

A. DESCRIPTION OF THE PROPOSED PROJECT

The proposed project involves the development and construction of a 300 unit market-rate active-adult age-restricted residential housing development on an approximately 370 acre site located at Route 416 and Eager Road in the Town of Hamptonburgh. The community will be an active adult age-restricted residential complex, with residents restricted to persons 55-years old and above. The proposed development responds to the need on the part of active adults aged 55 years or older for alternatives to traditional single-family detached dwellings.

The project would include 232 single-family homes and 68 townhomes, associated recreational amenities and other facilities, including a wastewater treatment plant, and approximately 255 acres of open space. The single family homes will range from 1,500 to 2,500 square feet, and the proposed townhomes will consist of approximately 2,400 square feet.

The project will include variety of on-site recreational amenities to serve the homeowners such as a clubhouse, swimming pool, tennis courts, and paths. The proposed community will be designed in a neo-traditional layout, with several discrete clusters of homes within the development.

Consistent with the principles of traditional neighborhood design, each street will provide a variety of architectural elevation variations and a variety of home types all designed to create a pedestrian oriented street experience. Many of the proposed buildings will include front porches and will be located close to the tree-lined street to encourage an interaction between pedestrians and residents, reinforcing the notion that the neighborhood is a community. By placing the homes closer together and on smaller areas, significantly more open space and rural vistas can be preserved. These smaller areas will also match the active adult preference for lower maintenance yards and gardens. The design is also intended to preserve and highlight the site's natural features like ponds, wetlands, woodlands and views of the country side. In addition to the preserved natural areas, landscaped public greens will offer outdoor space for public gathering and socializing.

The project will be serviced by an on-site wastewater treatment plant, as well as drinking water production wells, and related treatment and storage facilities. The wastewater treatment facility is to be constructed and will include a direct discharge into the Wallkill River. A water storage tower and water supply wells are to be constructed.

Primary access to the proposed development will be located on Eager Road, with emergency entrances on Eager Road and Route 416.

The proposed residential units are expected to be condominium units, not units owned "in fee." Under the condominium form of ownership, each resident owns their particular unit, but the land on which the unit sits and the common areas (e.g., open space, clubhouse, infrastructure, etc.) are owned by a homeowners' association to which every resident owner must belong and pay a fee.

DEFINITION OF THE PROPOSED ACTION

On June 14, 2004, the applicant submitted the Special Use Permit application with an Environmental Assessment Form and Agricultural Data Statement to the Town of Hamptonburgh Town Board for the development and construction of 340 active adult age-restricted single-family homes and townhomes and associated recreational amenities and other facilities on approximately 400 acres.¹ The Town subsequently declared its intent to be Lead Agency, and on September 1, 2004, the Town Board designated itself lead agency and issued a Positive Declaration. A public hearing on the Scoping Outline and Conceptual Site Plan for the project ran from October 4, 2004 to November 4, 2004, during which comments and suggestions were offered by the public and interested and involved agencies. On January 3, 2005, the Town Board accepted the Scoping Outline. This DEIS is prepared and submitted according to the scoping requirements outlined in the Scoping Outline of Issues to be Addressed in Draft Environmental Impact Statement (DEIS) dated December 16, 2004 and adopted by the Town Board on January 3, 2005.

B. PROBABLE IMPACTS OF THE PROPOSED ACTION

LAND USE, ZONING, AND PUBLIC POLICY

LAND USE

Since the project site is largely undeveloped, the proposed residential project will represent a change in land use from undeveloped and horse farm to an age-restricted conservation development of 300 residential units. The proposed project will result in a higher density than current uses on the project site and residential uses in the study area.

ZONING

The proposed project would result in the development of 300 residential units on approximately 370 acres located within the R-4A Zoning District. With one exception discussed in Chapter 3.1, "Land Use, Zoning, and Public Policy," the proposed project is in conformance with the Town of Hamptonburgh's zoning code. The project is designed to conform with Local Law 2 of 2003, which created a new special permit use, active-adult, age-restricted housing, the occupancy of which is limited to households with at least one person 55 years of age and older and no person under 18 years of age. The proposed development will be intended for persons 55 years of age and older and will require a special permit from the Hamptonburgh Town Board.

PUBLIC POLICY

A number of public policy documents guide development within the Town of Hamptonburgh, including the Town's Comprehensive Plan. Orange County also has several policy documents which provide recommendations on development on a county-wide basis. These include the *Orange County Open Space Plan* and the *Orange County Land Use Plan*. The *Hudson River*

¹ The June 14, 2004 Special Use Permit application was for a development comprised of 340 units. Based on subsequent wetland delineations, the unit count was reduced to 300, the number of units subject to this Draft Environmental Impact Statement. Due to project changes, the total project site acreage has since been reduced to 370 acres.

Valley Greenway Compact, a state sponsored and voluntary program that aims to facilitate compatible development and preservation in the region, also has a number of recommended policy goals and objectives. In addition, Orange County has prepared an *Agricultural Economic Development Strategy*. This public policy document is discussed in Chapter 3.16, "Agriculture Resources." As described in Chapter 3.1, "Land Use, Zoning, and Public Policy," the proposed project complies with these policy documents, and as a result, will not have any significant adverse impacts on land use and zoning.

VISUAL CHARACTER

The proposed project is designed to cluster the proposed residential development onto a small portion (115 acres) of the overall approximately 370 acre project site. The proposed project has been specifically designed to minimize its visibility from the surrounding area and to harmonize it with the area's existing visual character—by utilizing existing topography and natural features as scenic buffers, tightly clustering houses, siting the development on small portions of the project site that are currently not visible, or only somewhat visible, from the surrounding roadways, providing new landscape buffers, and providing substantial open space on the project site. Further, the design aims to protect the scenic corridor along Route 416 and preserve the area's agrarian setting. As a result, the project is not expected to cause and significant adverse impacts to the visual character of the surrounding area.

VEGETATION AND WILDLIFE

The approximately 370 acre project site contains a variety of open field and forested habitat types. The project site consists of active and inactive (former) agricultural fields and hedgerows interspersed with areas of early successional and mature forest. Wetlands and streams occur in topographically low areas of the project site, both within forested and unforested portions, due in part to the prevalence of soils of low permeability. Developed areas, including roadways and farm/residential buildings, account for a small minority of the overall land cover. Although each region of the project site exhibits notable differences in hydrology, soil type, slope/aspect, and management that have affected plant species composition, the site can be generally characterized by five primary habitat types: active agriculture; meadow community-old field; hedgerow community; late-successional field, early-successional forest/shrub community; and, mature forest.

By confining the bulk of the proposed development to the central ridge now occupied by hayfield and cleared pastureland, significant impacts to wildlife are avoided. Although the population (overall number of animals) of a limited number of species may be reduced with development, none would be eliminated from the project site. All of the old field and pastureland habitat adjacent to Route 416 would be preserved, as well as open land west of 416. Wetland and wetland species occurring on the site would be fully protected. As a result, the project is not expected to have any adverse significant impacts on vegetation or wildlife.

WETLANDS AND SURFACE HYDROLOGY

Both Federal and New York State wetlands occur on the project site and have been mapped by the U.S. Fish and Wildlife Service's "National Wetlands Inventory" (NWI) and by the New York State Department of Environmental Conservation (NYSDEC).

The proposed project has avoided onsite wetlands and 100-foot wetland adjacent areas, with only minor encroachments for two roadway crossings necessary to gain access to the site's

development areas. At both locations existing crossings exist in the form of a dirt roadway and an old farm road, therefore the extent of additional disturbance is minimized to the maximum extent possible, and no new wetland fragmentation would result. As a result, the project is not expected to have any significant adverse impacts to wetlands and surface hydrology resources.

TOPOGRAPHY AND SOILS

The project site is located within the Hudson Mohawk Lowland geological formation. This area consists of gently rolling land with several areas of almost flat glacial lake deposits. Elevation onsite varies between 346 feet at the Wallkill River to 495 feet above sea level in the center of the parcel, along Lazy Lane.

Development of the proposed project would result in the alteration of approximately 115 acres of land. Of this amount, a portion would be re-vegetated with landscaping and a portion would be covered by buildings, roads, and other impervious surfaces. Construction of the proposed project would require re-grading and may require rock removal. By adhering to specific design guidelines, including sediment and erosion control measures, as described in Chapter 3.5, "Topography and Soils," the proposed project would not have any significant adverse impacts on bedrock geology, soils, or topography.

GROUNDWATER RESOURCES

Water supply to the bedrock aquifer system below the project site is derived primarily from rain and snowmelt. Based on the development of 300 units of housing and using the maximum-month average day demand of 130 gallons per day (gpd) per bedroom, the total potable water demand will be 87,440 gpd, as described in Chapter, 3.6, "Groundwater Resources." The irrigation demand is estimated to be approximately 120,000 gpd.

Onsite groundwater investigations have confirmed the ability of the bedrock aquifer to reliably supply the proposed project's total water demands, including potable and irrigation demand, and fire flow requirements. The wells developed onsite will have no detrimental effects on nearby offsite domestic wells or to onsite surface water resources as discussed in Chapter 3.6, "Groundwater Resources."

STORMWATER MANAGEMENT AND SUBSURFACE WATER

The topography of the portion of the project site which will contain the proposed residential development is divided by a ridge that runs north-south, roughly parallel to Route 416. Surface drainage west of the central ridge at Lazy Lane leads downslope to the west entering forested wetlands and wet meadow habitat at the toe of slope, eventually draining westwards to the Wallkill River via a north-flowing drainageway bordered by hedgerow habitat. Drainage on the eastern portion of the project site also flows downslope from the site's high point towards the central farm pond and wetlands to the east. Surface water flows on the eastern portion of the project site generally lack defined channels instead flow through wet meadow habitat downslope from the central ridge and through forested wetlands bordering the rail line prior to discharging south and east offsite.

The proposed project incorporates a specific stormwater pollution prevention plan (SWPP). The project incorporates stormwater management practices designed in accordance with the regulations established by NYSDEC, including water quality treatment, peak flow attenuation, and temporary and permanent erosion and sediment control measures. The proposed facilities

would be sufficient to mitigate the potential impacts of the proposed project on the quantity and quality of stormwater runoff.

INFRASTRUCTURE AND UTILITIES

The water supply for the proposed project will be served by three onsite bedrock wells and a water storage tower.

The proposed project is expected to generate approximately 97,400 gallons per day (gpd) of wastewater which will be treated in a proposed wastewater treatment plant located near the Wallkill River, west of Route 416.

Central Hudson Gas and Electric will provide services to the proposed project, and a gas distribution main is located along Neelytown Road. The proposed project is not expected to result in any significant adverse impacts to the existing utilities or infrastructure.

TRAFFIC AND TRANSPORTATION

As described in Chapter 3.9, "Traffic and Transportation," it is conservatively estimated that 214 new trips will be generated during the AM peak hour (53 entering, 161 exiting), 279 new trips will be generated during the PM peak hour (178 entering, 101 exiting), and 257 new trips will be generated during the Saturday midday peak hour (139 entering, 118 exiting). However, as discussed in Chapter 3.9, the analysis utilized trip generation rates for more conventional residential developments, and the proposed project is not expected to generate as much traffic as the analysis concludes.

Based on the traffic analysis of the existing transportation network with the conservative trip generation rates, it is estimated there would be no notable changes in Level of Service (LOS) for the signalized intersections. However, there would be one change in LOS for the following unsignalized intersection: the northbound Neelytown Road left-turn/through lane group at the intersection of Neelytown Road and Beaver Dam Road would decline from LOS E to LOS F during the PM peak hour. As such, it is recommended that the existing flashing traffic signal be converted to a fully operational traffic signal, if warranted. As a result, the project is not expected to have any significant adverse impacts on the existing transportation network.

The traffic analysis also took into account the New York State Department of Transportation planned improvements to Interstate 84 at Interchange 5 and found that these proposed improvements would improve traffic conditions for the proposed Four Seasons project.

NOISE

Existing noise levels near and adjacent to the project site are relatively low. Although the proposed project will introduce new traffic into the area, the proposed project would not result in a significant adverse noise impact, as described in Chapter 3.10, "Noise."

Increased noise levels due to construction activity can be expected to be most significant during the early construction phases and if blasting is necessary, which would be relatively short in duration. Also, construction activity will be limited to weekday daytime hours. However, because of the limited duration and the low density of residential uses around the site, potential noise impacts would not constitute significant adverse noise impacts.

AIR QUALITY

Though the proposed project will generate additional traffic on the local road network, the project is not expected to cause any new violations of air quality standards or exacerbate any existing violations with implementation of the proposed roadway improvements, as described in Chapter 3.11, "Air Quality." Therefore, the proposed project would not have a significant adverse impact on local air quality and would be considered consistent with the requirements of the New York State Implementation Plan.

COMMUNITY FACILITIES

The residents of the proposed project would create an additional demand on the local community facilities, including police, fire, emergency services, recreation facilities, and retail and service businesses. However, as described in Chapter 3.12 "Community Facilities," these existing community facilities are capable of meeting the projected demand, and in some instances, such as recreational facilities, will be provided in the proposed project.

DEMOGRAPHICS

The proposed project will establish an active adult community consisting of 300 single-family homes and townhomes. Pursuant to the proposed Special Use permit application, the development will be restricted to people age 55 and older. It is anticipated that two people will occupy each housing unit. A majority of the units will serve as primary residences. However, it is likely that an unknown number of the units will serve as seasonal homes for owners spending portions of the year elsewhere. To be conservative, assuming that all units are occupied by year-round residents new to Hamptonburgh, the proposed project, at full build-out, will increase the town-wide population by a maximum of 600. As discussed throughout this analysis, this increase is not expected to result in any significant adverse environmental impacts.

FISCAL IMPACTS

The construction and ongoing operation of the proposed project would have several economic and fiscal effects on the Town of Hamptonburgh, Orange County, the Valley Central School District, as well as the New York State economy, as a whole. These effects are derived primarily from the direct and indirect expenditures resulting from the construction of the project, as well as ongoing real property taxes generated by the improved property and the ongoing expenditures of residents occupying the proposed units.

Based on an estimated construction cost of \$78.5 million, the construction phase of the proposed project is forecast to directly create 593 person-years of employment. In addition, construction of the proposed project would indirectly generate another 474 person-years of employment, bringing the total direct and generated jobs from the construction activities to 1,067 person-years. Direct wages and salaries generated by the construction-related expenditures are estimated at \$24.04 million. In total, including indirect and generated wages and salaries, construction of the proposed project is projected to have wages and salaries equaling approximately \$39.78 million in Orange County. In the broader New York State economy, total direct and generated wages and salaries from construction of the proposed project are estimated at \$41.10 million. Based on the RIMS II model for Orange County, the total economic activity that would result from the construction of the proposed project, including indirect expenditures, is estimated at \$143.52 million.

Construction of the proposed project is estimated to create more than \$2.6 million in sales tax revenue during the construction period, including approximately \$1.19 million for Orange County, \$79,300 for the Metropolitan Transportation Authority (MTA), and \$1.35 million for New York State.

The economic benefits from the operation of the proposed project would include the effects of expenditures from operations, as well as from property taxes paid to the Town, County, and the school district. The new residents of the project will expend money in the local and regional economies as they make purchases of goods and services. An estimated total of \$4.2 million will be spent by residents on an annual basis, with the bulk of these expenditures going toward food, including groceries and eating away from home, in restaurants. The second largest expenditure category is expected to be on health care-related goods and services. Entertainment would represent another major category of expenditures made by Four Seasons residents. There are ample commercial services located in close proximity to the project site which would be able to accommodate the additional residents who would potentially be moving into the Town of Hamptonburgh as a result of the proposed project. Therefore, there would not be any significant adverse impacts on the community's access to shopping, banking, the post office, and other services.

Although the proposed project is anticipated to be established as a condominium form of ownership, the fiscal impact analyses presented herein compare condominium ownership with fee ownership. This comparison is presented to illustrate the approximate differences in tax generation between these alternate ownership forms. Based on the analyses, and assuming the application of current property tax rates, the project, upon completion, would generate an estimated \$168,239 and \$269,920 in annual Town and County taxes if it were in condominium or fee forms of ownership, respectively. Since the project will be an active adult age-restricted residential complex occupied by persons 55 years of age or older, no additional school children would move into the school district as a direct result of the proposed project. The proposed project would annually generate an estimated \$536,876 as a condominium and \$861,352 as a fee-owned project for the Valley Central School District. The overall effect of the project on the Valley Central School District will be to provide real property tax revenues with no discernable direct associated costs.

CULTURAL RESOURCES

As discussed in Chapter 3.15, "Cultural Resources" a Phase IB Cultural Resource Investigation was prepared for the project site as requested by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) and in conformance with the Scoping Outline for this DEIS. The Phase IB report includes an architectural inventory of properties consisting of structures considered to be 50 years of age or older, an archaeological sensitivity assessment of the project site, the results of an initial project site field inspection, a scope of work for field testing, and the results of archaeological shovel testing conducted between May 10 and May 15, 2005. The Phase IB report has been submitted to OPRHP for review.

The Phase IB archaeological shovel testing did not indicate the presence of precontact- and historic-period archaeological resources on the majority of the project site. The field testing, however, did identify the presence of a small precontact-period archaeological site on Parcel D. To evaluate the State and National Register eligibility of the identified Native American archaeological site, Phase II archaeological field testing was conducted in June 2005. The investigation recovered ten Native American artifacts that represented scattered material found

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within the plowzone. Because the identified artifacts suggest that the site on Parcel C represents a small, temporary campsite, the Phase II evaluation concluded that the site is not eligible for listing on the Registers. The Phase II report was submitted to OPRHP for review, and in a letter dated September 9, 2005 OPRHP concurred with the report's conclusion that the Native American site is not eligible for listing on the Registers. As written in the letter, OPRHP has no further archaeological concerns for the proposed project.

In compliance with SEQRA guidelines and as requested by OPRHP in a letter dated August 25, 2004, the Phase 1B Cultural Resource Investigation includes an inventory of structures that could warrant recognition as historic resources. The architectural inventory was submitted to OPRHP for an evaluation and determination of National Register eligibility. OPRHP identified six properties as being individually eligible for listing on the Registers—two of those properties are located on the project site. Five properties were found not to meet the National Register eligibility criteria, while eligibility determinations were not made for twelve properties, which are, therefore, considered in this DEIS to be potential historic resources. Since the proposed project would remove two National Register-eligible farmhouses on the project site at 22 Eager Road and 55 Lazy Lane, and one potentially historic farm at 282 Route 416, the proposed project would have an adverse effect on historic resources. Therefore, mitigation will be developed and implemented in consultation with OPRHP. It is not expected that the proposed project would have any adverse physical, visual, or contextual effects on National Register-eligible properties in the study area, or on any of the other potential historic resources.

AGRICULTURAL RESOURCES

The proposed project will be located in an area largely characterized by low-density residential and agricultural land uses as well as several commercial and industrial uses. The project site is located within the Town of Hamptonburgh in Orange County Agricultural District No. 1.

The majority of the project site was developed for agricultural purposes from as early as 1940, and portions of the project site are now used as horse farms and pastureland. The remainder of the land comprising the site is non-agricultural woodlands.

The proposed project will be sited on the location of an existing tenant-operated horse farm. However, the portions of the main farmhouse on Lazy Lane would possibly remain and be incorporated into the proposed development as an amenity building.

The proposed project would avoid disturbing approximately 255 acres of the 370 acre site, including the fields and pastures along Route 416. In view of the project's protection of a substantial portion of the site's existing agricultural lands, and despite the closure of one tenant-operated horse farm, the proposed project is not expected to have a significant adverse impact on the agricultural land base or agricultural economy of the Town of Hamptonburgh or Orange County.

CONSTRUCTION IMPACTS

The proposed project would be constructed in three phases over a three-year period. Initial construction of the proposed project is anticipated to begin in 2005 with the start of Phase I. Full build-out of the project is scheduled to occur in 2008.

The proposed project would involve the clearing, grading, and excavating of soil and potentially rock to prepare the site for development. To avoid and minimize temporary impacts from this

activity, a sediment and erosion control plan and SWPP would be implemented to protect areas outside of the disturbance zone.

Construction of the proposed project would create daily construction-related traffic to and from the project site, including workers, delivery of materials and equipment, and if necessary truck removal of excavation materials from the project site. Construction workers would be instructed to travel to and from the project site via NYS Route 416 (not Eager Road). Workers would generally use Eager Road only along the short segment of roadway between NYS Route 416 and the construction driveway that provides access to the site. Because all parking and staging can be accommodated on site, there is anticipated to be no queuing of construction related traffic on study area roadways, no street closures, no parking off-site, and therefore no significant adverse impacts related to the construction of the proposed project.

Construction on-site is proposed to occur between 7 AM and 6 PM on weekdays and from 8 AM to 5 PM on Saturday, although the Town code does not specify hours for construction activity.

The principal air quality impact associated with construction activities is the generation of fugitive dust, which can vary widely in terms of volume and size of particulate matter generated. By controlling the amount of dust and vehicle emissions that would result from construction of the proposed project, and ensuring that nearby properties would not be greatly affected by such emissions, no significant adverse air quality impacts would be expected to occur.

Construction of the Proposed Community would typically generate noise and vibration from construction equipment, construction vehicles, worker traffic, and delivery vehicles traveling to and from the project site. However, as with air quality, the noise impacts would not be expected to affect any residential neighborhoods. Therefore, because these noise effects would be temporary in nature and would typically occur during daytime hours no significant adverse noise impacts would be expected to occur.

Approximately 115 acres of soil will be disturbed. Based on the preliminary geotechnical investigation of the on-site soils and USDA soil survey maps, it is expected that bedrock is approximately 10 feet below the overburden. Based on the proposed site grading, approximately 4 acres of the site may require blasting for the construction of roads and foundations. It is estimated that approximately 45,000 cubic yards of rock may be excavated. Blasting will only occur in those locations where other forms of excavation, such as ripping, chipping, or cutting are not a feasible alternative to the use of explosives. All blasted material is proposed to be recycled on site and used for roadway bedding and structural fill.

The contractor shall submit a blasting plan to the Town and shall obtain a Town Permit to use or detonate explosives for purposes of excavating rock. All blasting will be conducted in accordance with federal, state, and local regulations and all appropriate measures will be employed to minimize any adverse impacts to the maximum extent possible.

ALTERNATIVES

The State Environmental Quality Review Act (SEQRA) requires the consideration of project alternatives, which are formulated in response to potential impacts of the proposed project. Chapter 5, "Alternatives" assesses eight residential development alternatives to the proposed project, including: (1) a No Action Alternative in which the project site remains undeveloped; (2) an As-of-Right Alternative (i.e., a development scenario that conforms to the site's zoning regulations without Special Permit approval); (3) an As-of-Right cluster subdivision development; (4) an alternative development in terms of scale and configuration; (5) an alternate

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site layout with primary entrance on Route 416; (6) an alternate site layout with 50 foot building separation; (7) an alternative locating the wastewater treatment plant on the main site; and (8) an alternate site layout without the five-unit cul-de-sac in the overlay district.

ALTERNATIVE 1: NO ACTION ALTERNATIVE

The No Action Alternative represents future conditions if the proposed project is not built. It assumes that the project site would remain in its state at present as agricultural, open meadows, wetlands, and forested areas. The No Action Alternative is essentially the condition described through the preceding chapters of this DEIS as the “future without the proposed project.” As a future baseline for the comparison of impacts, this condition is compared to the future condition with the proposed project. In general, the No Action Alternative would avoid those adverse impacts identified for the proposed project, but it would also forgo the substantial social and economic benefits of the project.

ALTERNATIVE 2: AS-OF-RIGHT ALTERNATIVE

The As-of-Right Alternative assumes that a conventional single-family residential subdivision of 65 detached houses on 4-acre lots would be developed in accordance with existing R-4A zoning regulations, which permits the development of farms and agricultural operations and single-family dwellings. The lot count reflects potential development constraints of the site, (e.g., regulated wetlands) that affect house site locations and building envelope configuration.

Development under this scenario would not be age-restricted, as is the proposed project. As a result, this development scenario would result in an increase in the number of school-age children residing within the Valley Central School District. This would result in increased costs incurred by the District in terms of education and transportation expenses. The total assessed real property valuation of this alternative would be less than that of the proposed project, and as a consequence it would generate lower tax revenues for the affected jurisdictions. The subdivision of the 370 acre site into approximately 65 house lots would not result in the preservation large tracts of contiguous lands, and as a result, the agricultural, scenic, and wildlife values of the site would be diminished. Further, the conventional subdivision of the site would result in numerous driveways along the frontage roads, resulting in increased numbers of vehicle movements and consequent increased traffic safety concerns.

ALTERNATIVE 3: CONSERVATION SUBDIVISION ALTERNATIVE

The Conservation Subdivision Alternative presents a residential subdivision of the project site in accordance with existing zoning regulations and conservation subdivision provisions, as defined in Section 150-21 of the zoning code. Sixty-five single-family residences would be constructed, with each house having a lot size of at least one acre (the minimum lot size required by zoning). The remaining lands would be set aside as open space. The development density accounts for potential development constraints of the site, including regulated wetlands. The proposed lots are clustered in a manner to preserve open space and minimize disturbance of wetlands. In addition, the cluster plan aims to maintain the scenic qualities of the Route 416 corridor.

While this Alternative results in the maintenance of open space and the protection of scenic qualities of the site, this cluster alternative is not age-restricted to residents 55-years or older. As a result, this development scenario would result in an increase in the number of school-age children residing within the Valley Central School District. This would result in increased costs incurred by the District in terms of education and transportation expenses. The total assessed real

property valuation of this alternative would be less than that of the proposed project, and as a consequence it would generate lower tax revenues for the affected jurisdictions.

ALTERNATIVE 4: 340-UNIT PLAN ALTERNATIVE

This Alternative is a variation of the proposed project, differing in that the number of units is increased from the proposed 300 to 340, an addition of 40 residential units. This Alternative's additional 40 units would be accommodated within a site design configuration nearly identical to that of the proposed project. Like the proposed project, the 340-unit Alternative would be an active-adult, age-restricted residential community consisting of 269 detached single-family houses, and 71 attached townhomes sited on approximately 115 acres of the 400-acre site. Amenities and other site features discussed in Chapter 2, "Project Description," would be incorporated into this Alternative, including a clubhouse, swimming pool, tennis courts, and trails. In all other respects, the site plan, infrastructure, and building program evaluated under this alternative are the same as that considered in the analyses of the proposed project.

Like the proposed project, this Alternative has been designed to conform with Town of Hamptonburgh Town Law 2 of 2003, which created a new special permit use, active-adult, age-restricted housing. This Alternative, therefore, would require a special permit from the Town Board. Because the number of units included in this alternative exceeds the unit count allowed under the Town Code's formula (see Chapter 3.1, "Land Use, Zoning, and Public Policy"), it would require that the Hamptonburgh Town Board grant a waiver of the density standards to permit the inclusion of the additional 40 units. Further, as with the proposed project, this Alternative plan would require that the minimum building separation dimension requirement be waived to enable more a more closely spaced layout than the currently allowed.

The assessed value of this Alternative would be approximately \$151.7 million, and the estimated total Town and County taxes generated by this alternative would be approximately \$805,000 per year, and this Alternative would generate approximately \$2.6 million per year toward the Valley Central School District. Because this alternative would not increase enrollment in the school system, the school taxes would represent a net positive gain for the district.

This 340-unit Alternative is included in this analysis to demonstrate that the marginal increase in the number of units would result in minimal incremental impacts above those identified in the analyses of the proposed project, and that it would not be expected to result in significant adverse environmental impacts.

ALTERNATIVE 5: ALTERNATE ACCESS - PRIMARY ENTRANCE ON ROUTE 416

This alternative is a variation of the proposed project, differing in that the proposed primary entrance would be from Route 416 instead of from Eager Road, as shown in Figure 5-4. This involves primary vehicular access to the project site from NYS Route 416, with secondary vehicular access from Eager Road. Two emergency access driveways would be provided: one on NYS Route 416; and one on Eager Road. The primary access driveway off of NYS Route 416 would be located directly opposite of Grove Street, forming a 4 leg intersection. The proposed project proposes that the main entrance to be located on Eager Road, with the emergency driveways be located on NYS Route 416 and Eager Road.

This Alternate Access Alternative may require an additional curb cut along NYS Route 416 as well as widening NYS Route 416 to provide a southbound left-turn lane to the project site driveway. The road widening, entrance driveway, and associated features, such as fencing,

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landscaping, and gatehouse, would be centrally located within the Gateway Overlay District. The Gateway Overlay District is a zoning district within the Town that has been identified as an important scenic and agrarian corridor.

ALTERNATIVE 6: 50-FOOT BUILDING SEPARATION SITE CONFIGURATION

This Alternative presents the site's development as a 300-unit age restricted residential community with a 50-foot separation between buildings. Under this Alternative, the 50-foot separation allows for the siting of approximately 230 of the single family and multi-unit residential units on approximately 140 acres of land. This Alternative would utilize a roadway network that is of the same layout as for the proposed project. However, because of the additional distance between houses and the presence of steep slopes and wetlands, not all houses would be sited on this roadway. Therefore, approximately 70 single family houses would be located elsewhere on the project site. Due to environmental considerations, including wetlands and steep slopes, these 70 single family houses would be most appropriately located along the eastern side of NYS Route 416, north and south of Eager Road. These houses would require the construction of an additional approximately 5,700 linear feet of roadway to provide access and egress.

This Alternative differs substantially from the proposed project in that the proposed project requests a deviation from the zoning code standard of a 50-foot separation in favor of a building separation distance of 15 feet. The 50-foot building spacing presented in this Alternative would negatively affect the neo-traditional community characteristics and pedestrian-friendly nature of the development, rendering it more like a conventional single-family subdivision in which each house was situated on a separate lot along curvilinear roadway system. The increased 50-foot separation between homes would not create cohesive community of neighborhoods which attracts residents of similar ages to live in a close-knit, walkable community.

ALTERNATIVE 7: ALTERNATE SEWAGE TREATMENT PLANT LOCATION

This alternative is a variation of the proposed project, differing in that the wastewater treatment facility would be located on the east side of NYS Route 416, in a location closer to the main body of residential units. Because the treatment facility in this Alternative is not located on a 9-acre separate parcel (referred to as Parcel C in the proposed project), the net developable site acreage is decreased by 9 acres, to approximately 361 acres, and therefore the total number of residential units is decreased from 300 to 291.

This Alternative would be accommodated within a site design configuration that locates the sewage treatment plant on Parcel B. The proposed sewage treatment plant would be sited in the approximate location of the existing large barn. To minimize effects on the Gateway District and to maintain the rural character of the immediate area, the treatment plant structure would be designed to match the architectural features of a traditional barn. The sewage treatment plant at this location would require an outfall pipeline to extend westward, across Route 416, to the proposed outfall location on the Walkill River. The outfall location would be as described in Chapter 3.8, "Infrastructure and Utilities."

This alternative is included in this analysis to evaluate whether locating the sewage treatment plant on the main site would result in incremental impacts above or below those identified in the analyses of the proposed project that would result in significant adverse environmental impacts

ALTERNATIVE 8: PROPOSED PROJECT WITHOUT THE CUL-DE-SAC

This Alternative is a variation of the proposed project, differing in that the five-unit cul-de-sac located in the northeastern part of Parcel A, within the Gateway Overlay District, would be removed, as shown in Figure 5-7. These five units would be located elsewhere in the proposed project, and the project under this Alternative would therefore involve construction of 300 units, as with the proposed project. Like the proposed project, this Alternative proposes 300 units which would be an active adult, age-restricted residential community consisting of 232 detached single-family houses, and 68 attached townhomes sited on approximately 115 acres of the 370-acre site. Amenities and other site features discussed in Chapter 2, "Project Description," would be incorporated into this alternative, including a clubhouse, swimming pool, tennis courts, putting greens, and walking trails. In all other respects, the site plan, infrastructure, and building program evaluated under this alternative are the same as that considered in the analyses of the proposed project. The build year analyzed for this alternative is 2008, and construction would occur within the timeframe anticipated for the proposed project.

This alternative is included in this analysis to evaluate relocating the 5 residential units on the cul-de-sac within the Gateway Overlay District would result in incremental impacts above or below those identified in the analyses of the proposed project that would result in significant adverse environmental impacts.

POTENTIAL GROWTH INDUCING ASPECTS

The proposed project would generate approximately 600 new residents. These residents would place an additional demand for goods and services on the local economy. Additionally, the development may employ a small staff to operate the facility, including security guards, recreation facility managers, and associated staffing. The proposed project will induce a minimal amount of ancillary and support services. These support services might include public/municipal services, such as fire, police, and emergency services; and support services from the private sector such as garbage collection, snow plowing, property maintenance and landscaping. The Town and local business community that currently exist will provide the majority of these services. No significant new services will be required to support the new development. The proposed project is not expected to result in new commercial or secondary residential growth. As discussed in Chapter 3.12, "Community Facilities," the general vicinity of Hamptonburgh is served by a variety of regional and neighborhood commercial facilities. These facilities adequately support the needs of the existing population of the Town and region.

UNAVOIDABLE ADVERSE IMPACTS

As presented in each of the technical chapters in this DEIS, the proposed project will result in certain changes to the existing environmental setting on and around the project site. These changes are expected to result in several impacts that cannot be avoided. Since the proposed project would remove two National Register-eligible farmhouses on the project site at 22 Eager Road and 55 Lazy Lane, and one potentially historic farm at 282 Route 416, the proposed project would have an adverse effect on these historic resources. Therefore, mitigation will be developed and implemented in consultation with OPRHP. None of these impacts are considered significant adverse impacts.

PROJECT IMPACTS ON ENERGY USE AND SOLID WASTE

The consumption of energy, particularly in the form of electrical power, and gas and diesel fuels, will occur during and after construction of the project. However, selecting energy efficient equipment and using it in accordance with the manufacturer’s specifications will reduce power consumption and construction costs. Depending on the type of mechanical systems, the project will use the electricity for lighting purposes, and possibly heating and cooling. At this time, it is unknown how the buildings will be heated or cooled, but it is the applicant’s intent that these systems meet or exceed the New York State Energy Code. Also, architectural details may employ energy conservation mechanisms, such as insulated windows.

During the construction of the proposed project, the Applicant will contract a private hauler to remove any construction debris from the project site for appropriate recycling and disposal, if practicable. Upon completion of the proposed project, the residents of the development will generate solid waste that must be removed from the site. After the establishment of the Home Owners Association, a solid waste hauler would be retained to remove the solid waste from the site. Solid waste disposal is further discussed in Chapter 3.12, “Community Facilities.”

As a result, the proposed community is not expected to have any significant adverse impacts due to solid waste and energy.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

This DEIS examines whether there are any irreversible and irretrievable commitment of resources resulting from the proposed project. Certain resources, both natural and manmade, would be expended in the construction and operation of the project. These resources include use of the land, building materials, energy, wildlife habitat, and the human effort required to develop, construct, and operate the Four Seasons at Hamptonburgh. They are considered irretrievably committed because their reuse for some purpose other than the project would be highly unlikely.

C. REQUIRED DECISIONS AND APPROVALS

The following major approvals are required for the project:

**Table 1-1
Required Approvals**

Approval/Permit/Review	Agency
Town of Hamptonburgh	
Special Use Permit	Town Board
Site Plan Approval	Planning Board
Subdivision Approval	Planning Board
Orange County	
Water Supply and Distribution Designs	Department of Health
New York State	

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Water Supply Application	Department of Environmental Conservation
Sewage Treatment Plant and Sewage Collection System Designs	Department of Environmental Conservation
SPDES Permit for Waste Water Discharge	Department of Environmental Conservation
SPDES Permit(s) for Stormwater Discharges	Department of Environmental Conservation
Protection of Water Permit for Stream and Bank Disturbance	Department of Environmental Conservation
Freshwater Wetlands Permit	Department of Environmental Conservation
Water Quality Certification	Department of Environmental Conservation
Highway Work Permit and Possible Road Entrance Permit	Department of Transportation
Federal Agencies	
Nationwide or Individual Wetlands Permit	US Army Corps of Engineers