

IV. PROJECT PHASING

The Applicant proposes to develop the ~~P~~project in two phases (see Exhibit IV-1). The first phase would include a site plan application for development that includes land on both sides of Route 22. On the east side of Route 22, the site plan would include the proposed grocery store and adjacent buildings and parking; the parking area to south, which would serve the Main Street shops, the grocery store, the existing church and Smith Hall; and the Administration building and associated great lawn along Route 22. On the west side of Route 22, the first phase site plan would include the west Town Center area centered around the Power Plant and Storehouse; a replacement bridge across the Swamp River; the relocation of some of the existing golf holes; and the western residential neighborhoods. This phase would also include the supporting infrastructure improvements necessary to serve the new development. The second phase would consist of ~~a~~ site plan applications for the remainder of the east side commercial and residential development.

In total, the first phase would include approximately 549 residential units and 200,000 square feet of commercial space, representing 40% of the ~~p~~Project's total residential component, and 81% of the ~~p~~Project's total commercial component. It is also noted that the Applicant is currently involved in restoration work on the Storehouse to allow for its reuse. The public amenities anticipated to be provided in the first phase include the upgraded golf course, the great lawn in front of the Administration building, the Swamp River boat launch, a recreation field on the west side, and the various greens/commons associated with the neighborhoods developed in that phase. In addition to the installation of roads and utility service lines through the neighborhoods to be developed initially, the first phase also includes substantial infrastructure work, including the improvement of the Route 22/Wheeler Road intersection, reconstruction of the Wheeler Road bridge, well installation, upgrades of the water and wastewater treatment plants, and installation of utility service mains, which would also serve the second phase. The first phase is anticipated to occur over a period of approximately five years.

Table IV-1 presents various components of the Project that would occur in Phase I and compares them with the balance of the components planned for Phase II. As indicated, ~~T~~the second phase is currently anticipated to occur over a period of five years. ~~It-and~~ would involve the build-out of the remaining 827, residential units and approximately 45,000 square feet of commercial space on the east side. Public amenities to be provided in the second phase would include the establishment of the ~~trail~~-linkages to Boyce Park and the Appalachian Trail, access to the reservoir, potential reuse of Smith Hall, and the various greens/commons associated with the neighborhoods developed during that phase. ~~A chart summarizing the projected construction sequencing for these phases is included in Section III.N. During the interim period between completion of Phase I and commencement of Phase II, certain areas on the east side of Route 22 will have newly constructed buildings proximate to buildings planned for, but not yet demolished. This includes the H-buildings to the south of Wheeler Road and buildings on the east side of Hutchinson Avenue, generally between Wheeler Road and Smith Hall. The Applicant will evaluate the need to demolish these buildings as part of Phase I activity to make certain that Phase I residential and commercial uses to the east of Route 22 can be successfully marketed.~~

**Table IV-1
Project Construction Sequencing**

<u>Phase</u>	<u>Construction Sequence</u>	<u>Residential Units</u>	<u>% of Total Residential</u>	<u>Commercial SF</u>	<u>% of Total Commercial</u>	<u>Amenities</u>	<u>Infrastructure</u>	<u>Required Demolition</u>	<u>Year</u>
<u>1</u>	<u>1A</u>	<u>217</u>	<u>15.7%</u>	<u>81500</u>	<u>33.2%</u>	<u>Golf course</u> <u>Great lawn</u> <u>Boat launch</u> <u>Neighborhood greens/squares</u>	<u>Route 22/Wheeler improvement, bridge reconstruction, utility service lines, well installation, water/wastewater plant upgrades</u>	<u>Clubhouse</u> - -	<u>1-3</u> - -
	<u>1B</u>	<u>176</u>	<u>12.8%</u>	<u>119200</u>	<u>48.6%</u>	<u>Neighborhood greens/squares</u>	<u>Utility service lines, roads</u>	<u>4 institutional buildings</u> -	<u>4</u> -
	<u>1C</u>	<u>156</u>	<u>11.3%</u>			<u>Playfield</u> <u>Neighborhood greens/squares</u>	<u>Utility service lines, roads</u> -	<u>Agricultural buildings</u> -	<u>5</u> -
<u>2</u>	<u>2A</u>	<u>493</u>	<u>35.8%</u>	<u>44800</u>	<u>18.2%</u>	<u>Wetland trail to Boyce</u> <u>Trail linkage to AT</u> <u>Reservoir recreation access</u> <u>Smith Hall</u> <u>Neighborhood greens/squares</u>	<u>Utility service lines, roads</u> - - -	<u>11 institutional buildings, plus smaller accessory uses</u> - -	<u>6-8</u> - -
	<u>2B</u>	<u>49</u>	<u>3.6%</u>			<u>Neighborhood greens/squares</u>	<u>Utility service lines, roads</u>	<u>NA</u>	<u>8-9</u>
	<u>2C</u>	<u>285</u>	<u>20.7%</u>			<u>Neighborhood greens/squares</u> - -	<u>Utility service lines, roads</u> - -	<u>7 institutional buildings plus several smaller houses and accessory structures</u> -	<u>9-10</u> - -

*Institutional Buildings (does not account for smaller agricultural structures or single-family homes)

The two phases have been sequenced as proposed in order to both establish the nucleus of the new community and Town Center, while allowing for the generation of revenue from residential units on the west side to help off-set the up-front infrastructure expenditures and address the costly demolition and redevelopment activities necessary on the east side.

Section III of this DEIS identified the potential impacts of the Project at full-buildout. The following section details the impacts that would be anticipated from Phase 1 of the Project.

A. Land Use and Zoning

1. Land Use

As the first phase of the pProject would establish much of the Town Center and a significant portion of the residential development, the relationship to, and compatibility with, surrounding land uses would be similar to that of the full build-out. The first phase would similarly be expected to create a positive land use impact by converting much of an unused and deteriorating facility into a mixed-use center that would provide a grocery store, commercial and office space, increased housing choices and diversity, and an array of publicly-accessible recreational and open spaces.

2. Zoning

As described previously in Section III.A, the MC (Mixed-Use Institutional Conversion Overlay District) overlay is mapped on the majority of the Project sSite, and tThe Project also involves the extension of the MC overlay onto the parcel in the northwest corner of the site. The Project-Proposed Action also proposes amendment of the current text of the MC Overlay in order to permit the development of a more integrated and balanced community, while not increasing the permissible density of the site.

Under the existing zoning, the site could potentially yield 1,524 residential units and 1,338,000 square feet of commercial space. As a result, both Phase 1 of the Project and the full build-out would be within the density limitations of the existing zoning regulations. The proposed zoning text amendments would allow for a maximum of 1,499 units on the site, and a minimum of 200,000 square feet of commercial development. Both Phase 1 and the full build-out would comply with the proposed density regulations, as well.

3. Public Policy

As detailed in Section III.A, several planning and policy documents ~~that include recommendations that relate to the site or that generally~~ encourage the development/redevelopment/reuse of the property. The first phase of the pProject would meet and advance the same goals as discussed under the full build-out. While the first phase is ~~necessarily~~ at a smaller scale than the full build-out, it ~~does~~ would include the bulk of the pProject's commercial space, the core of the Town Center, and several compact, walkable neighborhoods, and associated recreation and open spaces, which ~~is~~ are expected to be significant enough to establish the sense of a new community.

B. Visual Resources

As discussed in the Land Use section above, Phase 1 of the proposed development would establish the core of the Town Center, create compact residential neighborhoods on the west side, and restore several significant historic structures along the site's Route 22 frontage. This would transform the site's current image and deteriorating, abandoning institutional character by establishing the heart of a new mixed-use community. The first phase would also establish the ~~p~~Project's traditional neighborhood design aesthetic, and be expected to eliminate much of the site's blighting influence.

Since the buildable areas encompassed by the first phase are less extensive than the full build-out, the potential visibility of development on the east side would be reduced. However, as described previously, visibility of the proposed development would largely be confined to areas on site or in close proximity to the Project site, and no significant views from identified publicly accessible scenic vantage points were identified.

Development of Phase 1 would also be consistent with the comprehensive set of Design Guidelines in order to ensure the visual character of the proposed development reflects traditional neighborhood design concepts.

The interface between those buildings constructed as part of Phase I and proximate buildings scheduled for demolition as part of Phase II could result in certain short term visual impacts, unless additional demolition occurs to facilitate the marketing of Phase I buildings. This situation is particularly applicable to the H-buildings on the east side of the site to the south of Wheeler Road.

C. Geology

The Phase 1 disturbance would include buildable areas on the west side of the site and the core of the Town Center development on the east side. For this phase of development, it is estimated that approximately 425,000 cubic yards of earthwork cut would be required on site with an estimated 500,000 cubic yards of fill. Disturbed areas would be protected with temporary and permanent stabilization measures to limit the potential for soil erosion. ~~and the~~ Phase 1 would also be developed in accordance with the Stormwater Pollution Prevention Plan. The area included within the Phase 1 limits contains relatively minimal steep slopes. Phase 1 development would result in disturbance of approximately 10 acres with slopes over 15%. Construction activities would be compliant with local municipal, state and federal regulations. As with the full build-out, rock removal in Phase 1 of the development would be performed in accordance with all ~~local, state and federal~~applicable regulations, including pre-blast surveys and blasting protocols ~~and plans when explosives are required for rock cut.~~

D. Natural Resources

As discussed for the full build-out, the ~~overall project~~Project has been designed to avoid, where practicable areas of identified significant habitat or regulated wetlands. Given the existing conditions of the site, its history of prior disturbance, and the proposed compact development pattern, no significant impacts on natural resources ~~were~~are anticipated for the

full build-out. As the overall disturbance from Phase 1 is reduced, no significant impacts on natural resources would be anticipated.

E. Water Resources and Wetlands

The Phase 1 development would be expected to impact approximately 2.4 acres of wetlands. However, a comprehensive wetland mitigation and restoration program has been developed for the pProject sSite. The areas of wetland mitigation are intended to be implemented in tandem with the occurrence of the impact. As a result, the Phase 1 development would include associated mitigation (wetland creation areas totaling approximately 2.8 acres and wetland buffer enhancement areas totaling 2.4 acres) sufficient to meet the regulatory replacement thresholds.

F. Community Services

Phase 1 of the Project would include an estimated population of 1,471, which is approximately 17% of the Town's reported population of 8,565. The increase in resident population and employees would be expected to result in a proportionate increase in demand for community services such as police, fire, emergency services, and the library.

However, the first phase would also result in additional property tax revenue for the fire and library districts in order to offset potential incremental increases in service costs. Phase 1 would be anticipated to generate \$112,000 in annual property tax revenue for the fire district and \$39,600 for the library district.

The increase resident population would also be expected to increase demand for recreational services. However, the Phase 1 incorporates several recreation and open spaces, including numerous neighborhood greens, the golf course enhancement, a Swamp River boat launch, the great lawn, and extensive preserved open spaces on the west side and along the Swamp River. The increased demand for park and open space use would be mitigated by the recreation and open space provided within the first phase.

G. Economic Conditions

Phase 1 includes approximately 40% of the pProject's residential component and 81% of the pProject's commercial component. The table below provides an estimate of anticipated property tax revenue from Phase 1, assuming a proportionate reduction in tax generation.

Table IV-21
Phase 1 Property Tax Generation

Component	Town	School District	Fire District	Library District	Dutchess County
Residential	\$366,000	\$2,574,400	\$100,800	\$35,600	\$451,600
Commercial	\$41,200	\$289,600	\$11,200	\$4,000	\$50,800
Total	\$407,200	\$2,864,000	\$112,000	\$39,600	\$502,400

The Phase 1 would be anticipated to generate approximately 215 school children, using the same multipliers presented in Section III.G and accounting for the 204 age-restricted units in Phase 1.

Table IV-32
Public Schoolchildren Generation – Rutgers University Multipliers

Type of Unit	Number of Units	Public Schoolchildren per Household	Estimated Number of New Pupils
Single-family Detached			
3-br	49.33	0.64	31.6
4-br	49.33	1	49.3
5-br	12.34	1.23	15.2
Single-family Attached			
2-br	0	0.17	0.0
3-br	66	0.52	34.3
4-br	66	0.86	56.8
Multifamily -Own			
1-br	13	0.15	2.0
2-br	13	0.09	1.2
Multifamily - Rent			
2-br	66	0.43	28.4
Total	335		
Total Number of Estimated New Pupils			218.7

Source: Burchell, et al., Residential Demographic Multipliers: Estimates of the Occupants of New Housing for NYS, June 2006, Rutgers University, Center for Urban Policy Research

Using the per pupil program cost paid by the local property tax estimate of \$6,962, the local cost to educate the ~~p~~Project-generated school children from this alternative would be approximately \$1,524,678. This is substantially less than the amount of school district taxes that would be paid by the ~~p~~Project, creating a significant positive net fiscal impact of approximately \$1,339,322 million annually for the public schools.

Assuming a proportionate employment share, ~~the~~ Phase 1 would be anticipated to include approximately 656 employees and 549 residences. The municipal cost to serve ~~the~~ Phase 1 has been estimated utilizing the same average per capita service cost approach used for the full-buildout. As indicated below, the average town cost to provide municipal services for a worker in a commercial development is estimated at \$56.76, and the average cost to service a household is estimated at \$352.33.

Table IV-43
Municipal Cost Estimate

Component	Population	Avg. Service Cost	Total Cost
Commercial	656 employees	\$56.76	\$37,235
Residential	549 dwelling units	\$352.33	\$193,429
Total			\$230,664

As indicated above, Phase 1 of the Project would be anticipated to result in a substantial fiscal benefit for both the Town and the Dover Union Free School District.

Table IV-54
Anticipated Fiscal Benefit

Jurisdiction	Property Tax Revenue*	Service Cost	Net Fiscal Surplus
Town	\$407,200	\$230,664	\$386,536
School District	\$2,864,000	\$1,524,678	\$1,339,322

H. Cultural Resources

Based on the Phase 1A and 1B testing, there is no anticipated potential for significant adverse impacts to archaeological resources as a result of the propose development.

Phase 1 of the proposed development does include demolition of some buildings considered eligible for listing on the National Register of Historic Places. This includes four of the I-buildings and two of the H-buildings on the east side of the site to the south of Wheeler Road. As discussed under the full build-out, this would result in unavoidable adverse impacts to these historic resources. However, several buildings considered historically significant would be rehabilitated and restored as part of ~~the Phase 1 of development, and would be located~~ along the site's highly visible Route 22 frontage. Buildings to be restored and adaptively reuse would include:

- Two I-buildings
- Administration Building and adjacent lawn area
- Power Plant
- Storehouse
- U-building on Wheeler Road

In addition, Our Lady of Solace Church will be subdivided from the balance of the property and its lot will be deeded to the church. Smith Hall and several residential structures are planned for rehabilitation and reuse as part of Phase II. Phase II includes demolition of certain historically significant buildings, and others such as those generally to the east of Hutchinson Avenue. SHPO noted in its 1996 review that they no longer contributed to the historic significance of the site (see section III.H for details).

I. Stormwater Management

The Phase 1 development would increase the amount of impervious surfaces on-site. However, as with the full build-out, a comprehensive stormwater management plan would be instituted. Stormwater would be directed to the stormwater basins through underground piping and surface swales. Measures such as a wet extended detention pond, rain gardens, hydrodynamic separators, open channels, infiltration trenches/dry wells and catch basin sumps would also be used on site to manage stormwater. A Stormwater Pollution Prevention Plan would also be prepared and implemented on the Project ~~s~~Site to mitigate the effects of stormwater runoff.

J. Traffic and Transportation

Trip generation volumes from Phase 1 would logically be smaller than that of the full build-out. Anticipated trip generation from Phase 1 is presented in Table ~~IV-6, below. III.J-1 in Section III.~~ As indicated in the full-build-out analysis, the Route 22/Wheeler Road intersection would be improved with additional turning lanes. This mitigation would occur in concert with Phase 1 ~~development.~~ For other intersections in the area, there would be monitoring for potential future signalization, was recommended. This same program of monitoring would be recommended implemented for ~~the~~ Phase 1.

K. Air Quality

As detailed in Section III, no significant impacts related to air quality would be anticipated from the full build-out. As ~~the~~ Phase 1 would reduce traffic volumes, no adverse impacts would be anticipated.

L. Noise

As detailed in Section III, no significant impacts related to noise would be anticipated from the full build-out. As ~~the~~ Phase 1 would reduce traffic volumes, no adverse impacts would be anticipated. Impacts related to noise generated by construction are included in Section N of this Chapter.

M. Hazardous Materials

~~There would be no change in the handling of potentially hazardous materials in Phase 1. As detailed in Section III, during demolition and rehabilitation, proper construction and abatement techniques must be employed.~~

N.M. Infrastructure and Energy

As indicated in the Site Utility Report in ~~the Appendix—~~, ~~the~~ Phase 1 ~~development~~ would be expected to have an electric load ranging from 9,200 kilowatts to 12,400 kilowatts and a natural gas load of between 1,088 therms and 1,564 therms. With approximately 37% of the residential total, Phase 1 would be anticipated to have a residential water demand of approximately 170,696 gallons per day. The commercial component would generate a water demand of approximately 17,600 gpd, and site irrigation would add an additional 190,050 gpd. As detailed in Section III, the combination of on-site wells and the reservoir is adequate to meet the water demands of the overall ~~p~~Project. Similarly, the wastewater treatment proposal is adequate to accommodate flows from the overall build-out. All of the infrastructure improvements necessary to serve Phase I, except those relating to the use of the reservoir for water supply, will be undertaken within the Phase 1 area depicted on Exhibit IV-1. ~~Therefore, n~~No adverse impacts related to Phase 1 would be anticipated.

**Table IV-6
Phase I
Hourly Trip Generation Rates and Site Generated Traffic Volumes**

	<u>ENTRY</u>		<u>EXIT</u>		<u>TOTAL</u>	
	<u>HTGR*</u>	<u>VOLUME</u>	<u>HTGR*</u>	<u>VOLUME</u>	<u>HTGR*</u>	<u>VOLUME</u>
<u>RESIDENTIAL (111 Single Family Lots) (1)</u>						
<u>WEEKDAY PEAK AM HIGHWAY HOUR</u>	<u>0.19</u>	<u>21</u>	<u>0.56</u>	<u>62</u>	<u>0.75</u>	<u>83</u>
<u>WEEKDAY PEAK PM HIGHWAY HOUR</u>	<u>0.64</u>	<u>71</u>	<u>0.37</u>	<u>41</u>	<u>1.01</u>	<u>112</u>
<u>SATURDAY PEAK HOUR</u>	<u>0.49</u>	<u>54</u>	<u>0.44</u>	<u>49</u>	<u>0.93</u>	<u>103</u>
<u>68 AGE RESTRICTED (3)</u>						
<u>WEEKDAY PEAK AM HIGHWAY HOUR</u>	<u>0.10</u>	<u>7</u>	<u>0.28</u>	<u>19</u>	<u>0.38</u>	<u>26</u>
<u>WEEKDAY PEAK PM HIGHWAY HOUR</u>	<u>0.32</u>	<u>22</u>	<u>0.18</u>	<u>12</u>	<u>0.50</u>	<u>34</u>
<u>SATURDAY PEAK HOUR</u>	<u>0.25</u>	<u>17</u>	<u>0.22</u>	<u>15</u>	<u>0.47</u>	<u>32</u>
<u>191 TOWNHOUSE/APARTMENT UNITS (2)</u>						
<u>WEEKDAY PEAK AM HIGHWAY HOUR</u>	<u>0.07</u>	<u>13</u>	<u>0.37</u>	<u>71</u>	<u>0.44</u>	<u>84</u>
<u>WEEKDAY PEAK PM HIGHWAY HOUR</u>	<u>0.35</u>	<u>67</u>	<u>0.17</u>	<u>32</u>	<u>0.52</u>	<u>99</u>
<u>SATURDAY PEAK HOUR</u>	<u>0.25</u>	<u>48</u>	<u>0.22</u>	<u>42</u>	<u>0.47</u>	<u>90</u>
<u>136 AGE RESTRICTED (3)</u>						
<u>WEEKDAY PEAK AM HIGHWAY HOUR</u>	<u>0.04</u>	<u>5</u>	<u>0.18</u>	<u>25</u>	<u>0.22</u>	<u>30</u>
<u>WEEKDAY PEAK PM HIGHWAY HOUR</u>	<u>0.18</u>	<u>24</u>	<u>0.08</u>	<u>11</u>	<u>0.26</u>	<u>35</u>
<u>SATURDAY PEAK HOUR</u>	<u>0.13</u>	<u>18</u>	<u>0.11</u>	<u>15</u>	<u>0.24</u>	<u>33</u>
<u>TOTAL - RESIDENTIAL</u>						
<u>WEEKDAY PEAK AM HIGHWAY HOUR</u>	<u>-----</u>	<u>46</u>	<u>-----</u>	<u>177</u>	<u>-----</u>	<u>223</u>
<u>WEEKDAY PEAK PM HIGHWAY HOUR</u>	<u>-----</u>	<u>184</u>	<u>-----</u>	<u>96</u>	<u>-----</u>	<u>280</u>
<u>SATURDAY PEAK HOUR</u>	<u>-----</u>	<u>137</u>	<u>-----</u>	<u>121</u>	<u>-----</u>	<u>258</u>
<u>W/ 10% MASS TRANSIT CREDIT</u>						
<u>WEEKDAY PEAK AM HIGHWAY HOUR</u>	<u>-----</u>	<u>42</u>	<u>-----</u>	<u>159</u>	<u>-----</u>	<u>201</u>
<u>WEEKDAY PEAK PM HIGHWAY HOUR</u>	<u>-----</u>	<u>166</u>	<u>-----</u>	<u>86</u>	<u>-----</u>	<u>252</u>
<u>SATURDAY PEAK HOUR</u>	<u>-----</u>	<u>123</u>	<u>-----</u>	<u>109</u>	<u>-----</u>	<u>232</u>
<u>COMMERCIAL</u>						
<u>75,000 S.F. OF OFFICE SPACE (4)</u>						
<u>WEEKDAY PEAK AM HIGHWAY HOUR</u>	<u>1.36</u>	<u>102</u>	<u>0.19</u>	<u>14</u>	<u>1.55</u>	<u>116</u>
<u>WEEKDAY PEAK PM HIGHWAY HOUR</u>	<u>0.25</u>	<u>19</u>	<u>1.24</u>	<u>93</u>	<u>1.49</u>	<u>112</u>
<u>SATURDAY PEAK HOUR</u>	<u>0.22</u>	<u>17</u>	<u>0.19</u>	<u>14</u>	<u>0.41</u>	<u>31</u>
<u>125,000 S.F. OF RETAIL SPACE (5)</u>						
<u>WEEKDAY PEAK AM HIGHWAY HOUR</u>	<u>0.61</u>	<u>76</u>	<u>0.39</u>	<u>49</u>	<u>1.00</u>	<u>125</u>
<u>WEEKDAY PEAK PM HIGHWAY HOUR</u>	<u>1.83</u>	<u>229</u>	<u>1.90</u>	<u>237</u>	<u>3.73</u>	<u>466</u>
<u>SATURDAY PEAK HOUR</u>	<u>2.54</u>	<u>317</u>	<u>2.35</u>	<u>294</u>	<u>4.89</u>	<u>611</u>
<u>TOTAL - COMMERCIAL</u>						
<u>WEEKDAY PEAK AM HIGHWAY HOUR</u>	<u>-----</u>	<u>178</u>	<u>-----</u>	<u>63</u>	<u>-----</u>	<u>241</u>
<u>WEEKDAY PEAK PM HIGHWAY HOUR</u>	<u>-----</u>	<u>248</u>	<u>-----</u>	<u>330</u>	<u>-----</u>	<u>578</u>
<u>SATURDAY PEAK HOUR</u>	<u>-----</u>	<u>334</u>	<u>-----</u>	<u>308</u>	<u>-----</u>	<u>642</u>

	ENTRY		EXIT		TOTAL	
	HTGR*	VOLUME	HTGR*	VOLUME	HTGR*	VOLUME
<u>TOTAL - W/ 25% RETAIL PASS-BY CREDIT</u>						
<u>WEEKDAY PEAK AM HIGHWAY HOUR</u>	----	<u>159</u>	----	<u>44</u>	----	<u>203</u>
<u>WEEKDAY PEAK PM HIGHWAY HOUR</u>	----	<u>191</u>	----	<u>273</u>	----	<u>464</u>
<u>SATURDAY PEAK HOUR</u>	----	<u>255</u>	----	<u>229</u>	----	<u>484</u>
<u>TOTAL "NEW" TRIPS</u>						
<u>WEEKDAY PEAK AM HIGHWAY HOUR</u>	----	<u>201</u>	----	<u>203</u>	----	<u>404</u>
<u>WEEKDAY PEAK PM HIGHWAY HOUR</u>	----	<u>357</u>	----	<u>359</u>	----	<u>716</u>
<u>SATURDAY PEAK HOUR</u>	----	<u>378</u>	----	<u>338</u>	----	<u>716</u>

1. BASED ON ITE LAND USE 210 - AVERAGE SINGLE FAMILY RATES

2. BASED ON ITE LAND USE 230 - AVERAGE TOWNHOUSE / CONDOMINIUM RATES

3. IN ORDER TO ACCOUNT FOR THE AGE RESTRICTED TYPE OF UNITS PROPOSED, A 50% REDUCTION OF THE "TYPICAL" RESIDENTIAL RATES WERE UTILIZED

(4) - BASED ON ITE LAND USE 710 - AVERAGE OFFICE RATES

(5) - BASED ON ITE LAND USE 820 - AVERAGE SHOPPING CENTER RATES

Ø.N. Construction Impacts

Development of Phase 1 would lead to similar short term impacts to air quality, noise, traffic and erosion and sedimentation as detailed in Section III for the full build-out. The first phase is anticipated to occur over ~~have~~ a duration of five years ~~(see Exhibit III.N-2)~~.

Phase I would be developed in three construction phases, with the initial phase of development limited to the residential neighborhood to the west of the Swamp River (see Exhibit IV-2). In order to undertake this first construction phase, a number of infrastructure improvements would be required, including, those addressing water supply and sanitary sewage, stormwater management and improvements to Wheeler Road, including the provision of a new bridge crossing the Swamp River.

As previously noted, the improvements to the intersection of Route 22 and Wheeler Road would be undertaken prior to the completion of Phase I. This intersection would serve the new Main Street development on both the east and west side of the highway. Improvements to the existing Metro North parking and commuter parking lot expansion are also planned as part of Phase I.

Demolition and Remediation

Demolition of certain buildings otherwise planned for Phase II may be undertaken as part of Phase I, including buildings on the east side of Hutchinson Avenue and the H-buildings to the south of Wheeler Road. Such demolition may be necessary to ensure the marketability of residential and commercial uses planned for the east side of Route 22 as part of Phase I.

The buildings planned for demolition will require the remediation of controlled materials (i.e., asbestos, lead paint). Asbestos abatement and removal projects are regulated by the New York State Department of Labor under Industrial Code Rule 56. Code Rule 56 covers installation, removal, encapsulation, application or enclosure of asbestos material. Construction and demolition debris would be disposed offsite at a regulated solid waste

facility. To the extent practical, concrete and brick would be recycled for use as fill and base material. Demolition procedures would also include creation of a stabilized construction entrance and exit area comprised of a clean gravel roadway. The public roadways surrounding the demolition site would be cleaned periodically with a street sweeper and water truck. Fixed air monitoring stations would be established at locations along the perimeter to monitor for particulates and volatile organics using direct-reading in accordance with regulatory requirements.

Most of the buildings on the facility were previously heated via steam generated at the Power Plant, and transmitted via a system of tunnels that extends throughout the facility's main campus. The tunnels also contained electric and water lines and served as connecting corridors between buildings. The tunnels would remediation and would either be removed or capped and abandoned (see Chapter III.N, Construction).

Construction Site Security

The storage of large quantities of building materials, construction vehicles and other construction equipment on-site throughout the construction process increases the potential for on-site vandalism. On-site security would be provided. During Phase I construction suitable sites will be identified. Temporary construction fencing would be utilized to protect the public from potential hazards of construction to the maximum extant practical. This will be of additional concern in areas to the east of Route 22 where buildings slated for Phase II demolition may occur while nearby Phase I buildings are occupied. This same concern applies to air quality and noise impacts described below.

Air Quality

The primary anticipated air quality impacts from demolition and construction activities are related to fugitive dust and mobile source emissions. Fugitive dust can result from land clearing, construction materials or debris handling, excavation, demolition, compaction, short term storage and vehicle motion over unpaved areas. Mobile sources, such as construction equipment and construction worker vehicles, would produce emissions including CO, VOCs, and NO₂. Exhaust emission of particulate matter may also result from the use of diesel-powered vehicles. Given the scale of the Project Site and that most construction activity would occur in the interior of the site, relatively distant from neighboring uses, significant air quality impacts on surrounding uses are not anticipated.

Noise

Temporary, localized noise increases may also be expected from demolition and construction activities and vehicles during the construction period. The level of noise impact would depend on the equipment and activity involved and would decrease with distance from the construction site. Noise levels of "heavy" construction equipment ranges from 79 to 92 dBA at 50 feet. The U.S. EPA reports noise levels at housing projects range from a high of 88 to a low of 75 dBA from grading through finishing operations (U.S. EPA, Construction Noise Control Technology Initiatives, Table 2.2).¹

¹ Construction equipment noise levels are provided in the Federal Highway Administrative Highway Construction Noise: Measurement Prediction and Mitigation, Appendix A.

Noise levels from major construction operations at varying distances are identified below:

Table IV-7
Noise Levels of Major Construction Operations

<u>Construction Phase</u>	<u>Noise Level (dBA)</u>			
	<u>100 Feet</u>	<u>400 Feet</u>	<u>600 Feet</u>	<u>1000 Feet</u>
<u>Ground Clearing</u>	<u>78</u>	<u>72</u>	<u>63</u>	<u>59</u>
<u>Excavation</u>	<u>83</u>	<u>77</u>	<u>68</u>	<u>64</u>
<u>Foundations</u>	<u>71</u>	<u>65</u>	<u>56</u>	<u>52</u>
<u>Building Erection</u>	<u>78</u>	<u>72</u>	<u>63</u>	<u>58</u>
<u>Finishing and Cleanup</u>	<u>83</u>	<u>77</u>	<u>68</u>	<u>64</u>

Source (U.S. EPA, *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, 1971)

All activities would be subject to Section 107 of the Town's Municipal Code, which prohibits construction, demolition or excavation between after 9:00pm and before 7:00am. The Project Site covers a large area. Projected sound levels at offsite locations would vary with the type and location of the construction activity on the Site. Because construction activities would be carried out at various locations and because these activities change as work progresses, the construction site would have both spatial and temporal noise dimensions. Noise levels at the various receptors would depend on the work activity, the proximity of the work activity (relative location on site/distance to receptor), and extraneous sources (i.e., sirens, and other background sources). In addition, equipment is not generally operated continuously or simultaneously. There would be times when no equipment is operating and noise would be at ambient levels.

Blasting

It is expected that rock removal would be required to complete construction of the Project. While it is anticipated that some bedrock may be removed with excavators or other power equipment, rock blasting is anticipated. Most of the anticipated blasting would occur as part of Phase II development. Blasting noise is of very short duration (less than one second) and is typically heard as a dull rather than sharp type of sound. Potential areas of concern with blasting activities include flyrock, damage to existing structures from the associated airblast, as well as damage to on and off-site structures from ground vibrations attributable to the blasting activity. The use of explosives for blasting is regulated by Section 69 of the Town Code. Blasting requires permitting from the Town and is prohibited on weekends and holidays. Blasting protocols are detailed below.

Traffic

Project implementation would generate construction-related traffic, including construction worker commuting and the delivery of materials and equipment. The numbers and types of vehicles would vary depending on the construction phase. Deliveries would generally be made on flat-bed or box trucks, with delivery routing having trucks entering and departing the site from Route 22 at Wheeler Road. Typically, construction workers arrive on-site prior

to the AM peak hour and depart before the PM peak hour, limiting the potential impact of employee traffic.

The sequencing of construction and the provision of adequate construction staging and material stockpile areas over the approximate 10 year construction period would permit: the recycling of building materials; coordinated use of construction crews and equipment; and the reduction of material deliveries. Further, materials from the demolition of existing on-site buildings, tunnels, other structures and pavement areas would be recycled to the maximum extent practical and would further reduce the off-site deliveries of materials to the Project Site. Brick and remains from the concrete foundations of the existing buildings to be demolished on the site would be crushed and reused on-site as fill material where acceptable to both the owner and local building officials. Other construction and demolition debris not suitable for reuse on-site would be stockpiled on-site until a significant quantity of material has been collected for the efficient transporting of the material off-site.

Erosion and Sediment Control Plan

An erosion and sediment control plan would be prepared in conformance with the Town Code and the NYSDEC New York State Stormwater Management Design Manual (April 2008). In addition, practices would be designed based on the NYSDEC New York State Standards and Specifications for Erosion and Sediment Control (August 2005). During and post construction, efforts would be made to preserve a similar drainage pattern as currently occurs, with undisturbed stormwater runoff and ground water being diverted from temporary swales, sediment traps and permanent stormwater management measures.

Best management practices to be employed for control of soil erosion and sedimentation and fugitive dust include:

- Installation of silt fencing and staked haybales along the limits of disturbance. Additional haybales would be installed as inlet protection.
- Installation of stabilized construction entrances.
- Installation of temporary siltation/sediment traps, as appropriate and necessary.
- Temporary seeding or planting of disturbed areas designated for landscaping.
- Water spraying of the ground surface to prevent fugitive dust emissions from construction-related traffic.
- Covering of open-body trucks with tarps during motion.
- Low speeds for all construction vehicles.