall Level of Service “A” during both the peak weekday evening hour and the Saturday peak hour, except for the eastbound and westbound approaches which operate at a Level of Service “D” and “C” in the weekday evening peak hour and the Saturday peak hour, respectively. It is noted that these levels of service were modeled prior to Park Street being changed to a one-way traffic pattern (westbound) in this area. Levels of service are likely to have improved at the Broad Street and Park Street intersection with the change.

Future Conditions with the Central Fire House

The Institute of Transportation Engineers (ITE) does not maintain records for vehicle trip generation rates for fire stations so no data is available from that source.

Most traffic leaving from and going to a fire station is in response to emergencies and is not on any regular frequency. Such emergency traffic patterns are not related to peak hour traffic on roadways since they can occur at any time. Nor are they predictable in comparison to other fire stations within a given jurisdiction or in another.

Since emergency vehicles must be given the right of way by other vehicles in any event and since they may be responding to calls on the roadway their inclusion in traffic analyses measuring level of service is of limited value.

It is noted that logistically fire vehicles can encounter and exacerbate delay and unsafe conditions on area roadways when entering and exiting fire stations. This is discussed in more detail below.

Taking into consideration the potential occupancy of this facility by as many as sixteen firefighters, on average a range between 50 and 75 daily vehicle trips to and from the central firehouse is considered reasonable by the City Engineer, excluding emergencies and special events such as training. These trips would be made via Main Street, Broad Street and Park Street.

The weekday evening peak hour is typically the time during which the highest traffic volumes are encountered on roadways in a central business district such as Main, Broad and Park Streets.

Peekskill Central Firehouse

In consultation with the City Engineer, an increase of 15 trips during the weekday evening peak hour has been projected. This projected increase represents less than two percent of the traffic using the adjacent Main Street / Broad Street intersection during the weekday evening peak hour. Likewise, this volume represents a small fraction of the traffic on area roadways and using other area intersections at this time. Given the existing service levels along area roadways, this small increase in traffic due to the proposed project would not adversely affect the Level of Service of any movements at area intersections or conditions on area roadways.

3.4.4 Parking

Changes to the onsite parking area, and effects on area municipal parking resources are discussed in detail in Chapter 3.1: Land Use, Zoning and Economic Conditions.

Removal of metered parking along Main Street and hourly parking along Broad Street would be necessitated during construction. Four existing on-street hourly parking spaces along Broad Street southbound would be eliminated by the project.

3.4.5 Equipment Routing and Logistics

Equipment will depart from the Broad Street side of the proposed Central Fire House building. Undoubtedly some calls will require routing via Main Street as they will be located along or near the thoroughfare. However, other east-west thoroughfares would be quickly accessible via Broad Street including Park and Brown Streets to the south and Howard, Cortland and Orchard Streets to the north.

Equipment routing on Broad Street and likely Main Street near Broad Street would increase as the majority of the Fire Department's equipment will be dispatched from the new Central Firehouse facility rather than the five firehouses that would no longer be used. Since two existing firehouses are located at Broad Street and Crompond Road, many current dispatches are routed via Broad Street at this time.

Broad Street includes a wider 60-foot pavement width compared to other major streets in the downtown area. With a 50-foot wide driveway apron, vehicles exiting the proposed central fire house would have ample room to maneuver onto Broad Street. Returning vehicles backing from Broad Street into the facility would also have ample space to maneuver.

Returning ladder trucks would have the option of proceeding into the facility from the rear via the Crossroads Plaza shopping center as discussed previously.

The removal of hourly parking along Broad Street southbound along with the relatively light traffic volumes in both directions would allow for minimal interference between fire vehicles and roadway traffic in this area.

Appropriate striping will be placed on Broad Street to alert traffic of exiting fire vehicles.

Peekskill Central Firehouse

3.4.6 Public Transportation

The Westchester County Department of Transportation (Bee-Line) operates routes 14, 15, 16, 17 and 18 in the area of the project site (primarily along Main Street). A major transfer point is located at Main Street and Broad Street. The County Department of Transportation has been provided opportunities to comment on the proposed project plans, and will be consulted during construction as necessary to minimize effects to bus operations, including travel through the area, passenger loading and unloading, customer waiting areas and transfers.

3.4.7 Pedestrian Conditions

Pedestrian use of Main Street and existing onsite walkways will be limited as needed during construction to maintain safety. Provisions will be made as needed during construction to maintain safe pedestrian access to public transportation and onsite uses.

After construction is complete the memorial park proposed at Main Street and Broad Street will be outfitted with amenities that will enhance the pedestrian experience in this area.

3.4.8 Mitigation Measures

No significant adverse effects on traffic and parking, public transportation or pedestrian conditions have been identified with respect to future Fire Department operations at the proposed location.

Temporary effects during construction are discussed in detail in chapters 3.1 and 3.8 of this DEIS.

It is noted that construction of the new access driveway from Main Street may be accelerated to be made useable by the end of the third month, if conditions warrant.

The City will review the street furnishings along Main Street near the intersection of Broad Street and will request that seating and / or shelters be provided for bus patrons, and will provide street furniture within the proposed memorial park area as needed.

Peekskill Central Firehouse

3.5 Noise

3.5.1 Noise Background

Community noise (also called environmental noise) is defined as noise emitted from all sources except noise at the industrial workplace. Main sources of community noise include road, rail and air traffic; industries; construction and public work; and the neighborhood. The main indoor noise sources are ventilation systems, office machines, home appliances and neighbors.

In modern industrialized countries typically about forty percent (40%) of the population is exposed to road traffic noise with an equivalent sound pressure level exceeding 55 dBA daytime, and twenty percent (20%) are exposed to levels exceeding 65 dBA. When all transportation noise is considered, it is estimated that more than half of all citizens live in areas where noise levels are a problem. At night, more than thirty percent (30%) are exposed to equivalent sound pressure levels exceeding 55 dBA, which disturb sleep. Noise pollution is also typically more severe in urban areas. It is caused mainly by traffic and alongside densely-traveled roads equivalent sound pressure levels for 24 hours can reach 75–80 dBA.

Most environmental sounds are made up of a complex mix of many different frequencies. Frequency refers to the number of vibrations per second of the air in which the sound is propagating and it is measured in Hertz (Hz). The audible frequency range is normally considered to be 20–20 000 Hz for younger listeners with unimpaired hearing. However, our hearing systems are not equally sensitive to all sound frequencies, and to compensate for this various types of filters or frequency weighting have been used to determine the relative strengths of frequency components making up a particular environmental noise. The A-weighting is most commonly used and weights lower frequencies as less important than mid- and higher-frequencies. It is intended to approximate the frequency response of the human hearing system.

The effect of a combination of noise events is related to the combined sound energy of those events (the equal energy principle). The sum of the total energy over some time period gives a level equivalent to the average sound energy over that period. Thus, $LA_{eq,T}$ is the energy average equivalent level of the A-weighted sound over a period T. $LA_{eq,T}$ should be used to measure continuing sounds, such as road traffic noise or types of more-or-less continuous industrial noises. However, when there are distinct events to the noise, as with aircraft or railway noise, measures of individual events such as the maximum noise level (L_{max}), or the weighted sound exposure level (SEL), should also be obtained in addition to $LA_{eq,T}$. Time-varying environmental sound levels have also been described in terms of percentile levels.

To simplify discussion, “Leq”, not “ $LA_{eq,T}$ ”, is the term typically used to describe the continuous noise energy experienced at a given receptor location, typically over a minimum 15-minute period. L_{max} is usually thought of and expressed as the maximum noise level experienced.

Peekskill Central Firehouse

The variability of noise levels produces a noise profile at a given location that consists of the maximum and minimum noise levels and the average noise level, or more properly, the averaged equivalent noise level. In addition to the variability of noise its composition can also be described in terms of continuous versus impulsive noise (such as that associated with pile driving), and high-pitched versus low-pitched. Perceptible high-pitched (frequency) noises tend to produce more disturbance to humans than low-pitched noises. Many noise ordinances regulate dBA levels at varying frequencies.

In addition to understanding the variable aspects of sound energy and noise it is important to realize that noise levels at night are typically much more disturbing than equivalent noise levels during the day. For this reason, acceptable noise levels at night are typically regulated at levels 10 dBA below daytime levels. The City of Peekskill Noise Code distinguishes between acceptable daytime and nighttime noise levels based on whether noise can be heard beyond the property line on which it is produced during nighttime hours, and whether it is unreasonably intrusive at other hours. A copy of the City's Noise Code is attached in Appendix I.

The US Department of Housing and Urban Development has developed site acceptability standards for residential uses. Typically noise at *acceptable* sites does not exceed 65 dBA; noise at *unacceptable* sites is above 75 dBA. Noise levels between 64 dBA and 75 dBA are normally considered *unacceptable*. The Federal Highway Administration (FHWA) uses 67 dBA as a threshold for mitigation for the effects of noise. For residential uses adjacent to transportation projects, sound attenuation is typically required when projected noise levels exceed 67 dBA.

Noise studies have revealed that the primary sources of noise are transportation corridors with the busiest roadways (i.e., those carrying the highest numbers of vehicles) typically producing the highest average noise levels. Truck traffic and siren noise such as is associated with fire engines and ambulances typically produce the highest maximum levels of noise along roadways.

Noise levels are most affected by the distance between the noise source and the receptor. For example, as described in more detail later in this sub-section under Construction Noise, noise from a generator at 50 feet would range between 71 dBA and 87 dBA; at 200 feet the same noise would range between 59 dBA and 75 dBA and at 500 feet the noise would range between 51 dBA and 67 dBA. In addition to distance, intervening topography and vegetation can affect noise levels as can the geomorphic relationship (topographic surface features) between the noise source and the receptor. A receptor shielded by a berm from a noise source will experience less noise than a similarly situated receptor with no change in topography or vegetation between him or her and the noise source.

The World Health Organization sets a guideline Leq value of 70 dBA for commercial and high traffic areas with a maximum noise level of 110 dBA.

Peekskill Central Firehouse

In urbanized areas such as downtown Peekskill, background noise during the day would typically be on the order of 61 to 62 dBA, especially along busy thoroughfares in commercial areas such as Main Street and Broad Street in downtown Peekskill.

Finally, to the average person, a noise level increase of one to two dBA is barely perceptible; an increase of five dBA is definitely noticeable, an increase of ten dBA is a large increase; and an increase of 20 dBA or more is perceived as a dramatic change. Annoyance frequently results from increases of ten dBA or more, depending on the frequency and duration of the noise events.

3.5.2 City of Peekskill Noise Code

Chapter 391 of the City of Peekskill Code regulates noise within the City. Permissible sound levels are established by Chapter 391.

For residential zones such as those that lie approximately 100 feet east and north of the Central Firehouse project site, sound produced within and outside of structures shall not be heard on other properties in a residential zone between 10PM and 8AM on all days. At all other times, noise produced shall not be unreasonably intrusive.

For non-residential zones such as the C-2 District in which the proposed project site is located, sound produced within structures shall not be heard on other properties in a non-residential zone between 10PM and 12AM on Sundays through Wednesdays other than the Wednesday before Thanksgiving and December 31st; between 12AM and 8AM on Mondays through Thursdays other than January 1st and Thanksgiving Day; and between the hours of 1AM and 8AM on Fridays through Sundays, January 1st and Thanksgiving Day.

For non-residential zones such as the C-2 District in which the proposed project site is located, sound produced outside of structures shall not be heard on other properties in a non-residential zone at all times Mondays through Wednesdays; between the hours of 10PM and 12AM on Thursdays through Sundays; between the hours of 12AM and 12PM on Thursdays through Sundays; and between the hours of 5PM and 12AM on Sundays.

At all other times, noise produced shall not be unreasonably intrusive.

For the C-2 District (in which the project site is located) specifically, sound produced (and heard in residential zones) within structures shall not be heard between the hours of 10PM and 12AM on Sundays through Wednesdays other than the Wednesday before Thanksgiving and December 31st; between the hours of 12AM and 8AM Mondays through Thursdays other than January 1st and Thanksgiving Day; and between the hours of 1AM and 8AM on Fridays through Sundays, January 1st and Thanksgiving Day.

Peekskill Central Firehouse

For the C-2 District (in which the project site is located) specifically, sound produced (and heard in residential zones) outside of structures shall not be heard all hours Monday through Wednesday; between the hours of 10PM and 12AM on Thursdays through Sundays; between the hours of 12AM And 12PM Thursdays through Sundays; and between the hours of 5PM and 12AM on Sundays.

At all other times, noise produced shall not be unreasonably intrusive.

Governmental functions such as those activities of the City Fire Department are exempt from regulation.

Construction activities are controlled by the City Noise Code and are permitted only at the following times:

- Monday to Friday, except holidays, from 8:00 AM to 8:00 PM
- Saturday, except holidays, from 9:00 AM to 5:00 PM

3.5.3 Typical Fire Engine / Ambulance Noise

Measurements of typical fire engine noise were conducted as part of a community-wide noise modeling effort in San Francisco in 2010. Observed noise values for fire engine sirens and air horns measured at ten feet from the front of the vehicle ranged between 113 dBA and 115 dBA. Similar measurements for ambulance noise ranged between 111 dBA and 116 dBA.

Vehicle pass-by noise was also measured from corner to corner on a typical block. Ambulance pass-by noise ranged between 92 dBA and 106 dBA with an equivalent one-second sound pressure level (Leq) of 112 dBA. Fire engine pass-by noise ranged between 80 dBA and 104 dBA with an equivalent one-second sound pressure level (Leq) of 110 dBA.

Peekskill Central Firehouse

3.5.4 Anticipated Effects of Central Firehouse Operations

On a City-wide basis, the overall noise environment is not expected to materially differ in the future as compared to existing conditions.

Noise from Fire Department dispatching operations at the proposed Central Firehouse would not be expected to be substantially different from the noise currently experienced near firehouses in and around the downtown area. Currently Fire Department calls are dispatched as needed from the various firehouses, four of which are located within the downtown area.

Equipment dispatched from the Central Firehouse would be the same as is currently dispatched from the existing firehouses. Like the current practice, no more than three vehicles would be dispatched at any one time.

Equipment routing on Broad Street and likely Main Street near Broad Street would increase as the majority of the Fire Department's equipment will be housed at and dispatched from the new Central Firehouse facility. Since existing firehouses are located at Broad Street and Crompond Road, and elsewhere in the downtown area, and Broad Street provides a convenient wide roadway for north-south travel, many dispatches are routed via Broad Street now.

As noted in Chapter 2.0: Description of the Proposed Action, after relocation of five of the City's six fire companies to the Central Firehouse, equipment will be dispatched with a similar frequency as it is currently. Thus, over a typical week public safety vehicles are expected to be dispatched from the Central Firehouse an average of eighty eight (88) times. Of this number, 70 to 80 percent, or between 62 and 70 dispatches, would be responses to emergency medical calls, which typically involve the ALS vehicle and/or the rescue vehicle, and sometimes an engine. The remaining 20 to 30 percent of calls (between 18 and 26) would be fire calls which involve between one and four pieces of equipment depending on the nature of the call.

On average then it is expected that there will continue to be 70 to 80 dispatches of equipment to fires per month City-wide. The majority of these would be expected to be made from the Central Firehouse.

With the proposed vehicle bay doors along Broad Street, average noise levels along Broad Street between Main and Park Street with operations at the new Central Firehouse would increase during vehicle dispatches but continue to be well below the 70 dBA guideline noted earlier for commercial and high traffic areas.

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Average noise levels along Main Street, Broad Street north of Main and south of Park, and other streets in the project site area would increase slightly within a block or so of the Central Fire House. Overall, noise levels on these roadways are not expected to appreciably change from existing levels which generally reflect those of busy commercial thoroughfares. A noticeable change in impulsive siren noise would be likely however. Residents of homes in the area including along Main Street, North Broad Street, Sparrow Lane and to the east along Park Street would be most likely to experience these increased levels of impulsive noise.

The proposed Central Firehouse bay doors on Broad Street would be over 150 feet from the nearest residential structure, and approximately 175 feet from the nearest residential district boundary, allowing for reduction in perceived noise levels by people in this area.

The proposed Central Firehouse is not surrounded by any sensitive receptors such as schools, hospitals or nursing homes that could be adversely affected by an increase in noise levels. It is noted that the Peekskill Area Health Center (Hudson River Healthcare) operates at 1037 Main Street; other doctors' offices are located nearby at One Park Place and scattered throughout the downtown area, including along Main Street in the vicinity of the project site.

Equipment routing to neighborhoods to the south and east of the Central Firehouse would not be expected to substantially differ from that experienced today since the two firehouses responding to these areas are already located along Broad Street.

Based on roadway geometrics and traffic conditions, and area topography, it is likely that Broad Street would be utilized at times for dispatches destined to the north more than it is currently. Residences in this area are likely to experience an increased number of equipment dispatches and resulting noise levels.

No other neighborhoods have been identified that would be expected to experience appreciably different noise levels with the Central Fire House in operation.

Other noise generating characteristics of the proposed Central Firehouse such as passenger vehicle noise from those destined to and leaving the facility, from deliveries, vehicle repairs, maintenance or washing, or from the occasional use of the facility for public or civic functions would not be expected to be substantially different from the existing onsite uses and the background downtown noise environment.

Although growth of the City has been planned for in the design of the Central Firehouse, no specific new equipment is planned for the facility now.

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3.5.5 Construction Noise

Noise levels during construction will be expected to increase during daytime hours. All construction noise will be temporary and it cannot be avoided; some construction noise is expected to be substantial. Construction will involve several discrete stages including the demolition of existing structures. The demolition of structures will involve substantial noise, and their removal will also change the way noise is experienced by those who reside, work and visit within the surrounding area.

Site preparation activities are not expected to generate substantial amounts of noise as the site has long supported structures and substantial below-grade activities are not needed. With relatively little preparation activities needed this phase of construction is not expected to generate obtrusive noise such as blasting or other rock removal.

Table 3.5-1 below summarizes the range of noise levels experienced at various distances from construction equipment:

Table 3.5-1				
Construction Noise Levels				
	Maximum Sound Level			
Equipment	50 feet	200 feet	500 feet	1000 feet
Backhoe	82 - 84	70 - 72	62 - 64	56 - 58
Concrete Pump	74 - 84	62 - 72	54 - 64	48 - 58
Generator	71 - 87	59 - 75	51 - 67	45 - 61
Hauler	83 - 86	71 - 74	63 - 66	57 - 60
Loader	86 - 90	74 - 78	66 - 70	60 - 64
Trucks	81 - 87	69 - 75	61 - 67	55 - 61

Source: Tim Miller Associates; Quarry Pond PDD DGEIS; November 2004

Noise levels from construction activities will vary widely depending on the phase of construction. In addition to demolition and site preparation activities noted above, construction activities will include the delivery of construction materials to the project site, installation and connection of utilities to the extent needed, and personnel and construction equipment on the site. After the building is constructed interior work including installation of equipment and fixtures will generate noise but much of this noise will be insulated by the building walls.

Construction noise is anticipated to be experienced primarily by those persons residing, working and visiting Crossroads Plaza and surrounding buildings. Residences along Main Street and Broad Street to the north, and Main Street, Sparrow Lane and Park Street to the east are likely to experience construction noise during daytime hours. Multi-family residences along Brown Street which are located 25 to 50 feet higher than the project site would also be likely to be disturbed at times by demolition and construction.

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The nearest residence is located between 50 and 100 feet from the Central Firehouse project site. At this distance when in use construction equipment noise would be in the 70 to 90 dBA range and can disturb some activities. This noise would be generated only during daytime hours.

Likewise businesses on the project site will experience increased noise during construction. Some businesses, including businesses that would be displaced but which may not have yet been relocated, are within 100 feet of areas of proposed demolition. One business – Antonio’s pizza restaurant – will be located immediately adjacent to an area of building demolition.

The highest levels of construction noise are expected to occur during weekday, daytime hours over a six to nine month period while demolition of existing structures, the site is prepared and structural elements are completed.

Construction noise of the type and duration proposed would not be expected to adversely affect nearby property values nor present a public health concern.

3.5.6 Mitigation Measures

Existing Fire Department equipment is maintained to keep unnecessary noise to a minimum, and most activities in the proposed Central Firehouse facility bays such as maintenance and repair would be shielded by the overhead doors, which will be closed most of the time.

It is noted that properties in and around existing firehouses can expect a slight reduction in impulsive noise levels after the firehouses are vacated by the Fire Department. Future noise levels at the vacated firehouses would be a function of future activities programmed at these locations.

Finally, as noted earlier, Chapter 391 of the City Code which regulates noise, exempts governmental functions from regulation. No specific mitigation measures are proposed with respect to noise generated by the centralized Fire Department dispatching operations.

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3.6 Air Quality

3.6.1 Existing Conditions

Peekskill area air quality is generally good. Westchester County in which Peekskill is located is part of the New York City Air Quality Maintenance Area in which additional vehicle inspection requirements are applicable. Ozone continues to be the primary pollutant of regional concern in the Westchester County area. Data collected by the NYS Department of Environmental Conservation at its NYC and lower Hudson Valley monitoring stations show consistent improvement but continued noncompliance with the Federal 1-hour ozone standard.

The NYS Implementation Plan addresses the areas of noncompliance with the Federal Clean Air Act standards. Standards, known as National Ambient Air Quality Standards or NAAQS, have been established for six criteria contaminants: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter, and lead.

As the result of its 1-hr ozone and carbon monoxide non-attainment designations, New York State's 62 counties are divided into two separate regulatory. The "downstate" 9-county New York Metropolitan Area (NYMA), which includes New York City (Bronx, Kings, New York, Richmond, and Queens Counties), Long Island (Nassau and Suffolk Counties), and Westchester and Rockland Counties, is distinguished from the remainder of New York State by having more stringent requirements. For example, beginning in 1981, applicable vehicles within the NYMA were required to undergo annual idle testing. This emissions testing program was further upgraded in 1998.

The nearest air quality monitoring stations collecting applicable data for the Peekskill area are located at Mt. Ninham in Putnam County, White Plains, Mamaroneck, in Rockland County, near Monroe in Orange County, and the Botanical Gardens in the Bronx. Data collected for nitrous oxides, ozone, sulfur dioxide, carbon monoxide and particulate matter indicate compliance with the standards for these pollutants.

Given prevailing winds, development patterns to the west (the direction from which winds in the area prevail), the City's distance from major interstate transportation corridors, overall congestion levels on area roadways and the existing density of land use, Peekskill area air quality would be expected to be somewhat better than that observed in lower Westchester.

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In addition to the six NAAQS criteria pollutants listed above, New York has adopted ambient air quality guidelines for over 1,000 toxic compounds including but not limited to photochemical oxidants, non-methane hydrocarbons, fluorides, beryllium, and hydrogen sulfide. The guidelines are known as DAR-1 AGC/SGC Guidelines, which include both annual guideline concentrations (AGCs) and short-term guideline concentrations (SGCs). Ambient monitoring for only a handful these pollutants is conducted by NYSDEC.

These pollutant standards typically apply to industrial and commercial facilities with specific processes, and would not be expected to apply in the subject instance.

3.6.2 Potential Impacts

The proposed Central Fire House project is not expected to have significant permanent adverse effects on surrounding and overall City air quality. Some short-term construction effects will be experienced by those residing, working or visiting the area surrounding the proposed project site.

A significant change in overall air quality in the City is not expected since no new point sources of air pollution or new vehicles or other equipment that could generate air emissions are proposed. Existing equipment that is currently housed at the Washington / Columbian station on Crompond Road, at the Columbian Hose station near Dayton Lane and at the Cortlandt Hook and Ladder station on Main Street will be housed at the proposed Central Firehouse.

The proposed Central Fire House will not include a stationary air pollution source that would require a permit from the NYS Department of Environmental Conservation.

The centralization of operations at the Central Firehouse facility does have the potential to slightly increase ambient concentrations of certain air pollutants in the immediate area surrounding the facility. These pollutants would primarily be associated with diesel emissions from vehicle engines in existing equipment. Existing Department equipment meets current emission standards as described in more detail later in this chapter. Existing Fire Department equipment is inspected annually to confirm compliance applicable emissions standards. Ambient pollutant concentrations in the vicinity of the proposed Central Fire House would not be expected to exceed applicable standards after the facility is constructed and operating.

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Vehicle operations in the facility have the potential to expose firefighters to elevated levels of primarily diesel emissions in the garage bays. This will be avoided due to the use of an exhaust emissions recapture system. Use of this system will assure that insignificant amounts of vehicle exhaust are released within the Central Fire House or adjacent to it.

It is noted that small amounts of some potential pollutants may be present in some fire extinguishing materials. Small amounts of extinguishing materials such as carbon dioxide and dry “baking soda” powder, and extinguishing liquids are kept on-hand for day-to-day operations.

Emissions Standards Background

To help evaluate the risk to the public and firefighter health, changes in gasoline and diesel engines, fuels and engine emission standards over the past 25 years must be understood. Reductions in permissible emissions have led to lower polluting new and retrofitted engines and the use of lower sulfur diesel fuels today.

In a nutshell, the emission standards for carbon monoxide and hydrocarbons from all vehicles were tightened over the 1960’s to 1980’s period. From 1985 onward, emissions standards for nitrogen oxides and particulate matter were also set and beginning in 1990 these standards were also tightened.

As of 2007, the use of diesel particulate filters on diesel engines has been mandated by US EPA to lower emissions. An ultra-low-sulfur diesel fuel must be used with this device. When implemented these diesel engine standards were expected to reduce smog-causing nitrogen oxide (NOx) emissions nearly 2.6 million tons and soot or particulate matter (PM) by 110,000 tons a year. For use in the new diesel engines, the sulfur content in diesel fuel has been reduced from 500 parts per million to 15 parts per million.

Table 3.6-1 shows the changes in emission standards for nitrogen oxides and particulate matter over the past 25 years. Note that the standards for carbon monoxide and hydrocarbons have remained constant over the same period. Note also that by 1998, vehicle emission standards for particulate matter are a small fraction of what they were at the beginning of the decade.

The rows shaded in Table 3.6-1 apply to the City of Peekskill fleet since the vehicles are all newer than 1993 (except for one of the pumpers which is from 1993). [See Table 3.6-2 for a list of the Peekskill fleet of fire vehicles.]

Note that with respect to emissions requirements, except for the oldest pumper which is subject to slightly higher nitrogen oxide and particulate matter standards, the City’s fleet at manufacture met stringent emissions criteria. If maintained properly the equipment would continue to comply with the emissions standards outlined in Table 3.6-1.

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**Table 3.6-1:
Historical Emissions Standards**

Model Year	Carbon Monoxide (CO)	Hydrocarbons (HC)	Nitrogen oxides (NO _x)	Particulate Matter (PM)
1985-1987	15.5 g/bhp-hr *	1.3 g/bhp-hr	10.7 g/bhp-hr	None
1988-1989	15.5 g/bhp-hr	1.3 g/bhp-hr	10.7 g/bhp-hr	6.0 g/bhp-hr
1990	15.5 g/bhp-hr	1.3 g/bhp-hr	6.0 g/bhp-hr	6.0 g/bhp-hr
1991-1992	15.5 g/bhp-hr	1.3 g/bhp-hr	5.0 g/bhp-hr	0.25 g/bhp-hr
1993	15.5 g/bhp-hr	1.3 g/bhp-hr	5.0 g/bhp-hr	0.25 g/bhp-hr
1994-1995	15.5 g/bhp-hr	1.3 g/bhp-hr	5.0 g/bhp-hr	0.10 g/bhp-hr
1996-1997	15.5 g/bhp-hr	1.3 g/bhp-hr	5.0 g/bhp-hr	0.10 g/bhp-hr
1998-2003	15.5 g/bhp-hr	1.3 g/bhp-hr	4.0 g/bhp-hr	0.10 g/bhp-hr

*grams/brake horsepower

Source: "Diesel Emissions in Fire Stations" by Greg Michalak, July 2004

2007 and 2010 Emission Standards

The 2007 EPA regulations further limit pollutants from diesel engines, as follows:

- Oxides of Nitrogen (NO_x) – 1.2 g/bhp-hr (grams/brake horsepower-hour)
- Non Methane Hydrocarbons (NMHC) – 0.14 g/bhp-hr
- Carbon Monoxide (CO) – 15.5 g/bhp-hr
- Particulates – 0.01 g/bhp-hr

Carbon monoxide emissions standards have remained at 15.5 g/bhp-hr over the entire 1985 to 2010 period. During this period, the limits on hydrocarbons were also constant between 1985 and 2007; in 2007, these limits were lowered from 1.3 g/bhp-hr to 0.14 g/bhp-hr.

Modern fire equipment has the potential to have no carbon monoxide emissions. This trend of reduced emissions is expected to continue as equipment is further developed and improved.

In 2010, NO_x emissions limits were further reduced to 0.2 g/bhp-hr.

Peekskill Central Firehouse

City of Peekskill Equipment

Table 3.6-2 lists the City of Peekskill's firefighting equipment, its year of manufacture and its fuel type. The shaded equipment will be housed at the Central Firehouse.

Equipment	Year of Manufacture	Fuel Type
95' Tower Ladder Truck	2002	Diesel
Heavy Rescue Unit	2007	Diesel
1,750 GPM Pumper	1998	Diesel
1,250 GPM Pumper	1995	Diesel
Medic 1 (ALS Unit)	---	Gasoline
1,500 GPM Pumper	1993	Diesel
Medic 2 (ALS unit)	---	Gasoline
Marine 23 (Boat)	---	Gasoline
1,500 GPM Pumper	2001	Diesel
Utility Vehicle*	1999	Gasoline

Source: City of Peekskill Fire Department

*May be housed at Central Firehouse per Chief's discretion.

Equipment not shaded will be located at the Washington Street sub-station.

As shown above, a total of five (5) pieces of diesel equipment and one (potentially two) gasoline-powered vehicles will be housed at the proposed Central Firehouse.

All of Peekskill's firefighting vehicles are in compliance with the emissions standards in place at the time of manufacture. The vehicles are inspected annually to confirm compliance.

Indoor Air Quality

In addition to the US EPA emissions standards for engines discussed above, the Occupational Safety and Health Administration (OSHA) has established indoor air quality limits applicable to firehouses as per 29CFR§1900.1000.

- Nitric Oxide (NO) – 30 mg/m³(milligram per cubic meter) (eight hour average)
- Nitrogen Dioxide (NO₂) – 9 mg/m³ (ceiling)
- Carbon Monoxide (CO) – 55 mg/m³ (eight hour average)

In addition, particulates not otherwise regulated are likewise restricted as follows:

- Total Dust – 15 mg/m³ (eight hour average)
- Respirable Fraction – 5 mg/ m³ (eight hour average)

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Testing for fire vehicles indicates the time by which OSHA limits are reached varies by the substance involved. For nitrous oxide, the limit is reached in 15 minutes of idling in a closed environment. For carbon monoxide, the time limit is 16 minutes, while nitrogen dioxide reaches the limit in 18 minutes. It takes almost four hours before the limit on particulate matter is exceeded. It has been determined also that pulling apparatus into a garage bay and shutting down the engine within a minute or two should not exceed the OSHA indoor air quality limits, and that exhaust extraction should be used if operations require vehicle engines to be running while indoors.

Proposed Fire Department Operations

Peekskill's fleet of firefighting vehicles meets stringent emissions standards, so the total potential emissions from idling or traveling fire vehicles is a fraction of what it was when the fleet was composed of more vehicles that were constructed prior to 1993. Peekskill's fleet is well-maintained and in a state of good repair.

Newer vehicles will be transitioned into the fleet over the coming years that will meet the 2010 standards and older vehicles will be retired thus further reducing the level of emissions from the Department's fleet of vehicles.

Repair and maintenance activities will occur at the proposed Central Firehouse with the bay doors closed.

Dispatches from the Central Firehouse would occur approximately 13 times per day, and would involve no more than three vehicles per call. When three vehicles are called it would be a mix of both gasoline and diesel vehicles. Fire calls would be by diesel vehicles.

The nearest residential uses would be located at distances greater than 150 feet from the proposed Central Firehouse bay doors. This distance is sufficient to assure that any potential pollutants specifically associated with Fire Department operations would be dispersed and diluted in the atmosphere prior to reaching potential receptors.

The Central Fire House has been sited along Main Street and Broad Street, two of the most trafficked roadways in the City. Both are designated NYS highways and carry large numbers of gasoline and diesel powered vehicles. Operations at the proposed Central Fire Houser facility would be similar to other operations found along both roadways. Thus, the levels of air pollutants along Main Street and Broad Street would not be expected to change significantly as compared to existing conditions as a result of proposed Fire Department operations at the new facility.

Vehicles using the proposed off-street parking area would not be expected to generate emissions of a different type or at a substantially different rate than occurs at this time in the existing off-street parking spaces for the Crossroads Plaza shopping center near Broad and Park Streets.

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Construction effects on air quality would be primarily from construction vehicles and from passenger vehicles transporting construction workers and from delivery vehicles.

Demolition and grading at the site have the potential to generate dust which could migrate off of the site by air or with runoff. Dust is typically controlled at construction sites with a variety of management practices including wetting, and minimizing the amount of material on roadways.

Assessments for asbestos and lead paint in existing building construction materials will be made prior to demolition of any of the existing on-site structures. Appropriate remediation including measures to protect surrounding residents and area air quality will be implemented during demolition if asbestos or lead paint is found.

3.6.3 Mitigation Measures

The proposed Central Firehouse will be equipped with an indoor exhaust reclamation system which is expected to trap the majority of diesel pollutants emitted by idling vehicles. This system is designed to be a 100 percent source capture exhaust system, compliant with National Fire Protection Association (NFPA) recommendations.

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3.7 Community Services and Utilities

3.7.1 Utilities

The proposed project site is served by existing water and sewer services provided by the City of Peekskill as well as utility services. All of these services are currently adequate for the proposed use. No new water or sewer lines are needed or proposed as part of the proposed action. Existing utilities are shown on the Survey prepared by Badey & Watson Surveying and Engineering PC dated March 30, 2011, and available for review at City Hall.

Changes to onsite utilities would primarily be due to the demolition of onsite structures. In addition, the following changes are proposed:

- existing electrical lines within Main Street will be removed;
- an existing storm drain line and catch basin within Broad Street will be removed and closed respectively;
- an existing hydrant along Broad Street will be removed and capped. (No other change is proposed to the water main.)
- removal of bollards in the shopping center parking lot along Park Street; and,
- an existing catch basin in the shopping center parking lot along Park Street will be converted to a drain manhole.

As outlined in more detail in Chapter 3.9 of this report, demolition of existing buildings and pavements is expected to occur within the first two (2) months of construction. The contractor will field verify the location of all existing utility service connections to be abandoned to confirm that no cross connections exist between buildings to be demolished and buildings to remain. The contractor will identify and verify service connections to ensure lines are distinctive so that continuity of service will be provided throughout construction.

In addition, the scope of work for demolition includes the coordination, construction and installation of new service connections to the portion of the shopping center to remain on Main Street in the event the source of the service is within the limits of the buildings to be demolished. Service connections include sewer, water (fire and domestic), roof leader drainage, telephone, cable, electric and gas. Municipal and utility company procedures and applications will be followed to terminate utilities.

Utilities including water, sewer and gas service for the proposed Central Fire House are proposed to connect to mains within Park Street. No disturbance for utility work is anticipated along Main Street. The proposed Utility Plan is provided in the Stormwater Pollution Prevention Plan included in Appendix K.

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3.7.2 Drainage

As noted in Chapter 2.0, existing drainage at the proposed project site is directed to existing storm drain inlets within the parking area of the shopping center and within adjacent streets. All stormwater is ultimately disposed in the Hudson River via the McGregory Brook culvert which traverses the southern portion of the project site.

The project site is almost completely covered in pavements or structures at this time. No increase is anticipated in the amount of impervious surface area within the project area as compared to the current condition. The overall configuration of the site's impervious area will be similar with the project compared to current conditions.

With the proposed project a portion of the runoff will be treated by an underground infiltration system to be located beneath the proposed project parking area along Park Street.

The proposed infiltration system has been designed to treat 25 percent of the computed stormwater volume per the site redevelopment criteria outlined in the current NYS Department of Environmental Conservation Stormwater Management Design Manual. With treatment, the quality of stormwater runoff leaving the site will be improved compared to current conditions.

3.7.3 Easements

No change is expected to the existing easement that carries the McGregory Brook culvert and crosses southern portions of the project site adjacent to Park Street. No subsurface activity is proposed in the immediate area of the culvert although the proposed infiltration system will be located within approximately twenty feet of the culvert. Appropriate measures will be taken to protect the integrity of the culvert during construction and installation of the infiltration system.

Other than surface changes to curbing, paving landscaping, signage and lighting no construction is proposed within the area of the culvert's easement.

It is noted that Park Street and southern portions of the project site would be expected to experience additional loading as part of the proposed activities. These areas will serve as construction materials and equipment staging areas.

Some drainage from the Crossroads Plaza shopping center will also be directed to the proposed filtration system which will be on City property via two 12-inch lines. Final plans will reflect an appropriate easement for these two lines benefitting the shopping center.

An access easement allowing fire trucks to use portions of the shopping center driveway to access bays in the proposed Fire House will also be needed; this will also be finalized as part of the final subdivision plan.

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No other easements are anticipated at this time.

3.7.4 City Fire Department Operations

In 2011, the Department responded to 970 fire calls, approximately 2,000 Advanced Life Support calls, and approximately 1,000 Basic Life Support calls. Average response times of just over three minutes have typically been observed.

The Fire Department is composed of six volunteer fire companies housed at six separate locations. Locations of the existing station are shown in the Fire Station Location Study in Appendix E.

There are approximately 107 volunteers and 25 career firefighters. Apparatus is stored throughout the six existing firehouses as noted in the Fire Station Location Study.

Background information on the decision to construct a new central Fire Station at Main Street and Broad Street is provided in Chapter 2.0 of this report, and is not repeated in this chapter. Information on alternatives to new construction is provided in Chapter 4.0.

As outlined in Chapter 2.0, conditions at City Fire Department facilities have been below firematic standards for many years. In addition, the facilities have continued to deteriorate over time and do not meet current Code requirements.

Specifically the following problems exist at the City's existing firehouses:

- Unsafe truck entry & exit
- No driveway aprons
- Inadequate space in truck bays
- Numerous code violations
- Health risks
- No firematic support
- Negligible training capabilities
- Deteriorated conditions
- Energy inefficient buildings
- Fuel tank concerns

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Expected Life of Existing Firehouses

The following are estimates of the useful life of the existing firehouses prepared by the project architect, along with accompanying explanations.

- Station 1 (Cortlandt Hook & Ladder) – This station has significantly exceeded its useful life and cannot be renovated or added on to. Its remaining life should be considered zero.
- Station 2 (Peekskill Fire Patrol) – This station has significantly exceeded its useful life and cannot be renovated or added on to. Its remaining life should be considered zero. The Department has vacated this fire house and has no plans to reoccupy the site.
- Station 3 & 5 (Washington Engine & Columbian Engine) – If significant sums of money were spent on its renovation, this station could remain in operation for many years. However, it will never be able to properly function as a modern fire station due to the constraints of the site it is located on. With no further investment, the building could remain in operation for perhaps a decade; however, useful life implies that it can function correctly in accordance with current codes and standards. The station cannot do this without a substantial investment, so on that basis, without investment, it has no useful remaining life.
- Station 4 (Columbian Hose) – This station is leased by the City.
- Station 6 (Centennial Hose) – If sufficient sums of money were spent on its renovation, this station could remain in operation for many years. With no further investment, the building could remain in operation for perhaps twenty years; however, useful life implies that it can function correctly in accordance with current codes and standards. The station cannot do this without investment, so on that basis, without investment, it has no useful remaining life.

Fire Department Response Times

In reviewing the impact of the proposed Central Firehouse on response times the City also determined that the response times having all engines located at the Central Firehouse would be similar to the response times experienced currently except for neighborhoods in the southern part of the City. The City determined this operation scenario to be unacceptable. The Centennial Hose Company will continue to operate from the existing Washington Street firehouse as a sub-station in order to maintain adequate response times in the southern section of the City.

Fire Station Location Study

The Fire Station Location Study is provided in Appendix E. The Study, conducted in 2010 by Mitchell Associates Architects and Manitou, Inc. studied alternative sites and reviewed existing Fire Department operations and workload information, response time mapping, and trends in demand for service. The study assessed each potential Central Firehouse location.

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As shown in the Study, response times for Existing Engines (i.e., dispatched from their existing dispersed locations) are within four (4) minutes for the entire City. One area within the City's Fire Patrol area but outside of the City limits has a four to five minute response time. The majority of the City is within the three minute range.

The Existing Ladder truck which is based at Cortlandt Hook and Ladder on Main Street also has a similar response time profile, with responses to the City and Fire Patrol area within four minutes.

Please note that the City's Fire Patrol area generally follows the City's boundaries with two deviations, the small area north of the City noted above and the property at 1 Bayview Road near Roa Hook Road. Please also note that in order to allow for black and white copying, numbers corresponding to the number of minutes have been entered on the response maps in the Fire Station Location Study.

With the Engines located at the proposed Central Firehouse, response times throughout the City and the Fire Patrol area would be within four minutes. Like the existing condition, the majority of the City would be reached within three minutes.

It is noted that small areas located at the higher elevations of the Forestview Development (i.e., the end of Benefield Boulevard) and Society Hill (the Winchester Avenue, Edinburgh Drive vicinity) may experience a slight increase in average response time from within two minutes to within three minutes with the closure of the Dayton Lane firehouse.

Expected Life of New Central Firehouse

The project architect estimates that the Central Firehouse should have a useful life of well over 100 years if it is properly maintained, and systems are replaced as needed.

3.7.5 Westchester Jewish Community Services

Westchester Jewish Community Services (WJCS), a "non-sectarian, not-for-profit, broad based human service agency dedicated to helping people of all ages cope with emotional, cognitive, environmental, physical, social and educational challenges", operates a Family Mental Health Clinic at 1101 Main Street within the Crossroads Plaza shopping center.

The clinic employs approximately 24 part- and full-time employees. It currently serves approximately 450 patrons, including approximately 120 who were recently transferred from treatment at the Westchester County Social Service agency on Washington Street. Services provided include:

- Treatment for trauma and abuse
- Bereavement services
- Counseling for persons with developmental disabilities
- Outreach to seniors

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- Counseling for problem gamblers
- Individual, group, couples and family counseling ,
- Psychological evaluations
- Geriatric care management

WJCS also operates a school-based satellite mental health clinic known as SCOPES within the Peekskill City School District.

The existing 1101 Main Street location serves the agency well in performing its mission. It is centrally located on streets that are convenient by walking and public transportation to large sections of the densely populated part of the City. It is convenient to other services located downtown, unlike the social services building on Washington Street. It has ample parking for those workers and patrons that must arrive by car.

It is noted that the agency recently made capital expenditures in its physical space at 1101 Main Street. Many of the physical improvements will be able to be relocated and reused, although the extent to which this can be done is uncertain at this time.

3.7.6 Mitigation Measures

Other than easements as discussed earlier, no mitigation measures are needed or proposed relative to utilities.

Relocation services will be offered to Westchester Jewish Community Services and the displaced commercial tenants and residential tenant as part of the acquisition plan for the proposed project. At this time, it is anticipated that Westchester Jewish Community Services will be relocated onsite as part of the proposed activities.

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3.8 Demolition and Construction

Activities at the proposed Central Firehouse project site are expected to begin in late 2012 or early 2013 after final approvals have been received, and the property has been acquired.

The proposed project would be constructed over approximately eighteen months from start of demolition to installation of final finishes. Demolition of existing buildings and pavements is expected to occur during the first two months. Site preparation and construction activities are expected to occur over an approximate sixteen month timeframe. Installation of landscaping and fixtures and finishes in the Central Firehouse building are expected to occur during the last six months.

The proposed project site currently supports structures and pavements and small landscaped yard areas. The major portion of the project site was disturbed by construction as part of the Academy Street Urban Renewal Project in the 1970's; this portion now supports Crossroads Plaza. The remainder of the project site has supported structures for many years as well. As such, the site is expected to require relatively little preparation to support the proposed Central Fire House.

3.8.1 Demolition Staging

Prior to the start of demolition, the Contractor will delineate the parking area that will remain open and protected from the adjacent construction activities. A construction fence will be erected around this area to delineate the limit of construction and safe areas for patrons and employees of the existing businesses. Passenger vehicle and pedestrian access from Park Street will be limited to the existing westerly parking lot entrance. The northerly entrance along Main Street shall be utilized for construction vehicles. Signage will be erected around the facility and adjacent roadways to direct and inform patrons and employees of the new traffic and walkway patterns.

It is anticipated that the sidewalks along Main Street and Broad Street on the block of the proposed construction activity will be closed to pedestrian access during demolition of the existing buildings. Approximately four on street parking spaces on Broad Street (southbound) will be eliminated for the duration of construction and after the project is complete. Signage limiting parking in this area has already been erected. A reduced sidewalk width may be provided during construction of the new building, however it is likely that this sidewalk will remain closed for the entire construction duration. Pedestrian access on Main Street will be directed to the north side of the street; pedestrian access on Broad Street will be directed to the easterly side of the street.

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It is expected that at least 54 parking spaces within the shopping center parking area will be kept available for parking at all times during construction of the proposed Central Firehouse. It is noted that the existing driveway to Main Street primarily used by exiting traffic from the Crossroads Plaza will be closed early in construction; a new access drive will be constructed but will not be open until construction is substantially complete. This may be accelerated to be made useable by the end of the third month, if conditions warrant.

Demolition will not proceed until protective measures around the portions of the shopping center to remain are approved by the Engineer and City staff.

The contractor will designate a storage and staging area within the construction area limits and establish a work flow pattern for the movement of construction vehicles to minimize interference with pedestrian and passenger vehicle flow at the shopping center and along affected roadways.

Building Demolition

Demolition of existing buildings and pavements is expected to occur within the first two (2) months of construction. The contractor will field verify the location of all existing utility service connections to be abandoned to confirm that no cross connections exist between buildings to be demolished and buildings to remain. The contractor will identify and verify service connections to ensure lines are distinctive so that continuity of service will be provided throughout construction.

The scope of work for this project includes the coordination, construction and installation of new service connections to the portion of the shopping center to remain on Main Street in the event the source of the service is within the limits of the buildings to be demolished. Service connections include sewer, water (fire and domestic), roof leader drainage, telephone, cable, electric and gas. Municipal and utility company procedures and applications will be followed to terminate utilities.

An assessment of the potential presence of asbestos in existing buildings will be made prior to demolition of any of the existing on-site structures. Appropriate remediation including the proper abatement of any hazardous material identified will be executed by a licensed contractor, to assure that measures are implemented to protect surrounding residents and maintain and monitor the air quality during removal. This work will precede any demolition activities.

Once services are terminated and the demolition permit issued, the contractor will develop a demolition schedule for review and approval of the Engineer and City staff. An exterior wall will be constructed on the easterly face of the portion of the building on Main Street that is to remain. The sequence of demolition and construction of this new exterior wall will ensure the integrity of the building envelope is not compromised in any way, including maintaining a watertight structure and roof system throughout the duration of this work.

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The greatest potential for disruption will be when changes to the easterly wall of the shopping center are implemented. The business at this location is the pizzeria which may need to close briefly. Brief disruptions to remaining shopping center businesses may occur during demolition as well; these will be minimized as much as possible.

It is anticipated at this time that the buildings will be removed in one phase – all debris will be sorted and recycled or disposed in accordance with applicable waste handling procedures of the receiving waste handling transfer station. The majority of the construction and demolition debris will be recycled.

All improvements within the limits of demolition will be removed, including capping existing utility connections, and removal of superstructure and substructure to the satisfaction of the engineer. This portion of the work will be complete when the sub-grade is prepared for clear excavation of the new foundation for the proposed Fire House facility.

3.8.2 Construction Sequencing

Erosion and Sediment Control

Adherence to the Stormwater Pollution Prevention Plan (SWPPP) will be the responsibility of the project General Contractor. Erosion and Sediment Control practices shall be installed prior to the start of construction. Additional measures, controls or practices may be specified during demolition and construction by the Qualified Stormwater Inspector, Engineer, or City Staff to address field conditions that may arise to minimize sediment or pollutants from leaving the site or entering the City's stormwater system. The SWPPP is included in this DEIS as Appendix K.

Excavation

The foot print of the proposed Central Firehouse facility is generally within the limits of existing buildings to be removed, however additional excavation is anticipated in some locations and controlled backfill in other locations.

Based on a Geotechnical Report prepared by Whitestone Associates Inc. dated April 4, 2008, for the construction of Walgreens Pharmacy on the adjacent corner of Broad Street and Main Street, sub-surface materials may consist of fill material at a depth between three and 5.5 feet. Beneath the layer of fill, natural glacial deposits were found over bedrock. Soil borings and or a geotechnical report is not yet available for the proposed project site; however, due to the proximity of the adjacent Walgreen's development, the information in that report can be used for planning purposes.

Any fill materials encountered during excavation will be removed and properly disposed off-site. Naturally occurring subsoils shall be analyzed by a geotechnical engineer to determine if they can be used on site for back fill and structural fill for the proposed building and paved areas.

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Any groundwater that may be encountered during excavation shall be pumped to a silt bag or alternative filtering system to ensure discharge is generally free of suspended sediment prior to discharging into the City drainage system.

Construction

The sequence of construction of the proposed Firehouse will follow standard and customary building procedures, including poured concrete footing, poured concrete foundation walls, installation of steel and other structural members required to support the super structure, construction of the superstructure, connection of new utility service mains, site improvements including an underground infiltration system for stormwater runoff, installation of pavements and landscape features, and reconstruction of the existing sidewalks along Main Street, Broad Street and Park Street that were damaged during construction.

After construction of the Central Fire House is complete, improvements will be made to the portions of the parking area to remain in service for the Crossroads Plaza shopping center. It is expected that this construction will be completed at times of relatively low use, and provisions will be made for patrons to park on nearby streets and at the James Street garage during construction if necessary.

The shopping center owner, shopping center businesses and surrounding property owners and businesses will be notified as needed of temporary changes in traffic direction, parking availability or closures affecting surrounding City streets. Temporary changes are expected periodically during the delivery of equipment and materials to the project site over the course of the 18-month construction period, during demolition and when in-street utility work is being completed.

It is expected that construction traffic associated with construction personnel would be able to be accommodated by existing unutilized metered and unmetered on-street spaces in the area surrounding the proposed project site.

Construction details are shown on Figure 3.8-1 and are subject to change based on discussions with City officials.

Construction Practices

It is expected that the grading and excavation contractors at the proposed project site will utilize the most current practices to control noise from equipment and activities at the site, to control fugitive dust and dirt from migrating off-site by air or water and to prevent erosion or other adverse effects on surrounding properties, in-street utilities, and existing infrastructure including nearby drainage inlets and the culvert that carries the McGregory Brook (located beneath southern portions of the project site and Park Street). Activities at the proposed project will be monitored by an engineer hired by the City.

Construction noise is described in detail in Chapter 3.5 of this report.

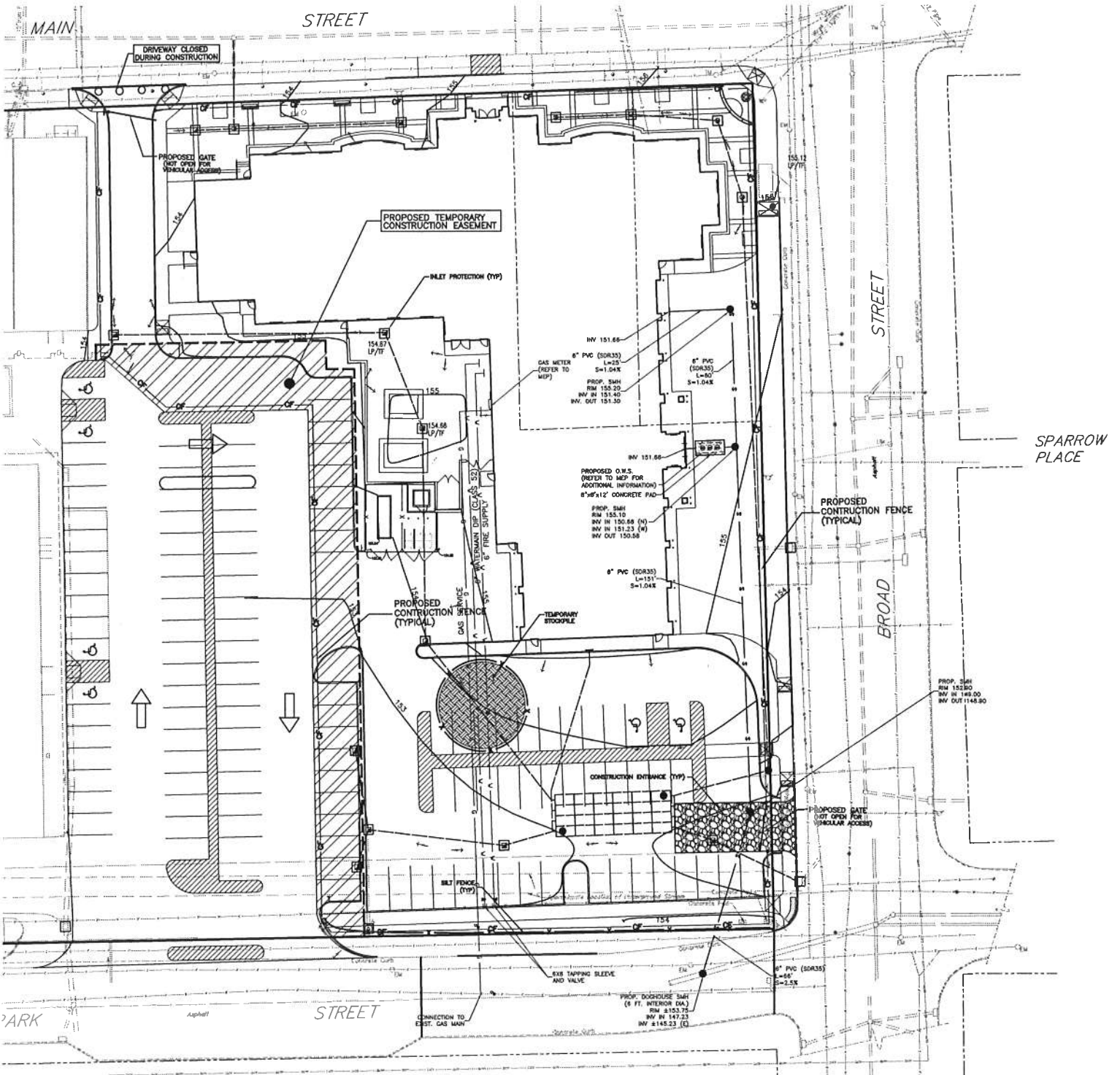


Figure 3.8-1: Construction Details

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Transfer of Fire Department Operations

It is expected that the transfer of Fire Department operations will occur after construction of the proposed Central Firehouse is complete.

3.8.3 Mitigation Measures

A subsurface investigation will be completed after details of access to the site have been finalized.

A Clerk of the Works will be hired to provide for inspections and quality control of construction.

Pursuant to building code requirements, investigations will be made of the presence of hazardous materials in existing building materials such as asbestos and lead paint. These investigations will reveal the nature of the materials, whether removal of the material or any portion of it is needed prior to demolition, and / or what types of remediation if any are needed. Proper remediation measures will be taken if hazardous materials are identified. Notice will be given to the surrounding community of demolition activities, and demolition safety protocols will be utilized to minimize the spread of dust and airborne contamination.

Appropriate chain link fencing will be constructed to control access into the project site, and to provide security. Screening will be incorporated into the fencing in consultation with City officials.

Mitigation measures relative to the effects on shopping center operations during construction are discussed in detail in chapter 3.1 of this report.

As noted earlier, construction noise is discussed specifically in chapter 3.5.

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3.9 Balancing of Interests

Common Council Determination

On August 15, 2011, the City of Peekskill Common Council held a public hearing on the Central Fire Station project. One purpose of that hearing was to solicit comment on the *balancing of interests* analysis included with the Full Environmental Assessment Form prepared for the project.

After consideration of the analysis, the Common Council determined that the proposed Central Fire House project is exempt from compliance with the requirements of the City's Zoning Code. The resolution is provided in Appendix B.

The information presented in the Full Environmental Assessment Form is provided below.

Balancing of Interests Background

The following is excerpted from NYS Department of State (NYS DOS) guidance to agencies and municipalities such as the City of Peekskill to assist when decisions are being made on the site of a new municipal use or facility. The excerpt specifically addresses a dispute between an encroaching governmental entity (the County of Monroe) over a siting decision within the jurisdiction of a host entity (the City of Rochester). However, according to the NYS Department of State the "balancing of public interests" approach should be applied to all government siting decisions including those of a City or municipal agency within its own borders:

In making a determination as to whether the actions of governmental units with limited immunity are 'exempt' from local zoning regulations, the New York Court of Appeals in the 1988 case of Matter of County of Monroe v City of Rochester 72 N.Y.2d 338, 533 N.Y.S.2d 702, established a new method for resolving inter-governmental land use disputes using the 'balancing of public interests' analytic approach. Unless a statute exempts it, the encroaching governmental unit is presumed to be subject to the zoning regulations of the host community where the land is located. Working from that premise, a host community then considers several factors to determine whether or not it is in the public interest to continue to subject the encroaching government to its land use regulations. The host community is to weigh the following nine factors:

- 1. the nature and scope of the instrumentality seeking immunity;*
- 2. the encroaching government's legislative grant of authority;*
- 3. the kind of function or land use involved;*
- 4. the effect local land use regulation would have upon the enterprise concerned;*
- 5. alternative locations for the facility in less restrictive zoning areas;*
- 6. the impact upon legitimate local interests;*
- 7. alternative methods of providing the proposed improvement;*

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8. *the extent of the public interest to be served by the improvements; and*
9. *intergovernmental participation in the project development process and an opportunity to be heard.*

Thus, the NYSDOS guidance outlines nine factors to be considered in determining whether the siting of a facility by a public entity should be subject to the land use approval requirements applicable to private entities. Consideration of these nine factors has become known as the County of Monroe balancing test. For the proposed Central Firehouse project in the City of Peekskill, each of the nine factors is considered separately later in this section.

In addition to the nine factors above, it must be shown that relevant interests have been given a voice in the vetting of a siting decision, and that opportunities have been afforded for public comment to be heard.

The NYS DOS guidance further notes that a “subsequent case indicated that a public hearing should be held to elicit public input on the nine factors”, and that “[n]either the New York Court of Appeals nor the New York State statutes specify which board in the host municipality makes the determination of governmental immunity.”

Finally, the NYS DOS guidance notes that “several questions regarding the application of the [balancing] test remain unanswered. First, the case dealt with site plan regulations which were adopted as part of the local zoning law. Whether the decision of the court would apply to the application of site plan regulations adopted independently of zoning, or for that matter to compliance with subdivision review or other land use regulations has not been resolved. Also ambiguous is *when* in the development process that decision is made.”

In this instance, the City’s Common Council initiated the review of City firefighting facilities soliciting proposals and advice from qualified professionals in the area of firefighting and emergency services. The Common Council authorized expenditures to systematically and thoroughly study the City’s current and future public safety needs and the costs, advantages and disadvantages involved in the various approaches identified.

The City’s Common Council has held public meetings which have been noticed in the local newspaper and broadcast to the community (via cable television and the Internet) at which the City’s public safety needs were discussed. The City’s Common Council has also held six (6) public meetings on the renovation needs of the existing firehouses and the specific Central Firehouse proposal. The Common Council has directed the City Manager and City Staff to work with consultants, City departments and others to prepare studies, examine proposals and meet statutory requirements.

The City’s Common Council will be responsible for the final siting and acquisition and all funding decisions.

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Balancing of Interests Analysis

Each of the nine factors in the balancing of public interests analysis is discussed below:

1. the nature and scope of the instrumentality seeking immunity;

As outlined above the City of Peekskill through the actions of its legislative body – the Common Council – is seeking immunity. The Common Council is the publicly-elected legislative body for the City. Its members including the Mayor are elected by the City voters at large. The City operates under a Council / Manager form of government.

2. the encroaching government's legislative grant of authority;

According to NYS General City Law, cities have the power to construct and maintain public buildings, public works and public improvements; to prevent and extinguish fires and to protect the inhabitants of the city and property within the city from loss or damage by fire or other casualty; and to maintain order, enforce the laws, protect property and preserve and care for the safety, health, comfort and general welfare of the inhabitants of the city and visitors thereto.

The City's Common Council determines and enacts the policies of the city that further the powers and responsibilities outlined above. In addition, the City accepted full responsibility for the former village of Peekskill's Fire Department at the time of the City's incorporation in 1940. The City Manager appoints all paid firefighters and promulgates and enforces regulations that apply to the Fire Department.

In performing its responsibilities the City must:

- acquire real property in appropriate locations,
- construct and/or maintain facilities to house equipment necessary for fire protection and emergency response and
- provide the space necessary to house personnel, records, and supplies used in fire protection and emergency response, and for social and training functions.

3. the kind of function or land use involved;

The function involved is the City's public safety (fire protection and emergency response) and the land use is a central fire station. Calls for fire protection or emergency medical response to the majority of the City of Peekskill would be dispatched from the proposed facility which would be located near the geographic center of the City in its downtown area. The facility would house most of the City Fire Department's vehicles, which would also be maintained and repaired at the proposed facility. The facility would include living space for

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career firefighters, and social and training space for both career and volunteer firefighters.

4. the effect local land use regulation would have upon the enterprise concerned;

Local land use regulations were followed in the design of the proposed Central Firehouse facility. The proposed facility complies with the yard, coverage FAR and height requirements of the City's C-2 regulations.

The City of Peekskill Planning Commission will be afforded an opportunity to comment on the proposed site plan for the Central Firehouse as well as the City's Historic Landmarks Preservation Board (HLPB). The City Planning Commission will also need to approve the site plan for the changes to the project site involving existing development.

Public comment will be solicited on the proposed Central Firehouse site plan at a public hearing to be held by the City's Common Council. A comment period will be established by the Common Council allowing for submission of written comments.

City Staff has participated throughout the entire period during which the site plan has been developed for the Central Firehouse. City Staff has also been consulted with respect to property acquisition and development issues, the surrounding neighborhood and commercial community, traffic patterns, utilities, expected growth, and the architectural appearance of the proposed Central Firehouse, among other things.

Because of the above, the application of local land use regulations (i.e., requiring formal approval) would not be expected to change the location, size, appearance of or any other feature of the proposed Central Firehouse, the proposed project site, the provision of access to or utilities to the project site, construction plans, or property acquisition and construction financing.

5. alternative locations for the facility in less restrictive zoning areas;

The proposed Central Firehouse project site is located in the City's C-2 Central Commercial District. This District is one of least restrictive in the City, allowing for a variety of uses including businesses and offices, governmental uses, educational uses, restaurants, theaters, cultural uses such as libraries and museums and certain types of residential uses. While locating the Central Firehouse in either of the City's other commercial or industrial Districts is feasible, it would not accomplish the objective of siting the facility in the most central location. Downtown Peekskill, the majority of which is zoned C-2 Central Commercial, is the most geographically central location of the City.

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It is noted that the C-2 Central Commercial District currently is home to one fire station – the Cortlandt Hook and Ladder Company is based on Main Street just west of Nelson Avenue. It is further noted that three other stations – the shared station at Broad Street and Crompond Road / South Division Street, and the Peekskill Fire Patrol are also located just outside of the C-2 District.

6. the impact upon legitimate local interests;

The subject action involves the action of a City within its own borders. The proposed Central Firehouse project addresses the legitimate municipal interest of assuring adequate public safety for the City. In addition the proposed property acquisition and development plan for the Central Firehouse would affect interests in three properties in the downtown area by acquiring all or a portion of them.

The proposed construction and operation of the Central Firehouse would be expected to affect the local environment as described in detail in this Draft Environmental Impact Statement.

7. alternative methods of providing the proposed improvement;

As discussed in this Draft Environmental Impact Statement, the City also analyzed the cost to renovate the existing fire stations and bring them to current Federal, State and industry codes and standards. In addition to a renovation option, and the selected site on the west side of Broad Street between Main and Park Streets, the City reviewed the following three alternative sites for the Central Firehouse:

1. East side of Broad Street between Main and Park Streets
2. West side of Broad Street between Park and Brown Streets
3. East side of Broad Street between Park Street and Lincoln Terrace

The City also reviewed one-, two- and three-story options for the Central Firehouse, concluding that a two-story option presented the most efficient interior layout while retaining use of outdoor space for off-street parking and exercise area.

The ramifications of doing nothing were also considered by the City.

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8. the extent of the public interest to be served by the improvements; and

As noted earlier, the proposed Central Fire House will address the City's need to provide public safety. The City has determined that construction of the Central Firehouse is the most cost-effective means to address the aging physical plant of the City Fire Department, to provide adequately for the existing City population and future City growth, to assure appropriate storage locations for City Fire and emergency medical vehicles and equipment and provide for their repair, and to provide for the City's salaried and volunteer fire personnel.

9. intergovernmental participation in the project development process and an opportunity to be heard.

The subject action involves the action of a City within its own borders. The involved governmental entities include the City's Common Council, the City Manager and City Departments including the Fire Department, the Department of Planning & Development, and the Department of Public Works / City Services.

The project development process – including decisions on siting the proposed Firehouse, whether to renovate existing City firehouses, funding, property acquisition and design and construction – will be completed by the City's Common Council after public work sessions, meetings and hearings. At the completion of SEQRA, the public including affected property owners, neighboring residents, businesses, institutions, and City residents throughout the City will have been afforded many opportunities to comment on the proposed project before the Common Council.

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4.0 Alternatives

In addition to the alternatives reviewed below, several design alternatives were studied including a one-, two- and three-story option for new construction at the proposed project location. The selected two-story option presented the most efficient interior layout while retaining use of outdoor space for off-street parking and an exercise area. The multi-story designs were developed in abstract, for no site in particular.

4.1 No Action

This alternative reviews the effect of doing nothing to address the problems with the existing Fire Department's properties.

The problems observed at City fire facilities have been documented for many years. The time has come where substantial renovations and / or upgrades must be performed or investments made by the City in equipment and vehicles may be placed at risk. Long-standing logistical problems such as the garaging of the Department's ladder truck at the sub-standard and under-sized Main Street (Cortlandt Fire Company) facility must also be addressed.

Between 2000 and 2010, the City's population increased by 1,142 persons, going from 22,441 to 23,583. The City is likely to continue to experience growth in population and in housing units, and in the number of fire and emergency service calls. The overall level of responsibility given to the local fire department is expected to continue to increase without a corresponding response in investments.

The City is currently fortunate to have a majority of its fire force as volunteer firefighters, unlike many similar communities. If no action were taken to either renovate and upgrade the existing facilities, or construct a new facility, it would be more difficult to retain volunteer firefighters and to administer the career firefighter force. Taking no action would not address this situation.

The City is also seeking to reduce the costs associated with personnel training and dispatch coverage by providing a means for required annual training to be done within the City. This avoids the need to have firefighters on duty when others are being trained, saving the firefighters time and money, and saving the City money paid to career fighters for coverage.

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4.2 Proposed Site with No Eminent Domain

This alternative reviews the delay in time for commencement of the Central Fire House Project and the resultant increased costs if negotiations for the acquisition of the two remaining properties do not result in their timely acquisition.

This alternative would be the same in all relevant details with the proposed action except for the manner in which the remaining properties needed to support the proposed Central Fire House would be acquired. As proposed, acquisition of 1141 Main Street and the easterly portions of 1101 Main Street (Crossroads Plaza) would be by eminent domain. 1137 Main Street has already been acquired by the City of Peekskill.

This alternative would avoid the use of eminent domain and any resulting adverse effects that such a designation might place on the properties to be acquired.

Acquisition by negotiation rather than eminent domain allows those most affected by the proposed acquisition – the displaced resident tenants, resident owners and commercial tenants – to be considered early and as part of the negotiation process. Property owners negotiating in good faith are in the best position to know the terms and other provisions of the residential and commercial leases that are in place for their property. Property owners would also typically have access to the most accurate information about their tenants' needs. Property owners would also know best about other properties that they may own or in the larger marketplace into which the displaced residents and commercial tenants can be relocated.

They can work with the tenants to vacate the property in an orderly and timely fashion, at the convenience of the tenants rather than according to the less flexible schedule afforded by eminent domain.

Like acquisition by eminent domain, relocation of the tenants can be assisted by the agency seeking to acquire the property by negotiation.

However, acquisition by negotiation does not provide the certainty and timeliness for the acquiring agency that acquisition by eminent domain would. Greater certainty and timeliness allow for better adherence to project budgets and schedules. It is projected that not acquiring the property by eminent domain could occasion a one-year delay in the project to a start date in the spring of 2013 which could increase project expenditures by \$300,000 or more. Costs would increase due to inflation and increases in the price of construction materials, and skilled and unskilled labor. Costs could also increase if interest rates rise.

Negotiating to acquire multiple properties as is the case in this instance is more complex than negotiating to acquire a single property since multiple property owners are involved, and all of the properties are needed to allow the proposed project to proceed. Unsuccessful negotiations with one property owner can effectively delay a project, and increase costs.

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4.3 Alternative Sites

This alternative reviews three alternative sites that were reviewed as part of the site studies. The Report on the Building and Site Study for the New Fire Headquarters, City of Peekskill, October 27, 2008 prepared by Manitou Incorporated and Mitchell Associates Architects is incorporated into this Draft EIS and is available for review in the offices of the Department of Planning & Development at City Hall. An excerpt from the report is provided in Appendix J.

As shown in Figure 4-1 below which includes topographic information considered in the Building and Site Study, the alternative sites reviewed include:

1. East side of Broad Street between Main and Park Streets
2. West side of Broad Street between Park and Brown Streets
3. East side of Broad Street between Park Street and Lincoln Terrace



Figure 4-1: Alternative Sites Reviewed

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Each alternative site is discussed below.

4.3.1 East side of Broad Street between Main and Park Streets (Walgreen's Site)

Like the site selected this site is near the geographic center of the City.

Site no. 1 supports the Walgreens drug store which opened in 2011. Additional analysis for the Draft EIS has not been done as acquisition of this site would impact recently constructed improvements. Construction at this site is not a viable alternative.

4.3.2 West side of Broad Street between Park and Brown Streets (Brown Street Site)

Like the site selected this alternative site is near the geographic center of the City.

This site comprises 1.3 acres including approximately 225 feet by 250 feet of contiguous land area in a rectangular configuration. Like the proposed site, this site has frontage on three City streets (Brown, Park and Broad Streets). This site abuts the City's largest office building – One Park Place – which comprises 53,895 square feet and was constructed in 1988. This building is currently approximately 80 percent occupied and includes, law and medical offices, legislator offices such as Senator Schumer's, and a Social Security office. This site is zoned C-3 General Commercial and abuts an R-6 Central Multiple Family District. The R-6 District supports the Crossroads apartment complex which is located at a significantly higher elevation to the south of Brown Street.

A design study prepared by the project architect is included as Figure 4-2 on page 4-7. As shown on Figure 4-2, the two-story facility has a footprint of 24,000 and would have a total of eight bays, including one for ladder trucks. Additional areas are shown for off-street parking (34 spaces total, landscaping and a 4,800 square foot outdoor recreation area for firefighters. A substantial building setback and 60-foot wide egress apron to accommodate truck movements are also provided at this site. The proposed site plan allows for a lesser setback and narrower egress apron (50') along Broad Street due to its width.

This site presents the advantage of requiring no demolition of existing structures or displacement and relocation of businesses and residents. However, construction on this site will require a greater amount of grading and site preparation (described in more detail below), and disturbance to sloped areas over fifteen percent. These activities would occur in proximity to the residences located to the south, and would have greater risk of erosion.

This site has an approximately eighteen foot (18') elevation change across the site, running from north to south. According to the project architect, approximately 10,000 cubic feet of material would need to be removed from the site to build a central fire station. If there is no rock in the material, this would involve additional expenditures of approximately \$300,000, assuming \$30 / cu yd to excavate & remove the material.

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No soil borings have been done at this site but given experience in the surrounding area it is likely that bedrock would be encountered close to the surface. If slightly more than half of the material that needs to be removed (say 60 percent), is bedrock, the cost for removal could rise to \$870,000 assuming \$125 / cu yd to blast, excavate, haul & dispose of the rock.

Building on this site would require 20 foot high retaining walls on the southern boundary, plus tapered walls on the eastern and western boundaries. This type of concrete work typically costs approximately \$1,200 / cubic yard. In this case, the cost of the retaining walls themselves is projected to be approximately \$540,000. Additional amounts would be needed for footings (\$60,000), waterproofing, backfilling, drainage and railing at the top (\$75,000). The total cost for the construction of the walls would be projected to be \$675,000.

Given this site's proximity to multiple family dwellings on the south side of Brown Street, and the slope along Broad Street, any layout at this site would need to concentrate vehicle activity along Park Street.

In addition to the above, the project architect notes the following design issues for construction at this site:

- Roughly 7,500 sq ft of first floor space at the firehouse would be occupied space such as offices (i.e., not storage). This space would be below grade without access to windows. This is not a good design practice.
- The current design has the trucks exiting onto Broad Street, which is approximately 56 feet from curb to curb. Park Street is approximately 35.5 feet wide curb to curb. This does not meet reasonable standards for truck egress, especially the ladder truck which is currently 45' long, and may need to be longer in the future. Park Street will need to be widened significantly to allow fire truck egress.
- The proposed site allows for drive through bays which is an important safety enhancement when parking the ladder truck. This site does not allow a design that would efficiently allow drive through bays.
- The proposed plan has approximately 40 parking spaces available for firefighters (including two handicapped spaces). Based on the design sketch prepared as part of the initial studies done in 2008, the Brown Street site can accommodate approximately 34 parking spaces. If Park Street is widened, this amount would drop to 25 or fewer spaces. Additional parking would need to be located off-site.
- The primary public entrance for a facility on this alternative site will be on the second floor on Brown Street since the 2nd floor is the only possible place to have the meeting room since the bulk of the 1st floor is subterranean. The nearest large public parking facility is on Park Street west of James, approximately 800 feet walking distance with an uphill rise which would be an impediment to disabled users.
- Administrative space would be best located on the same floor as the apparatus bays; that is the floor fronting on Park Street. This will require a separate entrance which would further reduce design options.

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It is noted that a mixed use multiple residence, retail and office development has been presented to the City by the site owner in the past. City Staff and officials have viewed the use of this site for mixed use development as the preferred use.

According to the experience of City fire officials with the existing fire house at Crompond Road and Division Street, a facility with space below grade would be at risk of developing water seepage problems and mold. City fire officials wish to avoid this problem at the proposed Central Fire Station. Construction at this alternative site would require that a significant portion of the facility be below-grade and at risk for developing these problems.

In addition, fire officials are concerned that construction of a dual story facility at this site or any site with an elevation change may result in some interior spaces with ceiling to floor heights higher than necessary. Such a design would include unusable space that would waste energy for additional unneeded space heating and cooling.

Other considerations include the following:

- Vehicles exiting and maneuvering along Park Street would potentially conflict with loading activities at the Crossroads Plaza shopping center. The loading area for the anchor store space is adjacent to Park Street. The curb cut to Park Street from Crossroads Plaza and the street's wider width allow use of the street by maneuvering trucks.
- The layout of parking spaces at Crossroads Plaza shopping center currently relies on Park Street for circulation (for vehicles to access driveway aisles). With Fire vehicles exiting onto Park Street from a facility at this site and existing traffic along Park Street, the parking layout for Crossroads Plaza would need to provide for circulation onsite to avoid conflicts between fire trucks and vehicles. This would result in the loss of parking spaces at the center.
- The overall site size and its constraints would not allow for lateral growth of the firehouse if and as demands in the future warrant it.

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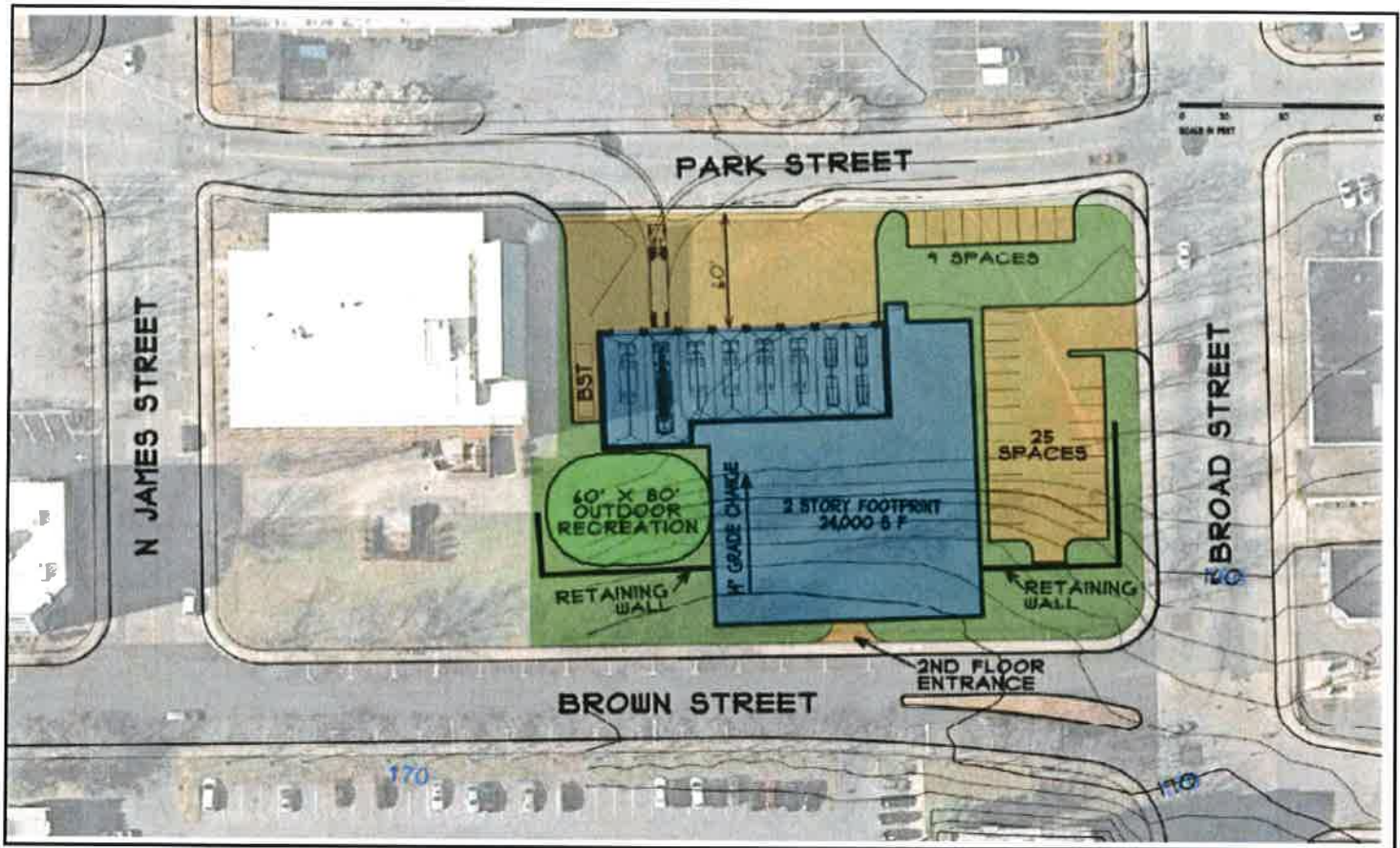


Figure 4-2: Design Study / Conceptual Site Layout, Brown Street Site

Peekskill Central Firehouse

4.3.3 East side of Broad Street between Park Street and Lincoln Terrace (Lincoln Terrace Site)

Like the site selected this site is near the geographic center of the City.

Similar to the Brown Street site, this site would require more grading and disturbance to sloped area, and hence higher land preparation costs, as compared to the selected site. This site has an approximately twelve foot elevation change across the site, running from north to south, somewhat less than the elevation change at the Brown Street site. Thus, overall site preparation costs would be lower than the projected \$675,000 noted in the analysis for the Brown Street site.

Like the Brown Street site this site is located within the C-3 General Commercial District. Commercial establishments are currently located at each of the properties.

This site would involve acquisition and demolition of a number of commercial structures as shown below on Figure 4-3. The properties affected include: 11, 13 and 17 South Broad Street, 1211 Park Street and 1204 Lincoln Terrace.

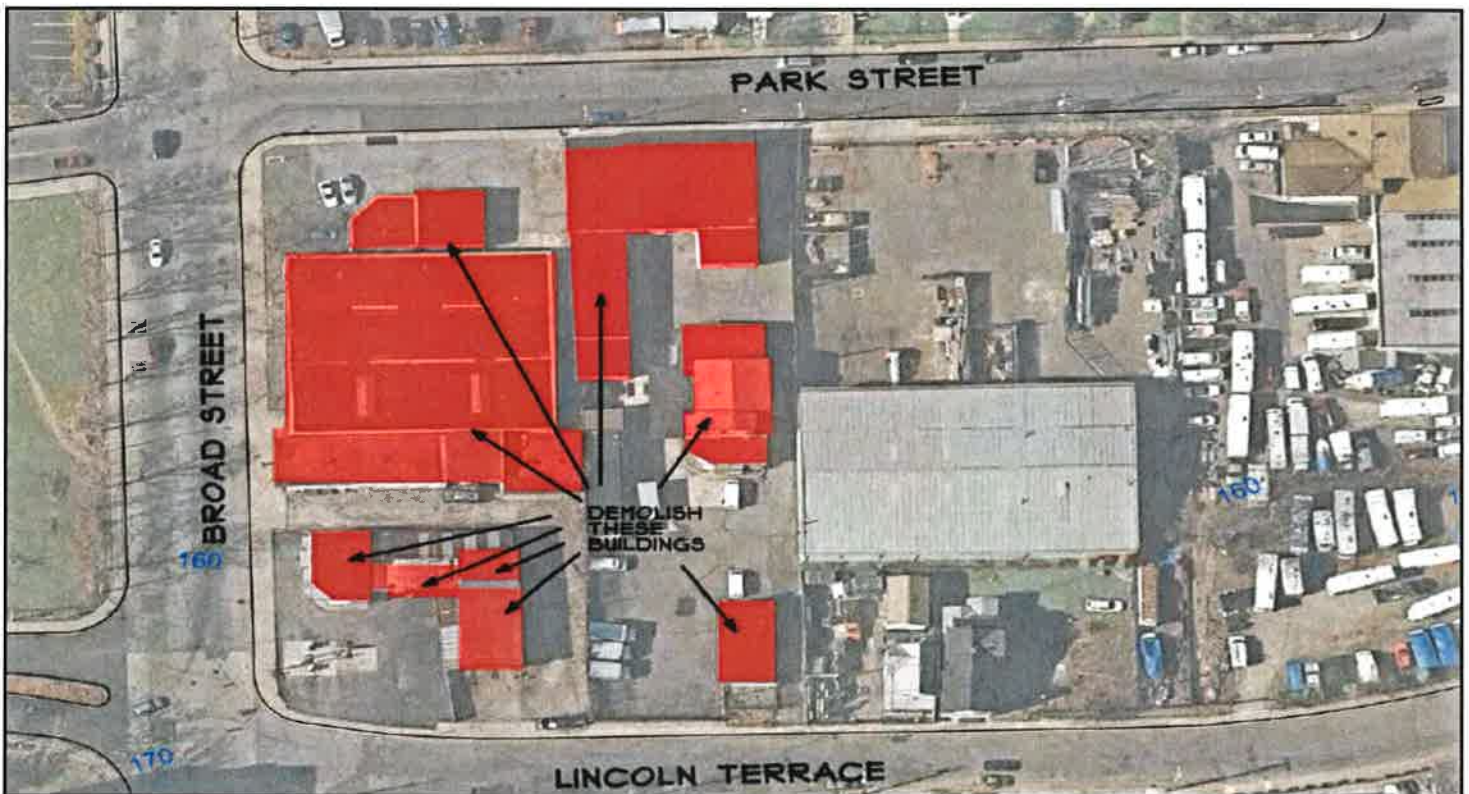


Figure 4-3: Acquisition and Demolition, Lincoln Terrace Site

As shown above, at least ten separate structures would need to be acquired to accommodate the proposed Central Firehouse project. The total assessed valuation for the properties that comprise this site amounts to \$109,000, as compared to the proposed project site which is estimated to have an assessed valuation of approximately \$85,440 (based on 2011 assessments for 1137 and 1141 Main Street properties, and the current

Peekskill Central Firehouse

equalization rate and a projected market value of \$1,375,000 for the portion of the shopping center to be acquired.)

The design study for this site is provided below in Figure 4-4. Contours showing the relative grades onsite and within Broad Street are also shown.

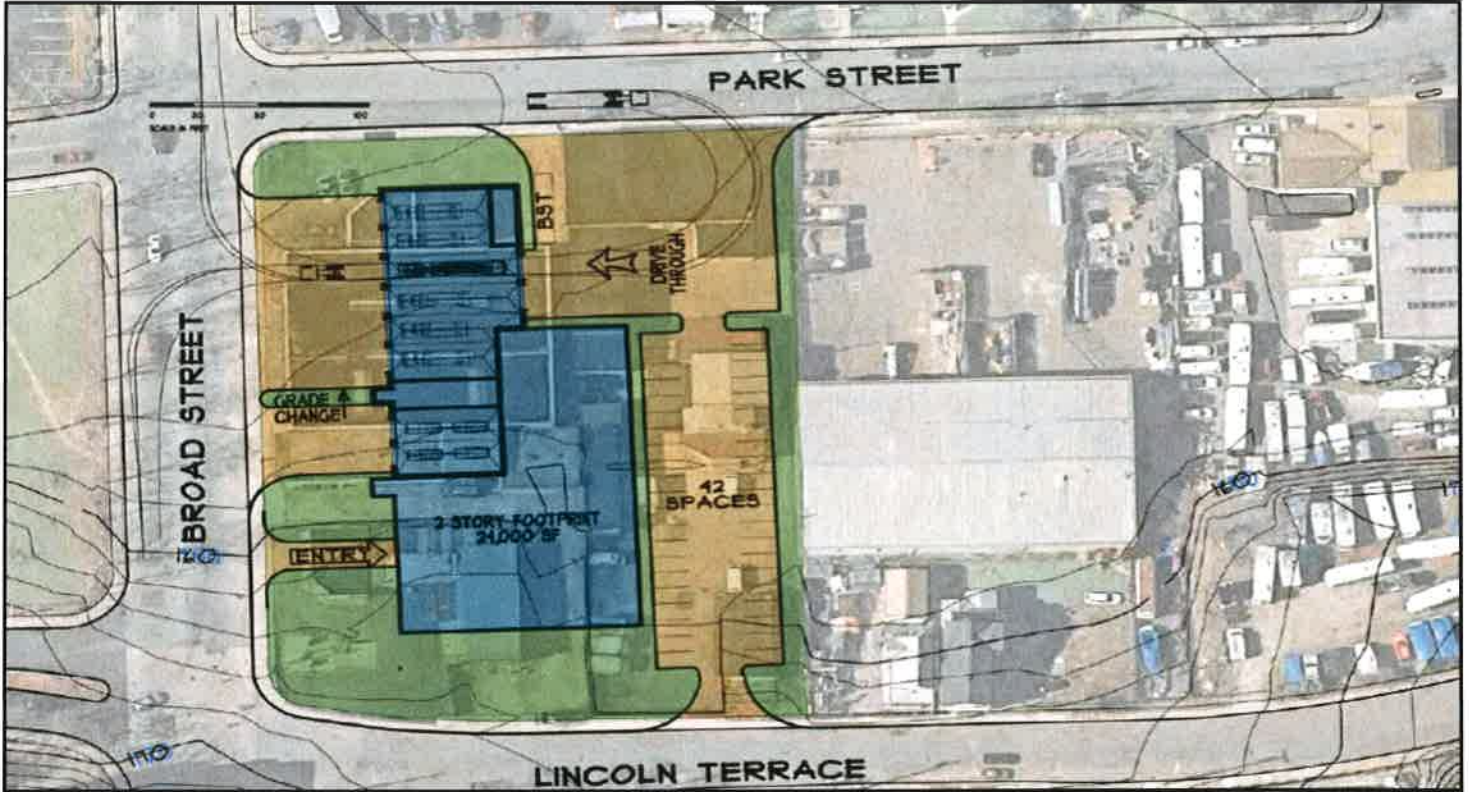


Figure 4-4 Design Study / Conceptual Site Layout, Lincoln Terrace Site

Like the Brown Street site reviewed previously, this site plan shows a two-story facility with a 24,000 square foot footprint. Drive-thru capability has been provided via a paved area from Park Street. A total of 42 off-street parking spaces are also shown. No outdoor recreation area for firefighters has been provided in this layout.

As shown in Figure 4-4, apparatus bays exit onto Broad Street which is sloping along this block. A flat paved area has been provided along Park Street to accommodate incoming trucks. The bays have been subdivided into separate bays to accommodate the grade change, requiring stairs between the two bay areas. Bays at differing elevations would present an accident risk, and would violate the Americans with Disabilities Act.

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Exiting trucks would enter Broad Street in the middle of a steep downgrade, near the bottom of a several block long steep hill. Under icy and wet conditions, this would present a risk of collisions with vehicles coming down the hill. Further, exiting fire trucks needing to travel south would have no opportunity to develop any speed before attempting the steep grade of Broad Street in this area. This would be likely to result in fire trucks sliding off the pavement in icy and wet conditions and further risking accidents. Sloping conditions along Lincoln Terrace could also present problems in inclement weather.

With slightly lesser grade changes this site appears to more comfortably accommodate the prototype two-story structure assumed for the design studies. Substantial areas would be able to be landscaped and room would be available for future growth.

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4.4 All Renovation

This alternative reviews the effect of not building a Central Firehouse but rather retaining and renovating, and adding onto three of the existing Fire Department properties. The firehouses to be retained would include the two stations on Crompond Road / Division Street at Broad Street which houses two fire companies, the station that is leased near Dayton Lane and the station on Washington Street.

As noted previously, the physical problems with the existing fire stations are significant and addressing them cannot be delayed any longer.

The cost to renovate the City's existing fire stations and bring them to current Federal, State and industry codes and standards was reviewed as part of the design review that preceded selection of the option of acquiring property and constructing a new central fire house.

The City currently owns five fire houses and rents space in a privately owned sixth fire house on Dayton Lane. Two of the existing fire houses (the Fire Patrol on Highland Avenue, and the Cortlandt Hook and Ladder house on Main Street) cannot be brought to State and Federal codes and must be retired. The remaining four houses can be expanded and renovated to accommodate all six fire companies based on *current* codes and standards. In this scenario, there would be no excess room to add on to these houses or to do future code required renovations.

The cost to bring the fire houses up to all relevant standards and codes has been projected to be \$14,326,182 by the project architect. The *renovation* option requires a projected \$1.4 million less to build as compared to the \$15.7 million project cost of the new fire station.

This option would result in approximately \$65,000 in projected higher annual operating costs than the proposed option. Furthermore, this option does not provide for improved communication, coordination, training and operational efficiencies. There will still be daily truck movements and houses taken off-line during the day or evening. The Fire Department currently lacks a common meeting and training space, and the efficiency and effectiveness of operations suffer from having the trucks and personnel located at different houses.

Renovation Study

The study entitled "A Study of the Steps Required to Provide for Current and Future Needs of the Peekskill Fire Department by Renovating and Adding onto the Current Facilities" was prepared by the project architect, Mitchell Associates, in March 2010 and outlines the costs associated with the renovation option. This study and an accompanying MS Powerpoint summary presentation (both on the City web-site) are referred to as the "Renovation Study" herein. Both are incorporated into this Draft EIS by reference but due to their size they are available for review at City Hall. The study and presentation have also been placed on the City's web-site. Excerpts from the study and the presentation are provided in Appendix J.

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The Renovation Study assessed and documented existing conditions at the City's firehouses and reviewed space requirements for the Fire Department's activities at each of the City's six stations.

Information included in the Renovation Study includes photographs documenting the current conditions at all of the City's six firehouses.

The deficiencies noted in the photographs include the following:

1. Inadequate space for a ladder truck at Main Street fire station (Cortlandt Hook and Ladder -- station 1)
2. Overall small size of Main Street station
3. Proximity of interior operational space to vehicle bay at Main Street station
4. Lack of storage space at Main Street station
5. Cramped conditions of building utilities at Main Street station
6. Interior conditions at Fire Patrol building (Highland Avenue -- station 2)
7. Proximity to neighboring industrial user at station 2
8. Zero apron depth at station 2
9. Deteriorated condition of utility areas at Fire Patrol building
10. Limited access conditions at stations 3 and 5 (Crompond Road and Division Street building)
11. Nearly zero apron depth at station 5
12. Structural damage at station 3 and 5
13. Limited space for vehicles, equipment storage and kitchen areas at stations 3 and 5
14. Kitchen equipment fire hazards
15. Significant building utilities and code violations at all stations
16. Space limitations at station no. 4 (Columbian Hose)
17. Pavement, outside accessory buildings and interior utility conditions at station 6 (Centennial Fire on Washington Street)
18. The inability to install equipment that would allow safe breathing air at stations 1 and 2 due to limited space around the fire trucks
19. The inability to provide safe egress for the fire trucks at stations 1, 2, 3 and 5 due to the inability to create aprons between the apparatus bay doors and the curb.
20. Persistent mold problems at stations 3 and 5.
21. Significant ADA and OSHA violations at all stations, particularly at stations 1, 2, 3 and 5.
22. The inability to expand stations 1 or 2 at all due to adjacent properties.
23. The significant difficulty to expand station 3 and 5 due to steep grades and absence of any land for contractors trailers, building material storage, etc.
24. Existing bunking rooms adjacent unvented apparatus bays, boiler rooms, etc. lacking legal means of egress, and being exposed directly to diesel exhaust.
25. Food preparation areas in or immediately adjacent to unvented apparatus bays exposing the firefighters to diesel fumes.

In addition to the above deficiencies, existing facilities also have unsafe entry and exit areas with no driveway aprons.

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The existing stations pose health risks such as unmitigated exposure to diesel fumes, mold and heating fuel fumes.

The fire stations are cramped and provide limited to no storage for firefighter equipment and supplies. Deficiencies include the complete absence of fundamental firematic spaces such as:

- Decontamination capability, contained laundry for personal protective gear, sanitary space for self-contained breathing apparatus maintenance, storage of contaminated items, equipment storage and repair, space for vehicle maintenance and supplies, and others.
- Secure EMS storage
- Classroom and active training,
- Office or records storage space.
- Career firefighter personal property lockers
- Personal protective gear lockers
- Storage of basic supplies such as firefighting foam, inventoried materiel, etc.
- Gender parity regarding bathrooms, lockers, sleeping, etc.

None of the existing stations allows for adequate training space.

All of the existing buildings are energy inefficient. Generally, none have wall insulation, insulated windows, etc.

Fuel tanks at the existing fire stations are aging. Decommissioning as part of the proposed action will provide the opportunity to discontinue their use and close and remove the existing tanks.

The first of the study's recommendations was to abandon station 1 on Main Street (Cortlandt Hook and Ladder) and station 2 (Peekskill Fire Patrol) on Highland Avenue.

After determining the buildings that would be retained, and gauging their specific conditions, the architect reviewed the space needs for the Department to operate efficiently in the remaining structures.

Peekskill Central Firehouse

The Renovation Study's specific recommendations included the following:

- Abandon Station 1 (Main Street) and move the Hook and Ladder company to the Crompond / Division Street station
- Abandon Station 2 (Highland Avenue) and move the Fire Patrol to Station 6 (Centennial on Washington Street)
- Renovate the Crompond / Division Street station and add a 15,891 square feet of space including a three story addition to accommodate the Cortlandt Hook and Ladder company, provide common space and additional space for Department offices and a spare truck. Total size of this building would increase to 25,871 square feet (sf). (See conceptual study in Appendix J.)
- Renovate 1,300 sf at the leased station (Columbian Hose) near Dayton Lane and add 2,265 including 1,800 sf for the use of Columbian Hose. A hall at this building would be used for Department use subject to negotiations and facilities would be upgraded to allow for public use.
- Renovate 7,835 sf at Centennial station on Washington Street. Add 4,791 sf for Centennial, 3,463 for the Fire Patrol, and 1,100 sf for a spare truck bay. Total size of this building would increase to 17,189 square feet, a total increase of 8,816 sf. (See Appendix J.)

In a nutshell, after determining that two of the existing buildings should no longer be used, and assessing the space needs for the Fire Department to operate efficiently out of the remaining structures, the Renovation Study recommended that existing spaces at the four remaining firehouses should be renovated and a total of 26,972 square feet of additional newly constructed space would be needed. This space would accommodate apparatus, provide adequate firematic support and storage areas, provide adequate space for firefighters, and provide administrative and meeting space.

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Renovation Costs Compared to Costs of Proposed Action

The project architect projected the costs of renovating and building additions onto the three fire stations that would be retained and would accommodate the five fire companies and fire patrol that comprise the City's Fire Department. Projected renovation costs range between \$75 per square foot at the Dayton Lane and Washington Street stations to \$150 per square foot at the Crompond Road station.

Construction costs for the additions to the three buildings range between \$220 at the Dayton Lane station to \$350 at the Crompond Road / Division Street station. Costs are broken down in Table 4-1 below.

Table 4-1

Renovation/Addition Areas and Costs								
	New Construction			Renovation			Total Area	Avg. \$/sq ft
	Area	\$/sq ft	Cost	Area	\$/sq ft	Cost		
Station 3-5, w/ H&L & Department	15,891	\$ 350	\$ 5,561,773	9,980	\$ 150	\$ 1,497,000	25,871	\$ 273
Station 4, w/ Dept. Wide Mtg. Rm.	2,265	\$ 220	\$ 498,223	1,300	\$ 75	\$ 97,500	3,565	\$ 167
Station 6, w/ Fire Patrol & Spare Bay	8,816	\$ 300	\$ 2,644,797	7,385	\$ 75	\$ 553,875	16,201	\$ 197

Source: Mitchell Associates Architects

Total costs for the renovations and additions amount to \$10,853,168. Assuming twenty percent (20%) additional costs for design and engineering and other "soft" costs, and an additional ten percent (10%) as a contingency, the total projected costs for the renovations and additions amount to \$14,326,182.

Costs for land acquisition and construction of a new Central Fire House are projected to amount to \$15,685,024 by the project architect. This amount is approximately nine percent (9%) higher than the total projected for renovations and additions to the existing structures.

Excerpts from the Renovation Study presentation are provided in Appendix J.

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Other Points to Consider

Renovation would also require that the City continue to lease the Dayton Lane station at a cost of \$11,500 per year.

Operational problems that would continue for the Fire Department from having three firehouses versus a central fire station and sub-station include:

1. Four rather than two locations to maintain
2. Personnel divided among four locations instead of concentrated in one location
3. Difficulties sharing equipment and supplies
4. Problems cross-staffing vehicles
5. Potential response confusion
6. Continued lack of training space
7. Continued lack of meeting space

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Summary of Comparative Fiscal Considerations (All Renovation Alternative and Proposed Action)

In reviewing the relative fiscal benefits of renovating and investing in the four existing usable Fire Department structures versus minor renovations to one of these structures and constructing a new Central Fire Station, City staff and officials have considered the following:

- the relatively small difference in total costs between the two schemes;
- the lower annual costs for the new construction option
- the relative operational benefits to the Fire Department of construction compared to renovation;
- the fact that renovation at one firehouse would be made to a City-leased rather than owned property;
- the potential savings in vehicle fuel costs for vehicles stationed at one primary location versus three locations;
- the potential savings in vehicle maintenance costs and longer truck life;
- the potential savings from maintaining a new facility versus much older buildings, even with renovations and new additions;
- the potential energy savings from heating a smaller, more energy efficient new building as compared to four buildings with substantially more total floor area;
- the ability of each option to accommodate future City growth, and the City Fire Department's needs;
- the comparative value received by the City for each separate capital investment and expenditure.

The relative cost of borrowing money and financing construction today versus the future was also reviewed. Interest rates of approximately 4.25 percent (4.25%) prevail at this time, near historic lows. The current economic conditions have also served to limit land acquisition costs, and construction material and labor costs as compared to the recent past.

As compared to the All Renovation option which involves abandoning two of the City's fire station properties, the proposed action would free up three of the City's fire station properties for other City uses or for disposition and re-use by others, with the resultant value accruing to the City.

In addition to the above, the construction of a new central fire station will help the City to retain and attract new volunteer firefighters. This would allow for lower annual personnel costs for the Fire Department.

Lastly, the Central Fire House has been designed to accommodate future growth of the Fire Department both in terms of equipment and personnel.

Peekskill Central Firehouse

5.0 Unavoidable Adverse Effects

The following summarizes the unavoidable effects identified and discussed in this Draft Environmental Impact Statement:

5.1 Land Use, Zoning & Economic Conditions

- Displacement of resident(s) of one apartment, five businesses and one institutional user (mental health clinic). The residential tenant and one business will be relocating voluntarily. Property occupied by the remaining four commercial tenants and institutional user may be acquired by eminent domain.
- Relocation of displaced residents, businesses and users. It is likely that most or all non-residential tenants will be able to relocate at the project site.
- Permanent change to size, layout, access and signage of Crossroads Plaza shopping center. Approval of amended site and subdivision plans will be needed.
- Projected reduction of between \$187,425 and \$214,200 in potential annual rental income for the Crossroads Plaza shopping center.
- Temporary effects on Crossroads Plaza parking area during construction, including loss of 83 parking spaces. Parking to remain on site during construction and municipal parking within a block or so of the center is anticipated to be adequate to meet the daily needs of tenants at Crossroads Plaza, and non-residential users in the surrounding area.
- Temporary construction-related effects on area noise, air quality, shopping center appearance and ease of access, shopping and doing business in project site area.
- Temporary loss of approximately half of Park Street's permit parking spaces during construction.
- Removal of approximately 17,200 square feet of commercial space in a shopping center setting from the inventory of space downtown.
- Change in use from retail / service commercial to government public safety on south side of Main Street between James Street and Broad Street.
- Temporary construction related effects to residents', visitors' and workers' use and enjoyment of their property.

5.2 Municipal Fiscal Conditions

- Funding plan increases City expenditures by projected \$980,000 in debt service payments on additional debt of \$15.7 million. Net increase in annual expenditures with energy savings projected to be \$868,200.
- Increase in aggregate City debt from current \$25,100,593 to just under \$38,700,000 in year 2013, the likely year that debt will be incurred. This represents an increase from 17.2 percent to 26.5 percent of the City's current constitutional debt limit of \$145,917,338.

Peekskill Central Firehouse

- Aggregated increase of \$60 to \$70 per year on a typical Peekskill home valued at \$260,000. Two one percent increases amounting to approximately \$40 to \$45 per year have already been enacted. Implementation of the final one percent increase will be programmed when the debt service schedule for the project has been finalized.
- Removal of an estimated \$85,438 of taxable assessed valuation from the City property tax roll. This represents a decrease of 0.13 percent from \$65,945,852 to \$65,860,414, and a reduction in potential tax revenue of \$19,030.

5.3 Aesthetics, Visual Conditions and Cultural Resources

- Permanent changes to area visual appearance and surrounding views. Overall change in appearance is expected to be positive.
- Demolition of 1141 Main Street, a contributing element to the local Downtown historic district

5.4 Traffic and Transportation

- Temporary construction effects on area traffic and parking patterns including loss of approximately half of Park Street's angled permit parking spaces for duration of construction.
- Temporary effects on Crossroads Plaza parking area during construction, including loss of 83 parking spaces. Parking to remain on site during construction and municipal parking within a block or so of the center is anticipated to be adequate to meet the daily needs of tenants at Crossroads Plaza, and non-residential users in the surrounding area.
- Temporary construction effects on Crossroads Plaza delivery and waste storage and removal operations.
- Temporary minor effects of construction on Main Street and Broad Street, including effects on on-street metered parking, sidewalks and bus stop locations.
- Temporary construction effects on public bus operations along Main Street and Broad Street.
- Permanent changes in vehicle ingress and egress, and pedestrian access to Crossroads Plaza shopping center.
- Elimination of four on-street parking spaces along Broad Street (southbound).
- Increased use of Broad Street and Park Street (for returning ladder trucks) by emergency vehicles.

5.5 Noise

- Increase in number of daily impulsive noise events at Main and Broad Streets primarily as trucks depart the proposed Central Fire House. Overall noise levels at this location would increase slightly.
- Temporary increase in noise levels during demolition, site work and construction.

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5.6 Air Quality

- Potential slight increase in pollutant concentrations associated with diesel fire truck engines at the project site. Such pollutants include carbon monoxide, hydrocarbons, nitrogen oxides and small amounts of particulate matter. Indoor air quality to be mitigated with exhaust reclamation system. This will also minimize any increase in pollutant concentrations outside of the facility as well.

5.7 Community Services / Utilities

- Changes to storm drains, hydrants, electrical lines and onsite drainage infrastructure locations.
- Changes as needed to onsite easements to accommodate drainage, and to allow for fire truck travel over the Crossroads Plaza parking area.
- Slight increase in response time for easternmost section of City compared to current condition.
- Displacement and relocation of not-for-profit Westchester Jewish Community Services Family Mental Health Clinic.

5.8 Demolition and Construction

- Temporary effects on area appearance noise and air quality, Crossroads Plaza shopping center, residents, visitors, workers and other businesses as described earlier.
- Temporary effects on Park Street and area parking as described earlier.
- Removal, reuse, recycling and / or disposal of approximately 800 cubic yards of construction and demolition debris.
- Potential removal of fill material and /or buried hazardous substances from project site during demolition and site work.

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6.0 Irreversible and Irretrievable Commitments

The proposed project would involve a commitment of resources such as but not limited to building and construction materials including paint, timber, steel, asphalt, concrete and masonry. There would also be a commitment of fossil fuels, electricity, and water.

During construction there would be a need for construction and trades workers, and related labor.

Demolition of existing on-site structures and pavements would generate solid waste and construction / demolition debris which will need to be disposed of appropriately.

The City would commit financial resources to the proposed project. Total annual City expenditures are projected to increase by \$868,200.

The bond money to be used to acquire property and to construct the proposed Central Firehouse would be included in the City's debt. The \$15.7 million increase in debt associated with the Central Fire House represents 10.8 percent of the City's current \$145,917,338 constitutional debt limit.

The removal of four parking spaces along Broad Street (southbound).

Peekskill Central Firehouse

7.0 Growth Inducing Impacts

As a public safety project, the proposed Central Fire House project would not increase the City's population or number of housing units. Nor would it be expected to increase overall economic activity directly.

By introducing public investment in the eastern section of the downtown area, the proposed project would be expected to promote additional activity and improve the area's appearance, which could indirectly influence growth.

The introduction of a government use at the eastern end of the City's downtown area would introduce a level of activity to this area that has been missing since before the area was acquired and redeveloped in the 1960s and 70s. Future firefighters and those visiting the Central Fire House for business or pleasure would be likely to patronize the surrounding businesses.

Architecturally, the Central Fire House would promote a more recognizable identity for this part of the City's downtown. Changes to the Crossroads Plaza shopping center would provide improved visual and physical linkages between the center and the surrounding downtown area, also enhancing the area's identity and appearance.

The changes may lead to additional private sector investment, and increased economic activity.

The proposed Central Fire House is expected to have a useful life in excess of 100 years; it has been designed to accommodate the City's population growth, growth in the number of Fire and EMS dispatches and growth of the Fire Department. As noted in chapter 2.0, Peekskill's 1990 population of 19,536 grew to 22,441 in 2000 and to 23,583 in 2010, an over twenty percent (20%) increase. The total number of housing units in the City increased from 8,401 in 1990 to 9,053 in 2000 and to 9,709 in 2010. The increase in the number of housing units since 1990 represents a 15.6 percent increase. If the growth rate observed between 2000 and 2010 continues, Peekskill's population will grow to almost 25,000 in 2020.

The proposed project would create a significant number of both temporary construction jobs. The project's cost projection assumes that approximately two-thirds of the project's \$15.7 million cost – or \$10.5 million – would be “hard” costs, while the remainder would be for land acquisition or for design and planning. Assuming that 45 percent of these are for construction and trade labor, the total number of full-time equivalent construction jobs created as a result of the project is projected to be between 80 and 90 (assuming average annual labor wages and salaries of \$55,000 per person).

Construction workers' spending would also generate sales tax revenues to Westchester County. It is expected that most construction workers would reside or conduct business within Peekskill and its surrounding area.

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8.0 Effects on the Use and Conservation of Energy Resources

During construction, energy would be used to power construction vehicles, equipment, and related activities. Once completed, the project would utilize energy resources primarily for space heating and cooling, cooking and electricity for equipment. Gasoline and diesel fuels will be used for vehicles.

As noted previously in this report, no increase in Fire Department vehicles or equipment is proposed as part of the proposed action. Existing vehicles and equipment will be stationed at the Central Fire House rather than at the existing fire stations to be vacated. With the centralization of operations it is expected that overall fuel use will be reduced compared to the existing condition due to the elimination of the need to send the vehicles from station to station on a daily basis.

The proposed firehouse would be built to a LEED-certifiable standard and may seek LEED certification. The project would include measures to optimize energy performance, reduce overall energy and water use, manage refrigerants and utilize renewable energy sources. Full scale energy modeling has been performed for the proposed design. The building is projected to use 47 percent less heating energy, and 30 percent less electricity than had it been designed to meet the NYS Energy Code.

The total energy and water usage at the new central firehouse is expected to be less than the sum of the energy usage in the buildings being replaced. The centralization of operations will reduce the total number of structures and the amount of floor area that would need to be heated and cooled, and the overall number of appliances. More energy efficient appliances will be used in the new Central Fire House. While overall staffing levels would remain unchanged it is likely that per capita energy use for the Fire Department will decrease. As noted in chapter 3.2 of this report, new annual new energy costs for the proposed Central Fire House are projected to be \$48,338. Compared to the 2011 expenditures for the existing firehouses of \$83,901, this amount represents a 42 percent reduction. Accounting for the Washington Street substation, it is projected that energy costs for space heating, cooling and electricity and gas would be approximately thirty percent lower overall, or approximately \$58,500 annually.

The existing businesses and households to be relocated would continue to utilize energy. The existing firehouses would be re-programmed for future use and when in use will also continue to use energy.

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9.0 Potential Impacts on Solid Waste Management and Consistency with State or local Management Plans

In 2010, the NYS Department of Environmental Conservation (NYSDEC) completed Beyond Waste: A Sustainable Materials Management Strategy for New York State, the successor to the State solid waste plan first developed in the 1980's and updated several times since. Other than this report, no specific solid waste management plan is currently applicable within the City of Peekskill.

City (municipal) solid waste is generally brought to the Charles Point Resource Recovery plant. Construction and demolition debris such as would be generated by the proposed action is disposed of differently however. In 2008, the year surveyed in the NYS plan, construction and demolition (C&D) waste comprised just under one third of all solid waste. That year, approximately 55 percent of C&D waste was recycled. Much of this was in the form of metal for which recycling markets exist. A portion was reused as part of products for which beneficial use determinations (BUDs) are in place. A significant portion of C&D waste however could not be reused and ended up in landfills.

The NYSDEC document includes the following recommendations with regard to C&D waste:

- Establish a New York State Center for C&D debris recycling to research issues and solutions relative to C&D debris recycling in New York State; to act as a central information access point; to promote deconstruction and building materials reuse; to provide C&D job site training programs; to identify potential investments; and to recommend policy options to support greater C&D debris recycling;
- Encourage deconstruction and building materials reuse by removing disincentives in state policy and funding programs and, with additional resources, foster the growth of deconstruction through funding, incentives, and support.

Recommendations in the report are generally programmatic in nature; site- or project-specific recommendations have not been included. As noted below, the proposed project will conform as much as possible to the recommendation for reuse of building materials.

The proposed Central Fire House project is expected to generate approximately 800 cubic yards of construction and demolition debris. This represents approximately twenty 40 cubic yard dumpsters, or approximately 60 full dump trucks. Most construction and demolition debris will be recycled through Taylor Recycling Facility, LLC of Montgomery, New York.

The proposed Central Fire House would be built to a LEED-certifiable standard and may seek LEED certification. LEED standards include materials and resource reuse options and recycled content options. It is expected that the final project design will incorporate as many of these measures as practicable. Wherever possible, materials not reused onsite would be made available for reuse off-site and / or recycled.

It is noted that appropriate protocols will be followed if testing of existing on-site construction materials reveals the presence of asbestos, lead paint or other hazardous substances.

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10.0 Persons Contacted and References Consulted

The following persons were contacted during the preparation of this report:

- Chuck Utschig, City Engineer, City of Peekskill
- Charles Emberger, City Comptroller, City of Peekskill
- Anthony Ruggiero, Director of Planning & Development, City of Peekskill
- Victor Pizzella, City Building Inspector, City of Peekskill
- Jean Friedman, Historic Preservation Planner, City of Peekskill
- Brian Havranek, Deputy City Manager & Acting City Manager, City of Peekskill
- Bernis Nelson, City of Peekskill Corporation Counsel
- Jim Howard, Fire Inspector and Deputy Fire Chief, City of Peekskill Fire Department
- Chief Leonard Varella, City of Peekskill Fire Department
- Richard M. Finn, City Manager, City of Peekskill
- Mitchell Associates Architects
- Ken Costello Design, LLC
- Suzanne DeLasho, LCSW, Clinic Director, Westchester Jewish Community Services
- Clarence Smith (“Link”), Peekskill City DPW / City Garage
- Tara Salerno, NYS Department of Environmental Conservation, Natural Heritage Program
- Natasha Court, PE, Westchester County Health Department, Bureau of Environmental Quality
- Edward Burroughs, AICP, Commissioner, Westchester County Planning Department
- Paul Berte, PE, Fusion Engineering
- Greg Manfredi, City of Peekskill Fire Department
- Glennon J. Watson, L.S., Badey and Watson Surveying & Engineering, PC
- David DeGregorio, Department of Planning and Development
- Jessie Boyd, City of Peekskill Department of Finance
- Denise Knauer, City of Peekskill Assessor
- Diane Blank, City of Peekskill Assessor’s Office

The following materials were consulted in the preparation of this report and are hereby referenced:

- World Health Organization: Guidelines for Community Noise, 1999.
- City of San Francisco Noise Modeling Study, June 2010
- City of Peekskill Noise Code
- Tim Miller Associates, Inc., Quarry Pond DEIS, 2004
- US FHWA Construction Noise Handbook Final Report, August 2006 (web version)
- City of Peekskill Zoning Code
- City of Peekskill Historic and Landmarks Preservation Code
- City of Peekskill Sign Code
- Raymond & May Associates, “Academy Street Urban Renewal Area Project Summary”, December 1960
- NYS Department of Environmental Conservation, Environmental Remediation Databases
- US Census Bureau

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- US Environmental Protection Agency
- Westchester County Geographic Information System
- Westchester County Health Department, petroleum records FOIL request
- City of Peekskill Fire Station Renovation Study presentation, Mitchell Associates
- Fire Station Location Study presentation, Mitchell Associates
- City of Peekskill Fire HQ Design Program & Specific Sites Analysis presentation
- A Study of the Steps Required to provide for Current and Future Needs of the Peekskill Fire Department by Renovating and Adding onto the Current Facilities prepared by Mitchell Associates Architects
- NYS Department of State, Local Government Guidance
- Taylor & Taylor Associates City of Peekskill Cultural Resources Survey, August 2000
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