

**A. INTRODUCTION**

This section examines the community facilities that are located in the one-half mile study area surrounding the Four Seasons at Hamptonburgh project site, as well as those that provide services to the project site from locations beyond the study area. The one-half mile study area generally includes facilities that could experience direct impacts of the proposed project. Beyond this area, community facilities that would provide police, fire, emergency medical, and hospital services to the Four Seasons at Hamptonburgh site were considered. These types of services could experience indirect impacts of the proposed project as a result of increased service demand. This analysis addresses the potential for significant adverse impacts to community facilities and services that could occur as a result of the proposed project.

**B. TOWN HALL ADMINISTRATIVE SERVICES****EXISTING CONDITIONS**

The Town of Hamptonburgh Town Hall is located at 18 Bull Road in the hamlet of Campbell Hall (see Figure 3.12-1, location #3). The administrative service departments are located in Town Hall and include the Town Clerk's Office, Assessor's Office, Tax Collector's Office, Building Department, Highway Department, Justice Court, and Dog Control Department.

The responsibilities of the Town Clerk's office include record access for all departments; licenses and permits (i.e., burial permits, burning permits, conservation licenses, dog licenses, marriage licenses, parking permits for persons with disabilities, and road work permits); notary public; Community Room scheduling; 911 address assignments; general information; voter registration forms and absentee ballot applications; birth and death certificates; genealogy; engineering escrow administration; Senior Citizen Center activities and trips; and Rural Ridge Water District biller and receiver.

The duty of the Assessor's Office is to identify and value property within the Town of Hamptonburgh in accordance with the Real Property Tax Laws of New York State. All exemptions are administered by the Assessor, including veteran, senior citizen, STAR, agricultural, and wholly exempt properties. The Tax Collector's Office is responsible for the collection of County, Town, Highway, and Fire District taxes. The Town does not collect school district taxes.

The responsibilities of the Building Department include issuing permits, and inspecting for compliance all alterations, construction, or demolition within the Town. In addition, the Building Department is responsible for ensuring compliance with the Town Zoning Code. In addition to issuing building permits, the Building Department also issues certificates of occupancy and compliance, as well as conducts violation searches.

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The Highway Department is responsible for the maintenance and repair of all roads, as well as removal of ice and snow. It should be noted, however, that the Town of Hamptonburgh Highway Department would not provide any maintenance to private roads.<sup>1</sup> Normal maintenance activities performed by the Highway Department include cleaning, replacing culvert pipes, trimming trees, clearing brush and maintaining visibility at intersections, and maintaining street signs and placement of traffic control signs. With the exception of two bulk pick-ups per year (in April and October), the Highway Department is not responsible for solid waste disposal. See Section J, below, for further discussion of solid waste disposal.

The Town Justice Court's trial jurisdiction includes traffic violations and misdemeanors, criminal violations and misdemeanors, civil actions, landlord-tenant actions, and small claims. Small Claims Court is an informal court where individuals can sue for damages up to \$3,000 with or without an attorney.

The Dog Control Department is responsible for enforcing Town dog control ordinances and New York State Agriculture and Markets regulations for dogs. The Town contracts with Walden Humane Society for the holding of dogs found without licenses.

For fiscal year (FY) 2005, the Town of Hamptonburgh has a total operating budget of \$2,667,366. Of this amount, \$1,122,038, or approximately 42 percent, is to be raised from real property taxes. With 74 percent of the parcels in the Town of Hamptonburgh being residential properties, approximately \$830,308 of the real property taxes collected for the total operating budget of the Town is \$614,428.

The taxing jurisdictions within which the project site is located include Orange County, the Town of Hamptonburgh, the Hamptonburgh Highway Department, the Hamptonburgh Fire District, and the Valley Central School District. As discussed in Chapter 3.14, "Fiscal Impacts," and as shown in Table 3.14-1, for fiscal year (FY) 2005, the property generated total property tax payments to all jurisdictions of \$40,148, including \$2,433 for the Town of Hamptonburgh, \$1,217 for the Hamptonburgh Fire District, \$5,929 for Orange County, and \$30,569 for the Valley Central School District.<sup>2</sup>

### **THE FUTURE WITHOUT THE PROPOSED PROJECT**

As noted in Chapter 3.13, "Demographics," in the future without the project, the population in the Town of Hamptonburgh is projected to increase at a rate of approximately 1.53 percent annually. Applying this rate of population increase to the Town's population of 4,686 in the year 2000, the current (2005) population in Hamptonburgh is 5,056. Projected further to the build year of the proposed project, 2008, the population in Hamptonburgh is projected to increase by 235 residents for a population of 5,291, which is 4.6 percent higher than its current population. Given such a small increase in population, it is not anticipated that there would need to be additional staff hired in any of the Town Departments in order to meet the administrative needs of the increased population within the Town.

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<sup>1</sup> Letter received from Philip J. Lavorgna, Town of Hamptonburgh Highway Superintendent, dated January 6, 2005.

<sup>2</sup> The 2006 County and Town Real Property Tax Bills for the three subject parcels were (paid on January 31, 2006), and the 2005-2006 School Real Property Tax Bill was paid on September 22, 2005. For the sake of presentation, all dollar amounts have been rounded up to the nearest whole dollar.

## POTENTIAL IMPACTS OF THE PROPOSED PROJECT

With the development of Four Seasons at Hamptonburgh, as noted in Chapter 3.13, “Demographics,” a maximum of 600 new residents would be introduced to the Town of Hamptonburgh by build year 2008. This additional population would result in an increase of approximately 11.3 percent over conditions in the future without the proposed project. As discussed below, it is anticipated that the construction of the proposed project and the anticipated increase in population would increase the demand for certain services provided or administered by Town Hall departments.

The increase in the Town’s population attributable to the proposed project would result in a proportionately increased number of calls to Town Hall departments for the full range of services. It is expected that these would include an increase in the number of general questions and, as well as an increase in applications for the various licenses and permits issued or administered by the Town. These would include, for example, handicapped parking permits, dog licenses, and hunting and fishing licenses. It is expected that the Town Clerk’s office would be the department most affected by this increase in demand for services.

The Four Seasons at Hamptonburgh would increase the Town’s population by approximately 600 persons of voting age. This resulting increase in voters would require the Town to establish a new election district and polling place. The concentration of new voting age persons within the proposed project site would require the siting of a polling place on-site. The proposed clubhouse is proposed to serve as a new polling location for the new election district. The entrance to and required facilities within the room used as the polling location would comply with necessary building codes and Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities guidelines. It is expected that costs related to additional polling clerks and voting machines required for the service of this polling place would adequately be covered through additional property tax generation from the proposed project.<sup>3</sup>

In addition, the proposed project would be expected to result in a substantial increase in demand on the services of the Hamptonburgh Building Inspector during the construction period. Plan reviews, site and construction inspections, and related building inspection services would be required during construction and up to and including the issuance of certificates of occupancy for the residential units and other structures. As currently staffed, the Town’s building inspector’s office is not equipped to handle the service demand created by the proposed project.

As discussed in Chapter 3.14, “Fiscal Impacts,” and as shown in Table 3.14-5, the real property tax revenues for the Town generated by the completed project are estimated to be between \$42,737 and \$68,657, representing an estimated increase of 1,657 to 2,718 percent over the \$2,433 in Town tax currently generated by the project site. The Town appropriation of these estimated property tax revenues for various Town departments and services, including the Town’s administrative services, is expected to offset additional service demands resulting from

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<sup>3</sup> Phone interviews with Diane Fortuna, Town of Hamptonburgh Town Clerk, April 18, 2006 and April 25, 2006.

<sup>6</sup> Phone interview with Sergeant Luttman of New York State Police Troop F Newburgh Station on December 2, 2004.

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the proposed project and increases to department budgets necessary to accommodate new service demands would be handled through the annual Town of Hamptonburgh budget process. Therefore, the proposed project would not have any significant adverse impacts on the administrative services provided by Hamptonburgh Town Hall.

### **MITIGATION**

As discussed above, the applicant proposed to offer the proposed project's clubhouse on an as-needed basis to serve as a polling place for a new election district. To address this construction period demand on the Building Inspector's office, the applicant proposes to assist the Town obtain the services of supplemental building inspection services, including the provision of funds and outside consultants to aid the Building Inspector carry out necessary project-related functions. The applicant would provide a temporary on-site trailer/office facility for the Building Inspector services, as needed.

It is anticipated that other additional Town Hall-related service delivery costs would be offset by additional revenues received by the town through the anticipated increase of approximately \$42,737 and \$68,657, an estimated increase of 1,657 to 2,718 percent over the \$2,433 in Town tax currently generated by the project site.

### **C. POLICE PROTECTION**

#### **EXISTING CONDITIONS**

##### *NEW YORK STATE POLICE*

The New York State Police (NYSP) is the sole provider of police services to the Town of Hamptonburgh (see Figure 3.12-1, location #1). The NYSP Troop F provides coverage for a five-county area (Orange, Greene, Rockland, Sullivan, and Ulster Counties). Working from 22 stations, Troop F personnel provide the full spectrum of State Police services to residents, commuters, and travelers in and around the region's 75 towns and 50 villages.

The Troop F Station in Newburgh (see Figure 3.12-1, location #2) provides police services and coverage for the Town of Hamptonburgh. At this station, there are currently 27 full-time police officers supplying 24-hour coverage. The Newburgh Station utilizes 11 patrol vehicles. Between January 1 and October 31, 2004, the Newburgh Station received 828 calls for service from the Hamptonburgh area. The types of calls received from this station range from burglar alarms, to trespassing violations, to hunting complaints. Based on discussions with Sergeant Luttmann, the existing State Police manpower in the Troop F Newburgh Station is adequate.<sup>6</sup>

In addition, NYSP Troop F has a satellite station located in Hamptonburgh (SP Hamptonburgh), on Bull Road within Town Hall (see Figure 3.12-1, location #3). Two Troopers are assigned to SP Hamptonburgh. Coverage of the Town is available 24 hours per day, 7 days per week. This coverage consists of one marked car during each 12-hour shift. Although stationed in Hamptonburgh, the Hamptonburgh patrol may also be assigned to respond to calls for service within the Towns of Montgomery and Newburgh. In 2004, SP Hamptonburgh responded to approximately 1,100 calls for service and approximately 100 automobile accidents. Of the calls

for service within the Town of Hamptonburgh, a large number of calls responded to by SP Hamptonburgh are 911 misdials and accidental or malfunctioning residential alarms.<sup>7</sup>

*ORANGE COUNTY SHERIFF*

The Orange County Sheriff's Office provides back-up police services to the Town of Hamptonburgh on an as-needed basis. In general, the Orange County Sheriff's Office receives very few calls for service from the Town of Hamptonburgh. From its location in Goshen (see Figure 3.12-1, location #4), response time to Hamptonburgh is typically five minutes. According to Captain Barry, the sheriff's office is adequately staffed at this time.<sup>8</sup>

A fiscal impacts analysis was not performed for the Orange County Sheriff's Office, since it is not a primary responder to the Town of Hamptonburgh.

**THE FUTURE WITHOUT THE PROPOSED PROJECT**

*NEW YORK STATE POLICE*

Both the NYSP Troop F Newburgh Station<sup>9</sup> and the SP Hamptonburgh Station<sup>10</sup> have stated that they would be able to adequately accommodate future proposed developments in the Town of Hamptonburgh without the need to expand their department staff or number of patrol vehicles. As such, there are no known expansions planned for either of these stations.

*ORANGE COUNTY SHERIFF*

In the future without the proposed project, according to Captain Barry of the Orange County Sheriff's Office, there are no planned expansions for the Orange County Sheriff's Office.<sup>11</sup> As mentioned above, a fiscal impacts analysis has not been performed for the Orange County Sheriff's Office since it is not a primary responder to the Town of Hamptonburgh and receives very few calls for service from the Town of Hamptonburgh.

**POTENTIAL IMPACTS OF THE PROPOSED PROJECT**

*NEW YORK STATE POLICE*

The development of the proposed project would result in an additional 614 residents moving to the Town of Hamptonburgh (see Chapter 3.13, "Demographics"). According to NYSP Captain Nevins, it is not anticipated that the proposed project would adversely affect police coverage in

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<sup>7</sup> Letter received from Captain Stephen Nevins, Troop F Zone II Commander, dated December 29, 2004.

<sup>8</sup> Phone interview with Captain Dennis Barry of the Orange County Sheriff's Office on December 3, 2004.

<sup>9</sup> Phone interview with Sergeant Luttmann of New York State Police Troop F Newburgh Station on December 2, 2004.

<sup>10</sup> Letter received from Captain Stephen Nevins, Troop F Zone II Commander, dated December 29, 2004.

<sup>11</sup> Phone interview with Captain Dennis Barry of the Orange County Sheriff's Office on December 3, 2004.

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the Town of Hamptonburgh provided by NYSP Troop F Newburgh Station or SP Hamptonburgh.<sup>12</sup>

### *ORANGE COUNTY SHERIFF*

The proposed project is not expected to have any impact on the Orange County Sheriff's Office. No increases in manpower or equipment are anticipated as a result of the proposed project, as the department is currently sufficiently staffed and would be able to handle any additional calls related to the proposed Four Seasons development. As mentioned above, a fiscal impacts analysis has not been performed for the Orange County Sheriff's Office since it is not a primary responder to the Town of Hamptonburgh and receives very few calls for service from the Town of Hamptonburgh.

These conclusions are supported by an analysis of data from the Bureau of Justice Statistics (BJS) cited by the National Homebuilders Association. The data show that a person in a household headed by someone under age 35 is about 16 times more likely than someone in a household where the head is over age 55 to become a victim of a crime. The BJS data indicate that property crime victimization rates for crimes such as burglary are twice as high for homes with heads of household aged under age 55 than for those with heads of households over age 55, with reported crime rates of 686 per 1000 and 338 per 1000, respectively. In addition, the data reveal that over-age 55 households experience reported crimes against persons at nearly one-quarter the rate of households with heads of household aged under 55 years, with rates of 68 per 1000 households versus 240 per 1000 households, respectively. The study also concludes that a strong negative correlation exists between age and virtually any measure of crime: seniors are less likely to commit crimes or to become the victims of crime.<sup>14</sup>

### **MITIGATION**

Based on discussions with both New York State Police Troop F and the Orange County Sheriff's Office, both police departments indicated that the proposed Four Seasons development would not have a significant adverse impact on existing levels of police protection services. Therefore, no mitigation is required.

## **D. FIRE PROTECTION**

### **EXISTING CONDITIONS**

The Hamptonburgh Fire District is a volunteer department that serves the hamlet of Campbell Hall and the Town of Hamptonburgh which comprise the Hamptonburgh Fire District (see Figure 3.12-1, location #5). The Fire District responds to fires, car accidents, hazardous material calls, medical emergencies and water rescues. The department consists of approximately 65 volunteer firefighters on the roll and as many as 35 are active at any given time. In addition, seven of the 65 firefighters are EMTs.

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<sup>12</sup> Letter received from Captain Stephen Nevins, Troop F Zone II Commander, dated December 29, 2004.

<sup>14</sup> Page 20-21, in "Approving Seniors Housing," Paul Emrath, Ph.D., National Association of Homebuilders, 2004.

Equipment utilized by this department includes one designated medical truck, two engines for fire suppression (one with the capacity to hold 1,000 gallons of water, and one with a 500-gallon capacity), and two tankers (one with a 1,800-gallon capacity and one with a 1,500-gallon capacity).<sup>15</sup> The Hamptonburgh Fire District receives approximately 370 calls annually, with an estimated response time of three minutes.<sup>16</sup>

All Fire Districts in Orange County operate under the Orange County Fire Mutual Aid Plan and can be dispatched through the County 911 Communications Center on a countywide radio system. In total, the fire departments in Orange County operate 146 engines, 28 trucks, 60 tankers, 26 rescue vehicles, 6 airport certified first responders (CFRs), and 36 brush trucks.<sup>17</sup> Mutual aid is sometimes used to assist in emergency situations beyond the capacity of the local volunteer force.

For fiscal year (FY) 2005, the Hamptonburgh Fire District (Hamptonburgh Fire District) has an operating budget of \$346,350. Of this amount, \$336,000, or approximately 97 percent, is to be raised from real property taxes. With 74 percent of the parcels in the Town of Hamptonburgh being residential properties, \$248,640 of the real property taxes collected for the Hamptonburgh Fire District comes from residential uses. With a total population of 5,056 in 2005, the amount of taxes paid by each resident for fire protection is approximately \$49.18 per year.

As discussed in Chapter 3.14, "Fiscal Impacts," and as shown in Table 3.14-1, for fiscal year (FY) 2005 the project site contributed tax revenues of \$1,217 to the Fire District.

### **THE FUTURE WITHOUT THE PROPOSED PROJECT**

The Hamptonburgh Fire District has no specific plans to expand the number of volunteer firefighters. However, the department intends to continue recruiting volunteers, and does not intend to hire full-time staff in the foreseeable future.<sup>18</sup>

According to one of Hamptonburgh Fire District's First Lieutenants, the Department would be able to adequately accommodate future proposed developments in the Town of Hamptonburgh without the need to expand their department volunteers or number of fire vehicles.<sup>19</sup> As such, there are no known expansions planned for the Hamptonburgh Fire District.

As noted above, tax payments that go towards fire protection are currently \$49.18 per person per year. With the 235 residents who would be moving into the Town of Hamptonburgh in the future without the project, an additional \$11,557 in tax payments would be added to the Hamptonburgh Fire District budget, a 3.3 percent increase above the 2005 budget of \$346,350 for fire protection.

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<sup>15</sup> Phone interview with Officer Victor Pignataro of the Campbell Hall Fire District on January 5, 2005.

<sup>16</sup> Phone interview with First Lieutenant John McBride of the Campbell Hall Fire District on December 2, 2004.

<sup>17</sup> [www.co.orange.ny.us](http://www.co.orange.ny.us), November 29, 2004.

<sup>18</sup> Phone interview with First Lieutenant John McBride of the Campbell Hall Fire District on December 2, 2004.

<sup>19</sup> Phone interview with First Lieutenant John McBride of the Campbell Hall Fire District on December 2, 2004.

## **POTENTIAL IMPACTS OF THE PROPOSED PROJECT**

The proposed project would be constructed with a new water supply and distribution system, which would service the entire project and would provide an independent and adequate water source for the residential units, common buildings, and recreational areas of the project community. The District specifically requested that sprinkler systems be installed to aid in fire suppression.<sup>20</sup> Although not required based on building codes and response times of the Fire District, a sprinkler system will be installed within all of the units and the clubhouse as a supplemental fire safety measure.

A key determinant in the fire safety of the proposed project is the strict adherence to building code and fire safety standards, resulting in inherent safer buildings. In addition, the primary living areas (e.g., master bedrooms) of the proposed project's residential units will be located on the ground floors, reducing upper-floor fire and carbon monoxide risks, and minimizing evacuation and rescue complications in comparison to multi-story buildings in which bedrooms and main living areas are located on upper stories. In the unlikely event of hydrant failure, provision will be made at a location above the hydrant system and sufficiently close to the water supply tank location to permit emergency fire service connection.

In addition, fire hydrants would be installed at an approximate spacing of 400 feet along the proposed roadway network and at intersections. The water system would be designed to provide adequate flow and pressure to the sprinkler system in the multi-family residences and clubhouse, and all fire hydrants would provide a minimum fire flow of 1500 gpm and a minimum pressure of 20 psi. Further, all fire hydrants would be installed in accordance with American Water Works Association (AWWA) specifications.

According to the Hamptonburgh Fire District, the proposed project would not be expected to adversely affect fire protection services or response times in the Town of Hamptonburgh<sup>22</sup>. Further, no additional firefighters would need to be recruited and no additional equipment would need to be purchased by the department as a result of this proposed project.

The fire district did express concerns related to the proposed roadway widths within the development, curbside parking, and emergency vehicle access to the residential units and clubhouse.<sup>23</sup> To address these concerns, improvements will be made to Eager Road from NYS Route 416 to the main driveway. These improvements would include widening the road to 24 feet, installing new pavement, and building the road to Town standards. Further, all primary and secondary roadways within the development have been designed with sufficient vertical and horizontal design layout to provide access to emergency vehicles. No on-street parking would be allowed along the main entrance to provide a clear unobstructed travel lane for emergency vehicles. In addition, two emergency access roads 15 feet in width have been provided within the proposed development. The first emergency access roadway would be located on Route 416 approximately 2,800 feet south of the intersection with Eager Road. As discussed in Chapter 3.9, "Traffic and Transportation," this emergency road would be maintained as a paved roadway and closed to through traffic with a breakaway lockable gate located at the intersection of Route 416

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<sup>20</sup> Letter received from Otterkill Engine Company No. 1 on January 6, 2005.

<sup>22</sup> Letter received from Captain Stephen Nevins, Troop F Zone II Commander, dated December 29, 2004.

<sup>23</sup> Phone interview with Officer Victor Pignataro of the Campbell Hall Fire District on January 5, 2005.

and the proposed site roadway. The second emergency access roadway is proposed along Eager Road, approximately 680 feet east of the existing driveway into the property. This emergency road would also be maintained as a paved roadway and closed to through traffic with a breakaway lockable gate located at the intersection of Eager Road and the project roadway. Emergency access roads, including existing Lazy Lane, will be open on an as-needed basis for emergency vehicles during the construction period. Gate locks will be universal and keys/combinations will be maintained by the Town's Fire District and maintenance staff for the development. Security guards would be instructed to become familiar with primary public safety officers, and to allow properly marked vehicles unobstructed passage at the gate. Volunteer fire fighters or EMS personnel responding to a fire or emergency call would be allowed entrance upon identification. The proposed clubhouse would have frontage on three streets and on-street parking would be prohibited around the clubhouse. Emergency vehicles and services would have access to the clubhouse from two levels. The first floor would be accessed from the front along the Village Green and the lower level would be accessed from the rear along the roadway to the facility parking area.

Another concern expressed by the Fire District is related to the age of the residents (55 years and older) that would be living in the proposed development. The Fire District was concerned that they may have to spend more time helping older residents out of the building than they would if the buildings contained younger occupants who might be better able to take on more of the responsibility themselves.<sup>24</sup>

As noted above, tax payments that go towards the Fire District are currently \$49.18 per person per year. As discussed above and in Chapter 3.14, "Fiscal Impacts," the Fire District currently receives \$1,217 in property taxes generated by the project site. As shown in Table 3.14-5, the project, upon completion, would contribute annual property taxes to the District of between an estimated \$21,375 and \$34,294, representing an estimated increase of 1,656 to 2,718 percent over the current \$1,217 in District taxes currently generated by the project site.

## **MITIGATION**

It is not anticipated that the proposed project would have a significant adverse impact on the ability of the Campbell Hall Fire District to adequately provide fire protection services to community members. As noted above, the District would benefit from a 1,656 to 2,718 percent increase in estimated property tax revenues (from \$1,217 to approximately \$21,375 to \$34,294) which would be available to the District to enhance town-wide service delivery capabilities and therefore no mitigation measures are required.

## **E. EMERGENCY SERVICES**

### EXISTING CONDITIONS

The Town of Hamptonburgh is provided with emergency services through the Montgomery Volunteer Ambulance Corps (see Figure 3.12-1, location #6). The emergency vehicles used by the corps include two fully equipped ambulances. According to one of the members of the ambulance corps, the corps is staffed with 40 volunteers. The Montgomery Volunteer Ambulance Corps operates out of two stations, one located in the Town of Walden on South

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<sup>24</sup> Phone interview with First Lieutenant John McBride of the Campbell Hall Fire District on December 2, 2004.

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Montgomery Street, and one located at the intersection of Routes 17K and 208. Typical response times to the project site are approximately five minutes from either station. If an ambulance is dispatched from the Walden station, it would travel along River Road, and if it is dispatched from the Route 17K station, it would travel along Neelytown Road to access the project site.

Orange County Emergency Medical Services (EMS) was also contacted, as other ambulance companies within the County may be called upon if no volunteers from the Montgomery Volunteer Ambulance Corps are available. Therefore, response times for emergency calls from the project site may vary, due to the fact that an ambulance may be dispatched from somewhere other than the closest company. If a call is received at the 911 system that involves a life or death situation, a paramedic unit would be dispatched from the 911 Center, which is located in the Town of Chester.

For fiscal year (FY) 2005, the total annual cost of providing emergency services to the Town of Hamptonburgh is \$6,000. Of this amount, \$2,520 is raised through real property tax payments (based on 42 percent of the total appropriations being raised from taxes). With 74 percent of the parcels in the Town of Hamptonburgh being residential properties, \$1,865 of the real property taxes collected for emergency services comes from residential uses. With a total population of 5,056 in 2005, the amount of taxes paid by each resident for emergency service is approximately \$0.37 per year.

### **THE FUTURE WITHOUT THE PROPOSED PROJECT**

According to the Montgomery Volunteer Ambulance Corps, the corps is always looking to recruit new volunteers, but they would be able to adequately accommodate future proposed developments in the Town of Hamptonburgh without the need to expand the number of volunteers or emergency vehicles. As such, there are no known expansions planned for the Montgomery Volunteer Ambulance Corps. Therefore, in the future without the proposed project no significant adverse effects to emergency services would be expected.

As noted above, tax payments that go towards emergency services are currently \$0.37 per person per year. With the 235 residents who would be moving into the Town of Hamptonburgh in the future without the project, an additional \$87 in tax payments would be added to the portion of the Town Budget that goes towards emergency services (ambulance), a 1.5 percent increase above the 2005 budget of \$6,000 for emergency services.

### **POTENTIAL IMPACTS OF THE PROPOSED PROJECT**

In the future with the project, there could be an increase in call volumes received by the Montgomery Volunteer Ambulance Corps, due to the increased number of senior residents that would be living within the Four Seasons development. However, Orange County has dealt with similar senior developments before, so this project would not have a huge impact on regional ambulance service in the area. As noted in the national Association of Homebuilders analysis cited earlier, ambulance service is affected by household size, and, on a per housing unit basis. Older households tend to place less stress on public facilities such as ambulance services simply because these households on average contain fewer people than younger households. According to the 2000 U.S. Census, the Town of Hamptonburgh has an average household size of 3.10 persons, compared to the anticipated household size of 2 persons per unit in the proposed community. Further, to the extent that ambulance calls result from crimes involving personal injury, as noted above, households headed by persons aged 55 and older have nearly one-quarter the number of police calls in comparison to homes headed by persons younger than 55.

In terms of the more localized impacts to the Montgomery Volunteer Ambulance Corps, if certain features are incorporated into the design of the buildings within the Four Seasons at Hamptonburgh development, the corps would be able to better serve the residents living within the proposed Four Seasons at Hamptonburgh development. The features that would ensure that the Montgomery Volunteer Ambulance Corps would be able to provide an adequate level of service to the project site include:

- Elevators should be able to accommodate a six-foot stretcher. In addition, adequate turning radii must be provided in the hallways for a stretcher to be able to maneuver around the buildings.
- Two keys for the buildings' lock boxes should be provided to the ambulance corps (and one key for the fire district), so that in the case of a resident not being able to reach the door, the ambulance volunteer who responds to the call can enter the unit using a key.
- A colored light system should be provided that would indicate which unit a call is coming from, so an ambulance volunteer would be able to quickly tell which unit they need to access.
- The individual units should have highly visible numbers or letters on the doors so an ambulance volunteer can make sure he/she is responding to the correct unit.

As mentioned above, if these features are incorporated in the building designs, the Montgomery Volunteer Ambulance Corps would be able to supply an adequate level of service to the project site, and would therefore not be adversely affected by the proposed project.

As discussed in Chapter 3.14, "Fiscal Impacts," and as shown in Table 3.14-5, the real property tax revenues for the Town generated by the completed project are estimated to be between \$42,737 and \$68,657 representing an increase an estimated 1,657 and 2,718 percent over the current Town tax revenues generated by the project site. The Town's appropriation of these estimated property tax revenues for various Town services, including the Ambulance Corps, is expected to offset any additional service demands resulting from the proposed project.

#### MITIGATION

If the features listed above are incorporated into the building designs within the Four Seasons at Hamptonburgh development, the proposed project would **not** have a significant adverse impact on the ability of the Montgomery Volunteer Ambulance Corps to adequately respond to emergency calls. Therefore, there are no mitigation measures required.

## **F. HOSPITALS**

### **EXISTING CONDITIONS**

#### *ORANGE REGIONAL MEDICAL CENTER*

The Orange Regional Medical Center consists of two campuses in the vicinity of the project site: the Arden Hill Campus in Goshen (see Figure 3.12-1, location #7), and the Horton Campus in Middletown (see Figure 3.12-1, location #8). Orange Regional Medical Center's service area includes Orange County, southern and eastern portions of Sullivan County, southern Ulster County, eastern Pennsylvania, and northern New Jersey. In addition to the two main hospital campuses, Orange Regional Medical Center provides outpatient services at 13 locations, with over 2,500 healthcare professionals, including more than 450 physicians.<sup>29</sup> Both campuses are currently operating below capacity, with an in-patient occupancy rate of between 75 and 80 percent.<sup>30</sup>

The closest hospital to the project site is located on the Arden Hill Campus, approximately seven miles away in the Village of Goshen. Arden Hill Hospital is licensed for 174 beds.<sup>31</sup> The hospital employs approximately 850 staff members and 310 physicians.

The next closest hospital to the project site is located on the Horton Campus, approximately nine miles southwest of the project site in Middletown, New York. Horton Medical Center is licensed for 286 beds.<sup>32</sup> The medical center employs approximately 1,250 staff members and over 320 physicians.

#### *ST. LUKE'S CORNWALL HOSPITAL*

On January 1, 2002, St. Luke's Hospital and the Cornwall Hospital merged to form St. Luke's Cornwall Hospital. The hospital has two main campuses (the Newburgh campus, shown as location #9 on Figure 3.12-1, and the Cornwall campus, shown as location #10 on Figure 3.12-1) where acute medical and surgical services are delivered, and six neighboring facilities, which include state-of-the-art dialysis, radiology, and rehabilitation centers.

St. Luke's Cornwall Hospital has more than 200 physicians on staff, in addition to 1,700 clinical and support personnel. The hospital's Newburgh campus has 242 beds, and its Cornwall campus

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<sup>29</sup> [www.ormc.org](http://www.ormc.org), December 3, 2004.

<sup>30</sup> E-mail correspondence with Rosemary Frado, Vice President of Planning and Marketing for Orange Regional Medical Center, on December 6, 2004.

<sup>31</sup> [www.hospital-data.com/hospitals/ARDEN-HILL-HOSPITAL-GOSHEN.html](http://www.hospital-data.com/hospitals/ARDEN-HILL-HOSPITAL-GOSHEN.html), November 11, 2004.

<sup>32</sup> [www.hospital-data.com/hospitals/HORTON-MEMORIAL-HOSPITAL-MIDDLETOWN.html](http://www.hospital-data.com/hospitals/HORTON-MEMORIAL-HOSPITAL-MIDDLETOWN.html), December 3, 2004.

has 125 beds, for a total capacity of 367 beds.<sup>33</sup> Overall, St. Luke's Cornwall Hospital has an inpatient occupancy rate of approximately 50 percent. On an average daily basis, out of the hospital's 367 licensed beds, 183 are occupied.<sup>34</sup> This indicates that the hospital is currently operating below capacity.

A fiscal impacts analysis was not performed for the hospitals in the vicinity of the project site, since these hospitals serve a much larger area than just the project site or the Town of Hamptonburgh as a whole, therefore making it extremely difficult to quantify exactly how many patients currently come from the project site or the Town of Hamptonburgh as a whole.

## **THE FUTURE WITHOUT THE PROPOSED PROJECT**

### *ORANGE REGIONAL MEDICAL CENTER*

As part of the Orange Regional Medical Center, a new hospital is proposed to be built on a 60± acre site on East Main Street in Middletown, just off the Route 17 exit.<sup>35</sup> Details such as the size of the new hospital are still being determined, but initial proposals are for 375 to 400 beds.<sup>36</sup> This proposed hospital would be under construction in 2009 and 2010, and is expected to open in 2011.<sup>37</sup> This new hospital would ensure that the future population of Hamptonburgh would be adequately accommodated in terms of its health care needs.

### *ST. LUKE'S CORNWALL HOSPITAL*

St. Luke's Cornwall Hospital is in the process of constructing a 44,000-square-foot medical office building on the Cornwall campus, with plans to open in the summer of 2005. This facility will meet the growing demand for outpatient services. In addition, St. Luke's Cornwall Hospital has sought approval from New York State to expand its facilities and services.<sup>38</sup> These new facilities would ensure that the future population of Hamptonburgh would be adequately accommodated in terms of its health care needs.

As mentioned above, a fiscal impacts analysis was not performed for the hospitals in the vicinity of the project site, since these hospitals serve a much larger area than just the project site or the Town of Hamptonburgh as a whole, therefore making it extremely difficult to quantify exactly how many patients would come from the project site or the Town of Hamptonburgh as a whole in the future without the project.

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<sup>33</sup> <http://stlukescornwallhospital.org>, November 17, 2004.

<sup>34</sup> Phone interview with Debbie Senesi, Marketing Department of St. Luke's Cornwall Hospital, on December 8, 2004.

<sup>35</sup> E-mail correspondence with Rosemary Frado, Vice President of Planning and Marketing for Orange Regional Medical Center, on December 6, 2004.

<sup>36</sup> [www.ormc.org/about/history.html](http://www.ormc.org/about/history.html), December 3, 2004.

<sup>37</sup> Orange Regional Medical Center 2003 Annual Report.

<sup>38</sup> St. Luke's Cornwall Hospital Annual Report, 2003.

**POTENTIAL IMPACTS OF THE PROPOSED PROJECT**

*ORANGE REGIONAL MEDICAL CENTER*

In the event of an emergency at the proposed Four Seasons at Hamptonburgh development, residents in need of medical treatment would most likely be transported to one of Orange Regional Medical Center's nearby campuses, Arden Hill or Horton Campus, located approximately seven and nine miles southwest of the project site, respectively. This would have a minimal effect, if any, on hospital resources. This hospital is presently operating well below capacity. According to the Orange Regional Medical Center's Vice President of Planning and Management, planning for the medical center's future is population driven. The hospitals are projecting a 1.6 percent annual growth in their primary market. The proposed Four Seasons at Hamptonburgh would be incorporated in that growth equation.<sup>39</sup> Therefore, the proposed project would not have an adverse impact on the Orange Regional Medical Center's services within the community.

*ST. LUKE'S CORNWALL HOSPITAL*

St. Luke's Cornwall Hospital would be used by residents of the proposed Four Seasons at Hamptonburgh development less frequently than Orange Regional Medical Center, as its main campuses are located over 30 minutes away. However, if residents needed to be transported to St. Luke's Cornwall Hospital, the hospital would be able to provide adequate services to these additional patients, as it is operating below capacity. A marketing representative of St. Luke's Cornwall Hospital stated that since the hospital is operating below capacity, it would welcome residents of the proposed Four Seasons at Hamptonburgh development.<sup>40</sup> Therefore, the proposed project would not have a significant adverse impact on St. Luke's Cornwall Hospital's resources, and may in fact have a positive impact on the hospital.

As mentioned above, a fiscal impacts analysis was not performed for the hospitals in the vicinity of the project site, since these hospitals serve a much larger area than just the project site or the Town of Hamptonburgh as a whole, therefore making it extremely difficult to quantify exactly how many patients would come from the proposed Four Seasons at Hamptonburgh or the Town of Hamptonburgh as a whole in the future with the project.

**MITIGATION**

As it is not anticipated that the proposed project would have a significant adverse impact on the ability of either the Orange Regional Medical Center or St. Luke's Cornwall Hospital to adequately serve the health care needs of the Hamptonburgh community, there are no mitigation measures required.

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<sup>39</sup> E-mail correspondence with Rosemary Frado, Vice President of Planning and Marketing for Orange Regional Medical Center, on December 6, 2004.

<sup>40</sup> Phone interviews with Debbie Senesi, Marketing Department of St. Luke's Cornwall Hospital, on December 6 and December 8, 2004.

## G. RECREATION FACILITIES

### EXISTING CONDITIONS

The Town of Hamptonburgh has no formally dedicated parks; however, it has built a basketball court, tennis court, and a ball field on Town-owned property, which totals about one acre. The parcel is located on Church Street off Route 207 (see Figure 3.12-1, location #11). In addition to this Town-owned recreational site, there is a 710-acre County park, Thomas Bull Memorial Park, located directly across State Route 416 from the project site (see Figure 3.12-1, location #12). Thomas Bull Memorial Park offers a wide range of recreational opportunities, including boating, fishing, tennis, ice skating, snow tubing, and picnicking. Stony Ford Golf Course, an 18-hole, par 72 course, and the 67-acre Blackburn Farm, which has recently been added to the Orange County Park's System, are located within Thomas Bull Memorial Park. In addition, Orange County Arboretum is located at the northeastern edge of Thomas Bull Memorial Park (see Figure 3.12-1, location #13). Another park located within the vicinity of the project site, Highland Lakes State Park, is located approximately three miles west of the project site, off Route 211 in the Town of Wallkill (see Figure 3.12-1, location #14). This State Park consists of more than 3,000 acres of undeveloped woods and lakes. Visitors use the park for fishing, hiking, horseback riding, and flying model planes. Otterkill Golf and Country Club is a private recreational facility located off Route 207 in the hamlet of Campbell Hall (see Figure 3.12-1, location #15). Members pay a fee to access the country club's facilities, which include an 18-hole championship golf course, a swimming pool, tennis courts, a driving range, full service restaurant and bar, banquet facilities, a pro-shop, and locker rooms.

There are several other recreational and cultural facilities located within ten miles of the project site. These include the Brick House Mansion, located on Route 17K in the Town of Montgomery, which is part of the Orange County Farmers' Museum; Hill-Hold Museum, located on Route 416 in the hamlet of Campbell Hall; Moffat Library, located on West Main Street in the Village of Washingtonville; the Paramount Theater and the Star Gallery, located on South Street in the City of Middletown; and the Harness Racing Museum and Hall of Fame, located on Main Street in the Village of Goshen. In addition, in the Village of Goshen, there is a Heritage Rail Trail, which is an 11.5-mile recreational, cultural, and wildlife paved trail extending from Goshen to Middletown. There are several other private golf courses within a few miles of the project site, including Scotts Corners Golf Course and Winding Hills Golf Club in the Town of Montgomery, and the Town of Wallkill Golf Course in the City of Middletown.<sup>41</sup>

Currently, there are numerous parks and other sites providing outdoor recreation opportunities to residents of the Town of Hamptonburgh. Furthermore, the Orange County Department of Parks, Recreation, and Conservation is looking to provide additional active recreational facilities, such as sports fields and a swimming pool, for Town of Hamptonburgh residents.<sup>42</sup> Consequently, the number and variety of recreational facilities available to area residents is expected to increase in the future.

As mentioned above, there are no formally dedicated parks located in the Town of Hamptonburgh. Therefore, a fiscal impacts analysis was not conducted, since the parks located

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<sup>41</sup> [http://hvmag.com/insiders\\_guide2003](http://hvmag.com/insiders_guide2003), January 14, 2005.

<sup>42</sup> Phone interview with Graham Skea, Commissioner of Parks, Recreation, and Conservation, on December 10, 2004.

## **Four Seasons at Hamptonburgh**

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within the vicinity of the project site are either County or State parks, or are located in surrounding communities and therefore are not accounted for within the Town of Hamptonburgh's budget.

### **THE FUTURE WITHOUT THE PROPOSED PROJECT**

Given the current availability of a Town-owned basketball court, tennis court, and ball field, and the proximity of the County and State Parks, the Orange County Department of Parks, Recreation, and Conservation has not actively pursued park expansion in the Town of Hamptonburgh. However, the need for other recreational facilities, such as fields for organized sports and a public swimming pool, may be warranted over time, as other residential development occurs in the Town.<sup>43</sup> However, the numerous other recreation and cultural facilities located within ten miles of the Town of Hamptonburgh would be able to accommodate the recreational needs of additional population within the community.

As mentioned above, a fiscal impacts analysis has not been performed for the recreation facilities within and surrounding the Town of Hamptonburgh, since there are no formally dedicated parks located in the Town of Hamptonburgh.

### **POTENTIAL IMPACTS OF THE PROPOSED PROJECT**

In the future with the proposed project, the additional residents would not have a significant adverse impact on the recreational facilities in the Town of Hamptonburgh. As a result of the project, it is anticipated that there could be an increase in usage of the Town-owned tennis courts, as well as both the Stony Ford Golf Course and the Otter Kill Golf and Country Club. Another recreational facility that could experience an increase in usage is the Orange County Arboretum, which is located on Grove Street, directly across Route 416 from the project site. In addition, the numerous other recreation and cultural facilities located within ten miles of the project site would continue to be available for use by Four Seasons residents.

Since the proposed Four Seasons at Hamptonburgh would be an age-restricted community with no residents younger than 55 years old, the project would not be expected to increase the usage or demand for playgrounds or playing fields. Area historic sites, golf courses, and parks providing "passive" forms of recreation, such as hiking, walking, bicycling, and general enjoyment of the out-of-doors would be expected to experience a slight demand in usage from project residents.

As discussed in Chapter 2, "Project Description," the proposed project would incorporate approximately 275 acres of forested and open lands as protected open space available to Four Seasons residents for passive recreational purposes including hiking, walking, bird watching, and the general enjoyment of the bucolic landscape. As a consequence, it is expected that many resident recreational trips would be accommodated on-site, thereby reducing the number of off-site trips taken by project residents to area parklands of similar character. Therefore, due to the proposed on-site recreational amenities and the large number of passive recreational facilities found within ten miles of the project site, the proposed project would not be expected to result in any significant adverse impacts to recreational facilities in the Town of Hamptonburgh.

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<sup>43</sup> Phone interview with Graham Skea, Commissioner of Parks, Recreation, and Conservation, on December 10, 2004.

Nonetheless, as discussed above and in Chapter 3.14, “Fiscal Impacts,” and as shown in Table 3.14-5, the tax revenues for the Town generated by the completed project are estimated to be between \$42,737 and \$68,657, representing an increase of approximately 1,657 and 2,718 percent over the current Town taxes generated by the project site. The Town’s allocation of these estimated property tax revenues to various Town services, including park and recreational services, is expected to offset additional recreational facility demands that may result from the proposed project.

### **MITIGATION**

The proposed project designates 255 acres of the 370 acre project site as undeveloped open space land, which would be used as passive open space for the residents of the Four Seasons at Hamptonburgh community. The project also includes a swimming pool, clubhouse, tennis court, putting green and other recreational amenities. Given these on-site amenities, in conjunction with ample recreation and park facilities within a ten-mile area, no mitigation is proposed.

## **H. SCHOOLS**

### **EXISTING CONDITIONS**

The project site falls within the Valley Central School District. This school district serves parts of six Towns in Orange County and one in Ulster County. Current enrollment is approximately 5,210 students. There are five elementary schools (see Figure 3.12-1, location #s 18-22), one middle school (see Figure 3.12-1, location #17), and one high school (see Figure 3.12-1, location #16) in the school system. The student-teacher ratio is approximately 1:25. The Valley Central School District is operating below capacity at the elementary level, and above capacity at the secondary level.<sup>44</sup>

The Valley Central School District’s adopted budget for the 2004-2005 school year is \$63,852,615. Of this amount, \$25,200,000 is provided through State Aid and \$34,352,615 is met through the property tax levy. Currently, the project site generates annual property tax revenues of \$30,569 for the School District.

### **THE FUTURE WITHOUT THE PROPOSED PROJECT**

Several residential subdivisions that have been submitted to and are being reviewed by the Town of Hamptonburgh Planning Board; however, these subdivisions have not yet been approved. To be conservative, assuming all the proposed subdivisions containing over five units are approved by the Planning Board in the future without the proposed project, there is the potential for an additional 178 residential lots to be created. Based on the U.S. Census, households in the Town of Hamptonburgh contain an average of 0.72 school-age children (children between the ages of 5 and 17) per household. Therefore, there could be an increase of 128 school-age children introduced to the Hamptonburgh population. However, since these children would be living in households located throughout the Town, and there are three school districts which serve the Town, it is unlikely that all 128 school-age children would be attending the Valley Central School District. Even so, the school system would be concerned about the addition of this new

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<sup>44</sup> E-mail correspondence from Christina Howe, Assistant Superintendent for Business, Valley Central School District, on January 3, 2005.

## **Four Seasons at Hamptonburgh**

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housing, because the new school-age population would have to be incorporated into the overall projections to permit the school district to stay within acceptable ratios of children per classroom. Currently, the Valley Central School District is expected to reach capacity by 2008. The District would be able to accommodate additional students at the elementary level, but would not be able to accommodate additional students at the secondary level. There are no plans at this time for expansions to any of the schools within the district.<sup>45</sup>

As stated above, the Valley Central School District's adopted budget for the 2004-2005 school year is \$63,852,615. Of this amount, \$34,352,615 is met through the property tax levy. Current student enrollment is 5,210; therefore, per student costs to be raised through taxes are approximately \$6,595. As outlined above, new residential developments in Hamptonburgh are expected to increase school enrollment by 128 school-age children. Although it is unlikely that all these children would live within the Valley Central School District boundaries, to be conservative, it was assumed that all 128 would attend the Valley Central schools. Under this assumption, based on a per student cost of \$6,595, projected costs to the school district as a result of residential projects pending approval would be approximately \$844,160.

### **POTENTIAL IMPACTS OF THE PROPOSED PROJECT**

Under the Town's Zoning Code, the proposed residential units are age restricted to persons 55 years of age or older and their children over the age of 18. Therefore, no additional school-age children would be generated as a result of the proposed project.

As stated above, per student costs to be raised through taxes are approximately \$6,595. As the proposed project would not add any students to the Valley Central School District, projected costs to the School District would not increase as a result of the proposed project.

The District's proposed 2005-2006 budget is \$67.3 million, a 4.33 percent increase over the adopted budget for 2004-2005. As noted in Chapter 3.14, "Fiscal Impacts," and as shown in Table 3.14-5, the proposed project will generate an estimated \$536,876 to 861,352 in taxes for the School District. This represents an estimated increase of approximately 1,656 to 2,718 percent over the \$30,569 in School District taxes currently generated by the project site. Assuming that the proposed budget amount remains flat, the school tax amount of the proposed project would represent an estimated 0.79 to 1.27 percent of the entire district budget.<sup>46</sup>

As discussed above and in Chapter 3.14, "Fiscal Impacts," the project would not provide residence to school-age children and would not result in increased school enrollment or other effects that would increase costs to the Valley Central School District, the proposed project would be expected to have a positive fiscal impact on the school district by providing real property tax revenues with no associated costs.

### **MITIGATION**

The proposed project would not have a significant adverse impact on the Valley Central School District; therefore, no mitigation measures proposed.

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<sup>45</sup> E-mail correspondence from Christina Howe, Assistant Superintendent for Business, Valley Central School District, on January 3, 2005.

<sup>46</sup> Valley Central School District, Proposed Budget, 2005-2006. See: [http://www.vcsd.k12.ny.us/57129012171436/lib/57129012171436/\\_files/Proposed\\_Budget\\_2005-06.pdf](http://www.vcsd.k12.ny.us/57129012171436/lib/57129012171436/_files/Proposed_Budget_2005-06.pdf)

## **I. TOWN SENIOR CENTER**

### **EXISTING CONDITIONS**

The Town of Hamptonburgh Senior Center, located at 16 Bull Road in the hamlet of Campbell Hall, adjacent to Town Hall (see Figure 3.12-1, location #23), provides varied activities for the senior citizens of Hamptonburgh. These activities include a book club, arts and crafts, card playing, and a leisure club. The facility is well used, and the programs and activities are well attended, if not at capacity.

### **THE FUTURE WITHOUT THE PROPOSED PROJECT**

As discussed in Chapter 3.13, “Demographics,” the portion of the population over 55 years of age is expected to grow at a faster rate than the population between the ages of 15 and 45. Due to the aging population of the Town of Hamptonburgh, the Town Senior Center will most likely experience an increase in use.

### **POTENTIAL IMPACTS OF THE PROPOSED PROJECT**

The increase in the Town’s population of approximately 600 persons aged 55 and older would likely result in an increase in demand for the services and activities offered by the Town’s Senior Center. To the extent that the facility and activities provided by the Town at its Senior Center are near or at full capacity, increased demand attributable to background population growth and to residents of the proposed project would require that additional activities be offered and possibly additional facilities be provided. The Senior Center receives town funding through an annual budget appropriation. The increase in property tax revenues to the Town general fund should sufficiently cover additional Senior Center service costs resulting from the increase in demand attributable to the proposed project.

A mitigating factor is the proposed on-site clubhouse and other gathering spaces, both indoors and out-of-doors, would be provided. In addition, designed as a compact, pedestrian-oriented neighborhood, the proposed project is geared toward increasing informal interactions among residents, and promoting “neighborliness.” The on-site clubhouse will likely offer many of the same activities as the Town Senior Center, including such activities and amenities as book clubs, lounging areas, and meeting rooms. The clubhouse will also include an unmanned kitchen and card and exercise rooms. Resident activities will be organized by the Homeowners Association. As a consequence of the on-site community amenities and as a result of design intent, it is ~~not~~ expected that project residents would increase the demands on facilities or programs available at the Town Senior Center, but that any costs attributed to this increase would be offset by increased Town general fund revenues resulting from increased property tax generation.

### **MITIGATION**

While it is anticipated that the proposed project would increase the number of persons seeking Town Senior Center services, it is anticipated that the increase in general fund revenues resulting from increased tax revenues would enable the Town to increase appropriated funds for the Senior Center and thereby provide additional services and programs. Therefore, it is anticipated that the proposed project would not have a significant adverse impact on the Town Senior Center.

## **J. SOLID WASTE DISPOSAL**

### **EXISTING CONDITIONS**

The Town of Hamptonburgh does not provide curbside trash pickup for its residents, although it does provide bulk pickup services twice a year, in April and October. For Town of Hamptonburgh residents, contract haulers provide domestic solid waste pickup service. According to the Town of Hamptonburgh Highway Department Superintendent, there are about six different companies that are commonly used by Hamptonburgh residents. Currently, these contract haulers are able to provide adequate service to Hamptonburgh residents.<sup>47</sup> The solid waste collected by these contract haulers is disposed of at one of three transfer stations: Newburgh (near Stewart Airport) with a permitted capacity of 500 tons/day (approximately 180,000 tons/year); Goshen (on Route 17M) with a permitted capacity of 2,370 tons/week (approximately 120,000 tons/year); and Port Jervis with a registered capacity of 12,500 tons/year.<sup>48</sup> Currently, the project site generates no solid waste, except limited amounts from the residential homes on the site.

For fiscal year (FY) 2005, the Town Budget includes a line item for “Refuse and Garbage,” which has an operating budget of \$23,000. (As the Town of Hamptonburgh does not provide curbside trash pickup for its residents, it is assumed that this amount accounts for the bulk pickup services provided by the Town twice a year.) Of this amount, \$9,660 is raised through real property tax payments (based on 42 percent of the total appropriations being raised from taxes). With 74 percent of the parcels in the Town of Hamptonburgh being residential properties, \$7,148 of the real property taxes collected for refuse and garbage comes from residential uses. With a total population of 5,056 in 2005, the amount of taxes paid by each resident for refuse and garbage is approximately \$1.41 per year.

### **THE FUTURE WITHOUT THE PROPOSED PROJECT**

In the future without the project, there are 178 residential units expected to be built by 2008, the build year of the proposed project. It is anticipated that contract haulers would continue to provide domestic, as well as commercial and industrial, solid waste pickup service.

Based on a general rule of thumb that one ton of solid waste is generated per person per year, the proposed 178 units would generate approximately 551 tons of solid waste per year. There is currently enough capacity at the three transfer stations used by contract haulers to dispose of trash from the Town of Hamptonburgh to be able to accommodate additional growth in the community.<sup>49</sup>

### **POTENTIAL IMPACTS OF THE PROPOSED PROJECT**

In the future with the project, it is anticipated that the same contract haulers that are typically used currently by Town of Hamptonburgh residents would continue to provide domestic solid

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<sup>47</sup> Phone interview with Philip Lavorgna, Town of Hamptonburgh Highway Department Superintendent, on December 15, 2004.

<sup>48</sup> Phone interview with Lee Reiff, NYSDEC Region 3, Division of Solid Waste on March 8, 2005.

<sup>49</sup> Phone interview with Philip Lavorgna, Town of Hamptonburgh Highway Department Superintendent, on December 15, 2004.

waste pickup service to the proposed Four Seasons development. The proposed project would likely generate approximately 614 tons of solid waste per year. Trash pick-up would be arranged for the entire community by the homeowners association. Service provided by these contract haulers would not be adversely affected by the proposed project. As in the future without the project, since there is currently sufficient capacity at the three transfer stations used by contract haulers to dispose of the anticipated increase in solid waste generation from the Town of Hamptonburgh, it is anticipated that the additional solid waste generated from the proposed Four Seasons development would be accommodated at these transfer stations.<sup>50</sup> As discussed in Chapter 3.14, "Fiscal Impacts," the project would generate approximately \$42,737 and \$68,657 per year in property taxes for the Town, representing an estimated increase of 1,657 to 2,718 percent over the current \$2,433 in Town tax currently generated by the project site. Also, as discussed above and in Chapter 2, "Project Description," the homeowner's association would contract directly with solid waste haulers for the management and disposal of the proposed project's solid waste. The cost of these services would be paid from association dues paid by the homeowners as members of the association. Therefore, the proposed project would not be expected to result in any significant adverse impacts on solid waste services.

#### **MITIGATION**

As it is not anticipated that the proposed project would have a significant adverse impact on solid waste disposal throughout the Town of Hamptonburgh, there are no mitigation measures proposed.

### **K. ACCESS TO SHOPPING, BANKING, THE POST OFFICE, AND OTHER SERVICES**

#### **EXISTING CONDITIONS**

##### *SHOPPING*

The main super regional shopping opportunities for residents of Hamptonburgh are housed within two malls in the Town of Middletown, the Galleria at Crystal Run and Orange Plaza, each of which are located approximately ten miles from the project site. The Galleria at Crystal Run, located near the intersection of I-84 and Route 17, houses a total of 147 shops occupying 1,112,000 square feet of gross leasable area, served by 5,724 parking spaces.<sup>51</sup>

Orange Plaza is located near the intersection of Routes 17 and 211, and houses a total of 17 stores occupying approximately 900,000 square feet. The parking lot for Orange Plaza can hold approximately 5,000 cars.<sup>52</sup>

There are several convenience stores in the vicinity of the project site, including Israyy's Convenient Pizza Farm and Deli on Route 208 in the hamlet of Campbell Hall, and a Stewart's Shops on Homestead Avenue in the Village of Maybrook.<sup>53</sup>

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<sup>50</sup> Phone interview with Philip Lavorgna, Town of Hamptonburgh Highway Department Superintendent, on December 15, 2004.

<sup>51</sup> Shopping Center Directory – East (43rd Edition), National Research Bureau, 2003.

<sup>52</sup> Bernstein, Fred A., "The Sculpture? It's Next to Home Depot," *New York Times*, May 16, 2004.

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### *BANKING*

There are several locations at which Town of Hamptonburgh residents can fulfill their local banking needs. A State Farm Bank branch is located approximately one-half mile away from the project site just south of the intersection of Route 416 and Neelytown Road. There are several branches of the Bank of New York in the vicinity of the project site, including a branch on Homestead Avenue in the Village of Maybrook, a branch on West Main Street in the Village of Washingtonville, and a branch on Main Street in the Village of Goshen.<sup>54</sup>

Hamptonburgh residents may also do their banking with the two malls in Middletown described above. The Galleria at Crystal Run contains a Warwick Savings Bank ATM, and Orange Plaza contains a Bank of New York and a Middletown Savings Bank.

### *POST OFFICE*

The post office which serves Hamptonburgh residents, Campbell Hall Post Office, is located on Maybrook Road, just east of Town Hall (see Figure 3.12-1, location # 24).

In addition to the Post Office, there is a UPS store located approximately eight miles southwest of the project site on Route 211 East in the Town of Middletown.<sup>55</sup> Further, there is a Federal Express self-service drop-off location in the Village of Goshen, approximately four miles from the project site, and a Federal Express staffed located approximately ten miles from the project site in the Town of Newburgh.<sup>56</sup>

### *OTHER SERVICES*

Several other types of services are available within the vicinity of the project site. Accounting services are available on Route 207 in the hamlet of Campbell Hall. Several attorneys have their law offices in the hamlet of Campbell Hall as well, the closest to the project site being on Egbertson Road. The closest automobile repair service station is located less than two miles from the project site on Neelytown Road in the Town of Montgomery. The Otter Kill Golf and Country Club House provides catering services, and is located approximately two miles southeast of the project site on Route 207. There are several churches and religious institutions in the vicinity of the project site, many of which are located in the Village of Maybrook and the hamlet of Campbell Hall. There are several dry cleaners available in the Village of Washingtonville, approximately five miles from the project site. The closest florist shop in the vicinity of the project site is located on Homestead Avenue in the Village of Maybrook. A furniture store can be found on Route 207 in Campbell Hall. The closest supermarket to the project site is located on Brotherhood Plaza Drive in the Village of Washingtonville. There is a hardware store located just east of the project site on Beaver Dam Road in Maybrook. There are several health and fitness centers located in the vicinity of the project site, including the Village Fitness Center in Washingtonville and the Orange Hollow Racquet and Fitness Club in Goshen. The closest movie theater to the project site is located within the Galleria at Crystal Run mall in

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<sup>53</sup> [www.switchboard.com](http://www.switchboard.com), January 10, 2005.

<sup>54</sup> [www.switchboard.com](http://www.switchboard.com), January 7, 2005.

<sup>55</sup> <http://go.mappoint.net/ups>, January 10, 2005.

<sup>56</sup> <http://fedex.com/Dropoff/SearchAction.do>, January 10, 2005.

the City of Middletown. A pharmacy is located in the Village of Washingtonville on Brotherhood Plaza Drive, which is the closest pharmacy to the project site.<sup>57</sup>

A fiscal impacts analysis was not performed for the shopping, banking, the post office, and other services in the vicinity of the project site, since these facilities serve a much larger area than just the project site or the Town of Hamptonburgh as a whole, therefore making it extremely difficult to quantify exactly how many people from the project site or the Town of Hamptonburgh as a whole currently use these facilities.

### **THE FUTURE WITHOUT THE PROPOSED PROJECT**

In the future without the project, it is anticipated that access to shopping, banking, the post office, and other services would remain at a similar level as current conditions. As noted above, there are ample locations that provide such services, which would be able to accommodate future growth in the Town of Hamptonburgh. Therefore, future no build conditions would not have a significant adverse impact on access to shopping, banking, the post office, and other services. However, additional residential growth in the immediate area may stimulate the expansion of existing businesses and the establishment of new businesses. The types and locations of these new businesses would be regulated by local zoning and land use controls.

### **POTENTIAL IMPACTS OF THE PROPOSED PROJECT**

The proposed project would result in additional residents to the area and would generate additional demand on shopping, banking, the post office, and other services. However, due to the large number of services located in close proximity to the project site, the proposed project would not be expected to result in any significant adverse impacts on the community's access to shopping, banking, the post office, and other services. As in the future without the project, the addition of residents to the local area would be expected to stimulate existing businesses to expand to meet a perceived increase in market demand for goods and services. In addition, it is expected that new businesses would elect to locate within the general area as a result of an increased residential population. Consistent with local comprehensive plans and zoning or other regulations, new business locations would be subject to local regulatory oversight and land use policies.

As mentioned above, a fiscal impacts analysis was not performed for the shopping, banking, the post office, and other services in the vicinity of the project site, since these facilities serve a much larger area than just the project site or the Town of Hamptonburgh as a whole, therefore making it extremely difficult to quantify exactly how many people from the proposed Four Seasons at Hamptonburgh or the Town of Hamptonburgh as a whole would use these facilities in the future with the project.

### **MITIGATION**

As it is not anticipated that the proposed project would have a significant adverse impact on the Town of Hamptonburgh's access to shopping, banking, the post office, and other services, there are no mitigation measures proposed.

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<sup>57</sup> www.switchboard.com, January 7-14, 2005.