

OFFICE OF THE SUPERVISOR

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Town of Somers
WESTCHESTER COUNTY, N.Y.

SOMERS TOWN HOUSE
335 ROUTE 202
SOMERS, NY 10589

RICK MORRISSEY
SUPERVISOR



**SOMERS TOWN BOARD
SPECIAL MEETING – 7:15pm
THURSDAY, NOVEMBER 29, 2018
www.somersny.com**

6:45PM – Executive Session

I. PLEDGE OF ALLEGIANCE:

7:15PM – Special Meeting

II. ROLL CALL:

III. BUSINESS OF THE BOARD:

A. TOWN BOARD:

1. Welcome Planning Board, Architectural Review Board and the Open Space Committee
2. Somers Academy Presentation
3. Town Board accepts lead agency status for Somers Academy per memo dated November 13, 2018 from Syrette Dym, Director of Planning.
4. Authorize Supervisor to execute traffic consulting service agreement for Mr. Mike Galante for Somers Academy per memo dated November 13, 2018 from Syrette Dym, Director of Planning.

**SOMERS TOWN BOARD
SPECIAL MEETING – 7:15pm
THURSDAY, NOVEMBER 29, 2018
www.somersny.com**

2018 Calendar

November 29, 2018	7:15pm	Town Board Special Meeting
December 6, 2018	7:00pm	Town Board Work Session Public Hearing for 2019 Preliminary Budget
December 13, 2018	7:00pm	Town Board Regular Meeting Public Hearing - Proposed Amendments to Zoning Regulations, Section 170-3 of the Code of the Town of Somers. Public Hearing - Proposed Invasive Plant Local Law of the Code of the Town of Somers.

2019 Calendar

January 3, 2019	7:00pm	Town Board Organizational Meeting Town Board Work Session
January 10, 2019	7:00pm	Town Board Regular Meeting
February 7, 2019	7:00pm	Town Board Work Session
February 14, 2019	7:00pm	Town Board Regular Meeting
March 7, 2019	7:00pm	Town Board Work Session / Regular meeting

Sent to:
TB, TA, TC
11/15/18
KD

PLANNING AND ENGINEERING DEPARTMENTS

Telephone
(914) 277-5366
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Town of Somers
WESTCHESTER COUNTY, N.Y.

SOMERS TOWN HOUSE
335 ROUTE 202
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Steven Woelfle
Principal Engineering Technician
swoelfle@somersny.com



Syrette Dym, AICP
Director of Planning
sdym@somersny.com

MEMORANDUM

TO: Town Board

FROM: Syrette Dym, Director of Planning

DATE: November 13, 2018

RE: Escrow Agreement for Initial Traffic Consulting Services by Mike Galante of FP Clark Relative to Somers Academy and Acceptance as Lead Agency under SEQR

Attached is a Proposal from Mike Galante of FP Clark Associates, Inc. dated November 8, 2018 for Review of the Repurposing of the former IBM Site to Somers Academy. Mike will act as the Town Board's traffic consultant analyzing the potential traffic and environmental impacts resulting from reuse of the site for the proposed school purposes. In order for him to proceed with review of the initial traffic analysis submission by the applicant's traffic consultant Kimley-Horn, which is attached for your information and review, the Town Board needs to authorize the Supervisor to execute the attached escrow agreement.

In addition, at the meeting of November 29, 2018, the Town Board should vote to accept its role as lead agency since more than 30 days have passed since declaring its intent to act as such at its meeting of October 11, 2018 and no objections from involved agencies have been received. A Lead Agency acceptance notice is attached.

I am requesting that Kim DeLucia place these two items on the agenda of the special town Board meeting of November 29, 2018 for a vote by the Town Board.

Cc: Roland Baroni
Mike Galante
Joe Barbagallo
Alvaro Alfonzo-Larrain
Roxana Q. Girand
Mark Weingarten
Peter Wise
Bonnie VonOhlsen
John Canning
Z:\PE\Site plan files\Somers Academy\FP Clark Escrow\Initial Traffic Escrow Agreement - November 8, 2018.doc



FREDERICK P. CLARK ASSOCIATES, INC.

PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

MICHAEL A. GALANTE
MANAGING PRINCIPAL

DAVID H. STOLMAN
AICP, PP, PRINCIPAL

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November 8, 2018

Ms. Syrette Dym, AICP
Director of Planning
Town of Somers
Town House
335 Route 202
Somers, New York 10589

Subject: **Proposal to Provide Traffic Consulting Services – Review of Repurposing of Former IBM Campus, Somers, New York**

Dear Ms. Dym:

The potential redevelopment and use of the former IBM Campus in Somers is proposed to be a Private Boarding School. The Applicant's Traffic Consultant, Kimley Horn, prepared a preliminary Traffic Evaluation entitled "Potential Traffic and Parking Impacts of Repurposing of the Former IBM Campus" and dated November 6, 2018.

It is important to note that this is not a Traffic Study, with traffic volumes, capacity analyses and accident investigations. The purpose of this preliminary report is to provide a comparison of the previous use of the facility to a Private Boarding School. It provides an assessment of the net change in traffic generation and a comparison of the previous parking needs of the IBM facility to that of a Private Boarding School.

Scope of Services

We will review this preliminary document and provide an assessment of the Applicant's comparison and assumptions for site traffic generation and parking demand between the former use and the proposed reuse of the Subject Property.

Schedule and Fee

We will provide a memorandum providing this assessment and our findings specifically on this document. We will prepare this memorandum for submission and review prior to the November 29th meeting and be available to discuss this review that evening, if appropriate.

FREDERICK P. CLARK ASSOCIATES, INC.

PLANNING, TRANSPORTATION, ENVIRONMENT AND DEVELOPMENT
RYE, NEW YORK FAIRFIELD, CONNECTICUT

Ms. Syrette Dym, AICP

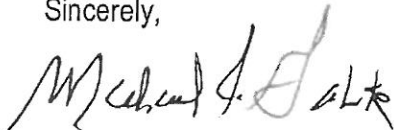
Page 2

November 8, 2018

Our estimated fee for this review only and including the one scheduled meeting for November 29th is \$3,800, plus out-of-pocket expenses. We will continue to bill for our services on an hourly basis and specifically the rates set aside for the Town of Somers for 2018.

If you agree with this proposal, please have the appropriate person sign in the space provided below and return a copy to my attention. If you have any questions, please do not hesitate to call.

Sincerely,



Michael A. Galante
Managing Principal

Accepted By _____

Date

Typed or Printed Name and Organization (Required)

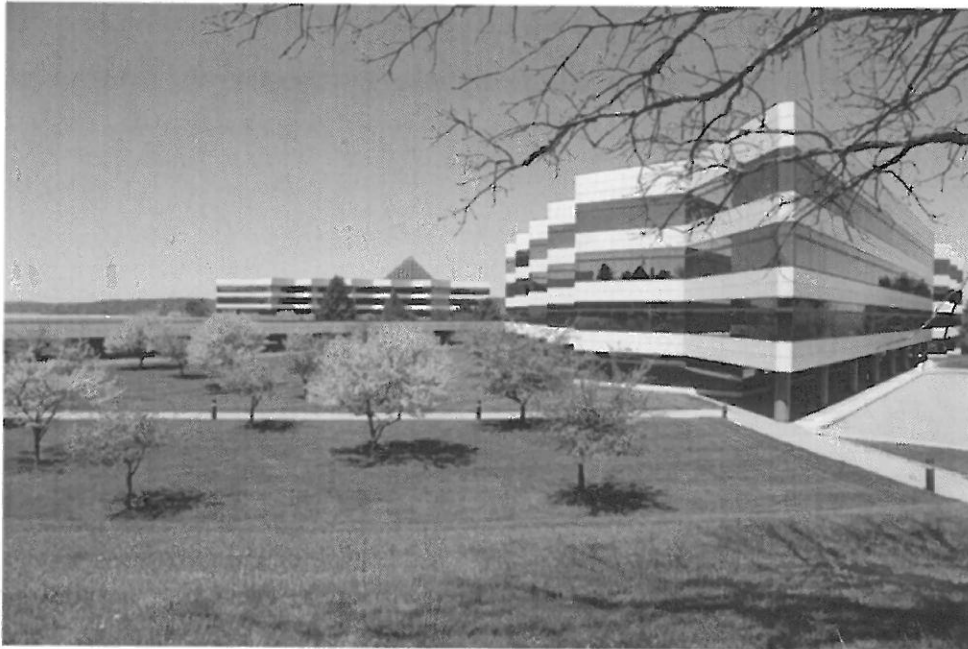
Address

Telephone

Fax

Email Address

Potential Traffic & Parking Impacts of Repurposing of the Former IBM Campus Somers, NY



Prepared by:
Kimley»Horn
of New York, P.C.

November 6, 2018

MEMORANDUM

To: Roxana Girand, Mark Weingarten, Peter Wise, Bonnie Von Ohlsen
From: John Canning, P.E.
Kimley-Horn of New York, P.C..
Date: November 6, 2018
Subject: Potential Traffic Impacts of the Proposed Repurposing of the former IBM
Campus in the Town of Somers, NY

Summary

The subject property is located along the eastern boundary of the Town of Somers, bordered on three sides by State highways (NYS 138 to the south, NYS 100 to the west, NYS 202 to the northwest and NYS 116 to the north) and by the Muscoot Reservoir to the east. Site plan approval was granted in 1984 for five buildings, totaling 1,176,000 sf, to be used by IBM as a corporate office campus. A total of 2,554 parking spaces were provided at the campus at the time (improvement of 85 spaces was waived). In 1999, site plan approval was granted to construct an additional 553 net additional parking spaces bringing the total number of spaces provided to 3,192 (not including a total of 168 waived spaces) to accommodate an increase in on-site employees from 2,700 to approximately 3,500. All off-site traffic improvements associated with these approvals, were completed to the Town's satisfaction¹.

Access to the site is provided from three of the four State highways it fronts on. During the review and approval process in 1999, the IBM campus was projected to generate as many as 1,886 trips in the peak hour.

A review of available NYSDOT Annual Average Daily Traffic (AADT) volume data from 2000 on revealed that, cumulatively, the volume of traffic today on the four roadways bordering the site is almost identical to the volumes that prevailed in the years immediately following the 1999 approval of expansion to 3,500 employees. Further, the cumulative traffic volume on these roadways peaked between 2005 and 2008. Thus, there has been no material change in the traffic volumes on the roadways surrounding the campus between when the last major site plan approval was granted by the Town and today.

¹ In 2016, the Town released the last bond it held for the I-684 improvements NYSDOT did not approve and the so-called "Alternate A Access" was also not approved.

The 723-acre site was acquired by 294 Route 100 LLC (the "Applicant") in 2016. The Applicant proposes to repurpose the campus to be the new home of an 1,800-student, private, boarding high school (approximately 85%/1530 students are expected to be boarders with the remaining 15%/270 students being day students), which will have a total of approximately 235 faculty and staff. As detailed herein, primarily because the campus' population will be reduced from 3,500 to 2,035 and also since the 1,530 boarders will do little, if any, peak-hour driving, the new school is projected to generate just 342 peak-hour trips, a reduction of between 81% and 94% compared to the trips generated by the fully occupied IBM facility.

If the 1,176,000-sf campus was reused for general or corporate office purposes, the volume of peak-hour traffic generated would be approximately four (4) times greater than the proposed boarding school will generate. As such, the proposal to repurpose the campus for boarding-school use will not have a significant traffic impact. In fact, a compelling case could be made that the proposal would result in a significant traffic benefit, as any future reuse of the property for office purposes (though unlikely) would generate much-higher traffic volumes.

Finally, from a traffic perspective, the Zoning Ordinance amendments requested by the Applicant would also permit the property to be used as a non-boarding, private high school. Although unlikely and not currently proposed, an 1800-student private high school (all day students) could be expected to generate 1,029 trips in the peak AM Highway Hour and 373 trips in the peak PM Highway Hour. Both of these values are considerably less than what the site was last approved for and also less than the volume of traffic that would be generated at the campus, if it was released for office use.

From a parking perspective, it is proposed to reduce the number of parking spaces from 3192 to just 502, a reduction of almost 2,700 spaces. This reflects how the potential traffic generated by will be significantly reduced by the proposed repurposing and has the added benefit that well more than 10 acres of pavement will be restored to grass (mostly as playing fields). Should the campus ever need additional temporary parking for events (graduation or some other very occasional events), the fields could probably temporarily accommodate up to 2,000 cars and the existing ring road surrounding the main campus buildings, which is 1.75 miles long and 40 feet wide, could provide temporary parking for 350 cars. The school does not ever intend to have anywhere near this many cars parked on campus. The take-away is that the proposed 502 permanent parking spaces will be more than adequate to accommodate the school's day-to-day needs and the campus can easily accommodate overflow parking for occasional special events.

In short, the proposed school will not have any significant adverse traffic or parking impacts.

Proposed Academy Traffic Volumes

The proposed 1,800-student boarding school is a somewhat unique use relative to traffic generation. There are few facilities like it and virtually no comparable traffic generation data that is readily available. Therefore, trip generation rates for the proposed “Somers Academy” facility were based on a careful review and comparison of Institute of Transportation Engineers’ (ITE) data (ITE publication, *Trip Generation, 10th Edition*) for public high schools (Land Use Code 530), private K-12 schools (Land Use Code 536), public junior/middle schools (Land Use Code 522) and public elementary schools (Land Use Code 520), as well as the projected number of boarding students, day students, faculty and staff (including how many are expected to drive/own cars or be bussed to and from school).

A review of the ITE data revealed the busiest hour of traffic activity at all of the schools cited above was the morning Peak Generator Hour on a weekday (the “Generator” hour is the hour when the studied facility generates the most traffic, as opposed to the “Highway” hour, which is the hour when traffic is greatest on the passing streets – they can overlap or be the same but frequently are not). Data was available from 101 studies for this period and a review of the data revealed that the standard deviation was just 33% of the mean/average trip generation rate, indicating a relatively good correlation of the data. This is logical, considering that school is typically the first scheduled activity of the day and all staff and students generally must be at their respective schools at the same time.

There was a very similar correlation of the data for the afternoon Peak Generator Hour (the busiest hour in the afternoon, typically surrounding the schools’ dismissals). The standard deviation was just 32% of the mean/average trip generation rate for the 116 studies for which data was available). These values (33% and 32%) were considerably better than the corresponding ratios for the morning Peak Highway Hour and the afternoon Peak Highway Hour (41% and 79% for 105 and 102 data points, respectively) and, therefore, the AM and PM Peak Generator Hours were used as a starting point in the trip-generation determination process.

For these two hours, the number of trips projected to be generated by an 1,800-student private K-12 school (using the ITE average rates) was compared to the trip generation for 1,800 public school students (in an 830-student public elementary school, a 415-student public junior/middle school and a 555-student public high school -again using the ITE average rates) to establish a ratio for the trip-generation rate of private versus public schools. The breakdown of the 1,800 public school students was based on the typical number of grades per school (13). This comparison indicated that private-school trip generation is 28% higher than public-school trip generation during the AM Peak Generator Hour and is 71% higher during the PM Peak Generator Hour.

Based on these findings and by applying these percentages to average the ITE trip generation rates for a public high school (in the peak generator hours), it was assumed that a private, non-

boarding, high school will generate traffic at a rate of 0.71 trips per student in the AM Peak Generator Hour and at a rate of 0.56 trips per student in the PM Peak Generator Hour. Using these values, it was calculated that a non-boarding, 1,800-student, private high school would generate 1,278 and 1,008 trips in the AM and PM Peak Generator Hours.

These values were then compared to the number of trips projected to be generated in these hours by 1,800 students and 235 faculty/staff using the following assumptions:

- 38% of students are driven to or from school by family members or caregivers;
- 37% of students travel to or from school by bus (including a train-station shuttle, as needed);
- 25% of students drive to or from school;
- 97.5% of faculty/staff drive to or from school;
- 2.5% of faculty/staff carpool or use transit to get to or from school;
- 10% faculty/staff/student absentee rate;
- 90% of students arrive and 70% depart in the AM and PM Generator Hours, respectively;
- 60% of staff/faculty arrive in the AM peak generator hour and 55% depart in the PM peak generator hour;
- 20 students to a bus, 1.5 students to a car.

These assumptions delivered the same 1,277 AM and 1,008 PM Generator Peak Hour volumes detailed above based on ITE rates and, consequently, allowed an adjustment to these projections assuming that 85 percent of the students would be residents (and would not drive during the peak hours) while 15% would be day students (subject to the same assumptions as above). By this methodology, it was calculated that the 1,800-student private boarding school would generate 297 trips in the AM Peak Generator Hour and 248 trips in the PM Peak Generator Hour.

To determine how much traffic the proposed school would generate in the AM and PM Peak Highway Hours (when traffic is greatest on the passing streets), the Peak Generator Hour trip projections above, were multiplied by the ratio of the ITE's Average public high school trip generation rates of the Highway and the Generator Hours (0.52/0.55 for the AM Peak generator Hour and 0.14/0.33 for the PM Peak Generator Hour), resulting in a projection of 280 trips in the AM Peak Highway Hour and 105 trips in the PM Peak Highway Hour.

As indicated above, there is a dearth of hard information directly related to boarding high schools and there are many assumptions (albeit reasonable) which were used in establishing the peak-hour traffic volumes. To provide a conservative analysis, it was determined that it would be appropriate to adjust the values presented above upwards by 15%. As indicated in Table 1 (below), primarily because the campus' population will be reduced from 3,500 to 2,035 and also since the 1,530 boarders will do little, if any, peak-hour driving, it is projected that the school will generate 322 trips in the AM Peak Highway Hour and 121 trips in the PM Peak Highway Hour.

This represents a reduction of between 81% and 94% from previous values, when there were 3,500 IBM employees on the campus.

Table 1 – Proposed vs Former Peak-hour Trip Generation

Peak Hour	AM		PM	
Use	Generator	Highway	Generator	Highway
IBM - 3500 employees ¹	NA	1886	NA	1540
Proposed 1800-student Boarding High School ²	342	322	285	121
Net Change ³	-1563	-1564	-1270	-1419

1. From Town Records

2. Based on ITE data for Private K-12 school, Public High School, Middle School and Elementary School, assuming 1530 boarders, 270 day students & 225 staff/faculty

3. IBM generator hour trips assumed to be 1% higher than the highway hour

NA - Not Available but likely the same as or slightly greater than the Peak Highway Hour

Generator Hour - the hour of the day that the facility generates the most traffic

Highway Hour - The hour of the day when traffic volumes on the passing streets are greatest

Previously-Evaluated Traffic Volumes

The Town approval documents for the IBM campus show that the campus was originally approved based on projected Peak Highway Hour traffic volumes of 1,550 in the AM and 1,280 in the PM. Subsequently, in 1999, approval was granted for the construction of additional parking based on the projected addition of 336 AM and 260 PM Peak Highway Hour Trips and an increase in campus population from 2,700 to approximately 3,500 employees. Thus, the campus as it currently stands, was approved with a total projected trip generation of 1,886 trips in the AM Peak Highway Hour and 1,540 trips in the PM Peak Highway Hour.

Office-Use Traffic Volumes

By comparison, using the average trip generation rates contained in the ITE *Trip Generation* publication (10th Edition) for a corporate headquarters (Land Use Code 740), it is calculated that, if reoccupied as a corporate headquarters with 3,500 employees today, the campus would generate 1,295 trips in the AM Peak Highway Hour and 1,050 trips in the PM Peak Highway Hour. If reoccupied as a general office building with 3,500 employees, the campus would generate 1,575 trips in the AM Peak Highway Hour and 1,645 trips in the PM Peak Highway Hour.

Non-Boarding Private High-school Traffic Volumes

It is proposed that the new academy will be attended, predominantly, by students who will reside on the campus (and therefore, will do very little, if any, driving). Although unlikely and not currently proposed, under the Applicant's requested Zoning Ordinance amendments, the proposed school could convert from predominantly boarding to a more traditional private high school, attended by day students only. Based on a review of ITE data², it is projected that an 1800-student private high school (all day students) would generate 1029 trips in the peak AM Highway Hour and 373 trips in the peak PM Highway Hour.

A summary of the property's former, projected and possible prospective trip generation is presented in **Table 2**, below.

² A comparison of ITE data for public and private schools indicate that private schools generate 28% more traffic in the morning peak hours and 71% more traffic in the afternoon hours. Trips for a private high school were estimated by multiplying trips calculated to be generated by a public high school by these values.

Table 2- Comparison of Peak-hour Trip Generation

Peak Hour	AM		PM	
Use	Generator	Highway	Generator	Highway
IBM - 3500 employees ¹	NA	1886	NA	1540
Proposed 1800-student Boarding High School ²	342	322	285	121
Net Change ³	-1563	-1564	-1270	-1419
3,500-Employee Corporate Headquarters ⁴	1270	1270	1139	1050
3,500-Employee General Office Building ⁵	1402	1402	1535	1535
1800-student Private Day High School ⁶	1088	1029	879	373

1. From Town Records

2. Based on ITE data for Private K-12 school, Public High School, Middle School and Elementary School, assuming 1530 boarders, 270 day students & 225 staff/faculty

3. IBM generator hour trips assumed to be 1% higher than the highway hour

4. ITE Trip Generation, 10th Edition, LUC 714

5. ITE Trip Generation, 10th Edition, LUC 710

6. ITE Trip Generation, 10th Edition, LUC 530 (AM trips x 1.28, PM trips x 1.71)

NA - Not Available but likely the same as or slightly greater than the Peak Highway Hour

Generator Hour - the hour of the day that the facility generates the most traffic

Highway Hour - The hour of the day when traffic volumes on the passing streets are greatest

Proposed Action Potential Traffic Impacts

As can be seen from **Table 2**, the proposal to convert the property from office use to an 1,800-student boarding high school is projected to reduce the volume of traffic added to the surrounding roadways by between 81% and 94% when compared to its former or possible prospective uses an office campus. Consequently, motorists on the roadways surrounding the

site will experience better traffic operating conditions (in cases, significantly better) with the site put to its proposed use, as opposed to office use.

Even if the proposed school were to convert to an all-day-student private high school, the volume of traffic added to the surrounding roadways would still be substantially less than if the campus were reoccupied for its currently permitted use.

Site Access and Circulation

It is anticipated that site access and circulation will continue in a manner that is generally similar to how it operated at when IBM occupied the campus.

The site is currently provided with an unsignalized driveway on NYS 116 which is approximately 1 mile from Exit 7 On I-684 (and 2.5 miles from Exit 8 for southbound I-684 traffic). There is currently a westbound left-turn lane on NYS 116 at this location and separate left- and right-turn exiting lanes. Because of the proximity of the highway, the majority of movements at this driveway are expected to be entering left-turns or exiting right-turns, the current driveway configuration will have ample capacity to accommodate the significantly reduced traffic volumes.

The site is provided a signal-controlled driveway on NYS 100 which has an exclusive southbound left-turn lane and exclusive left- and right-turn exiting lanes. This driveway is expected to serve predominantly traffic approaching from the west on NYS 202 or the south on NYS 100.

Traffic from the west On US Route 202 and the south on Route 100 is expected to mostly use the NYS 100 driveway to access the site. This driveway is controlled by a traffic signal, has an exclusive southbound left-turn lane and exclusive left- and right-turn exiting lanes.

The site is currently provided with an unsignalized driveway on NYS 138 which is approximately 1 mile from Exit 6A on I-684 (and 2.5 miles from Exit 8 for southbound I-684 traffic). There is currently a northbound right-turn lane on NYS 138 at this location and separate left- and right-turn exiting lanes. Because of the proximity of the highway, the majority of movements at this driveway are expected to be entering right-turns or exiting left-turns.

The current driveway configurations have ample capacity to accommodate the significantly reduced traffic volumes. Because of the lower volume of traffic, only one of the driveways is expected to have a manned gate house to allow visitors and deliveries to enter the site, although there may be video-authorized entry at the other two driveways, where card-activated access will be provided for school staff, faculty and student drivers.

The Purdys train station on Metro North's Harlem Line is located just a mile east of the site on NYS 116, while the Goldens Bridge station, on the same line is located just over a mile southeast

of the site on NYS 138. The school will run a shuttle service to one or other of these stations when needed.

Once on the campus, vehicles will circulate around the campus to the various buildings and parking areas. Student drop-off and pick-up will occur in the circle in front of the campus' main services building. Deliveries will be made at the buildings existing loading docks.

Ambient Traffic Volumes

As summarized in Table 3 below, a review of NYSDOT Traffic volume data for the four (4) roadways bordering the site indicates a cumulative Annual Average Daily Traffic (AADT) volume of 44,440 shortly after the approval to expand the campus' population from 2,700 to 3500, with traffic volumes increasing to a peak of approximately 47,900 between 2005 and 2008. More recently (in 2015 – the most recent year for which data is available and when there were still an undetermined number of employees in the buildings, as well as on the Pepsi campus in Somers), traffic volumes on the four roadways bordering the site have receded to 44,000 (they are currently estimated to be 44,225). Thus, there is been no material change in the traffic volumes on the roadways surrounding the campus between when the last approval was granted and today.

Table 3 -Historical Traffic Volumes

26-May-99 Approval to Construct 553 new Parking Spaces to Increase employees from 2700 to 3500	Traffic Volumes After Addition of Extra Parking		Overall Peak Traffic Volumes			Most Recently Available Traffic Volumes		17-May-16 IBM Announces Plans to Close Somers Campus by March of 2017
	2000	2002	2005	2006	2008	2014	2015	
NYS 116		5950	6645			5375		5300
NYS 202		14315			16555		12815	12900
NYS 100		15625	16300				16670	16825
NYS 138	8550			8400			9150	9200
Total		44440		47900		44010		44225*

*Estimate, based on growing last available data by 0.5% per annum to 2018 and subtracting 470 trips for IBM traffic relocated after 2015

Parking

The campus is currently provided with 3,192 parking spaces in approximately 11 parking lots/fields, almost exclusively located within the developed campus ring road. It is proposed to reduce the number of parking spaces just 502, a reduction of almost 2,700 spaces by replacing the campus' main west, south and east parking fields with athletics fields and courts. The remainder of the campus' parking (including the parking adjacent to and on the campus' main entrance circle) will remain, except for a relatively small lot to the east of Building 1. The conversion of parking fields to playing fields reflects how the potential traffic generated by the site will be significantly reduced by the proposed application and has the added benefit that well more than 10 acres of pavement will be restored to grass.

Should the campus ever need additional temporary parking for events (graduation or some other very occasional events), the fields could probably temporarily accommodate up to 2,000 cars and the ring road surrounding the main area of development on the campus, which is 1.75 miles long and 40 feet wide, could provide temporary parking for 350 cars. The school does not ever intend to have anywhere near this many cars parked on campus. The take-away is that the proposed 502 permanent parking spaces will be more than adequate to accommodate the school's day-to-day needs and the campus can easily accommodate overflow parking for occasional special events.

NOTICE OF SEQRA ACTIONS –Application and Petition for Construction of a Private, For-Profit Institution of Secondary Learning on the Former IBM Site Including Text Amendments to Article VII. Office Business OB-100 District and Article XV. Special Exception Uses in Office Business OB-100 Districts of the Code of the Town of Somers, Subdivision and Site Plan Approval, and Amendment to Town of Somers Comprehensive Plan Update

Notice of Act as Lead Agency

Issued by Town of Somers Town Board
Westchester County, New York

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 (State Environmental Quality Review Act (SEQRA)) of the New York State *Environmental Conservation Law* and Chapter 92 (Environmental Quality Review) of the *Code of the Town of Somers, New York*.

The Town Board of the Town of Somers, Westchester County, declares that, since 30 days have passed since it issued its intent to act as lead agency on October 11, 2018 as part of a coordinated review for Application and Petition for Construction of a Private, For-Profit Institution of Secondary Learning on the Former IBM Site Including Text Amendments to Article VIII. Office Business OB-100 District and Article XV. Special Exception Uses in Office Business OB-100 Districts of the Code of the Town of Somers, Subdivision and Site Plan Approval and Amendment to Town of Somers Comprehensive Plan Update and no objections to its acting as such have been received, it accepts its role as lead agency under the procedures and requirements of SEQRA and Chapter 92 of the Somers Town Code.

The Proposed Action is an Unlisted Action under SEQRA as per Chapter 92 of the *Code of the Town of Somers* in conjunction with Article 24 of the NYS *Environmental Conservation Law*.

PROPOSED LEAD AGENCY: Town Board, Town of Somers
Somers Town House
335 Route 202
Somers, New York 10589

TITLE OF ACTION: Application and Petition for Construction of a Private, For-Profit Institution of Secondary Learning on the Former IBM Site Including Text Amendments to Article VIII. Office Business OB-100 District and Article XV. Special Exception Uses in Office Business OB-100 Districts of the Code of the Town of Somers, Subdivision and Site Plan Approval and Amendment to Town of Somers Comprehensive Plan Update.

DESCRIPTION OF ACTION: The action involves text amendment to Article VIII. Office Business OB-100 District and Article XV. Special Exception Uses in Office Business OB-100 Districts to facilitate the development of a private, for-profit institution of secondary learning on the 723± acre former IBM site located at 294 Route 100 (Tax Lot 17.19-1-1) now owned by 294 Route 100 LLC.

The Text Amendments to Article VIII. Office Business OB-100 Districts would impact all parcels within the OB-100 district which is currently mapped only on this 723± acre site. The main modification is the elimination of certain principal uses permitted in the R-80 district which are currently permitted in an OB-100 District. The modifications to Article XV. Special Exception Uses in Office Business OB-100 District are the addition of text that permits Private, for-profit institutions of secondary learning and the uses and regulations that govern such use.

Subdivision approval is sought because the Applicant intends to use that part of the 723± acre site that was formerly built-up with IBM uses and intends to subdivide the remaining parcel into two other lots that would be available for later, currently unknown, uses in accordance with the regulations and restrictions of the OB-100 District, as modified, for a total three lot subdivision. The existing sewage treatment plant would be subdivided to exist on its own lot, separate from the proposed school and other lots to be created.

Site Plan Approval is being sought for re-use and renovation of the former IBM buildings and associated on-site facilities as a private, for-profit institution of secondary learning that will accommodate up to 1,800 students, 85 percent of whom will be on-campus boarders and 15 percent of whom are anticipated to be commuter students. The school intends to specialize in STEM (Science, Technology, Engineering and Mathematics) and Art & Design. The existing building exteriors will not be disturbed and interiors will be renovated as classroom, laboratory and studio space and dormitories. New construction will consist of a residence for the Head of School, a new arts center, new athletic center, dormitories, and athletic fields. Due to construction on areas where existing parking fields will be removed, the Applicant has indicated they do not intend to create new site disturbance.

Amendment of the Town of Somers Comprehensive Plan Update is required because the Plan did not contemplate a for profit private secondary school as a permitted special permit use within the OB-100 District.

The proposed school expects that it will take three years for it to reach peak student enrollment of 1,800 students, with 750 students anticipated in 2020, 1,300 in 2021 and 1,500 to 1,800 in 2022. There are anticipated to be 102 teachers, 23 administrators and 110 support staff, for a total of 235 employees at full capacity.

LOCATION: 294 Route 100 (Tax Lot 17.19-1-1) Town of Somers, Westchester County, New York

SUPPLEMENTAL INFORMATION: A Long Form (EAF) has been prepared for the Proposed Action. This form is being distributed to Involved and Interested Agencies (see list below), and this information is also available for review in the Town Clerk and Planning and Engineering offices at the Town House and on the Town's web site.

Contact: Syrette Dym, AICP, Director of Planning
335 Route 202
Somers, New York 10589

Telephone: 914-277-5366

Date of this Notice: November 29, 2018

SEQR DISTRIBUTION LIST – Application and Petition for Construction of a Private, For-Profit Institution of Secondary Learning on the Former IBM Site Including Text Amendments to Article VIII. Office Business OB-100 District and Article XV. Special Exception Uses in Office Business OB-100 Districts of the Code of the Town of Somers, Subdivision and Site Plan Approval and Amendment to the Town of Somers Comprehensive Plan Update.

Involved Agencies:

Town Board (Lead Agency)
335 Route 202
Somers, New York 10589
Attn: Rick Morrissey, Supervisor

Town of Somers Planning Board
Somers Town House
335 Route 202
Somers, New York 10589
Attn: Syrette Dym, Director of Planning

Westchester County Department of Health
25 Moore Avenue
Mt. Kisco, New York 10549
Attn: Frederick Beck

New York City Department of Environmental Protection 465
Columbus Avenue
Valhalla, New York 10595
Attn.: Cynthia Garcia

New York State Department of Environmental Conservation Division
of Environmental Permits--Region 3
21 South Putt Corners Road
New Paltz, New York 12561-1620
Attn.: John Petronella

New York State Department of Transportation Region 8
Office
4 Burnett Boulevard
Poughkeepsie, New York 12603
Attn.: Lance MacMillan, PE, Acting Regional Director

Interested Agencies

Town of Somers Open Space Committee
Somers Town House
335 Route 202
Somers, New York 10589

Somers Architectural Review Board
Somers Town House
335 Route 202
Somers, New York 10589

Town of Somers Town Clerk
Somers Town House
335 Route 202
Somers, New York 10589
Attn: Patricia Kalba, Town Clerk

Town of Somers Building Inspector
Somers Town House
335 Route 202
Somers, New York 10589

Somers Bureau of Fire Prevention
Somers Town House
335 Route 202
Somers, New York 10589

Somers Fire Department
P.O. Box 272
Somers NY 10589

Somers Police Department
Town House
335 Route 202
Somers, New York 10589

Somers Energy Environment Committee Somers
Town House
335 Route 202
Somers, New York 10589

Somers Highway Department
Town House
335 Route 202
Somers, New York 10589

New York State Police Department (Somers)
295 Route 100
Somers, NY 10589

Somers Central School District
250 Route 202
Somers, NY 10589
Attn: Superintendent Raymond H. Blanch

Westchester County Planning Board
432 Michaelian Office Building
White Plains, New York 10601
Attn: Norma Drummond, commissioner

NYS Office of Parks, Recreation and Historic Preservation-
Taconic Region - #7
P.O Box 308
9 Old Post Rod
Staatsburg, NY 12580

Other- Lead Agency Representatives

Syrette Dym, Director of Planning Somers
Town House
335 Route 202
Somers, New York 10589

Woodard & Curran Engineering P.A P.C. 709
Westchester Avenue Suite L2
White Plains, NY 10604
Attn: Joseph Barbagallo

Stephens, Baroni Reilly & Lewis LLP
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White Plains, NY 10601
Attn: Roland A. Baroni, Esq.

Joe Eriole, Esq.
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Kingston, NY 12402

Other- Project Sponsor Representatives

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Insite Engineering
3 Garrett Place
Carmel, NY 10512
Attn: Rich Williams