

APPENDIX J

TRAFFIC MITIGATION MEASURES

As detailed in the 2004 Findings Statement, the Project will result in significant traffic impacts at, depending upon the phase of development, eight analysis locations. At each of these locations, Project impacts will be mitigated through conventional traffic management and engineering measures. These measures will consist primarily of traffic control signage, installation of traffic signals, retiming of traffic signals, provisions for new turning lanes, and increases in the number of traffic lanes. The traffic mitigations are set forth in the 2003 FEIS and, as modified below, are included herein. In addition, in order to mitigate Project traffic to below significant impact thresholds, the Applicant shall accelerate the implementation of certain traffic mitigation measures, as described below.

Modification of Certain Traffic Mitigation Measures

One of the accelerated traffic mitigation measures required in the 2004 Findings Statement was the construction of a southbound left-turn lane on Route 17 at Seven Lakes Drive and wider through lanes on Route 17 at that location. That mitigation measure was required because of traffic that was anticipated from a different project projected to be built as part of the “no build” scenario analyzed in the 2003 FEIS. As confirmed in the updated traffic analysis that was included in the 2009 Technical Memorandum, that project is not being built and this mitigation measure is no longer required to be undertaken. See 2009 Technical Memorandum at pg. 33. Accordingly, this mitigation measure has been deleted from the required traffic mitigation measures for the Project.

The Accelerated Traffic Mitigation for the Project mandated in the 2004 Findings Statement included a requirement that the connection to Eagle Valley Road would have to be installed prior to the completion of 525 units in Phase I if only one access to Route 17 from the Southern Tract can be secured. The Applicant has received site plan approval from the Village of Sloatsburg for the southerly access to the Project from Route 17. Accordingly, this accelerated traffic mitigation measure is no longer required to be undertaken.

The details of the accelerated traffic mitigation measures, traffic monitoring program, and jitney service, are set forth below followed by a table of the required traffic mitigation measures for the Project.

Accelerated Mitigations/Improvements

The Applicant will undertake the following measures along Route 17 and at Eagle Valley Road to further reduce the Project’s traffic impacts.

Route 17. At Route 17 and Seven Lakes Drive, the Applicant will create wider through lanes at the completion of 525 residential units. At Route 17 and Washington Avenue,

the Applicant will construct a southbound left-turn lane at the end of Phase 1 where there was no proposal previously. At Route 17 and Route 17A, the Applicant will provide an eastbound right-turn lane with channelized island for free-flow operation by the end of Phase 1, as well as potential signalization and construction of a northbound left-turn lane on the Route 17 connector ramp by the end of Phase 2.

Eagle Valley Connector Road. The main artery connecting the Phase 1 development area to Eagle Valley Road, to be known as Long Ridge Road, will be advanced from Phase 3, and will be installed prior to the completion of Phase 1. It is acknowledged that the Applicant has received approval from the Village of Sloatsburg for the connection of Quail Road to Route 17. If that connection cannot be or is not constructed for any reason, then the Eagle Valley connection will be required to be installed earlier in Phase 1, prior to the completion of 525 units, or earlier if required by the Town's subdivision regulations.

Along with the elimination of 180 units from the 1999 DSEIS development program, the advancement of these mitigations and improvements will mitigate all significant adverse traffic impacts such that the Project will maintain or improve current conditions along the Route 17 corridor.

Monitoring Program

As detailed below, the Town retains the authority to require additional mitigation if Project-generated traffic exceeds pre-defined thresholds and results in deteriorated levels of service. This is a critical check on the pacing of Project construction that is a condition of the Special Permit.

Traffic will be monitored to verify that estimates of Project-generated traffic are accurate. Traffic monitoring will be carried out at the Applicant's expense by a reputable traffic consultant selected by the Town. The traffic consultant will provide traffic counts of Project-generated traffic at each of the Project's driveway access points. These will include both machine counts for one typical week, and manual turning movement observations for one typical weekday, to identify the traffic flows on Route 17 and directional distribution entering and leaving the development. Should Project traffic counts exceed the Applicant's traffic projections by the thresholds below, the Applicant has agreed that the Town will be required to withhold any further Project building permits until adequate traffic mitigation measures are identified and in place.

The traffic monitoring intervals will be as follows: (1) at the completion of 300 units; (2) at the completion of 525 units; (3) at the end of Phase 1; (4) at the end of Phase 2; and (5) at the end of Phase 3. A unit will be determined to be complete when a certificate of occupancy is issued. In addition to the vehicle counts, ridership data will also be collected for the jitney service at each traffic monitoring interval. Should the ridership of the jitney service fall below estimates in the 2003 FEIS, modifications to the service will be made with the goal to increase ridership to projected levels. If despite reasonable best efforts ridership is not maintained at projected levels, the Planning Board is

authorized at the request of the Applicant or the TRHOA to reduce or eliminate the jitney service as is appropriate under the circumstances.

The driveway traffic counts and jitney ridership data will be compared to the projections of Project-generated traffic at each phase of the development, as stated in the traffic assessment sections of the 2003 FEIS. The data will then be submitted to the Town of Tuxedo, the Village of Sloatsburg, the Rockland County Department of Highways and the NYSDOT.

During the 300 and 525 unit monitoring interval, if the actual trip generation exceeds the Project traffic projections as stated in the 2003 FEIS by 20 percent, acceleration of the proposed mitigation or additional mitigation measures will be required. The Applicant, in conjunction with the entities listed in the previous paragraph, will carry out such mitigation measures to achieve the Levels of Service projected for each phase of the development in the FEIS before the Town approves additional building permits for the Project. One of the potential mitigations remains the construction of Interchange 15B.

The same requirements will apply during the monitoring intervals at the end of each development phase, however the threshold deviation from 2003 FEIS traffic projections will be reduced to 10 percent. Should deviation from the projected volumes exceed 10 percent, traffic volumes will also be counted at all of the locations analyzed in the 2003 FEIS. A report providing this updated traffic assessment, and any recommended additions or modifications to the proposed mitigation, will be submitted to the above noted agencies for their review.

The monitoring program will also evaluate traffic circulation of all internal intersections within Tuxedo Reserve in the event a second access to Route 17 is not secured. In this case, construction of the Eagle Valley Road access will be required to be installed earlier in Phase 1 (i.e. before the completion of 525 units) and the Applicant will be required to monitor traffic circulation within the Tuxedo Reserve development. If monitoring results indicate that traffic circulation within Tuxedo Reserve is at a LOS "D" or worse, the Town will be required to withhold building permits until mitigation measures are installed which improve internal traffic flow to LOS "C".

To assist the Town in administering the traffic monitoring program, the Applicant shall provide a cover sheet for each application for site plan approval stating prominently: (1) the number of residential units that are the subject of the site plan application, (2) the total number of residential units that have received site plan approval as of the date of the application, (3) the total number of residential units that have received ARB approval as of the date of the application, (4) the total number of residential units that have been completed and received a certificate of occupancy and (5) a reproduction of the following table:

**Traffic Monitoring Program
Tuxedo Reserve
Monitoring Points**

Monitoring Point (Units)	Permitted Deviation
300	20%
525	20%
714	10%
911	10%
1195	10%

Jitney Service

A jitney service will be operated during the weekday AM and PM peak hours to serve residents destined to and from the Tuxedo and Sloatsburg train stations and nearby express bus stops. The service will be initiated at the beginning of Phase 1, i.e., within the first 50 units of development, through a contractual “taxi-type” car service that will be available to residents during morning and afternoon peak hours, and funded by the Applicant and/or the TRHOA. The service will be overseen by the on-site Project management team.

As the density of the development increases, the ridership will increase to a level where a van or an airport-type bus will be utilized to transport residents to the Tuxedo and Sloatsburg train stations and express bus stops. Based on previous experience, this level of ridership occurs with developments of approximately 200 to 250 units. This service will be operated during the commuter hours, in the morning and evening peak periods. During Phase 1, it should include approximately five to six pickup points, including one near the Commons and one near the major subdivisions. In addition, a bus stop should be provided in close proximity to Route 17 for residents who would utilize bus transit for commuting. The Planning Board, during subdivision or site plan review, may require that the Applicant seek comments from the local bus transit provider to determine whether such a need exists and when the bus stop should be installed. Bus shelters will be provided at selected locations and those locations will be determined during the subdivision and site plan review process. As the development proceeds in both the number and location of units, the operation will be extended to provide adequate service.

At the completion of Phase 1, an off-peak hour service will also be operated in connection with the commuter jitney service. This off-peak operation will be used to transport residents to and from the proposed Commons and the Tuxedo hamlet. This will also be funded and administered by the TRHOA.