I. EXECUTIVE SUMMARY

A. Introduction

The following Draft Environmental Impact Statement (DEIS) has been prepared for the proposed development of the Knolls of Dover project. The DEIS is intended to provide a concise description of the ~~proposed p~~Project and the ~~p~~Project ~~a~~Area, identify and evaluate potential adverse environmental impacts, describe mitigation measures to minimize environmental impacts, and evaluate various reasonable alternatives to the ~~proposed p~~Project. This DEIS is submitted to the Town Board of the Town of Dover, New York, which has been established as the Lead Agency in this matter, in compliance with the provisions of the State Environmental Quality Review Act (SEQRA).

B. Proposed Action

The ~~proposed p~~Project is a comprehensive redevelopment of the former Harlem Valley Psychiatric Center (HVPC) property and an adjacent parcel (former Dykeman property) in the hamlet of Wingdale, New York, with a mixed-use community centering on an existing train station and exhibiting traditional neighborhood design principles. The development program includes 1,376 dwellings in a wide variety of unit-types, approximately 245,500 square feet of commercial space, and approximately 77,000 square feet of community facility or recreation center space. The Proposed Action being considered under SEQRA includes a comprehensive development plan, a phasing plan, and certain changes to the existing zoning of the site. The ~~proposed p~~Project components are summarized ~~described in detail~~ below.

The 937 acre site is located to the east and west of NYS Route 22. There are a number of private roadways within the site, including Wheeler Road, which runs east-west, and Hutchinson Avenue which runs north-south. At the intersection of Wheeler Road and Route 22, a Metro North Railroad Station exists, providing service to White Plains, New York City and other locations.

The site contains a number of environmental features, including DEC-designated wetlands, steep slopes, a reservoir and significant habitat areas. The Swamp River bisects the site, just west of the Metro-North railroad tracks. The Appalachian Trail passes through a 750 foot wide easement, just to the east of the Project Site.

The former HVPC, with buildings concentrated on the east side of Route 22, contained 83 principal and accessory structures totaling approximately 2.15 million square feet of floor area. However, several structures including, garages, barns and the dam gatehouse have since been removed or destroyed. The majority of the buildings were constructed during the 1920's and 1930's, with some earlier construction closer to the turn of the century. Operations at the HVPC peaked in the 1950's with 5,000 patients and 5,000 around-the-clock employees at the site, and continued at that level until the state began downsizing the facility in the 1970's. At that time, the NYS Division for Youth (DFY) leased some of the emptied buildings from NYS Office of Mental Health. When the HVPC closed on February 1, 1994, the remaining patients and staff were transferred to other state facilities, creating a 45 million dollar payroll loss for the region. The state decommissioned the majority of the buildings

and those buildings have remained vacant for the past fifteen years. DFY moved their operations from the property in March 2004. Many of the buildings on the site are considered to be eligible for the National Register of Historic Places.

While most structures are substantially deteriorated, there are some buildings that present opportunities for adaptive reuse, such as the Director's Residence, which was already restored by the Applicant. The former HVPC buildings being considered for reuse include: the Administration Building; the two I-buildings fronting Route 22; the U-shaped building near the running track; the Power Plant; the Storehouse; Our Lady of Solace church; and the recreational building known as Smith Hall.

The largest structures are the 10-story hospital building known as Sullivan Tower and the H-buildings, which served as dormitories for the HVPC patients and the NYS Division for Youth detention center residents. These latter buildings are planned for demolition.

Existing recreational uses on the site include an approximately 64-acre, 9-hole golf course on the west side of Route 22, a running track, and a Swamp River access point. The site also has an internal utility system, which includes the dam and reservoir, a water filter plant and supply system with a 1 million gallon per day capacity and a sewage treatment plant with the capacity and a SPDES permit for 1.2 million gallons per day.

The Project is conceived as a community of compact neighborhoods on both sides of the Swamp River. Following its historic pattern, the eastern side of the Project Site is proposed for more varied and more intensive uses. A Town Center would be established in proximity to the Metro-North station along Wheeler Road and form the heart of the community. The layout is designed to create a new "Main Street" for the community, and includes buildings with residential and office space above ground floor retail. (See Exhibit I-1) The former Power Plant and Storehouse buildings near the train station would be adaptively re-used, and anchor the west end of the Town Center. The Great Swamp and associated New York State DEC regulated wetlands that pass through the center of the site would remain undisturbed; the only exception would be an area proximate to the existing buildings on the east side of the Swamp River that has been irreversibly degraded ~~area~~from prior State activities at the site ~~proximate to the existing buildings on the east side of the Swamp Rive~~and~~r~~ which would be utilized to provide parking to support the train station and associated commercial development.

Residential neighborhoods incorporating a wide variety of housing types surround the Town Center core on the east side, consistent with traditional community development patterns and the principles of new urbanism. Less intense residential neighborhoods would be located toward the north, and east of the Town Center, with two neighborhoods located at the foot of the hill towards the north, two located near the southern property boundary, and another small neighborhood nestled behind the hilltop near the reservoir.

The western portion of the Project consists of several distinct neighborhoods, as well as the 9-hole golf course. Again, consistent with traditional neighborhood design principles, each neighborhood would incorporate diverse housing types, with available housing opportunities

on the west side, including single-family homes, duplexes, townhomes and flats (see Exhibit I-2 and I-3). Each neighborhood would also contain a hamlet green or other open space to help define its identity, with the two neighborhoods along Wheeler Road including community buildings, as well. In addition, the neighborhoods include a mix of age-restricted, age-targeted and non-age-restricted units. The former Directors' Residence, which has already been restored, and a new clubhouse for the upgraded 9-hole golf course, would be centrally located on the west side of the site. These areas would offer social and recreational amenities.

At full build-out, the site would contain approximately 1,376 dwelling units, approximately 245,500 square feet of floor area designated for commercial uses, and approximately 77,000 square feet of community center or recreational facility space. Of the 1,376 dwelling units, 438 would be restricted to households with one member aged 55 years or older; 10%~~;~~ of the 1,376 units would be provided as workforce housing, which would be attractive for teachers, municipal employees, volunteers, etc.

A breakdown of housing units, commercial, and community space by type is shown in Tables I-1 through I-3, below.

Table I-1
Proposed Housing by Type

Location	Unit Type	Total Number of Units	Age-Restricted
West Side Neighborhoods	Single Family	179	68
	Duplex	68	
	Townhouse	64	
	Flats	136	136
	Subtotal	**447**	**204**
Mixed Use Town Center	Single Family	88	66
	Duplex	12	2
	Townhouse	233	12
	Townhouse Conversions	34	
	Flats	106	106
	Apartments (above retail/flex)	111	
	Loft Conversions	26	
	Subtotal	**610**	**186**
East Side – Outer Neighborhoods	Single Family	188	48
	Duplex	70	
	Townhouse	61	
	Subtotal	**319**	**48**
Total		**1,376**	**438**

Table I-2
Proposed Commercial Space in Mixed-Use Town Center

Commercial Area	Size (s.f.) West Side	Size (s.f.) East Side
Power Plant/Storehouse	81,500	-
Main Street	-	124,000
Supermarket	-	40,000
Subtotal	81,500	164,000
Total Commercial Development	245,500	

Table I-3
Proposed Community Facility

Community Space	Location	Size (sf)
Smith Hall	East Side	49,100
Community Building	East Side	8,800
Community Building	West Side	6,300
Director's Residence/Manor House	West Side	5,200
Golf Club	West Side	7,600
Total Community Space		77,000

In order to make the proposed plan outlined above feasible, zoning text and map amendments would be required. The proposed zoning amendments have been prepared in consideration with the findings of a market study prepared by an independent economic consulting firm, which indicates significant limitations on the amount of commercial acticity and age-restricted housing that could be captured on site.

The proposed text amendments to the existing MC Overlay District would enable a level of commercial development and a mix of residential housing types that would be both consistent with traditional neighborhood development principles, and that could be realistically absorbed by the market. The text revisions establish a minimum non-residential floor area for the MC District of 200,000 square feet, and a maximum residential density of 1.6 dwelling units per acre. The proposed amendments would also include subdivision approval authority for the Town Board for MC District projects, and provide standards for review of any amendments to site plan approvals in the context of the data and/or figures studied in the Environmental Impact Statement.

The parcel adjacent to the former HVPC campus, commonly referred to as the Dykeman parcel, has always been included in the Applicant's conceptual plans for the Project. It is a logical constituent for the comprehensive development of this area as it "fills in" the contiguous block of land between Pleasant Ridge Road to the north, and Hoags Corners Road

to the west. In order to provide for a consistent design and planning approach and address the logical and natural connection to the remainder of the land, the Proposed Action proposes extending the MC Overlay onto the former Dykeman parcel. The extension of the overlay is not a mechanism to increase overall permitted density for the Project. As described in the Land Use, Zoning and Public Policy chapter of this document, the available density with the existing MC District exceeds that proposed by the comprehensive development plan.

C. Prior Approvals and Site Work Completed

The permits and site work on the ~~p~~Project ~~s~~Site to date include the following: a building permit for the restoration of the former Director's House, now the Manor House; two Chapter 65 erosion and soil control permits for maintenance and remedial work on the property's interior roads and for the test-well drilling; repairs and maintenance of Hutchinson Avenue and Wheeler Road, as the Applicant has allowed continued public use of those two roads; emergency repairs of various water mains and drains; mowing of sections of lawn along the various road frontages; and weed control of the invasive Mile-a-Minute vine.

On May 5, 2008, following an inspection, the Town Code Enforcement Officer confirmed that the remedial activities in conjunction with the Chapter 65 permits had been completed. This finding was confirmed by Resolution by the Planning Board on September 2, 2008. By Resolution dated September 24, 2008, the Town Board directed that the performance bond posted by the Applicant in connection with the remedial work be released.

D. Required Approvals

Implementation of the ~~p~~Project would require approvals and permits from a variety of local, county, state and federal agencies. These are summarized in the table below. Agencies that have approval-granting authority are classified as Involved Agencies under the State Environmental Quality Review Act.

Table I-~~4~~1
Required Approvals and Involved Agencies

Agency	Approval/Review Type
Dover Town Board	Master Development Plan Zoning text and map changes for the MC Overlay District Site plan and subdivision approval Sediment and erosion control permit Formation of water and sewer districts
Dover Planning Board	Recommendation on the Master Development Plan and Zoning changes
Dover Architectural Review Board	Architectural review
Dutchess County Department of Health	Sewage disposal system Water supply Subdivision
Dutchess County Department of Public Works	Highway Work Permit
Dutchess County Planning Board	239m GML referral
NYS Department of Environmental Conservation	SPDES permits SPDES stormwater (for construction related impacts)

	SPDES wastewater (to operate wastewater treatment plant and reflect actual discharge volumes) Wetlands permit Water supply (storage) Water quality certification Dam permit (protection of waters [Article 15] relating to Swamp River disturbance)
NYS Department of Health	Water supply Storage and distribution systems Backflow prevention devices Swimming pools
NYS Department of Transportation	Highway work permit/Route 22
NYS Attorney General	Homeowners Association approval
New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP)	State Historic Preservation Office ("SHPO") review of historic and archaeological resources
NYS Secretary of State	Formation of sewer and water corporations
Army Corps of Engineers	Wetlands permit

E. Interested and Involved Agencies

The Agencies and Boards listed above that have approval-granting authority are Involved Agencies. Agencies or groups that do not have jurisdiction to fund or approve the ~~p~~Project, but are interested in the ~~p~~Project's review process and have asked to be included on the document distribution list are known as Interested Parties.

Involved Agencies

NYSDOT Region 8
Eleanor Roosevelt State Office Building
4 Burnett Boulevard
Poughkeepsie, NY 12603

NYS Dept. of Environmental Conservation, Region 3
21 So. Putt Corners Rd.
New Paltz, NY 12561

Dutchess County Department of Health
387 Main Street
Poughkeepsie, NY 12601

Dutchess County Water and Wastewater Authority
27 High Street
Poughkeepsie, NY 12601

Town of Dover Architectural Review Board
126 East Duncan Hill Road
Dover Plains, NY 12522

NYS Attorney General Office
Investment Protection Bureau
120 Broadway
New York, NY 10271

Dutchess County Department of Public Works
22 Market Street
Poughkeepsie, NY 12601

Town of Dover Town Board
126 East Duncan Hill Road
Dover Plains, NY 12522

US Army Corps of Engineers
Jacob K. Javits Federal Bldg.
26 Federal Plaza, Room 2109
New York, NY 10278-0090

Interested Agencies/Parties

Town of Dover Planning Board
126 East Duncan Hill Road
Dover Plains, NY 12522

Town of Dover Zoning Board of Appeals
126 East Duncan Hill Road
Dover Plains, NY 12522

Town of Dover Conservation Advisory Council
126 East Duncan Hill Road
Dover Plains, NY 12522

Building Inspector
Town of Dover Building Department
126 East Duncan Hill Road
Dover Plains, NY 12522

Highway Superintendent
Town of Dover Highway Department
126 East Duncan Hill Road
Dover Plains, NY 12522

Dutchess County Planning Department
27 High St. Ste. 2
Poughkeepsie, NY 12601-1963

Dr. Craig Onofry, Superintendent

Dover Union Free School District
2368 Rt. 22
Dover Plains, NY 12522

New York State Police Troop K
PO Box 425
Rte. 22
Dover Plains, NY 12522

J.H. Ketcham Hose Company
PO Box 706
Dover Plains, NY 12522

Adrian H. Anderson, Sheriff
Dutchess County Sheriff's Office
150 North Hamilton Street
Poughkeepsie, NY 12601
National Alliance on Mental Health – New York State
260 Washington Avenue
Albany, NY 12210

US Fish and Wildlife Service
300 Westgate Center Drive
Hadley, Mass 01035

Brian Marchetti
Communications Manager
American Lung Association of New York State, Inc.
155 Washington Avenue, Suite 210
Albany, NY 12210
(518) 465-2013 x322
(518) 465-2926 (Fax)
bmarchetti@alanys.org

Coalition for the Responsible Growth of Dover (CRGD)
C/O Carolyn B. Handler
P.O. Box 544
Dover Plains, NY 12522

Friends of the Great Swamp (FROGS)
P.O. Box 373
Pawling, NY 12564

Duell Hollow Conservation Association (DHCA)
C/O Stancy DuHamel
212 Duell Hollow Rd.

Wingdale, NY 12594

Citizens for a Better Dover
Edie Flood/Linda French
PO Box 769
Wingdale, NY 12594

Sarah Bransom, Environmental Protection Specialist
National Park Service, Appalachian Trail Office
P.O. Box 50
Harpers Ferry, WV 25425

James P. Haggett, Chair
Dutchess/Putnam Appalachian Trail Management Committee
3 Krakower Drive
Poughkeepsie, NY 12601-5607

Dutchess Land Conservancy
4289 Route 82
Millbrook, NY 12545

Oblong Land Conservancy
PO Box 601
Pawling, NY 12564

Housatonic Valley Association
P.O. Box 315
19 Furnace Bank Road
Wassaic, NY 12592

F. Summary of Significant Impacts and Mitigation Measures Incorporated into the Plan

The following table summarizes the potentially significant environmental impacts of the Proposed Action. Detailed discussions of these impacts are included in Section III of this DEIS.

1. -Land Use, Zoning and Public Policy

As previously noted, the development program consists of 1,376 residential dwelling units in a wide variety of types, approximately 245,500 square feed of commercial space and 77,000 square feet of community facility space. Approximately 65% of the site would be retained as open space. The Project would transform a deteriorating and abandoned site into a vibrant community of compact residential neighborhoods around a new Town Center, and reflect traditional neighborhood design principles. The mix of uses would be compatible with surrounding patterns.

In order to promote a fully integrated mixed-use traditional neighborhood development, the Project proposes extending the existing MC-overlay district, which currently

encompasses much of the site over the remaining 83 acres of the property (Dykeman parcel). The Project would also include amendments to the MC Overlay District to facilitate an economically feasible and marketable project.

The Project supports and advances numerous of the Town's planning goals through the creation of a new mixed-use community development with compact clustered neighborhoods, and commercial activity in a new Town Center. It also preserves valuable open space on-site and the Town at large. The Proposed Action includes the demolition and rehabilitation of structures, which are currently in varying states of disrepair, among other things, eliminating the site's blighting influence. The Proposed Action also includes Design Guidelines, which provide a basis for long term site planning/buildout and architectural design control. These guidelines would help ensure that any future plan changes necessary to respond to market conditions are evaluated within the design context of the plan as presented in this DEIS.

2. Visual Resources

The DEIS examined both long range views of the site, as well as views from surrounding areas. This includes the use of photographs, video simulation, sketches and examples of building designs presented in the Project's Design Guidelines. The video simulation of the Project was displayed at public meetings, and is available on the Town website.

The most visible portion of the proposed development would be the site's frontage along Route 22. The proposed development would preserve and restore existing structures along this highly visible frontage, maintaining the site's historical visual character. Buildings planned for reuse along Route 22 include two I-buildings, the Administration Building and adjacent lawn, a U- building along Wheeler Road and the Power Plant and Storehouse, which are adjacent to the Metro North railroad. In addition to the adaptive reuse of historic buildings, this area includes a Main Street with shops, restaurants, sidewalk cafes, and a variety of special architectural features. The Proposed Action includes the demolition and rehabilitation of deteriorated structures, eliminating a visually unappealing and blighting influence.

The proposed development would also be subject to a comprehensive set of Design Guidelines to ensure the visual character of the Project reflects traditional neighborhood design concepts. In addition, a landscaping plan would be provided and would be detailed as part of the site plan approval process.

3. Natural Features

The proposed development has been designed to avoid areas of identified significant habitat and regulated wetlands. It addresses the Harlem Valley Calcareous Wetlands Significant Biodiversity Area, including the bog turtle habitat. Given the existing conditions of the site, its history of prior disturbance, and the proposed compact development pattern, no significant impacts on the site's habitat areas are anticipated.

The Project would result in the disturbance of approximately 4 acres of wetlands, portions of which are significantly degraded. Impacts have been minimized by limiting

wetland crossings and removing much of the development activities out of the wetlands. A comprehensive wetland mitigation program has been developed for the Project Site, which would include 8.1 acres of wetland creation and 3.6 acres of wetland buffer enhancement.

Development of the Project is anticipated to require approximately 1,050,000 cubic yards of cut, 1,150,000 cubic yards of fill, and would impact approximately 17 percent of the acreage on-site that contains steep slopes over 15 percent. Blasting would likely be required, particularly in the eastern portions of the site.

The Project would include approximately 65 percent open space of the total site acreage. The proposed development has clustered housing in compact neighborhoods to limit the extent of disturbance. Soil stabilization measures would be employed. Rock removal, including blasting, would be performed in accordance with local all applicable regulations.

4. Water, Sanitary Sewage and Stormwater Management

To avoid any potential adverse impacts from an increase in the amount of impervious surfaces on-site, the Proposed Action includes a stormwater management plan designed to provide treatment of stormwater quality and quantity in accordance with NYSDEC regulations. A Stormwater Pollution Prevention Plan would be prepared pursuant to NYSDEC regulations, and implemented on-site.

The Project would include improvements to the existing water and wastewater treatment plants, installation of new groundwater supply wells and pumping systems. The Project would also require upgrade and installation of sanitary sewers, domestic water and fire protection, electric, telephone, cable TV, and natural gas.

An extensive ground water exploration and development program implemented on the Project Site has resulted in a well drilling and water quality testing program. The well drilling program has included the drilling of 17 borings, 16 of which have been converted into wells. Several of the wells, although productive, were not selected for testing because of the large distance from the center of the site or because of close proximity to offsite, private wells. The final program selected a total of seven wells for pump testing and water quality sampling. The production wells completed on the site had a yield of 625 gallons per minute and are suitable for use as a community well system. A yield of 625 gallons per minute would meet the estimated demand by the Proposed Action. Based on observation of the wells used for monitoring during the tests, private wells located off-site would not be adversely impacted. Water supplied to the Project Site would not adversely affect the aquifer.

5. Traffic and Transportation

The DEIS includes a detailed analysis of intersections, including, intersections along Route 22. Trip volumes would be increased as a result of the Project: 795 trips would be generated in the weekday AM Peak, 1,293 in the weekday PM Peak, and 1,291 in the Saturday Peak hour.

The Project contemplates road and intersection improvements, including, widening of the Route 22/Wheeler Road intersection to allow for additional turning lanes.

The improvements at the Route 22/Wheeler Road intersection would be undertaken as part of Phase I of project construction, providing improved access for construction vehicles and trucks. Based on the potential volumes from future No-Build projects to the north, the traffic study recommends monitoring of several intersections along Route 22 for potential signalization.

6. Community Services and Economic Conditions

The projected population at full buildout is approximately 3,701 persons, an estimated increase of 43 percent to the Town's current population. The increase in population would be expected to result in a proportionate increase in demand for community services and facilities.

The residential and commercial development would generate tax revenues to the Town and Dover Union Free School District that could be utilized to offset service cost increases. The increase in housing availability from the Project would allow potential volunteers to remain in the community and increase the amount of potential volunteers for community services.

At full buildout, the Project could generate approximately 534 public school-aged children. Using the per pupil program cost paid by the local property tax (estimated at $6,962), the local cost of the school-children generated by the proposed development would be $3,717,708 per year. Based on the estimated revenue projections of $7.1 million, the positive fiscal impact of the Project would be approximately $3.4 million annually for the School District.

The Town is expected to receive $1,018,000 in property tax revenue per year from the Project. The net annual fiscal surplus to the Town, after accounting for Town services, would be approximately $487,218. Permanent employment opportunities would increase by approximately 810 positions. Construction of the proposed development would result in the direct employment of 3,400 persons. The direct employment of 3,400 persons would include the hard costs of construction, as well as the soft costs of jobs such as: architects, engineers and financial sector positions, among others.

7. Cultural Resources

Based on the Phase 1A and 1B testing of the Project Site, there are no anticipated potential significant adverse impacts to archaeological resources as a result of the proposed development.

The Project proposes the demolition of 16 buildings that are eligible for listing on the National Register of Historic Places. This is considered to be an unavoidable adverse impact. The Project would rehabilitate and/or restore 11 buildings considered historically

significant, including, buildings fronting on Route 22. Additional mitigation, if any, would be provided in consultation with the State Historic Preservation Office (SHPO).

8. Construction Impacts and Phasing

Two phases of development are proposed (see Table II-8 in Chapter II, Description of the Proposed Action). Phase I would encompass the western side of the site, and the Main Street portion and the eastern side. The First Phase would include 549 residential dwelling units (approximately 40 percent of the total), and approximately 200,000 square feet of commercial space (approximately 82 percent of the total). Both phases would consist of smaller construction phases to, among other things, isolate construction impacts in compact geographic areas. Route 22 would serve as the major access route for construction and delivery vehicles for both phases of the development.

The projected Project buildout is approximately 10 years. Potential impacts related to air quality, noise, traffic and erosion and sedimentation are possible from construction activities. Potential impacts would be managed through the implementation of a Stormwater Pollution Prevention Plan, adherence to State and local construction codes, and the use of best management practices. Given the projected 10-year buildout, however, the construction period would not be considered simply by the short term, and activities would have to be designed to protect on site residents as construction progresses.

The improvements to the intersection of Route 22 and Wheeler Road would be undertaken prior to the completion of Phase I so that this intersection could 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 is also planned as part of Phase I.

Phase I would be developed in three construction phases, with the initial construction phase limited to the residential neighborhood to the west of the Swamp River. 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 construction of a new bridge crossing the Swamp River (see Table III.N-4, Projected Construction Sequencing, located in Chapter III.N).

The interface between Phase I development and subsequent Phase II demolition would be carefully considered, making certain that impact to newly occupied buildings are minimized, as follows:

Demolition and Remediation
Demolition of certain buildings 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, to help 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 would require the remediation of all 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 an 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.

The existing tunnels would either be removed or abandoned. Tunnels that interfere directly with new site utilities or structures would be removed. All necessary remediation/abatement of the tunnels required per regulatory requirements would be performed prior to the tunnels being removed or abandoned. Tunnels that are abandoned would be capped and filled solid with grout.

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 on the east side of the Project Site. Blasting noise is of very short duration (less than one second). It is typically heard as a dull rather than sharp type of sound. Potential impacts include flyrock, damage to existing structures from the associated airblast, as well as damage to on and off-site structures from ground vibrations. 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 the site from Route 22 at Wheeler Road. Construction workers typically would arrive on-site prior to the AM peak hour, and depart before the PM peak hour. This limits the potential impact of employee traffic.

The sequencing of construction, 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, and from the tunnels and other impervious areas, would be

recycled to the maximum extant practical. This would further reduce off-site deliveries of materials to the Project Site.

Brick and remains from the concrete foundations of the existing buildings to be demolished 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 would be stockpiled on-site until a significant quantity of material has been collected for the efficient transport off-site.

Erosion and Sediment Control Plan

An erosion and sediment control plan would be prepared during Site Plan review 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). Current 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 while transporting.
- Low speeds for all construction vehicles.

Coordination of construction activity during Phase II construction would be particularly important on the east side of Route 22 since certain Phase I buildings would be occupied at that time, including the grocery store and Main Street shops.

~~**Table I-2**~~
~~**Summary of Significant Impacts**~~

	~~**Potential Impacts**~~
~~Land Use, Zoning and Public Policy~~	~~**Land Use**~~ ~~The development program consists of 1,376 residential dwelling units in a wide variety of types, approximately 245,500 square feet of commercial space and 77,000 square feet of community facility space. The Project would transform a deteriorating and abandoned site into a vibrant community of compact residential neighborhoods around a new Town Center and reflecting traditional neighborhood design principles. The mix of uses would be compatible with surrounding patterns.~~

	Potential Impacts
	Zoning In order to promote a fully integrated mixed-use traditional neighborhood development, the Project proposes extending the existing MC-overlay district that currently encompasses much of the site over the remaining 83 acres of the property (Dykeman parcel). The project would also include amendments to the MC Overlay District to facilitate an economically feasible and marketable project. **Public Policy** The Project supports and advance numerous of the planning goals and redevelopment objectives identified in the various Town and regional land use plans and studies.
Visual Resources	The Project would preserve and restore several existing structures along the site's highly visible Route 22 frontage, maintaining the site's historical visual character. The Project would be anticipated to have a positive impact on the visual character of the Project site and the surrounding area. It includes a Main Street with shops, restaurants, sidewalk cafes, and a variety of special architectural features. The Proposed Action includes the demolition and rehabilitation of deteriorated structures, eliminating a visually unappealing and blighting influence. The proposed development would be subject to a comprehensive set of Design Guidelines to ensure the visual character of the Project reflects traditional neighborhood design concepts.
Geology	Development of the project is anticipated to require approximately 1,050,000 cubic yards of cut, 1,150,000 cubic yards of fill and would impact approximately 17 percent of acreage with steep slopes over 15 percent. Blasting would likely be required.
Natural Resources	The overall project has been designed to avoid 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 the site's habitat areas are anticipated.
Water Resources and Wetlands	The Project would result in disturbance of approximately 4 acres of wetlands, portions of which are significantly degraded. Impacts have been minimized by limiting wetland crossings and removing much of the development activities out of the wetlands. A comprehensive wetland mitigation program has been developed for the Project site, which would include --- acres of wetland creation and -- acres of wetland buffer enhancement.
Community Services	The Project is anticipated to increase the Town's population by approximately 43 percent. The increase in population and employees would be expected to result in a proportionate increase in demand for community services and facilities. The residential and commercial development would generate tax revenues to the Town and School District that could be utilized to offset service cost increases. The increase in housing availability from the Project may also allow potential volunteers to remain in the community and increase the amount of potential volunteering for community services.
Economic Conditions	At full buildout, the Project could generate approximately 534 public school-aged children. Using the per pupil program cost paid by the local property tax (estimated at $6,962), the local cost of the school children generated by the proposed development would be $3,717,708 per year. Based on the estimated revenue projections of $7.1 million, the positive fiscal impact of the Project would be approximately $3.4 million annually for the School District.

	Potential Impacts
	The Town is expected to receive $1,018,000 in property tax revenue per year from the Project. The net annual fiscal surplus to the Town would be approximately $487,218. Permanent employment opportunities would increase by approximately 810 positions.
Cultural Resources	Based on the Phase 1A and 1B testing of the Project site, there is no anticipated potential for significant adverse impacts to archaeological resources as a result of the proposed development. The proposed development does include the demolition of some buildings considered eligible for listing on the National Register of Historic Places. This is considered to be an unavoidable adverse impact. The Project would rehabilitate and/or restore several buildings considered historically significant, including buildings fronting on Route 22.
Stormwater Management	The Project would increase the amount of impervious surfaces on site, potentially increasing stormwater runoff. However, the project includes a stormwater management plan designed to provide treatment of stormwater quality and quantity in accordance with NYSDEC regulations. A Stormwater Pollution Prevention Plan would be prepared and implemented on site.
Traffic and Transportation	Trip volumes would be increased as a result of the Project; 795 trips would be generated in the weekday AM Peak, 1,293 in the weekday PM Peak, and 1,291 in the Saturday Peak hour. The project involves road and intersection improvements, including widening of the Route 22/Wheeler Road intersection to include additional turning lanes.
Air Quality and Noise	No significant impacts related to air quality or noise would be anticipated from the full build out.
Hazardous Materials	The Phase 1 Environmental Assessment indicates that the site contains recognized environmental conditions. Project implementation would involve the investigations and remediation recommended by the Phase 1. Proper construction and abatement techniques would be employed during demolition and rehabilitation.
Construction	Potential short term impacts related to air quality, noise, traffic and erosion and sedimentation are possible from construction activities. However, these impacts are temporary and not expected to be significant. Potential impacts will be managed through implementation of a Stormwater Pollution Prevention Plan, adherence to State and local construction codes, and the us of best management practices.
Infrastructure and Energy	The Project would include improvements to the existing water and wastewater treatment plants, installation of new groundwater supply wells and pumping systems. The Project would also require upgrade and installation of storm drainage and sanitary sewers, domestic water and fire protection, electric, telephone, cable TV, and natural gas.

G. Summary of Mitigation Measures

The following table summarizes the proposed mitigation measures associated with the Proposed Action. Detailed discussions of these measures are included in Section III of this DEIS.

Table I-3
Summary of Proposed Mitigation Measures

	Mitigation Measures
Land Use, Zoning and Public Policy	**Land Use** The creation of a new mixed-use community development with compact

	Mitigation Measures
	clustered neighborhoods, and which provides substantial commercial activity in a new Town Center and preserves valuable open space on site would be anticipated to have a positive land use impact on surrounding properties and the Town at large. The Proposed Action includes the demolition and rehabilitation of structures that are currently in varying states of disrepair, eliminating a blighting influence. **Zoning and Public Policy** None required.
Visual Resources	The Project would be anticipated to have a positive impact on the visual character of the Project site and the surrounding area. The Proposed Action includes the demolition and rehabilitation of severely deteriorated structures, eliminating a visually unappealing and blighting influence. No additional mitigation required
Geology	The project would include approximately 65% open space, and has clustered development in compact neighborhoods to limit the extent of disturbance. Cut and fill activities would occur in controlled lifts. Soil stabilization measures would be employed. Rock removal would be performed in accordance with local, municipal, state and federal regulations.
Natural Resources	The project includes buffer areas as recommended by regulatory authorities for identified habitat areas.
Water Resources and Wetlands	A comprehensive wetland mitigation program has been developed for the Project site, which would include 8.1 acres of wetland creation and 3.6 acres of wetland buffer enhancement. A sediment and erosion control plan would be implemented on site.
Community Services	Additional tax revenues would offset incremental impacts from the population increase.
Economic Conditions	None required; significant tax revenues would be generated.
Cultural Resources	None required; a number of historic buildings would be adaptively reused.
Stormwater Management	A Stormwater Pollution Prevention Plan would be prepared and implemented on site.
Traffic and Transportation	The project involves the creation of additional turning lanes at the Route 22/Wheeler Road intersection. Based on the potential volumes from future No Build projects to the north, the traffic study recommended monitoring of several intersections along Route 22 for potential signalization.
Air Quality and Noise	None required.
Hazardous Materials	Project implementation would involve the investigations and remediation recommended by the Phase 1. Proper construction and abatement techniques would be employed during demolition and rehabilitation.
Construction	Potential impacts will be managed through implementation of a Stormwater Pollution Prevention Plan, adherence to State and local construction codes, and the us of best management practices.
Infrastructure and Energy	None required.

H.G. Alternatives

Several alternatives have been evaluated and compared with the Proposed Action. The studied alternatives included:

Alternative A. No Action

Alternative B. Development Under the Existing Underlying Zoning

Alternative C. Development Under the Existing Zoning with MC Overlay Extended onto the Dykeman Parcel

Alternative D. Lower Density Development including 18-hole golf course and reduction in residential/land disturbance

Alternative E. Increased Commercial Development

Alternative F. Adaptive Reuse of the Existing HVPC Buildings

As described in Chapter V of this DEIS, each of the six alternatives have different land planning characteristics. All of the alternatives have similar areas of disturbance, given the site's environmental constraints. Impacts in terms of traffic utilities, demographics, etc. are summarized on Table I-3, and detailed in Chapter V.

Alternatives B and C are based on the existing MC Overlay Zoning, with Alternative B utilizing the underlying zoning districts. Alternative C is based on a previously submitted plan, utilizing flexibility provisions in the zoning district. The previous plan was submitted to the Town in 2005, prior to the completion of the market studies, which provide a basis for the Proposed Action. Alternatives D and E reduce the density of the development on the site, but expand other project elements. Alternative D expands the existing golf course to an 18-hole facility. Alternative E proposes expanding retail use by adding a large format store. Alternative F shows the effects of potential reuse of additional buildings eligible for historic register, including the H and U-buildings south of Wheeler Road. The adverse effects of Alternative F, in terms of traditional neighborhood design principles, parking, and the economics of this plan are presented.

Table I-5
Summary Description of Alternatives (see Chapter V for a full description of each Alternative)

	Proposed Action Plan	A. No Action	B. Development Under the Existing Underlying Zoning	C. Development Under the Existing Zoning with MC Overlay Extended onto the Dykeman Parcel	D. Lower Density Development including 18-hole golf course and reduction in residential/land disturbance	E. Increased Commercial Development	F. Adaptive Reuse of the Existing HVPC Buildings
Program	1,376 residential dwelling units (438 age-restricted), 245,500 sf of commercial and 77,000 sf of community center and recreation space.	Existing development would remain.	996 residential dwelling units, and 892,000 sf of commercial space	Existing zoning would allow 1,524 residential dwelling units and 1,338,000 sf of commercial space, requiring 989 age-restricted. The Previous Plan submitted under the existing zoning included approximately 1,338 dwelling units (889 age-restricted) and 600,000 sf of commercial	1,176 residential dwelling units (374 age restricted), 245,500 sf of commercial and 77,000 sf of community center and recreational space	1,270 residential units (404 age-restricted), and 378,400 sf of commercial space	Adaptive reuse of 9 additional historic buildings (H and I buildings) would generate 245 townhouse and stacked townhouse units, but would eliminate grocery store, retail and residential uses south of Wheeler Road
Land Use and Community Character, Zoning and Public Policy	The Proposed Action would be a mixed-use, TND development, requiring a zoning text and map amendments. The proposed development is consistent with numerous regional and local policy documents.	Site would remain in its current blighted and deteriorating condition, adversely affecting the surrounding properties and uses.	Majority of development on west side would include single-family and two-family dwellings. Multi-family development would be located on the east side with massive commercial development in the area to the north of Wheeler Road with ±70 acres of parking.	Previously submitted plan included suburban-style townhouse development surrounding golf course and Main Street retail on east side, along with large format store and hotel/conference center.	This alternative would result in a similar development to the Proposed Action, but with 200 fewer units. To facilitate the space needed for an 18-hole golf course, the northwest neighborhood would be eliminated, as well as a significant portion of the neighborhood on Wheeler Road close to the bridge.	This alternative would be similar to the Proposed Action, except that a large retail building would take the place of approximately 100 residential units.	Adaptive reuse of the site would be an improvement over the existing blighted conditions on-site. However, the size, layout and configuration of the buildings are cost prohibitive and would not create the TND that is a key element of the Project.

	Proposed Action Plan	A. No Action	B. Development Under the Existing Underlying Zoning	C. Development Under the Existing Zoning with MC Overlay Extended onto the Dykeman Parcel	D. Lower Density Development including 18-hole golf course and reduction in residential/land disturbance	E. Increased Commercial Development	F. Adaptive Reuse of the Existing HVPC Buildings
Visual Resources	Project would include the preservation and restoration of historic structures along Route 22 corridor. Existing blighting influences would be removed from the area and replaced with a mixed-use TND community.	Site would remain as a blighting influence on surrounding properties and the area.	General areas of disturbance would remain largely the same as the Proposed Action. This alternative could encroach on the golf course or internal open spaces. Massive commercial use would likely be inconsistent with TND.	Areas of disturbance similar to under the existing underlying zoning. This alternative would be inconsistent with TND principles on the west side of Route 22.	Most of the development would be similar to the Proposed Action plan.	The visual character of this alternative would remain similar to the Proposed Action, since the large format store would have limited visibility from Route 22.	The visual character of the area to the south of Route 22 would be disjointed from the balance of the development given the awkward shape of the H-buildings and their relationship to other buildings and roads.
Geology	Development includes some impact to steep slopes. Some blasting would likely be required.	No change from existing conditions.	No significant changes to those in the Proposed Plan, unless golf course were eliminated to accommodate additional residential.	Additional disturbance in the northern portion of the site would increase steep slope disturbance and road removal.	No significant changes from those in the Proposed Plan.	No significant changes from those in the Proposed Plan.	No significant changes from those in the Proposed Plan.
Natural Resources	No significant impacts on the site's habitat areas would be expected.	No change from existing conditions.	Existing bulk requirements could result in increased ground disturbance in order to accommodate commercial square footage.	Similar area of disturbance as in the Proposed Plan.	Larger area for expanded golf course would affect natural resources, but result in large open space area to accommodate extra golf holes.	No significant changes from those in the Proposed Plan.	No significant changes for those in the Proposed Plan.

	Proposed Action Plan	A. No Action	B. Development Under the Existing Underlying Zoning	C. Development Under the Existing Zoning with MC Overlay Extended onto the Dykeman Parcel	D. Lower Density Development including 18-hole golf course and reduction in residential/land disturbance	E. Increased Commercial Development	F. Adaptive Reuse of the Existing HVPC Buildings
Water Resources and Wetlands	Approximately 4 acres of wetlands would be disturbed (portions of which were previously disturbed). A comprehensive wetland mitigation program has been developed. The aquifer would not be adversely affected by the Project.	No change from existing conditions.	No significant changes from those in Proposed Plan.	No significant changes from those in the Proposed Plan.	No significant changes from those in Proposed Plan.	No significant changes from those in Proposed Plan.	No significant change from those in Proposed Plan.
Community Services	The Project is expected to increase the Town's population 43 percent, resulting in a proportionate increase in demand for services. Significant tax revenue would be generated by the Project.	No new population.	The population increase would be approximately 70% of the population generated by the Proposed Plan.	The population generated by this development would be approximately 97% of the population generated by the Proposed Plan.	Reduced population would result in fewer demands for community services.	Reduced population would result in fewer demands for community services.	Similar to Proposed Plan, however adaptive reuse of an additional 245 units would not be an attractive housing type for the prospective population.

	Proposed Action Plan	A. No Action	B. Development Under the Existing Underlying Zoning	C. Development Under the Existing Zoning with MC Overlay Extended onto the Dykeman Parcel	D. Lower Density Development including 18-hole golf course and reduction in residential/land disturbance	E. Increased Commercial Development	F. Adaptive Reuse of the Existing HVPC Buildings
Economic Conditions	The net annual fiscal surplus to the Town would be approximately $487,218. The positive fiscal impact of the Project for the School District would be approximately $3.4 million annually.	No new tax ratables would be realized.	ERA market study indicates that the commercial development could not be supported, and would not be feasible.	The ERA market study indicates that the commercial development could not be supported and would not be feasible. There is also no market for adaptive reuse for hotel and conference center.	Tax generation would be slightly lower to that of the Proposed Action because of the reduction in residential units.	Less property taxes would be paid, but population and school aged children would slightly decrease.	ERA studies determined that the remediation and rehabilitation required for this alternative is not economically feasible.
Cultural Resources	The proposed development includes the demolition of 16 buildings that are eligible for listing on the National Register of Historic Places. No significant adverse impacts are anticipated on archaeological resources.	Buildings eligible for listing on the State or National Register would continue to deteriorate.	No significant changes from those described in the Proposed Plan.	No significant changes from those described in the Proposed Plan.	No significant changes from those described in the Proposed Plan.	No significant changes from those described in the Proposed Plan.	If this alternative were economically feasible, 9 additional historic buildings would be restored.
Stormwater Management	Impervious surfaces would be increased on site. A stormwater management plan would be prepared as part of the Project.	Existing conditions would remain.	Stormwater plan would have to address additional impervious areas	Similar to Proposed Plan.	With additional open space and less impervious area, stormwater impacts would be reduced.	No significant changes from those described in the Proposed Plan.	No significant changes from those described for the Proposed Plan.

	Proposed Action Plan	A. No Action	B. Development Under the Existing Underlying Zoning	C. Development Under the Existing Zoning with MC Overlay Extended onto the Dykeman Parcel	D. Lower Density Development including 18-hole golf course and reduction in residential/land disturbance	E. Increased Commercial Development	F. Adaptive Reuse of the Existing HVPC Buildings
Traffic and Transportation	Traffic volumes would be increased as a result of the Proposed Action. The intersection of Wheeler Road and Route 22 would be upgraded. Other intersections along Route 22 would be monitored for potential improvements.	No new traffic would be realized.	Commercial development would generate significant traffic in the PM Peak	Similar to the Proposed Plan. Some of the uses, such as a hotel and conference center, would not generate significant peak hour traffic.	Similar to the Proposed Plan.	Similar to the Proposed Plan.	Similar to the Proposed Plan (assuming relocation of commercial uses to the north side of Wheeler Road).
Air Quality and Noise	No significant impacts are expected at full buildout.	No change from existing conditions.	Similar to Proposed Plan.	Similar to Proposed Plan.	Similar to Proposed Plan.	Similar to Proposed Plan.	Similar to Proposed Plan.
Construction and Hazardous Materials	Potential short term impacts to air quality, noise, traffic, and erosion and sedimentation are possible. Project implementation would involve the remediation recommended in Phase I on the Environmental Assessment.	No change from existing conditions.	Similar to Proposed Plan.	Similar to Proposed Plan.	Similar to Proposed Plan.	Similar to Proposed Plan.	Although there would be less demolition, overall impacts would be similar to Proposed Plan.

	Proposed Action Plan	A. No Action	B. Development Under the Existing Underlying Zoning	C. Development Under the Existing Zoning with MC Overlay Extended onto the Dykeman Parcel	D. Lower Density Development including 18-hole golf course and reduction in residential/land disturbance	E. Increased Commercial Development	F. Adaptive Reuse of the Existing HVPC Buildings
Infrastructure and Energy	The Project includes improvements and upgrades to existing water, sanitary sewer and energy infrastructure.	No change from existing conditions.	Similar to Proposed Plan.	Similar to Proposed Plan.	Similar to Proposed Plan.	Similar to Proposed Plan.	Similar to Proposed Plan.