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Vice Chairman

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TOWN OF CARMEL
PLANNING BOARD



60 McAlpin Avenue
Mahopac, New York 10541
Tel. (845) 628-1500 – Ext.190
www.ci.carmel.ny.us

MICHAEL CARNAZZA
*Director of Code
Enforcement*

RICHARD FRANZETTI, P.E.
Town Engineer

PATRICK CLEARY,
AICP, CEP, PP, LEED AP
Town Planner

PLANNING BOARD AGENDA
OCTOBER 27, 2021 – 7:00 P.M.

REVISION #1

TAX MAP # PUB. HEARING MAP DATE COMMENTS

PUBLIC HEARING

1. Fante Subdivision – 419 Union Valley Road	87.7-1-22	10/27/21	10/18/21	Public Hearing/Resolution
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SITE PLAN

2. Delamere-Fitzpatrick Family Chiropractic - 87 Ellen Ave	75.59-1-2		7/23/21	Special Site Plan (Home Office)
3. Gateway Summit & The Fairways Multi- Family Housing – Route 6	55.-2-24.6, 55.-2-24.7 & 55.-2-24.8		10/13/21	Amended Site Plan
4. 910 South Lake Blvd LLC – 910 South Lake Blvd	75.44-1-57 & 64		7/22/21	Amended Site Plan

SUBDIVISION

5. Shallow Stream Properties Inc - 145 & 153 Shindagen Hill Road	87.8-1-4,5 & 6		10/1/21	Lot Line Adjustment
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MISCELLANEOUS

6. Putnam Humane Society – 71 Old Route 6, Carmel	55.11-1-21			Waiver of Site Plan Application
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JOHN KARELL, JR., P.E.
121 CUSHMAN ROAD
PATTERSON, NEW YORK, 12563
845-878-7894 FAX 845 878 4939
jack4911@yahoo.com

October 20, 2021

Response to Richard Franzetti email of this date.

Please be advised that the plan set consists of sheets, as follows;

- Subdivision Plan
- S-1 Site Plan
- S-2 30 Scale Construction Plan
- S-3 Steep Slope Plan
- D-1 Details
- P-1 Profiles

Only the plan sheets that were revised were submitted to the Board at their last meeting. The full plan set is attached.

Relative to your comments:

Section 131.13

Sheet P-1 contains a profile of the existing common driveway. The driveway profile for the proposed driveway is on this sheet. This plan was submitted to your office previously.

No drainage structures are proposed. The proposed driveway drainage will sheet flow to adjacent lawn and wooded areas. Since the disturbance for this project is less than one acre, no treatment of stormwater is required.

Utility layouts, electric and cable will be determined in conjunction with the utility company usually at a later date.

Deeds and easements were submitted to the Town previously.

Erosion control plans and details are contained on the site plan and detail sheet including silt fence and stabilized construction entrance.

The SWPPP was provided to the Town previously, it is attached herewith.

Section 131-14

Sheet S-2 at 30 scale is the construction plan, It has been renamed for clarity Deed previously submitted.

There is no road construction proposed. The common driveway is existing.

Erosion control plans and details are contained on the S-1 and S-2 and detail sheet D-1 including

silt fence and stabilized construction entrance.

In addition:

Landscaping details are shown on all sheets that contain a site plan. .

Construction sequence is in the SWPPP

Performance bond is not required as there are no public improvements.

Stormwater bonding will be determined at a later date.

I note that your comment memo was read at the last meeting along with the other consultant memos. Mssrs Cleary, Carnazza and Charbaneau advised that Board that the Public Hearing could be scheduled for the next meeting. Based on their recommendation, including your memo the Board unanimously approved a resolution to schedule the Public Hearing.

Any and all minor comments that come up at the hearing or from your office can be addressed after the public hearing and prior to the preparation of a final approval resolution.

JOHN KARELL, JR., P.E.
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SWPPP

FRANK FANTE
419 Union Valley Road
Carmel (T)

September 30, 2021

I. INTRODUCTION

1.1. Project background

The project site is at 419 Union Valley Road in the Town of Carmel, NY, Putnam County, New York. The site presently contains a single family house, driveway, septic system and well. It is proposed to subdivide the property to create two lots and construct a single family house with asphalt driveway, septic system and well on the vacant second parcel. The property is identified as tax map #.87.7-1-22

Site Description

The site is approximately 12 acres in size. The existing house parcel will contain 8 acres and the vacant lot 4 acres. The proposed house construction will result in an increase in impervious area of 4,420 square feet and 0.55 acres (23,900 square feet) of total disturbance.

1.2. SWPPP Overview

It is proposed to construct a single family house on the vacant parcel that will be 3,400 square feet in size. A drilled well and septic system will provide water and sewer service to the proposed house. The purpose of this report is to address Storm Water Pollution Prevention and Management for the proposed improvements.

In accordance with the Code of the Town of Carmel and NYSDEC SPDES General Permit for Storm water Discharges from Construction Activities, General Permit GP-0-20-001, because the proposed disturbance for the project exceeds 5,000 square feet, coverage under the General Permit is required, a Notice of Intent (NOI) must be filed and a storm water pollution prevention plan is required for this project.

Construction will begin immediately after receiving approval from the Town of Carmel Building Department of a SWPPP in accordance with the provisions of the Town Code.

II. EXISTING SITE CONDITIONS

2.0 General

The existing property contains a single family house located on the southeast side of Union Valley Road in the Town of Carmel.

Generally the topography on the site flows from west to east. The subject property is located in the NYC Watershed.

2.1 Surface Water

A pond and associated wetland is on this property.

2.2 Soils

2.1.1. Hydrologic Soils/NRCS Web Soils Survey

Soils on the entire property are classified by the United States Department of Agriculture Soil Conservation Service as Chatfield Charlton Complex (CsD) Hydrologic soil group B from the Web Soil Survey.

The pre developed site consists the existing house and associated improvements and woods in good condition.

2.1.2. Site Geotechnical Evaluation

Review of the soil characteristics indicates a general rock and groundwater depth of greater than 7.feet below grade.

2.3. Groundwater

Groundwater is greater than 7 feet below grade.

2.4. Natural Resources

Natural resources contained on the site is the pond, wetland and woodland area. A small portion of the woodland will be removed for the construction of the house, septic system and driveway.

2.5. New York State Register of Historic Places Assessment

There are no Historic places on this property.

2.6. Critical Habitat

There are no critical habitats on this property.

2.7. Offsite Drainage

No changes in drainage patterns are proposed.

2.8 Pre-construction Drainage Areas

No changes to pre construction runoff patterns will result from the construction of this project.

2.9 Potential sources of pollution

Potential sources of pollution which may be reasonably expected to affect the quality of stormwater discharges.

- Sediment – all disturbed areas will be stabilized

III. Stormwater Management, Treatment and Conveyance

- A. Storm water treatment is not required. Management of stormwater from this property will be discharging roof and driveway drainage to adjacent lawn areas.
- B. Stormwater conveyance for this project consists of sheet flow onto adjacent lawn areas.

IV. Stormwater Management

Treatment of stormwater is not required.

V. Erosion and Sediment Control

A. Temporary Erosion and Sediment Control Measures

1. Temporary erosion and sediment control measures in the design of this project are silt fence. The driveway will be provided with a stabilized construction entrance. The contractor will be responsible for daily sediment cleanup on the driveway, if any. Silt fence are proposed to be installed along the downslope of all areas of disturbance as shown on the site plan, or as determined to be necessary during construction.
2. Runoff will be controlled within the project area. Bare soil areas, disturbed areas, will be seeded and mulched to control possible erosion and slow the velocity of runoff. Such activities shall be initiated by the end of the next business day and completed within 7 days from the date the current soil disturbance activity ceased.
3. Initial grading shall take place to install the sediment control measures. Soil stockpiles shall be stabilized away from any drainage structures or natural drainage paths. Once final grading has been achieved in any area that area shall be seeded and mulched and not redisturbed again.
4. Soil stockpiles must be protected with seeding and/or mulching as soon as possible but no longer than 7 days after ceasing activity. (see item # 2 above)
5. Measures must be in place prior to disturbance of a particular area in order to prevent sediment from traveling off site. This is accomplished on this site by the proper installation of silt fence.
6. Dust shall be controlled to keep the amount of particles/sediment generation by construction

activity to a minimum. This will be accomplished by seeding and mulching of disturbed areas and wetting areas prone to airborne dust.

7. All temporary and permanent sediment and erosion control measures must be checked on a weekly basis for functionality and stability. This includes the silt fencing and the stabilized construction entrance. Any bare spots in areas previously seeded will be reseeded and remulched as soon as necessary. In areas where soil erosion and sedimentation is found to be a problem and measures are not in place, appropriate measures must be installed as required by the supervising engineer.

8. Final grading shall match approximately the cut and fill lines as shown on the plans. This must be accomplished within 7 days of the end of the construction activity unless otherwise specified under the Town or DEC permits. (see item # 2 above)

9. Temporary measures shall not be removed until all disturbed areas protected by such measures are fully and properly stabilized.

10. Permanent non structural measures to remain in place are re-established areas of grass and landscaping within the non impervious areas.

11. Pollution prevention measures that will be utilized to prevent construction debris from becoming a pollutant source include:

...Litter control – refuse containers will be provided on the site for the deposition of any debris. The contractor shall police the site at the end of each day, collect litter and deposit litter in the refuse containers.

...Construction chemicals – all construction chemicals including but not limited to equipment fuels and oils and cleaning solvents shall be stored in appropriate containers and within a locked facility overnight.

Any spills of construction chemicals will be immediately cleaned up in accordance with appropriate procedures.

Any significant spill will be immediately reported to the NYSDEC pursuant to State Regulations, procedures and requirements.

...Construction debris will be collected and placed in roll off containers and disposed off site in at an appropriate disposal facility. (Part III.B.1.j)

B. Permanent Erosion Control Measures

1. Permanent erosion control measures employed in the design of the project include stabilization of all disturbed areas with grass.

VI. Inspection & Maintenance of Stormwater and Erosion Control Measures

A. Inspection and Reporting Requirements

All erosion control measures are to be inspected weekly. In the case of a rain event, measures must be checked immediately after. Inspections shall be made by a qualified professional and reports will be kept on site in a dedicated mailbox labeled, "Stormwater Documents".

B. Responsibilities

The project contractor and/or subcontractors shall be responsible to install, construct, repair, replace, inspect and maintain the temporary erosion and sediment control practices included in the SWPPP. The project contractor/subcontractor shall be responsible for constructing the post construction storm water management practices included in the SWPPP. Such measures will be maintained by the project contractor/subcontractor during the entire construction period.

Permanent measures will be maintained by the owner of the property.
(Part III.A.6) (Part IV)

Developer:

Frank Fante
419 Union Valley Road
Mahopac, NY 10541

Owner/ Applicant
Same as developer

The *owner or operator* shall have each of the contractors and subcontractors identify at least one person from their company that will be responsible for implementation of the SWPPP. This person shall be known as the *trained contractor*. The *owner or operator* shall ensure that at least one *trained contractor* is on site on a daily basis when soil disturbance activities are being performed.

The *owner or operator* shall have each of the contractors and subcontractors identified above sign a copy of the following certification statement below before they commence any *construction activity*:

"I hereby certify that I understand and agree to comply with the terms and conditions of the SWPPP and agree to implement any corrective actions identified by the *qualified inspector* during a site inspection. I also understand that the *owner or operator* must comply with the terms and

conditions of the most current version of the New York State Pollutant Discharge Elimination System ("SPDES") general permit for storm water discharges from construction activities and that it is unlawful for any person to cause or contribute to a violation of water quality standards. Furthermore, I understand that certifying false, incorrect or inaccurate information is a violation of the referenced permit and the laws of the State of New York and could subject me to criminal, civil and/or administrative proceedings. "

In addition to providing the certification statement above, the certification page must also identify the specific elements of the SWPPP that each contractor and subcontractor will be responsible for and include the name and title of the person providing the signature; the name and title of the *trained contractor* responsible for SWPPP implementation; the name, address and telephone number of the contracting firm; the address (or other identifying description) of the site; and the date the certification statement is signed.

The *owner or operator* shall attach the certification statement(s) to the copy of the SWPPP that is maintained at the construction site. If new or additional contractors are hired to implement measures identified in the SWPPP after construction has commenced, they must also sign the certification statement and provide the information listed above.

C. Temporary Measures

1. Construction Entrance(s)

The construction entrances shall be maintained in a condition which will prevent tracking or flowing of sediment onto the public right of way. This will require, sweeping and washing the driveway surfaces, periodic top dressing with addition stone or additional length as conditions demand based on daily inspections and repair and/or clean out of any measures used to trap sediment. All sediment spilled, dropped, washed or tracked onto public rights of way must be immediately removed.

2. Silt Fence

Silt fence is proposed down gradient from all disturbed areas proposed on the site. Silt fence is used to collect the transported sediment load due to runoff and to slow said runoff, in an effort to prevent erosion. The silt fence is a temporary barrier of geotextile fabric supported by fence posts at a 10 foot maximum interval.

Sediments shall be removed from behind the fence when it becomes 0.5 feet deep at the fence. It should also be inspected regularly, at least once a week and repaired as needed to maintain a barrier.

D. Permanent Measures

1. Permanent vegetation

All grassed areas shall be maintained to provide a vegetative cover to hold soils in place.

VII. General Requirements for Owners or Operators with Permit Coverage

A. The *owner or operator* shall maintain a copy of the General Permit (GP-0-20-002), NOI, *NOI Acknowledgment Letter*, SWPPP, MS4 SWPPP Acceptance form and inspection reports at the construction site until all disturbed areas have achieved *final stabilization* and the NOT has been submitted to the Department.

The documents must be maintained in a secure location, such as a job trailer, on-site construction office, or mailbox with lock. The secure location must be accessible during normal business hours to an individual performing a compliance inspection. (Part II.B.C.2)

B. For *construction activities* that are subject to the requirements of a *regulated, traditional land use control MS4*, the *owner or operator* shall notify the *MS4* in writing of any planned amendments or modifications to the post-construction stormwater management practice component of the SWPPP required by Part III.A. 4. and 5. of this permit. Unless otherwise notified by the *MS4*, the *owner or operator* shall have the SWPPP amendments or modifications reviewed and accepted by the *MS4* prior to commencing construction of the post-construction stormwater management practice. (Part II.C.5)

C. For *construction activities* that are subject to the requirements of a *regulated, traditional land use control MS4* and meet subdivision 2a. or 2b. of this Part, the *owner or operator* shall also have the *MS4* sign the “MS4 Acceptance” statement on the NOT. The *owner or operator* shall have the principal executive officer, ranking elected official, or duly authorized representative from the *regulated, traditional land use control MS4*, sign the “MS4 Acceptance” statement. The *MS4* official, by signing this statement, has determined that it is acceptable for the *owner or operator* to submit the NOT in accordance with the requirements of this Part. The *MS4* can make this determination by performing a final site inspection themselves or by accepting the *qualified inspector’s* final site inspection certification(s) required in Part V.3. (Part V.A.4)

D. Within 10 days after the installation of all erosion control plan measures, the applicant shall submit to the Building Inspector a letter from the qualified professional who designed the plan for Frank Fante, stating that all erosion control measures have been constructed and installed in compliance with the approved plans.

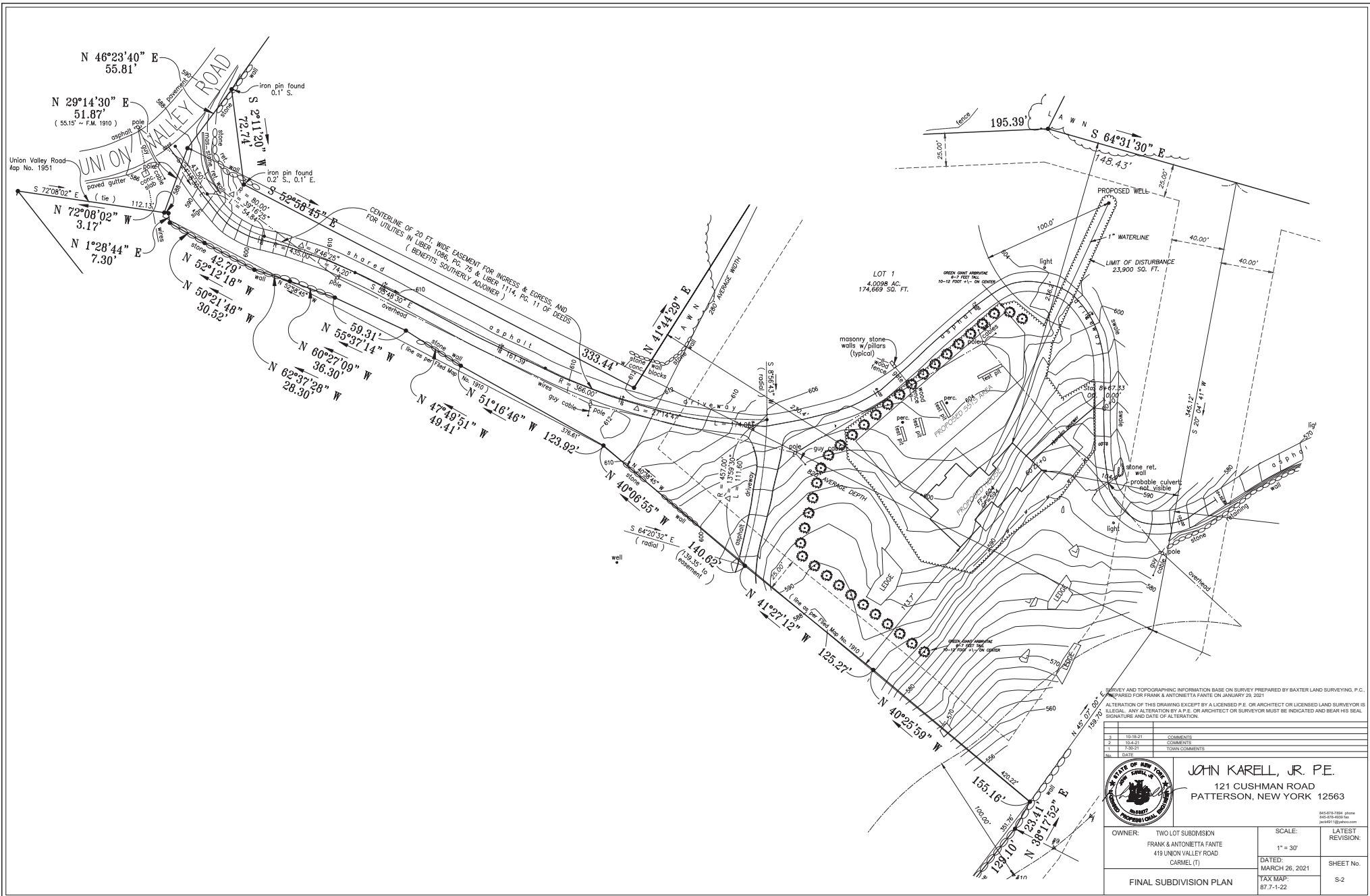
E. Various certifications are required to be completed as follows:

1. SWPPP Modification Summary Sheet
2. SWPPP Preparer Certification
3. Contractor and Sub-contractor Certification

These documents are appended to this SWPPP.

VIII. Conclusions

In conclusion, the proposed project shall not result in any negative impact to existing hydrologic condition at the vicinity of the property and proposed storm water management practices conforms to NYSDEC Stormwater Management Design Manual and GP-0-20-001. In addition, the design of all storm water management practices meets the requirements of the Town of Carmel.



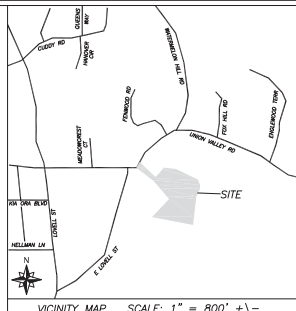
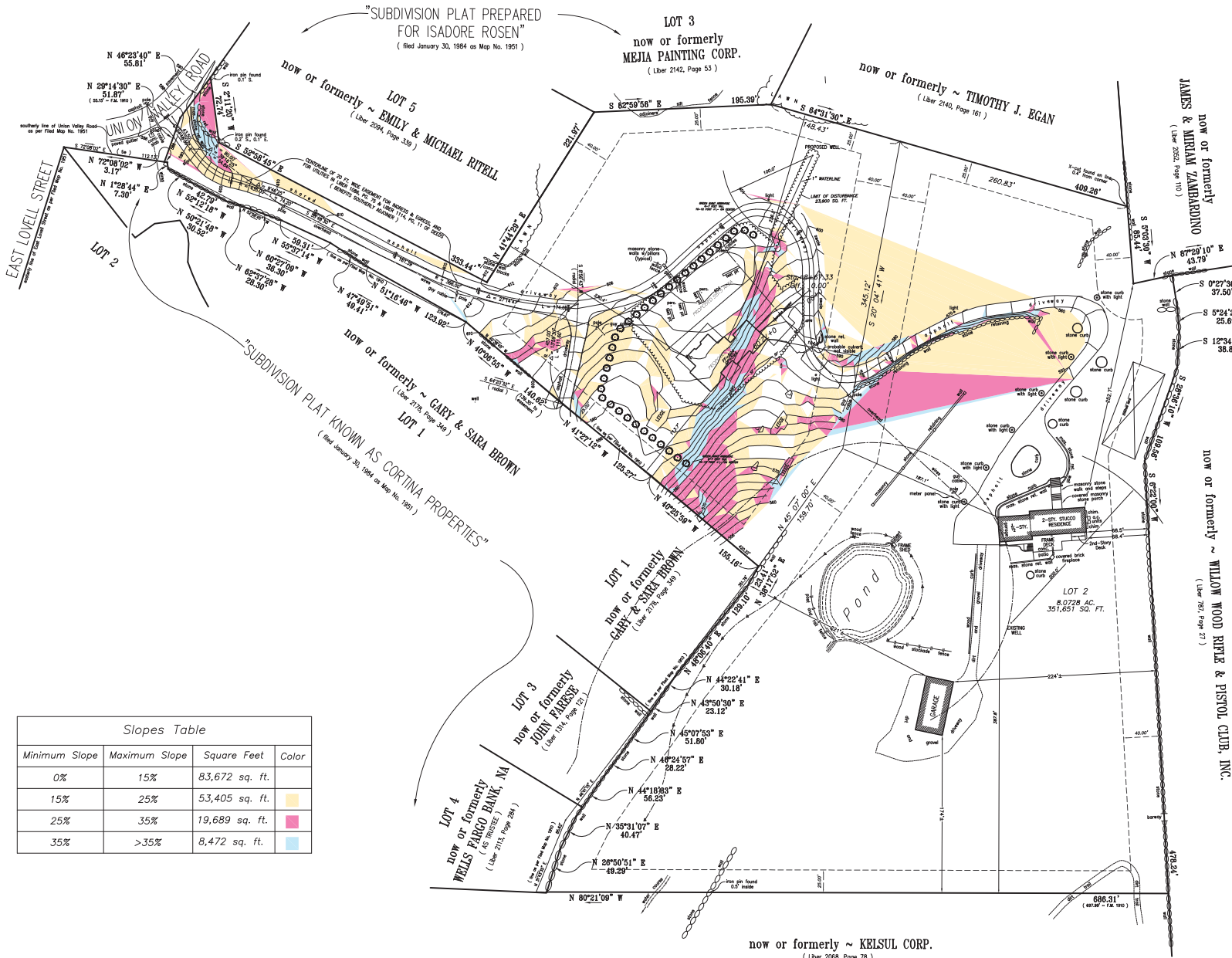
SURVEY AND TOPOGRAPHIC INFORMATION BASED ON SURVEY PREPARED BY BAXTER LAND SURVEYING, P.C. PREPARED FOR FRANK & ANTONIETTA FANTE ON JANUARY 28, 2011.
ALTERATION OF THIS DRAWING EXCEPT BY A LICENSED P.E. OR ARCHITECT OR LICENSED LAND SURVEYOR IS ILLEGAL. ANY ALTERATION BY A P.E. OR ARCHITECT OR SURVEYOR MUST BE INDICATED AND BEAR HIS SEAL, SIGNATURE AND DATE OF ALTERATION.

NO.	DATE	COMMENTS
1	10-18-21	COMMENTS
2	10-18-21	COMMENTS
3	10-18-21	TOWN COMMENTS



JOHN KARELL, JR. P.E.
121 CUSHMAN ROAD
PATTERSON, NEW YORK 12563

OWNER:	TWO LOT SUBDIVISION FRANK & ANTONIETTA FANTE 419 UNION VALLEY ROAD CARMEL (T)	SCALE:	1" = 30'	LATEST REVISION:
		DATED:	MARCH 26, 2021	SHEET No.
		TAX MAP:	87.7-1-22	S-2
FINAL SUBDIVISION PLAN				



Slopes Table			
Minimum Slope	Maximum Slope	Square Feet	Color
0%	15%	83,672 sq. ft.	
15%	25%	53,405 sq. ft.	
25%	35%	19,689 sq. ft.	
35%	>35%	8,472 sq. ft.	

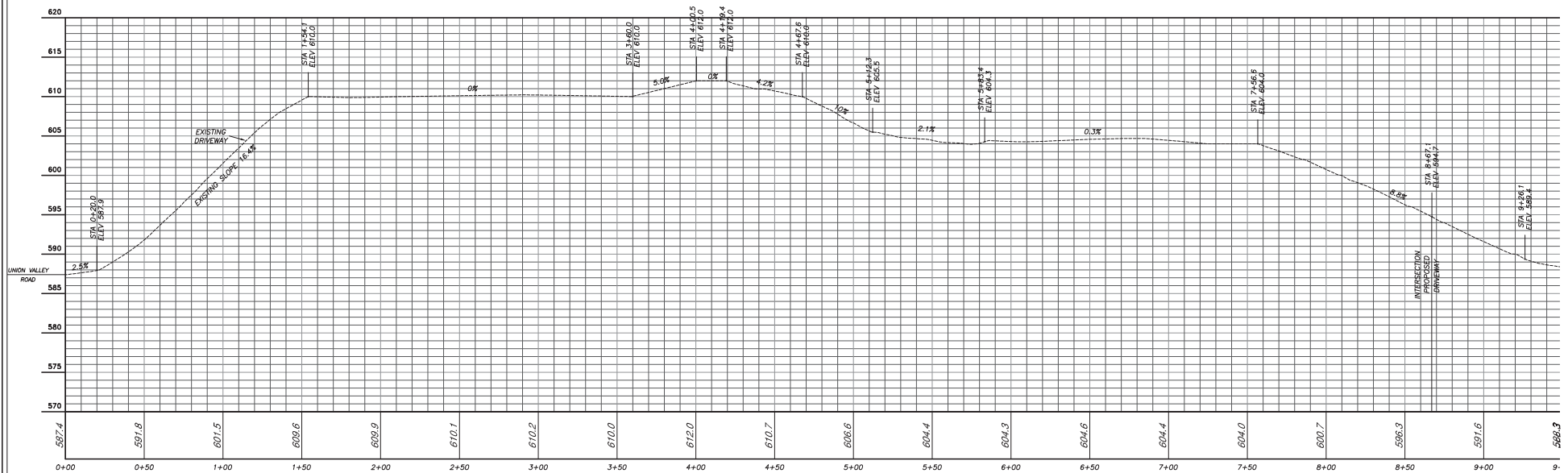
SURVEY AND TOPOGRAPHIC INFORMATION BASE ON SURVEY PREPARED BY BAXTER LAND SURVEYING, P.C., PREPARED FOR FRANK & ANTONIETTA FANTE ON JANUARY 25, 2021. ALTERATION OF THIS DRAWING EXCEPT BY A LICENSED P.E. OR ARCHITECT OR LICENSED LAND SURVEYOR IS ILLEGAL. ANY ALTERATION BY A P.E. OR ARCHITECT OR SURVEYOR MUST BE INDICATED AND BEAR HIS SEAL, SIGNATURE AND DATE OF ALTERATION.

1	10-18-21	COMMENTS
2	10-25-21	COMMENTS
3	10-25-21	COMMENTS
4	DATE	COMMENTS

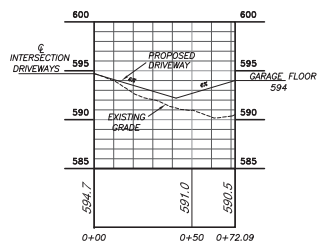
JOHN KARELL, JR. P.E.
 121 CUSHMAN ROAD
 PATTERSON, NEW YORK 12563

OWNER:	TWO LOT SUBDIVISION FRANK & ANTONIETTA FANTE 419 UNION VALLEY ROAD CARMEL (T)	SCALE: 1" = 50'	LATEST REVISION: S-3
		DATED: MARCH 26, 2021	SHEET No.
		TAX MAP: 87.7-1-22	

now or formerly ~ KELSUL CORP.
(Liber 2068, Page 78)



PROFILE SCALE:
HORIZ: 1"=30'
VERT: 1"=6'

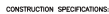


PROFILE SCALE:
HORIZ: 1"=30'
VERT: 1"=6'

SURVEY AND TOPOGRAPHIC INFORMATION BASED ON SURVEY PREPARED BY BAXTER LAND SURVEYING, P.C., PREPARED FOR FRANK & ANTONIETTA FANTE ON JANUARY 25, 2021.
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NO.	DATE	COMMENTS
3	10-18-21	COMMENTS
2	10-20-21	COMMENTS
1	12-28-21	TOWN COMMENTS
1	0-1-22	

	JOHN KARELL, JR., P.E. 121 CUSHMAN ROAD PATTERSON, NEW YORK 12563		
	OWNER: TWO LOT SUBDIVISION FRANK & ANTONIETTA FANTE 419 UNION VALLEY ROAD CARMEL (NY)	SCALE: 1" = 30' DATED: MARCH 26, 2021 TAX MAP: 87.7-1-22	LATEST REVISION: SHEET No. P-1
	PROFILES		



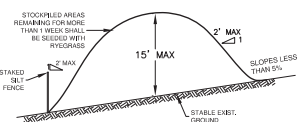
- CONSTRUCTION SPECIFICATIONS:
1. STONE SIZE - USE 2" STONE OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
 2. LENGTH - NOT LESS THAN 10 FEET.
 3. THICKNESS - NOT LESS THAN SIX (6) INCHES.
 4. WEIGHT - TWELVE (12) LBS MINIMUM, BUT NOT LESS THAN THE FULL WEIGHT AT POINTS WHERE JOINTS AND GRESS OCCUR.
 5. FILTER CLOTH - WILL BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING OF STONE.
 6. DRAINAGE OF APPROVED CLOTH.
 7. DRAINAGE - DRAINAGE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION SHALL BE PIPED ACROSS THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH SLOPES WILL BE PERMITTED.
 8. MAINTENANCE - STONE WALLS SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRAFFIC FROM ENTERING OR EXITING THE CONSTRUCTION AREA.
 9. REMOVAL OF SEGMENT ON PUBLIC RIGHTS-OF-WAY. ALL SEGMENT SLOPPED, DROPPED AND TRACED ON PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
 10. WASHING - WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH GRASS OR OTHER VEGETATION.
 11. CLEANUP - ALL DEBRIS SHALL BE REMOVED AFTER EACH RAIN.

STABILIZED CONSTRUCTION ENTRANCE
N.T.S.

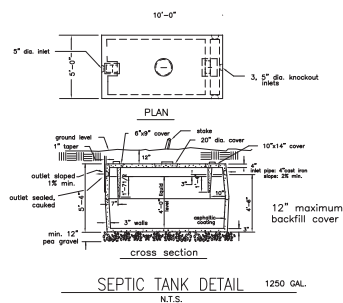


1. WORK WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE NDS OR STAPLES. POSTS SHALL BE STEEL EITHER "T" OR "U" TYPE OR HARDWOOD.
2. FILTER CLOTH IS TO BE FASTENED SECURELY TO WORK WIRE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION. FENCE SHALL BE WORK WIRE.
3. REMOVE BEST QUALITY SOIL FROM BETWEEN SECTIONS.
4. WHEN TWO SECTIONS OF FILTER CLOTH ADJURE EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED. FILTER CLOTH SHALL BE EITHER FILTER A, MIRAFI 100, STABILKINA 1140N, OR APPROVED EQUIVALENT.
5. PREFABRICATED UNITS SHALL BE GEOTEX, ENVIROFENCE, OR APPROVED EQUIVALENT.
6. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SALT FENCE.

SILT FENCE

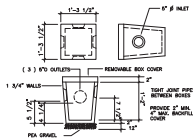


TYPICAL SOIL STOCKPILE DETAIL

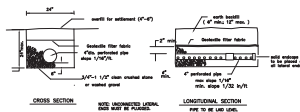


NOTES:
IF THE DIMENSIONS OF THE SEPTIC TANK CHANGE, THE SEPTIC TANK INSTALLED MUST BE
A DUAL COMPARTMENT SEPTIC TANK.

- MIN. FILL COVER IS 6" - 12" MAX. FILL COVER IS 24" AND IF FILL COVER IS GREATER THAN 24" MANHOLE RISERS TO GRADE MUST BE INSTALLED



JUNCTION BOX DETAIL



TYPICAL ABSORPTION TRENCH DETAIL

[illegible]

SURVEY AND TOPOGRAPHIC INFORMATION BASE ON SURVEY PREPARED BY BAXTER LAND SURVEYING, P.C.
PREPARED FOR FRANK & ANTONIETTA FANTE ON JANUARY 29, 2021

ALTERATION OF THIS DRAWING EXCEPT BY A LICENSED P.E. OR ARCHITECT OR LICENSED LAND SURVEYOR IS ILLEGAL. ANY ALTERATION BY A P.E. OR ARCHITECT OR SURVEYOR MUST BE INDICATED AND BEAR HIS SEAL, SIGNATURE AND DATE OF ALTERATION.

3	10-18-21	COMMENTS
2	10-4-21	COMMENTS
1	7-30-21	TOWN COMMENTS
No.	DATE	



JOHN KARELL, JR. P.E.
121 CUSHMAN ROAD
PATTERSON, NEW YORK 12551

845-878-7864 phone
845-878-4930 fax

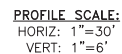
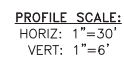
OWNER: TWO LOT SUBDIVISION
FRANK & ANTONIETTA FANTE
419 UNION VALLEY ROAD
CARMEL (T)

SCALE:
1" = 50'

DATED:
MARCH 26, 2021

DETAIL PLAN

SHEET No.



NAME JOHN KARELL, JR. P.E.
 ADDRESS 121 CUSHMAN ROAD
PATTERSON, NEW YORK 12563
 PHONE 842/767834 PHONE 842/767834
 FAX 842/767834 FAX 842/767834
 E-MAIL jkarell11@att.net E-MAIL jkarell11@att.net

	SHEET No.
--	-----------

P-1

845-276-7894 phone
845-276-4900 fax
jack@211@yahoo.com



October 18, 2021

Craig Paepre Chairman & Members of the Planning Board
Town of Carmel
60 McAlpin Avenue
Mahopac, NY 10541

RE: Site Plan for Delamere- Fitzpatrick
87 Ellen Ave
Mahopac, NY 10541
TM #: 75.59-1-2

Dear Mr. Paepre and Members of the Board,

The following is my response to Michael Carnazza's memo dated September 9, 2021:

1. The chicken coop is owned by the applicant, I will provide the easement.
2. I have revised the floor plan of the professional office so that the building will remain a one family residence with the chiropractic office within the one family residence.
3. The area of the residence is 444 SF, therefore, the professional office can't exceed 111 SF. The area provided for the professional office is 80 SF.
4. The parking calculations have been revised.
5. The Zoning Table has been revised.
6. The area variances have been revised.

The following is my response to Richard Franzetti's memo dated August 31, 2021.

1. The project has been referred to the Mahopac Fire Department and the Putnam County Health Department.
2. The drawing has been revised and the professional office will be within the existing one family residence.
3. No new buildings are proposed.
4. The buildings are serviced by town water and individual septic systems.
5. Dr. Fitzpatrick and I met with Mr. Franzetti to review the driveway and stormwater requirements. It was agreed that a rain garden would be installed at the bottom of the driveway to stormwater control.
6. Since the driveway is a single lane, a pull-off area is now provided.
7. The area of disturbance has been revised.
8. A performance bond and engineering fee will be provided for any public improvements.
9. Stormwater Maintenance Agreement will be provided.
10. Only one patient at a time will enter the premises. In addition, there will be a 15-minute gap between patients to avoid any conflicts on the driveway.
11. Only passenger vehicles will be entering the site.
12. Site distance is shown.
13. A guide rail has been added to the Site Plan.
14. No new plantings are proposed.



15. Erosions controls are provided.
16. No new electrical utilities are proposed.
17. A lighting spill plan has been added to the Site Plan.
18. The water supply is from the Town of Carmel and the existing service is adequate for the proposed use.

The following is my response to Patrick Cleary's memo dated September 9, 2021.

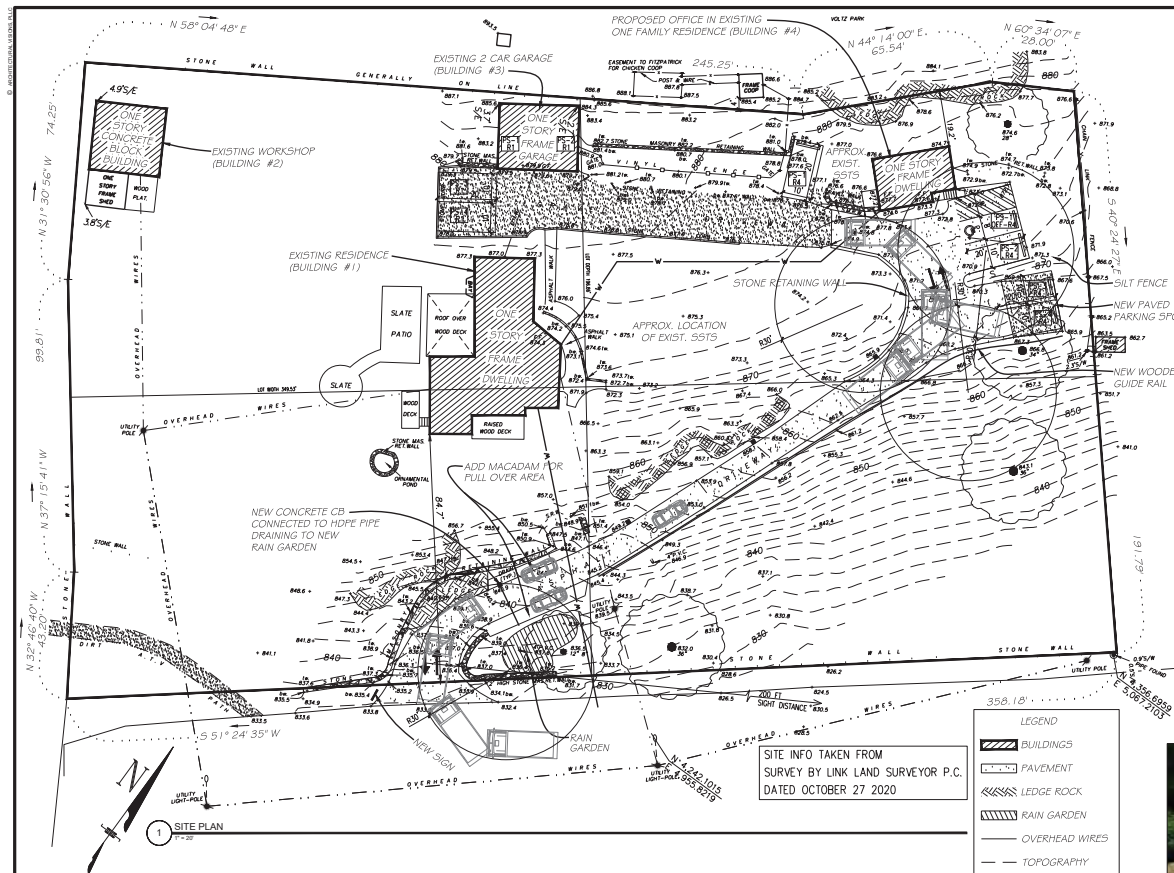
1. The professional office is in an existing one family dwelling of 444 SF. The area of the professional office can't exceed 25% of the total area. Therefore, the professional office can't exceed 111 SF and 80 SF is proposed.
2. The professional office sign will not exceed 2 SF.
3. The off-street parking requirements have been revised.
4. No overnight patients are proposed.
5. Dr. Fitzpatrick, the Town Engineer and myself did a site inspection to review the driveway conditions.
6. A guide rail will be provided along the driveway. In addition, a pull-off area will also be provided along with a catch basin and drainage pipe to a proposed rain garden.

If you have any questions, please do not hesitate to contact me.

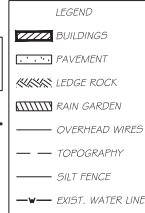
Very truly yours,

A handwritten signature in cursive script that reads "Joel Greenberg". The signature is written in a dark ink and is positioned above a horizontal line.

Joel Greenberg, AIA, NACRB



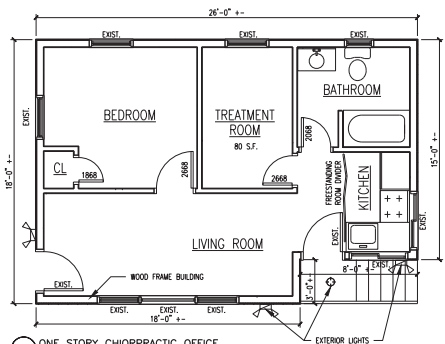
SITE INFO TAKEN FROM
SURVEY BY LINK LAND SURVEYOR P.C.
DATED OCTOBER 27 2020



2 BUSINESS SIGN



4 LOCATION MAP



3 ONE STORY CHIROPRACTIC OFFICE



6 SOUTH WEST ELEVATION



5 AREA MAP

ADJOINERS WITHIN 500 FT				
75.59-1-37 COLONIAL PARK ASSOC INC PO BOX 103 MAHOPAC, NY 10541	75.59-1-39 CALLIOPE HOLDINGS LLC 120 WEST 20TH ST NEW YORK, NY 10011	75.59-1-7 IAN CLARK 65 ELLEN AVE MAHOPAC, NY 10541	75.59-1-4 GERARD TRUGLIA 85 ELLEN AVE MAHOPAC, NY 10541	75.59-1-2 SIOBHAN DELAMERE 89 ELLEN AVE MAHOPAC, NY 10541
75.59-1-17 SEBASTIAN FERREIRA 52 KAIN RD WARWICK, NY 10980	75.59-1-28 ANNA GILMORE 2 CLARK PL MAHOPAC, NY 10541	75.59-1-8 ERNESTO PRIDER 68 ELLEN AVE MAHOPAC, NY 10541	75.59-1-13 PIETER DELUCA 78 ELLEN AVE MAHOPAC, NY 10541	75.59-1-17 ELIZABETH BRADY 88 ELLEN AVE MAHOPAC, NY 10541
75.59-1-12 COLONIAL PARK ASSOC INC PO BOX 103 MAHOPAC, NY 10541	75.59-1-40 ANNA GILMORE 2 CLARK PL MAHOPAC, NY 10541	75.59-1-9 PATRICK J FITZELL 78 ELLEN AVE MAHOPAC, NY 10541	75.59-1-14 MARIA VRABEC TRUST 78 ELLEN AVE MAHOPAC, NY 10541	75.59-1-1 TOWN OF CARMEL 60 MCALPIN AVE MAHOPAC, NY 10541
75.59-1-17 HILLTOP MANOR REALTY CORP 485 RT 6 MAHOPAC, NY 10541	75.51-1-10 ERICK R NOTHOLT 59 ELLEN AVE MAHOPAC, NY 10541	75.59-1-6 CARLOS A COLON 67 ELLEN AVE MAHOPAC, NY 10541	75.59-1-3 MARIA VRABEC TRUST 2547 33RD ST APT 3F ASTORIA, NY 11102	75.59-1-18 IRENA OZCENISZEWSKI 92 ELLEN AVE MAHOPAC, NY 10541
75.59-1-35 HILLTOP MANOR REALTY CORP 485 RT 6 MAHOPAC, NY 10541	75.51-1-9 DAILY FAMILY IRREV TRUST 81 ELLEN AVE MAHOPAC, NY 10541	75.59-1-10 JULIO R20 68 ELLEN AVE MAHOPAC, NY 10541	75.59-1-3 MARIA VRABEC TRUST 78 ELLEN AVE MAHOPAC, NY 10541	75.59-1-19 ELLEN AVENUE REALTY, LLC 485 ROUTE 6 MAHOPAC, NY 10541
75.59-1-16 HILLTOP MANOR REALTY CORP 485 RT 6 MAHOPAC, NY 10541	75.51-1-8 JOHN APFYKA 63 ELLEN AVE MAHOPAC, NY 10541	75.59-1-5 GEORGIOS ARDYROS 71 ELLEN AVE MAHOPAC, NY 10541	75.59-1-15 CHRISTOPHER NEALON 80 ELLEN AVE MAHOPAC, NY 10541	75.59-1-36 TOWN OF CARMEL 60 MCALPIN AVE MAHOPAC, NY 10541
75.59-1-38 CALLIOPE HOLDINGS LLC 120 WEST 20TH ST NEW YORK, NY 10011	75.59-1-8 KANELLA S MOORE 2547 33RD ST APT 3L ASTORIA, NY 11102	75.59-1-5 SUSAN W JOHNSON REVOCCABLE 74 ELLEN AVE MAHOPAC, NY 10541	75.51-1-29 TOWN OF CARMEL 60 MCALPIN AVE MAHOPAC, NY 10541	75.59-1-16 LUIS E CAMPOS 84 ELLEN AVE MAHOPAC, NY 10541
75.59-1-15 BEACHVIEW BROS 485 RT 6 MAHOPAC, NY 10541	75.59-1-4 MARIA VRABEC TRUST 78 ELLEN AVE MAHOPAC, NY 10541	75.59-1-12 SUSAN W JOHNSON REVOCCABLE 74 ELLEN AVE MAHOPAC, NY 10541	75.59-1-16 LUIS E CAMPOS 84 ELLEN AVE MAHOPAC, NY 10541	

Town of Carmel Zoning Requirements				
Basic Data: Owner: Siohban Delamere-Fitzpatrick Address: 87 Ellen Ave, Mahopac, NY 10541 T.M. #: 75.59-1-2 Zoning District: R-120 Proposed Use: Professional Office Notes: Buildings 1 & 4 Are Existing; No Additional Proposed.				
Bulk Regulations:	Required/Allowable:	Existing/Proposed:	Variance Required:	
Lot Area:	120,000 SF	69,638 SF	50,362 SF	
Lot Width:	200 FT	349 FT	None	
Lot Depth:	200 LF	196 FT	4 FT	
Chicken Coop Setback:	15 FT	Existing 4FT	11 FT	
Parking: Office in (1) Family Residence (Building #4)	1 PS / 200 SF of Office	80SF/200 +0.4PS	None	
Parking: Residences (Buildings 1 & 4)	2 PS / Dwelling	4 PS Provided	None	
Area of Disturbance:	5,000 SF	850 SF	None	
Parking surface	Macadam	Macadam	None	
Office in Residence Building #4 (1) Person in Office (the Owner)	25% of area 444SF X 25% = 111 SF allowed	80 SF	None	
Notes: Number of patients: One at a Time 15 Minute Gap Between Patients. No New Plantings, Lighting, or Additional Utilities Proposed.				



7 SOUTH-EAST ELEVATION

ARCHITECTURAL VISIONS
2 MUSCOOT ROAD NORTH
MAHOPAC, NY 10541
P: 845-628-6813
F: 845-628-2807
JAMES@ARCHITECTURALVISIONS.COM

PROJECT:
DELAMERE-FITZPATRICK, SIOBHAN
PROJECT ADDRESS: 87 ELLEN AVE, MAHOPAC, NY 10541
MAILING ADDRESS: SAME AS PROJECT ADDRESS
TAX MAP NO: 75.59-1-2

SITE PLAN
SCALE: AS NOTED
DRAWN BY: JORDAN J. JES
PROJECT NO: 11-59-104

S-100

IT IS A VIOLATION OF STATE LAW FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED ARCHITECT, TO ALTER ANY ITEM ON THESE PLANS AND DOCUMENTS IN ANY WAY FOR STATE LAW, IF AN ITEM BEARING THE SEAL OF AN ARCHITECT IS ALTERED, THE ALTERED ARCHITECT SHALL INFORM THE SEAL AND THE NOTATION. THE TERMS OF FOLLOWING BY HIGHEST QUALITY AND THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION. THIS ARCHITECT DENIES ANY AND ALL RESPONSIBILITY FOR ALTERATIONS OF THESE PLANS AND DOCUMENTS BY OTHERS AND EXPRESSLY AGREES TO PROVIDE TO ALL THESE PLANS AND DOCUMENTS.



October 13, 2021

Town of Carmel Planning Board
Town Hall
60 McAlpin Avenue
Mahopac, New York 10541

RE: Gateway Summit Multi-Family Housing (Tax Map No. 55.-2-24.6 & 24.7) and
The Fairways Multi-Family Housing (Tax Map No. 55.-2-24.8)

Dear Chairman Paepre and Members of the Board:

In support of the above referenced projects, we have enclosed the following documents:

- SEQR Site Plans (consisting of 5 sheets), dated October 13, 2021.
- SEQR Environment Assessment prepared by Tim Miller Associates, dated October 13, 2021.
- Schematic Architectural Plans and Elevations of the proposed buildings.

The applicant for The Fairways and Gateway Summit Multi-Family Housing projects is proposing a revision to the pending application for amended site plan approval in order to address current market conditions. The current revision generally relates to the arrangement and types of units contained within the projects and proposes a change to non-age-restricted multi-family units for the portion of projects located within the Residential Zone. The revisions do not affect the total unit count or the general scheme of the infrastructure serving the project.

As the Board is aware, the applicant made an application for amended site plan approval in 2016 for both projects and was referred by the Board to the Zoning Board of Appeals (ZBA) and received a zoning variance required for the project to permit apartment style buildings to be constructed to three stories, in lieu of the code limit of two stories. Due to changing market conditions, the applicant has eliminated the apartment style buildings reducing the mass / scale of the buildings, while maintaining the general layout of the project.

The applicant has refashioned the project to be a mix of senior housing and non-age restricted housing in accordance with applicable provisions of the town code. The senior housing portions of the project are fully code compliant, and the non-age restricted portion of the project will require two area variances in order to maintain the long-standing project site design concept. The variances will also allow for the replacement of the large apartment style buildings with smaller 3 to 5 unit clustered townhomes. The variances are key ingredients to converting the two projects into a smaller scale, all townhome and cottage plan.

The necessity to obtain area variances from the Zoning Board of Appeals (ZBA) for building separation and property line setback creates a unique procedural situation. Without benefit of assurance of the granting of the area variances, the applicant is reluctant to provide all of the detail required for the full amended site plans until such variances have been granted. At the same time, the applicant understands that the Board needs sufficient detail in order to allow the process to proceed within the SEQRA process. The applicant envisions a three-step process as follows:

1. Initial project review with the Planning Board and SEQR assessment based on a comparison of the current plans with the approved plans and the SEQRA findings to confirm compliance of the revised projects, and then referral to the ZBA.

2. Application to the ZBA to seek two (2) area variances:
 - a. To allow a reduction in the side yard setback to 40 feet for the multi-family housing buildings in the Residential Zone for the projects in lieu of the required 100-foot setback. This would be consistent with the permitted 40-foot setback for senior multi-family housing proposed in the development.
 - b. To allow a reduction in the separation distance between multi-family buildings to 20 feet in the Residential Zone for the projects in lieu of the permitted 50-foot separation. This would be consistent with the typical 20-foot setback for age-restricted multi-family housing proposed in the development.
3. Following successful results from the variance request, return to the Planning Board for the detailed review of the amended site plans and architecture for the projects.

We look forward to meeting with the Board at their October 27, 2021 meeting to review the plan, discuss the SEQR assessment, and obtain a referral to the ZBA.

Should you have any questions or comments regarding this information, please feel free to contact our office.

Very truly yours,

INSITE ENGINEERING, SURVEYING & LANDSCAPE ARCHITECTURE, P.C.

By:



Jeffrey J. Contelmo, PE
Senior Principal Engineer

JJC/amk

Enclosures

cc: Paul Camarda, CRI
Jon Dahlgren, TMA

Insite File No. 04232.106 & 05140.100

SEQRA ENVIRONMENTAL ASSESSMENT

SEQRA Full Environmental Assessment Form and Supplemental Studies

Gateway Summit and The Fairways

Site Plan, Subdivision and Special Permit Applications

Town of Carmel
Putnam County, New York

Lead Agency:

TOWN OF CARMEL PLANNING BOARD
60 McAlpin Avenue
Mahopac, New York 10541
Contact: Rose Trombetta
(845) 628-1500 x190

Project Sponsors:

HUDSON VALLEY REALTY CORP (GATEWAY SUMMIT)
&
PAR FOUR REALTY COMPANY LLC (THE FAIRWAYS)
1699 Route 6, Suite 1
Carmel, NY 10512
Contact: Mr. Paul Camarda
(845) 228-1400

Prepared by:

TIM MILLER ASSOCIATES, INC.
10 North Street
Cold Spring, New York 10516
Contact: Jon P. Dahlgren
(845) 265-4400

October 13, 2021



Gateway Summit and The Fairways

Site Plan, Subdivision and Special Permit Applications

SEQRA ENVIRONMENTAL ASSESSMENT

SEQRA Full Environmental Assessment Form and Supplemental Studies

Table of Contents

1.0 FULL ENVIRONMENTAL ASSESSMENT FORM (EAF)

EAF Part 1 - Project and Setting

2.0 EAF Part 3 - Evaluation of Potential Impacts

Expanded assessments for impacts identified in Part 1 topics:

- 2.0 Project Description
- 3.0 Community Services

List of Figures

- 2-1 Location Map
- 2-2 Aerial Photograph
- 2-3 Gateway Summit and The Fairways Site Plan
- 2-4 2016 SEQRA Site Plan
- 2-5 2006 Approved Site Plan
- 3-1 School District Boundary

List of Attachments

- A. SEQRA Findings Statement and SEQRA Evaluation Forms
- B. Carmel CSD and Brewster CSD Information
- C. Traffic – Trip Generation Tables

Full Environmental Assessment Form
Part 1 - Project and Setting

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1 is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: Gateway Summit and the Fairways		
Project Location (describe, and attach a general location map): Route 6, Carmel New York (see attached location map)		
Brief Description of Proposed Action (include purpose or need): The Gateway Summit and the Fairways development proposes two multi-family residential communities on a total of 145 acres located on the north side of Route 6 in the Town of Carmel, Putnam County, New York. The two communities are referred to as "Gateway Summit" and "The Fairways". The Gateway Summit development would include a mix of 150 units of active adult single family homes, active adult townhomes and non-age restricted townhomes. The Fairways development would consist of 150 units of non-age restricted townhomes with varied designs. The Gateway Summit and The Fairways developments were the subject of a thorough coordinated review under the SEQRA by the Town of Carmel Planning Board (the lead agency) for Subdivision Approval, Special Use Permits, and Site Plan approvals, and to the Town of Carmel Environmental Conservation Board for a Wetland Permit during the period 2003 through 2007. The proposed action involves amended Site Plan, Subdivision and Special Use permits and setback variances from the Town Zoning Board of Appeals (see attached Expanded EAF). The proposed action will provide needed senior and non-age restricted housing in the Town of Carmel.		
Name of Applicant/Sponsor: Hudson Valley Realty Corp (Gateway) / Par Four Realty Company LLC (The Fairways)		Telephone: 845-228-1400 E-Mail: crillc@comcast.net
Address: 1699 Route 6, Suite 1		
City/PO: Carmel	State: New York	Zip Code: 10512
Project Contact (if not same as sponsor; give name and title/role): Mr. Paul Camarda		Telephone: 845-228-1400 E-Mail: crillc@comcast.net
Address: SAME		
City/PO:	State:	Zip Code:
Property Owner (if not same as sponsor):		Telephone: E-Mail:
Address:		
City/PO:	State:	Zip Code:

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)		
Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Counsel, Town Board, <input type="checkbox"/> Yes <input type="checkbox"/> No or Village Board of Trustees		
b. City, Town or Village <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Planning Board or Commission	Town of Carmel Planning Board: Site plan, subdivision, special permit	Pending
c. City, Town or <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Village Zoning Board of Appeals	Town of Carmel ZBA: setback variances	Pending
d. Other local agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
e. County agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
f. Regional agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
g. State agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
h. Federal agencies <input type="checkbox"/> Yes <input type="checkbox"/> No		
i. Coastal Resources.		
i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
iii. Is the project site within a Coastal Erosion Hazard Area?		<input type="checkbox"/> Yes <input type="checkbox"/> No

C. Planning and Zoning

C.1. Planning and zoning actions.	
Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<ul style="list-style-type: none"> If Yes, complete sections C, F and G. If No, proceed to question C.2 and complete all remaining sections and questions in Part I 	
C.2. Adopted land use plans.	
a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
If Yes, identify the plan(s): NYC Watershed Boundary _____ _____ _____	
c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If Yes, identify the plan(s): _____ _____ _____	

C.3. Zoning	
a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance? If Yes, what is the zoning classification(s) including any applicable overlay district?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<u>R-Residential and C/BP Commercial / Business Park</u>	
b. Is the use permitted or allowed by a special or conditional use permit?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
c. Is a zoning change requested as part of the proposed action?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes, i. What is the proposed new zoning for the site? _____	
C.4. Existing community services.	
a. In what school district is the project site located?	<u>Carmel Central School District and Brewster Central School District</u>
b. What police or other public protection forces serve the project site?	<u>Town of Carmel Police</u>
c. Which fire protection and emergency medical services serve the project site?	<u>Town of Carmel Fire Department</u>
d. What parks serve the project site?	<u>Putnam Trailway, Fred Dill Wildlife Sanctuary, Ninham Mountain Multiple Use Area</u>

D. Project Details

D.1. Proposed and Potential Development	
a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? <u>Residential</u>	
b. a. Total acreage of the site of the proposed action?	<u>144.65</u> acres
b. Total acreage to be physically disturbed?	<u>TBD</u> acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor?	<u>179.65</u> acres
c. Is the proposed action an expansion of an existing project or use?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % _____ Units: _____	
d. Is the proposed action a subdivision, or does it include a subdivision?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If Yes, i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types) <u>Residential</u>	
ii. Is a cluster/conservation layout proposed? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
iii. Number of lots proposed? <u>2</u>	
iv. Minimum and maximum proposed lot sizes? Minimum <u>42.89</u> Maximum <u>101.76</u>	
e. Will the proposed action be constructed in multiple phases?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
i. If No, anticipated period of construction: _____ months	
ii. If Yes:	
• Total number of phases anticipated	<u>TBD</u>
• Anticipated commencement date of phase I (including demolition)	<u>June</u> month <u>2022</u> year
• Anticipated completion date of final phase	<u>June</u> month <u>2028</u> year
• Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: <u>A Construction Phasing Plan will be provided as part of the Amended Site Plan approval process.</u>	

f. Does the project include new residential uses? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
If Yes, show numbers of units proposed.				
	<u>One Family</u>	<u>Two Family</u>	<u>Three Family</u>	<u>Multiple Family (four or more)</u>
Initial Phase	_____	_____	_____	_____
At completion of all phases	68	_____	_____	232

g. Does the proposed action include new non-residential construction (including expansions)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If Yes,	
i. Total number of structures _____	
ii. Dimensions (in feet) of largest proposed structure: _____ height; _____ width; and _____ length	
iii. Approximate extent of building space to be heated or cooled: _____ square feet	

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If Yes,	
i. Purpose of the impoundment: _____	
ii. If a water impoundment, the principal source of the water: <input type="checkbox"/> Ground water <input type="checkbox"/> Surface water streams <input type="checkbox"/> Other specify: _____	
iii. If other than water, identify the type of impounded/contained liquids and their source. _____	
iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres	
v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length	
vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete): _____	

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
(Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)	
If Yes:	
i. What is the purpose of the excavation or dredging? _____	
ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?	
<ul style="list-style-type: none"> • Volume (specify tons or cubic yards): _____ • Over what duration of time? _____ 	
iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them. _____	
iv. Will there be onsite dewatering or processing of excavated materials? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If yes, describe. _____	
v. What is the total area to be dredged or excavated? _____ acres	
vi. What is the maximum area to be worked at any one time? _____ acres	
vii. What would be the maximum depth of excavation or dredging? _____ feet	
viii. Will the excavation require blasting? <input type="checkbox"/> Yes <input type="checkbox"/> No	
ix. Summarize site reclamation goals and plan: _____	

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
If Yes:	
i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): <u>NYSDEC Wetland LC-27</u>	

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:
 NYSDEC and Town wetland buffer will be disturbed for walking trails and the installation of a dock. The dock will provide recreational lake access. Wetland permits have been reapproved for the disturbance by the NYSDEC and the Town Environmental Conservation Board.

iii. Will the proposed action cause or result in disturbance to bottom sediments? ☒ Yes ☐ No
 If Yes, describe: Piles will be installed for a dock.

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐ Yes ☒ No
 If Yes:
 • acres of aquatic vegetation proposed to be removed: _____
 • expected acreage of aquatic vegetation remaining after project completion: _____
 • purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____
 • proposed method of plant removal: _____
 • if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

c. Will the proposed action use, or create a new demand for water? ☒ Yes ☐ No
 If Yes:
 i. Total anticipated water usage/demand per day: 87,260 max. day design gallons/day
 ii. Will the proposed action obtain water from an existing public water supply? ☒ Yes ☐ No
 If Yes:
 • Name of district or service area: _____
 • Does the existing public water supply have capacity to serve the proposal? ☒ Yes ☐ No
 • Is the project site in the existing district? ☒ Yes ☐ No
 • Is expansion of the district needed? ☐ Yes ☒ No
 • Do existing lines serve the project site? ☒ Yes ☐ No
 iii. Will line extension within an existing district be necessary to supply the project? ☐ Yes ☒ No
 If Yes:
 • Describe extensions or capacity expansions proposed to serve this project: _____
 • Source(s) of supply for the district: _____
 iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐ Yes ☒ No
 If Yes:
 • Applicant/sponsor for new district: _____
 • Date application submitted or anticipated: _____
 • Proposed source(s) of supply for new district: _____
 v. If a public water supply will not be used, describe plans to provide water supply for the project: _____
 vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☒ Yes ☐ No
 If Yes:
 i. Total anticipated liquid waste generation per day: 87,260 max. day gallons/day
 ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each):
 Sanitary wastewater

 iii. Will the proposed action use any existing public wastewater treatment facilities? ☒ Yes ☐ No
 If Yes:
 • Name of wastewater treatment plant to be used: _____
 • Name of district: _____
 • Does the existing wastewater treatment plant have capacity to serve the project? ☒ Yes ☐ No
 • Is the project site in the existing district? ☒ Yes ☐ No
 • Is expansion of the district needed? ☐ Yes ☒ No

<ul style="list-style-type: none"> • Do existing sewer lines serve the project site? _____ • Will a line extension within an existing district be necessary to serve the project? _____ <p>If Yes:</p> <ul style="list-style-type: none"> • Describe extensions or capacity expansions proposed to serve this project: _____ 	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<p>iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? _____</p> <p>If Yes:</p> <ul style="list-style-type: none"> • Applicant/sponsor for new district: _____ • Date application submitted or anticipated: _____ • What is the receiving water for the wastewater discharge? _____ 	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<p>v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans): _____</p>	
<p>vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____</p>	
<p>e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? _____</p>	
<p>If Yes:</p> <p>i. How much impervious surface will the project create in relation to total size of project parcel?</p> <p>_____ Square feet or <u>TBD</u> acres (impervious surface)</p> <p>_____ Square feet or <u>144.6</u> acres (parcel size)</p> <p>ii. Describe types of new point sources. <u>Roof drains, swales, pipes</u></p>	
<p>iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?</p> <p><u>Stormwater will be detained and treated by on-site stormwater management facilities</u></p> <p>• If to surface waters, identify receiving water bodies or wetlands: _____</p> <p>• Will stormwater runoff flow to adjacent properties? _____</p>	
<p>iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? _____</p>	
<p>f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? _____</p>	
<p>If Yes, identify:</p> <p>i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles) _____</p> <p>ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers) _____</p> <p>iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation) _____</p>	
<p>g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? _____</p>	
<p>If Yes:</p> <p>i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) _____</p> <p>ii. In addition to emissions as calculated in the application, the project will generate:</p> <ul style="list-style-type: none"> • _____ Tons/year (short tons) of Carbon Dioxide (CO₂) • _____ Tons/year (short tons) of Nitrous Oxide (N₂O) • _____ Tons/year (short tons) of Perfluorocarbons (PFCs) • _____ Tons/year (short tons) of Sulfur Hexafluoride (SF₆) • _____ Tons/year (short tons) of Carbon Dioxide equivalent of Hydrofluorocarbons (HFCs) • _____ Tons/year (short tons) of Hazardous Air Pollutants (HAPs) 	

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐ Yes ☒ No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐ Yes ☒ No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust): _____

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☒ Yes ☐ No

If Yes:

i. When is the peak traffic expected (Check all that apply): ☒ Morning ☒ Evening ☐ Weekend
☐ Randomly between hours of _____ to _____

ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____

iii. Parking spaces: Existing _____ 0 _____ Proposed _____ 600 _____ Net increase/decrease _____ 600

iv. Does the proposed action include any shared use parking? ☐ Yes ☒ No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:
A new driveway for the project has been constructed at Route 6, including a turning lane and traffic signal.

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☒ Yes ☐ No

vii. Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☒ Yes ☐ No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☒ Yes ☐ No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? ☐ Yes ☐ No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: _____

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other): _____

iii. Will the proposed action require a new, or an upgrade, to an existing substation? ☐ Yes ☐ No

l. Hours of operation. Answer all items which apply.

i. During Construction:		ii. During Operations:	
• Monday - Friday:	8:00 am to 6:00 pm	• Monday - Friday:	24 hrs.
• Saturday:	8:00 am to 6:00 pm	• Saturday:	24 hrs.
• Sunday:	N/A	• Sunday:	24 hrs.
• Holidays:	N/A	• Holidays:	24 hrs.

<p>m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes:</p> <p>i. Provide details including sources, time of day and duration:</p> <p style="margin-left: 20px;"><u>Noise from construction will occur during the construction period and will vary depending upon location and activity.</u></p>	
<p>ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p style="margin-left: 20px;">Describe: <u>Existing vegetation will be removed from areas of development</u></p>	
<p>n. Will the proposed action have outdoor lighting? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes:</p> <p>i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:</p>	
<p>ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p style="margin-left: 20px;">Describe: <u>Existing vegetation will be removed from areas of development</u></p>	
<p>o. Does the proposed action have the potential to produce odors for more than one hour per day? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p style="margin-left: 20px;">If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures:</p>	
<p>p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Product(s) to be stored _____</p> <p>ii. Volume(s) _____ per unit time _____ (e.g., month, year)</p> <p>iii. Generally, describe the proposed storage facilities: _____</p>	
<p>q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Describe proposed treatment(s):</p>	
<p>ii. Will the proposed action use Integrated Pest Management Practices? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>	
<p>r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If Yes:</p> <p>i. Describe any solid waste(s) to be generated during construction or operation of the facility:</p> <ul style="list-style-type: none"> • Construction: _____ tons per _____ (unit of time) • Operation: _____ tons per _____ (unit of time) <p>ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:</p> <ul style="list-style-type: none"> • Construction: _____ • Operation: _____ <p>iii. Proposed disposal methods/facilities for solid waste generated on-site:</p> <ul style="list-style-type: none"> • Construction: _____ • Operation: _____ 	

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☒ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☒ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility: _____

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☐ Urban ☐ Industrial ☐ Commercial ☒ Residential (suburban) ☒ Rural (non-farm)

☒ Forest ☐ Agriculture ☐ Aquatic ☒ Other (specify): Golf Course

ii. If mix of uses, generally describe: _____

b. Land uses and covertypes on the project site. *

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces			
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)			
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: _____			

* Note: Land use/Cover type to be provided during Amended Site Plan Review.

<p>c. Is the project site presently used by members of the community for public recreation? <i>i. If Yes: explain:</i></p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<p>d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? If Yes, <i>i. Identify Facilities:</i></p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<p>e. Does the project site contain an existing dam? If Yes: <i>i. Dimensions of the dam and impoundment:</i></p> <ul style="list-style-type: none"> • Dam height: _____ feet • Dam length: _____ feet • Surface area: _____ acres • Volume impounded: _____ gallons OR acre-feet <p><i>ii. Dam's existing hazard classification:</i> _____ <i>iii. Provide date and summarize results of last inspection:</i> _____</p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<p>f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? If Yes: <i>i. Has the facility been formally closed?</i></p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<p>• If yes, cite sources/documentation: <u>Former Putnam County landfill is inactive and closed</u></p> <p><i>ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:</i> <u>Former Putnam County landfill is located adjacent to the southern portion of Gateway Summit property.</u></p> <p><i>iii. Describe any development constraints due to the prior solid waste activities:</i> _____ <u>None</u></p>	
<p>g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? If Yes: <i>i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:</i></p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<p>h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? If Yes: <i>i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply:</i></p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<p><input type="checkbox"/> Yes – Spills Incidents database Provide DEC ID number(s): _____ <input type="checkbox"/> Yes – Environmental Site Remediation database Provide DEC ID number(s): _____ <input type="checkbox"/> Neither database</p> <p><i>ii. If site has been subject of RCRA corrective activities, describe control measures:</i> _____</p>	
<p><i>iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database?</i> If yes, provide DEC ID number(s): <u>344031</u></p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<p><i>iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):</i> <u>Site reference 344031 is from NYSDEC database and mapped in error. Site 344031 is the Grant Hardware site, in the NYS Superfund program, and is located in West Nyack, Rockland County, NY</u></p>	

v. Is the project site subject to an institutional control limiting property uses? ☐ Yes ☒ No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐ Yes ☐ No
- Explain: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? _____ >6 feet

b. Are there bedrock outcroppings on the project site? ☒ Yes ☐ No
If Yes, what proportion of the site is comprised of bedrock outcroppings? _____ 5 %

c. Predominant soil type(s) present on project site:

Pn - Paxton loam	35 %
CIE - Charlton loam	15 %
RdB - Ridgebury	10 %

d. What is the average depth to the water table on the project site? Average: _____ >6 feet

e. Drainage status of project site soils: ☒ Well Drained: _____ 60 % of site
☒ Moderately Well Drained: _____ 25 % of site
☒ Poorly Drained _____ 15 % of site

f. Approximate proportion of proposed action site with slopes: ☒ 0-10%; _____ 30 % of site
☒ 10-15%; _____ 20 % of site
☒ 15% or greater; _____ 50 % of site

g. Are there any unique geologic features on the project site? ☐ Yes ☒ No
If Yes, describe: _____

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☒ Yes ☐ No

ii. Do any wetlands or other waterbodies adjoin the project site? ☒ Yes ☐ No

If Yes to either i or ii, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☒ Yes ☐ No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

• Streams:	Name	864-194	Classification	C
• Lakes or Ponds:	Name		Classification	
• Wetlands:	Name	Federal Waters, NYS Wetland, Federal Waters, Fe...	Approximate Size	NYS Wetland (in a...
• Wetland No. (if regulated by DEC)	LC-27			

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐ Yes ☒ No
If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? ☐ Yes ☒ No

j. Is the project site in the 100-year Floodplain? ☐ Yes ☒ No

k. Is the project site in the 500-year Floodplain? ☐ Yes ☒ No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☐ Yes ☒ No
If Yes:
i. Name of aquifer: _____

m. Identify the predominant wildlife species that occupy or use the project site:	
Whitetail deer _____ Grey Squirrel _____ American Crow _____	American Opposum _____ Raccoon _____ groundhog _____
n. Does the project site contain a designated significant natural community? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If Yes:	
i. Describe the habitat/community (composition, function, and basis for designation): _____ _____	
ii. Source(s) of description or evaluation: _____	
iii. Extent of community/habitat:	
• Currently: _____ acres	
• Following completion of project as proposed: _____ acres	
• Gain or loss (indicate + or -): _____ acres	
o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
If Yes:	
i. Species and listing (endangered or threatened): _____ Northern Long-eared Bat _____ _____	
p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If Yes:	
i. Species and listing: _____ _____	
q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If yes, give a brief description of how the proposed action may affect that use: _____ _____	
E.3. Designated Public Resources On or Near Project Site	
a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If Yes, provide county plus district name/number: _____	
b. Are agricultural lands consisting of highly productive soils present? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
i. If Yes: acreage(s) on project site? _____	
ii. Source(s) of soil rating(s): _____	
c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If Yes:	
i. Nature of the natural landmark: <input type="checkbox"/> Biological Community <input type="checkbox"/> Geological Feature	
ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____ _____	
d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If Yes:	
i. CEA name: _____	
ii. Basis for designation: _____	
iii. Designating agency and date: _____	

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☐ Yes ☒ No

If Yes:

i. Nature of historic/archaeological resource: ☐ Archaeological Site ☐ Historic Building or District

ii. Name: _____

iii. Brief description of attributes on which listing is based: _____

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☒ Yes ☐ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☒ No

If Yes:

i. Describe possible resource(s): _____

ii. Basis for identification: _____

h. Is the project site within five miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☒ Yes ☐ No

If Yes:

i. Identify resource: Putnam Trailway, Fred Dill Wildlife Sanctuary, Ninham Mountain Multiple Use Area

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): local and state parks

iii. Distance between project and resource: _____ 0.1 miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☐ Yes ☒ No

If Yes:

i. Identify the name of the river and its designation: _____

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☐ Yes ☐ No

F. Additional Information

Attach any additional information which may be needed to clarify your project.

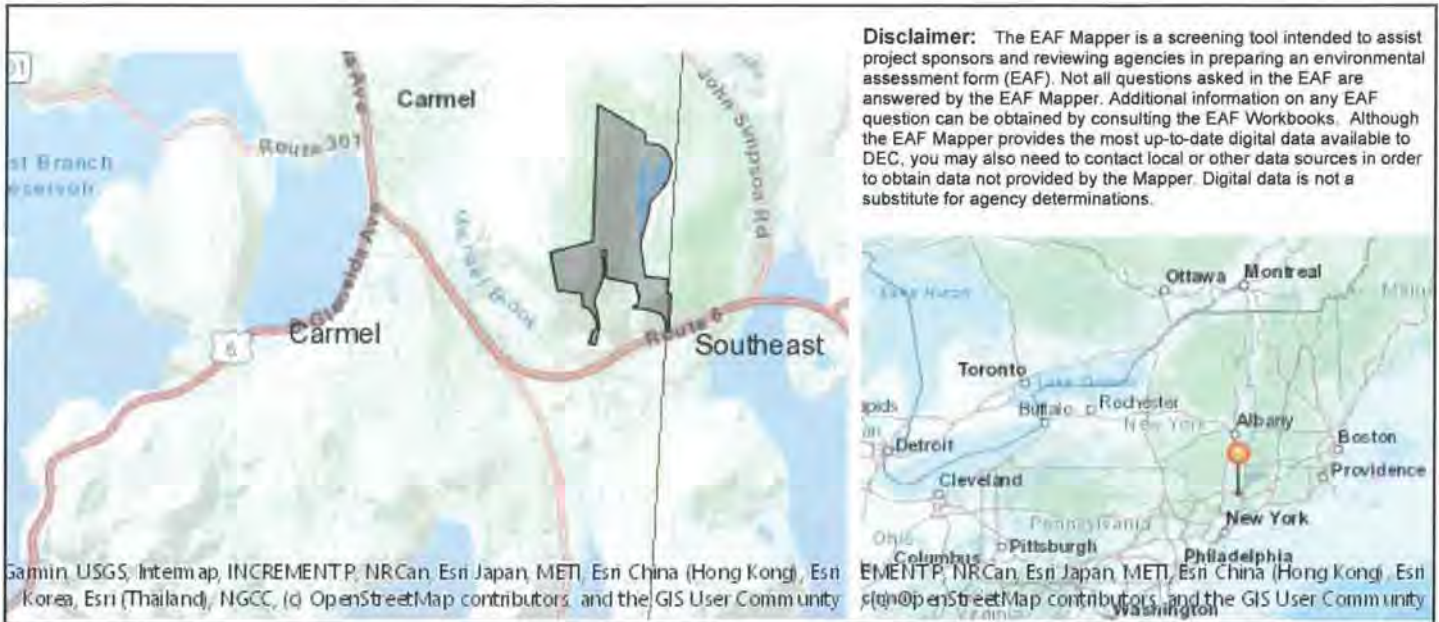
If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name Hudson Valley Realty Corp. (Gateway) Par Four Realty Company LLC (Fairway) Date 10.13.21

Signature [Signature] Title Planner for Applicant



B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Yes - Digital mapping data are not available for all Special Planning Districts. Refer to EAF Workbook.
C.2.b. [Special Planning District - Name]	NYC Watershed Boundary
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	Yes
E.1.h.iii [Within 2,000' of DEC Remediation Site - DEC ID]	344031
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	Yes
E.2.h.ii [Surface Water Features]	Yes
E.2.h.iii [Surface Water Features]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
E.2.h.iv [Surface Water Features - Stream Name]	864-194
E.2.h.iv [Surface Water Features - Stream Classification]	C
E.2.h.iv [Surface Water Features - Wetlands Name]	Federal Waters, NYS Wetland
E.2.h.iv [Surface Water Features - Wetlands Size]	NYS Wetland (in acres):31.4

E.2.h.iv [Surface Water Features - DEC Wetlands Number]	LC-27
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	No
E.2.k. [500 Year Floodplain]	No
E.2.l. [Aquifers]	No
E.2.n. [Natural Communities]	No
E.2.o. [Endangered or Threatened Species]	Yes
E.2.o. [Endangered or Threatened Species - Name]	Northern Long-eared Bat
E.2.p. [Rare Plants or Animals]	No
E.3.a. [Agricultural District]	No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National or State Register of Historic Places or State Eligible Sites]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.3.f. [Archeological Sites]	Yes
E.3.i. [Designated River Corridor]	No

2.0 INTRODUCTION

The Gateway Summit and the Fairways development proposes two multi-family residential communities on a total of 145 acres located on the north side of Route 6 in the Town of Carmel, Putnam County, New York. The two communities are referred to as “Gateway Summit” and “The Fairways”. The Gateway Summit development would include a mix of 150 units of active adult single family homes, active adult townhomes and non-age restricted townhomes. The Fairways development would consist of 150 units of non-age restricted townhomes with varied designs.

The Fairways development consists of two tax parcels: 55.-2-24.8-1 and 55.-2-24.8-2, with a total area of 101.76 acres. The Gateway Summit development consists of four (4) tax parcels: 55.-2-24.6-1, 55.-2-24.6-2, 55.-2-24.7-1, and 55.-2-24.7-2 with a total area of 42.89 acres.

The location of the site is shown on Figure 2-1 and an Aerial Photograph provided as Figure 2-2. The site is currently vacant wooded land and is served by public water and sewer service.

Project Background

The Gateway Summit and The Fairways developments were the subject of a thorough coordinated review under the SEQRA by the Town of Carmel Planning Board (the lead agency) for Subdivision Approval, Special Use Permits, and Site Plan approvals, and to the Town of Carmel Environmental Conservation Board.

The applicants, Hudson Valley Realty Corporation (Gateway Summit) and Mid Hudson Realty Corp. (The Fairways) submitted separate applications to the Planning Board at the same time for the two respective projects. The two developments are and will be divided into multiple separate site plan applications. The Planning Board, as Lead Agency, elected to review the projects together to allow it to better evaluate cumulative impacts.

Following a public scoping session, a scoping document was adopted by the Planning Board on May 14, 2003. The applicant prepared a Draft Generic Environmental Impact Statement (DGEIS) for the two developments and their combined potential impacts. Following intensive review and comment by the Lead Agency, Involved and Interested Agencies, the public, and environmental advocacy organizations, the October 15, 2004 DGEIS (revised January 3, 2005) was accepted as complete on January 5, 2005. A Public Hearing on the DGEIS, which fully evaluated the potential environmental impacts anticipated from the proposed action, was held on February 2, 2005.

Between the time the DGEIS was accepted on January 5, 2005, and the January 11, 2006 release of the Draft Final Generic Environmental Impact Statement (FGEIS), the proposed Gateway Summit and The Fairways projects were significantly revised. Modifications to the proposed action were made, in large part, in response to testimony at the February 2, 2005 public hearing on the DGEIS, and comments from the Lead Agency, the New York State Watershed Inspector General, the NYCDEP, the public, and various environmental organizations including Riverkeeper, Croton Watershed Clean Water Coalition and the Putnam County Coalition to Preserve Open Space. Following the revisions, the applicant received letters of support for the development from the NYS Watershed Inspector General and the Riverkeeper. The current site plan closely adheres to the layout and road network that were supported in 2005.

The FGEIS modifications to the development plans for both projects addressed specific reviewer comments, and provided further mitigation of potential adverse environmental impacts. Modifications to the projects reflected in the FGEIS refined the two project specific SWPPPs, and significantly reduced the area of overall site disturbance by reducing the intensity of the proposed development, decreasing impervious surfaces, decreasing disturbance of steep slopes, reducing roadway length and reducing the overall site grading.

It is noted that the site plan for the Gateway Summit project evaluated in the DGEIS and FGEIS was a mixed-use development which included the following components: a 150-room hotel and 12,000-square foot banquet / conference center, 13,900 square feet of commercial space consisting of two restaurants, 16,000 square feet of office space of which 400 square feet was retail, a 68,000-square foot YMCA, and 150 senior residential units. The Gateways Summit project described and evaluated in this expanded EAF involves only the residential development portion of the overall Gateways Summit property. Any future commercial or office projects will be reviewed under separate specific site plan applications.

On August 23, 2006 the Planning Board adopted a SEQRA Findings Statement that provided conditions for future development for the Gateway Summit and The Fairways properties. The Findings Statement acknowledged that *"SEQRA allows a GEIS to "be broader and more general" than a regular EIS and requires that a GEIS and its findings set forth specific conditions or criteria and thresholds under which future actions will be undertaken or approved"*.

The GEIS process and the related 2006 conceptual site plans established a general development plan for each individual project, establishing development guidelines such as limits of disturbance and impervious surface limits. The Findings Statement stated that subsequent specific site plan applications may, and most likely will change from the concept development plans included in the FGEIS and that such site plans will require no further environmental review provided they substantially comply with the development guidelines developed in the GEIS process and the approved Findings Statement.

"Accordingly, such elements such as building location and design, and location of the interior roads for the commercial and residential uses may change from the concept development plans in the FGEIS to the specific individual site plans without additional environmental review, provided they substantially meet the development thresholds established in the GEIS process and specifically set forth in this Findings Statement".

The Planning Board developed a "SEQRA Evaluation Form" for both the Gateway Summit and The Fairways projects that were intended to be used at the time of future site plan review in order to determine whether such future site plan applications stay substantially within, or alternately, measurably exceed these thresholds and whether further SEQRA review is necessary. The Findings Statement provided that *"if a site plan application proposed after the issuance of this Findings Statement substantially complies with the thresholds set forth herein, as determined through the SEQRA Evaluation Form, no additional environmental review under SEQRA is required, including but not limited to lead agency designations and determinations of significance (negative declaration)"*. The Findings Statement indicated that if certain environmental thresholds are exceeded by any site plan, then either further environmental review would be necessary or that the application may be amended.

The "SEQRA Evaluation Forms" for the current site plans have been completed and are further described below. The Forms are provided as Attachment A.

In 2007 the subdivision of both the Gateway Summit and The Fairways properties was approved by the Planning Board, establishing the property boundaries for the respective future developments in the approved site plans.

In 2016, site plan applications were made for the residential portion of the Gateway project and for The Fairways project. Following the applications' review, the Planning Board made a referral to the Zoning Board of Appeals for a variance to permit 3 stories over enclosed parking. That variance was granted. The 2016 site plan applications were not finalized and the developments were not constructed.

For comparative purposes, the currently proposed site plans are described herein as "Current Site Plans", the 2016 SEQRA plans are referred to as the "2016 SEQRA Site Plans", and the 2006 plans are referred to as the "2006 Approved Site Plans". The Town of Carmel Planning Board site plan approvals as well as other agency approvals for the two projects all remain valid. -The Town Environmental Conservation Board recently reapproved a permit for construction of the trail system.

Project Location and Setting

Land uses abutting the east-west and north-south transportation corridors of Route 6 and Route 52 generally define the land use patterns of the surrounding area. Historically, commercial development has followed the Route 6 corridor, with residential development filling in areas north and south of the corridor. The pattern of commercial development has generally included individual buildings with accessory parking and individual curb cuts onto Route 6.

Centennial Golf Course abuts The Fairway site to the north, east and west and the Gateway Summit site to the northeast. A former railway right-of-way and a former County landfill are located west of the Gateway Summit site. Retail commercial businesses are located on both sides of Route 6 to the west of the project site. These uses include the Putnam Plaza and a supermarket on the east side of Route 6, and a shopping center with satellite stores on the west side of Route 6.

Apart from commercial uses along Route 6, predominant land uses in the site vicinity include low- to medium-density residential neighborhoods beyond the Centennial Golf Course to the north, northeast, and northwest. The pattern of residential development has generally entailed single-family lots of about one-third acre in size and larger. Newer multi-family residential developments include the Pulte and Stoneleigh Woods developments located southwest of the project site. Lands both south and northeast of Route 6 have remained largely undeveloped, likely due to the steeper, more rugged terrain and proximity to the New York City reservoirs. The subject property is located in the New York City Department of Environmental Preservation (NYCDEP) regulated watershed and on-site mapped streams are tributary to the Middle Branch reservoir.

Property Zoning

The Fairways site and lands to the north are located within the Town of Carmel's R - Residential District. This single category of Town residential zoning was established as a result of the Town's Comprehensive Plan and subsequent Zoning Ordinance revision processes in the early 2000's.

The Gateway Summit residential development is located in two zoning districts. The majority of Lot 6 is located in the Commercial/Business Park district (C/BP zoning district) and a portion of the site is located in the R (Residential) zoning district. The areas immediately south and southeast of the site are designated as part of the Town's Commercial/Business Park (C/BP) district, one of two commercial districts established as part town-wide rezoning adopted in 2002. Land west of the site along Route 6 is designated as the Commercial District, with the former railway right-of-way that abuts the site being zoned for Recreation/Trailway. The applicant dedicated a portion of the Gateway Summit property to the County to extend the bikeway.

The two project's compliance with the zoning code is further described below.

Current Site Plan

The Gateway Summit and The Fairways residential communities have been assessed as separate developments during the previous SEQRA process, but the overall environmental impacts of the two projects have been considered in total. The two projects share infrastructure such as access roads and water and sewer infrastructure. The two developments are described separately below and their overall impacts are considered independently and cumulatively in this assessment.

The Fairways

The proposed Fairways site plan includes 150 residential townhomes, all of them non-age restricted, which is the primary change from previous proposals for the project. The proposed The Fairways plan proposes 66 2-story townhome units and 84 3-story townhome units. The 3-story units allow for greater square-footage for the residential units while reducing the footprint and impervious surface related to the buildings. Each of the Fairways units will include 3 bedrooms and a flex room. The combination of bedrooms and a flex room are proposed to meet the growing demand for flexible additional space in homes including: room for guests and visiting adult children, home exercise space, room for hobbies and crafts and much desired home offices.

A total of 150 residential units for the Fairways development was considered in the previous DGEIS, FGEIS and 2006 approved site plan and in the 2016 SEQRA application plan considered by the Planning Board. The approved 2006 site plan included a similar road layout and cul-de-sac as the current plan but involved some larger multi-family buildings. The current site plan involves attached 2 and 3-story townhouse residential units situated close to the internal access drive.

This new plan eliminates the larger 16-unit multi-family building provided in the 2006 and 2016 site plans and replaces them with much smaller 3 to 5-unit clustered townhome buildings. The 2006 approved site plan included 6 16-unit multifamily buildings and the 2016 site plan included 4 large multifamily buildings.

The modified building type proposed for the current site plan results in an overall greater number of bedrooms than provided in the previous 2006 approved site plan and the 2016 site plan. The greater number of bedrooms results in both an increase in population and in the resultant water use and sewer demand, as compared to the previous plans. The increase in population for the two projects is thoroughly analyzed in Section 3.0 Community Services of this Expanded EAF. Water use and sewer demand for the current Fairways development is described below.

The areas of grading and impervious surface coverage for the current The Fairways development are similar to the 2016 SEQRA site plan and the approved 2006 site plan. The current building and internal road layout are very similar to the 2006 site plan. The current Fairways site plan is shown in Figure 2-3 and the attached Site Plan drawings.

The current proposed site plan provides recreational amenities consistent with the 2006 approved plan. Recreational amenities include a clubhouse, two tennis courts, bocce courts and an outdoor swimming pool. A major recreational feature proposed in the 2006 approved plan is an extensive looped trail system that extends from the southern portion of the site to the northern portion of the site providing access to mature wooded areas, wetland buffer areas and to the lake at the eastern edge of the property. A trail and dock access to the lake will be provided for canoeing and kayaking by residents of both Gateway Summit and the Fairways.

An emergency access drive (gated at both ends) is proposed from Kelly Ridge Road into the approximate center of the residential development, consistent with the approved 2006 site plan. A series of four stormwater management basins are proposed in the approximate same locations as the 2006 site plan layout. Landscaping will be provided throughout the development, and a landscaping plan will be provided for review by the Planning Board during the amended site plan review process.

Gateway Summit

The proposed Gateway Summit plan includes 150 residential townhomes including 114 units reserved for active adults (seniors) and 36 non-age restricted units. The proposed Gateway Summit Plan would include 68 single-family senior cottage units, 46 two-story senior townhome units, and 36 3-story non-age restricted units. All of the 36 non-age restricted townhouse Gateway Summit units will include 3 bedrooms and a flex room. The 68 active adult cottage units will have 2 bedrooms and a flex room. Similar to the Fairways residential design, the combination of bedrooms and flex rooms are proposed to meet the growing demand for flexible additional space in homes including: rooms for guests and visiting adult children, home exercise space, craft and hobby rooms and much desired home offices.

A total of 150 residential units for the Gateway Summit development was considered in the previous DGEIS, FGEIS and approved 2006 site plan and in the 2016 SEQRA application plan considered by the Planning Board. The approved 2006 site plan included a combination of townhouse residences, attached cottages and units in 4 large multi-family buildings. The current plan occupies a similar area as the 2006 approved plan, but the road and building layout has been updated and modified slightly for the current plan. The current Site Plan provides a layout consistent with the SEQRA application plan (2016) with similar road and residential building layout as compared to the 2006 approved plan and the 2016 plan.

Similar to The Fairways development, the previously proposed large 16-unit multifamily buildings have been replaced with smaller 3 to 5-unit clustered townhome buildings in the current Gateway Summit site plan. The 2006 site plan included 4 large 16-unit buildings and the 2016 site plan included 5 larger buildings.

The modified building type in the current Gateway Summit site plans will result in an increase in the number of bedrooms/flexrooms, population and water use/ sewer demand, as compared to previous plans (see discussion of water use and sewer demand, below).

The areas of grading and impervious surface coverage for the current Gateway Summit development are very similar to the 2016 SEQRA site plan and the approved 2006 site plan. The current building and internal road layout are very similar to the 2006 site plan. The current Gateway Summit site plan is shown in Figure 2-3 and the attached Site Plan drawings.

The current proposed Gateway Summit site plan provides recreational amenities consistent with the 2006 approved plan. Recreational amenities include a clubhouse, bocce courts and an outdoor swimming pool. The clubhouse will provide space for community events and gatherings. The extensive looped trail system provided on the Fairways property will be accessible for Gateway Summit residents, including trail and dock access to the lake for canoeing and kayaking. Access to the trail system is provided at the northern portion of the Gateway Summit property, by crossing an access road.

Water and Sewer Flow Estimates

The maximum daily design flows for Lots 6 and 7 are based on the hydraulic loading rates listed in the New York State Department of Environmental Conservation's (NYSDEC) publication *Design Standards for Wastewater Treatment Works – 2014* (DSWTF). The following table lists the proposed uses, associated hydraulic loading rates, and the design flow rates (gallons per day or gpd) for Lots 6 and 7. Note that while no additional flow is expected for the clubhouse because it is proposed to serve residents and their guests, 400 gpd has been included for potential visitors.

Proposed Use	Hydraulic Loading Rate	Maximum Daily Design Flow (gpd)
Gateway Summit 114 2-BR Senior Housing Units 36 3-BR Multifamily Units Clubhouse (Visitors)	2 x 110 gpd/BR 3 x 110 gpd/BR 400 gpd	25,080 11,880 400
The Fairway 150 3-BR Senior Housing Units Clubhouse (visitors)	3 x 110 gpd/BR 400 gpd	49,500 400
Maximum Daily Design Flow Total		87,260

Actual Water and Sewer Flows

The average daily flow for the project is expected to be significantly less than the maximum daily design flow. The maximum daily design flows represent conservative flows to ensure that the proposed sewer and water works are designed with an ample factor of safety.

The anticipated actual flows are based on anticipated occupancy rates and measured data for water use. The expected number of residents anticipated for the project is 323 persons in Gateway Summit and 435 persons in The Fairways for a total of 758 persons. Data from the American Water Works Association (AWWA) shows that the average in home water use is 69 gpd per person. This number is reduced to 45 gpd per person when water saving fixtures are used, which is the case for this project. Based on a projected population of 758, the average daily flow is anticipated to be 34,110 gpd. The design flow of the WWTP is based on a 30-day

average flow. Therefore, for the district WWTP, the average flow of **34,110 gpd should be referenced when assessing the district's available flow capacity.**

Project Purpose and Need

The proposed The Fairways townhome residential development, and Gateway Summit residential development with a mix of active adult and non-age restricted townhome and single-family cottages would provide needed housing opportunities in an area of the Town where infrastructure and roadway networks are capable of handling such development. The development of two multi-family and single family (Gateway Summit) residential communities on the subject property is appropriate, given that the environmental impacts have been thoroughly reviewed by the Town of Carmel Planning Board and involved and interested agencies in an extensive coordinated SEQRA review process.

The proposed development addresses the current high demand for new senior and market rate housing in the Town of Carmel and in Putnam County, especially multi-family housing for seniors and young families that do not want the responsibility of maintaining yards, driveways and single-family properties. The active adult (senior) residences in the Gateway Summit development will provide opportunities for current Town of Carmel residents to remain in the Town.

In 2018 the Town of Carmel Planning Board consultant, Mr. Pat Cleary, prepared a memorandum to the Planning Board explaining the need for multi-family housing in Carmel. The memorandum discussed the current zoning code and its limitations on multi-family housing in the Town. The demographics of the Town of Carmel were discussed including US Census data that shows slowing population growth, especially in the population of persons 35-55 years old, the group most likely to have children. These demographic changes support the need for multi-family housing in the Town.

The project would produce long-term economic benefits with respect to tax revenues from the property. The development would add considerably more ratables to the various taxing jurisdictions over the long-term than the site currently generates.

Objectives of the Project Sponsor

The applicant's proposal intends to accomplish the following:

- To address the high demand for multi-family senior and non-age restricted housing in the Town of Carmel and in Putnam County.
- To provide long-term economic benefit to the Town of Carmel through increase tax revenues from the property.
- To preserve over 60 acres of mature woods, wetlands and a lake and to provide access to this land with a network of trails.

Compliance with Zoning Code

The Fairways development is located in the R (Residential) zoning district. The proposed residential community will be compatible with nearby development, which primarily consists of the Centennial Golf Club and the dense residential community west of the property on Kelly

Ridge Road and Everett Road. A large area of undeveloped land including wetlands (DEC Wetland LC-27) and a lake are located east of the Fairways property.

Multi-family dwellings are allowed as of right in the Residential district. In a meeting in the spring, 2021 the Town of Carmel Zoning Board granted an interpretation that Chapter 156-28 of the Town Code permits the development of non-age restricted multifamily developments in an R-zone. The use is permitted in the R district with lots that meet specific criteria, including a minimum lot size of 10.0 acres, required setbacks, and availability of municipal sewer and water, among others

The proposed The Fairways residential development meets the zoning Code bulk and area requirements for the R (Residential) zoning district, with the exception of two setback requirements: 1) building separation and 2) perimeter building setback. The applicant will seek variances from the Town Zoning Board of Appeals for these two code requirements. Section 156-28 A.(6) (Multi-family Developments) of the zoning code requires a minimum of 50 feet between all buildings. The applicant will request a minimum building separation of 20 feet. The zoning code (Section 156-28 A.(8)) requires a perimeter building setback of 100 feet. The applicant will request a minimum perimeter building setback of 40 feet.

The variances are necessary, in part, due to the elimination of the large 16-unit multifamily buildings for the Fairways development and their replacement by 3 to 5-unit townhome buildings. These smaller clustered buildings require a greater building density and less separation between buildings. These two variances for The Fairways will allow a setback previously approved by the Planning Board and make the setbacks for the multi-family development consistent with the code requirements for the adjoining senior multi-family developments.

It is noted that the code requirement for “Senior citizens multifamily dwellings” (Section 156-39) has a 40-foot minimum setback requirement for any yard, including the perimeter building setback. In addition, the townhome units which require a variance for perimeter setback all abut the Centennial Country Club golf course and do not abut residential development.

The Gateway Summit residential development is located in two zoning districts. A total of 36 townhome units are located in the R (Residential) zoning district. The balance of the residential units (68 active adult single family cottages and 46 2-story active adult townhomes) are located in the Commercial/Business Park zoning district (C/BP zoning district). Multi-family residential uses are allowed in the C/BP zoning district by special permit, since all uses listed as special permit uses in the Residential – R district use schedule are allowed in the district.

The Gateway Summit non-age restricted residential development will require area variances from the Town Zoning Board of Appeals for building separation and perimeter building setback, as described for The Fairways development above. These area variances would apply only for the 36 townhome units located in the R Residential zoning district. The proposed residential development in the C/PB zoning district meets all bulk and area requirements in that district.

The two proposed residential developments greatly exceed the density requirements for the two respective zoning districts. The maximum permitted multifamily density in an R district is 5 units per acre (Section 156-28 A.(2)). Therefore, the 150 units proposed for the Fairways project requires 30 acres, while the current site plan involves 101.8 acres, more than three times the code requirement.

The maximum permitted density for senior multifamily dwellings is 8 units per acre in the C/BP district (Section 156-39 B.(5)). Therefore, the proposed 114 senior residential and the 36 non-age restricted units in this development would require a minimum of 14.5 acres for senior residential and approximately 7 acres for the non-age restricted units for a total of approximately 22 acres. The Gateway Summit residential property contains approximately 42.9 acres, almost twice the code requirement. For the two projects the overall density is approximately 2 units per acre.

SEQRA Review

A SEQRA Findings Statement for Gateway Summit and the Fairways was adopted by the Town of Carmel Planning Board on August 23, 2006. A copy of the Findings Statement is provided for reference in Attachment A. As described above, the Findings Statement provided thresholds for the lead agency to evaluate future individual site plan applications for the various parcels on the two properties. Descriptions of thresholds are provided below. These thresholds were developed as a result of discussions with, and evaluation by, the Planning Board and other Involved and Interested Agencies and organizations. Text from the approved Findings Statement is provided in italics, below.

a. Screening and Buffers

All future development plans for Gateway Summit and The Fairways parcels shall provide a densely planted vegetated perimeter buffer adjacent to existing residential homes. The amount, type and size of the buffer plantings shall be as determined necessary by the Planning Board at the time of site plan review to sufficiently screen the proposed development from adjacent existing residential homes. No proposed parking lots or other paved surfaces shall be located within this buffer. Areas may be identified where additional screening plantings, including evergreen trees and shrubs, may be required.

A landscaping plan will be provided by the project engineer for the Gateway Summit and The Fairways project that provides the vegetative screening and buffer plantings acceptable to the Planning Board. We note that no residential properties abut either the Gateway Summit or The Fairways properties.

b. Steep Slopes

The conceptual development plans for the two projects show approximately 40 acres of grading and other land disturbance on slopes of 15 percent or greater. Conceptual development plans that show significantly greater grading of such slopes may be subject to further SEQRA review or special erosion control practices.

Grading and steep slopes disturbance for the current Gateway Summit and The Fairways plans are very similar to the approved 2006 plans and the 2016 SEQRA plans, as shown in the site plans provided. Grading or disturbance on slopes 15 percent or greater will not be significantly greater than the approved plans.

c. *Erosion and Sedimentation Control*

All future site plan submissions will include detailed erosion and sediment control plans, that are generally based upon the project specific Stormwater Pollution Prevention Plans and are prepared in conformance with NYSDEC, New York City Department of Environmental Protection (NYCDEP) and Town of Carmel design standards, with special consideration given to erosion control on any land to be disturbed with slopes greater than 15 percent.

Project specific erosion and sediment control plans will be developed for both the Gateway Summit project site and The Fairways project site, as part of the SWPPP's for both developments.

d. *Post Construction Stormwater Management*

All individual site plan applications will include Stormwater Management Plans that are generally based upon the project specific Stormwater Pollution Prevention Plans and conform with the New York State General Permit for Stormwater Discharge (GP- 02-01) and the New York City Watershed Rules and Regulations. Adherence to these rules shall be a condition of site plan approval.

Stormwater management plans will be developed for both Gateway Summit and The Fairways in conformance with the NYS General Permit for Stormwater Discharge and the NYC Watershed Rules and regulations.

e. *Wetlands*

The analysis of potential wetlands impacts in the FGEIS identified the extent to which federal, State, and municipally regulated wetlands and wetland buffers, would be disturbed by development of the site. All individual site plans will be required to demonstrate that no significant increase in wetland and wetland buffer disturbance will result from specific uses proposed on individual parcels.

No significant increase in wetland and wetland buffer disturbance is proposed related to both projects. Any wetland buffer/wetland disturbance has been reapproved by the NYSDEC and the Town Environmental Conservation Board in 2019 and 2021, respectively.

f. *Future Landscaping and Lighting of Individual Parcels*

During the site plan review process, individual site plans will include landscaping and lighting plans designed to enhance the visual qualities of the proposed uses with additional screening where necessary adjacent to residentially-zoned properties. Stormwater treatment basins will be planted with aesthetic and functional wetland and transitional plantings to provide additional water quality treatment, wildlife habitat and visual enhancement. Landscaping and lighting shall comply with Sections 63- 27C(4), C(5) and C(6) of the Town of Carmel Zoning Ordinance, at a minimum. Future application for development of Gateway Summit and The Fairways must provide landscaping plans that comply with Town of Carmel regulations and the GEIS Findings as apply to setbacks and landscaped buffers to adjacent properties.

Site specific landscaping and lighting plans will be developed for the Gateway summit and The Fairways development, consistent with the Town of Carmel regulations. Plans will include buffer and screening plantings for adjacent residentially zoned property and appropriate wetland and transitional plantings for the proposed stormwater treatment basins.

g. Traffic

The traffic analysis in the DGEIS and FGEIS projected the number of entering and exiting vehicular trips for uses under the proposed projects and Modified Road Configuration Alternative for Gateway Summit. As indicated in Section 5.6, (Traffic and Transportation) of the Findings Statement, traffic mitigation may be required only after the projected trip generation for additional proposed uses exceeds specific thresholds set forth under the subsection Traffic and Transportation Mitigation Proposed. It is noted that only NYSDOT has the authority to allow improvements on Route 6 since it is a State Road. If NYSDOT finds that traffic mitigation proposed after certain levels of additional traffic are generated is not required, the applicable development components may be developed and issued Certificates of Occupancy without the implementation of such traffic mitigation.

In 2010, the NYSDOT completed a series of major traffic improvements that were identified in the 2006 Findings Statement, including: the replacement of a bridge on Route 6 directly west of the project entrance, construction of an eastbound left-turn lane and striping on Route 6 and the installation of a traffic light at the project entrance. The light was installed by NYSDOT in 2010, but has since been put into storage pending the opening of the intersection. These improvements were completed by NYSDOT with a 1.1-million dollar contribution by the applicant, in advance of any approved site plan applications for the Gateway Summit and The Fairways projects. These traffic improvements were developed to accommodate the full build-out of the two developments. Therefore, based upon the Findings Statement no further traffic mitigation is warranted for the two residential developments.

The trip generation was developed for the current Gateway Summit and The Fairways residential developments with a total of 300 residential units. The trip generation tables are provided in Attachment C.

The trip generation rates for non-age restricted residential development are somewhat higher than for senior residential development. The type of housing (attached vs. detached) also influences the trip generation rates, whereas multi-family residences have slightly lower trip generation rates than single family residences. These factors were considered in the development of the trip generation rates for the current non-age restricted The Fairways project and the mixed (senior and non-age restricted) Gateway Summit project.

The overall trip generation for the current projects were compared to the trip generation for the residential portion of the approved 2006 Gateway Summit and the Fairways projects. The comparison of overall residential trip generation is provided in Table 6 in Attachment C. As shown in Table 6, the estimated trip generation for the current project will be greater than estimated for the 2006 site plan. It is noted that this increase would

result in a maximum of approximately 54 additional trips entering and departing the site during the Peak PM hour for the combined Gateway Summit and the Fairways developments.

Summary

This anticipated increase is still well below the thresholds for total trip generation provided in the SEQRA Evaluation Worksheets for each project (see Attachment A). As noted, the traffic mitigation described in the FGEIS was fully completed for the full build-out as of 2010 and therefore, no further traffic mitigation is warranted.

h. Open Space

Future development plans will ensure that approximately 60 acres of open space located on the Fairways site is preserved.

The current plan for The Fairways preserves approximately 60 acres of open space, consistent with the Findings Statement.

i. Development

The parcels will require a building setback from the adjacent existing residential neighborhoods to the south, east and west, and a screening buffer within the building setbacks and generally along the property lines. The following includes the list of conditions for development:

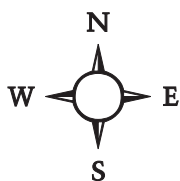
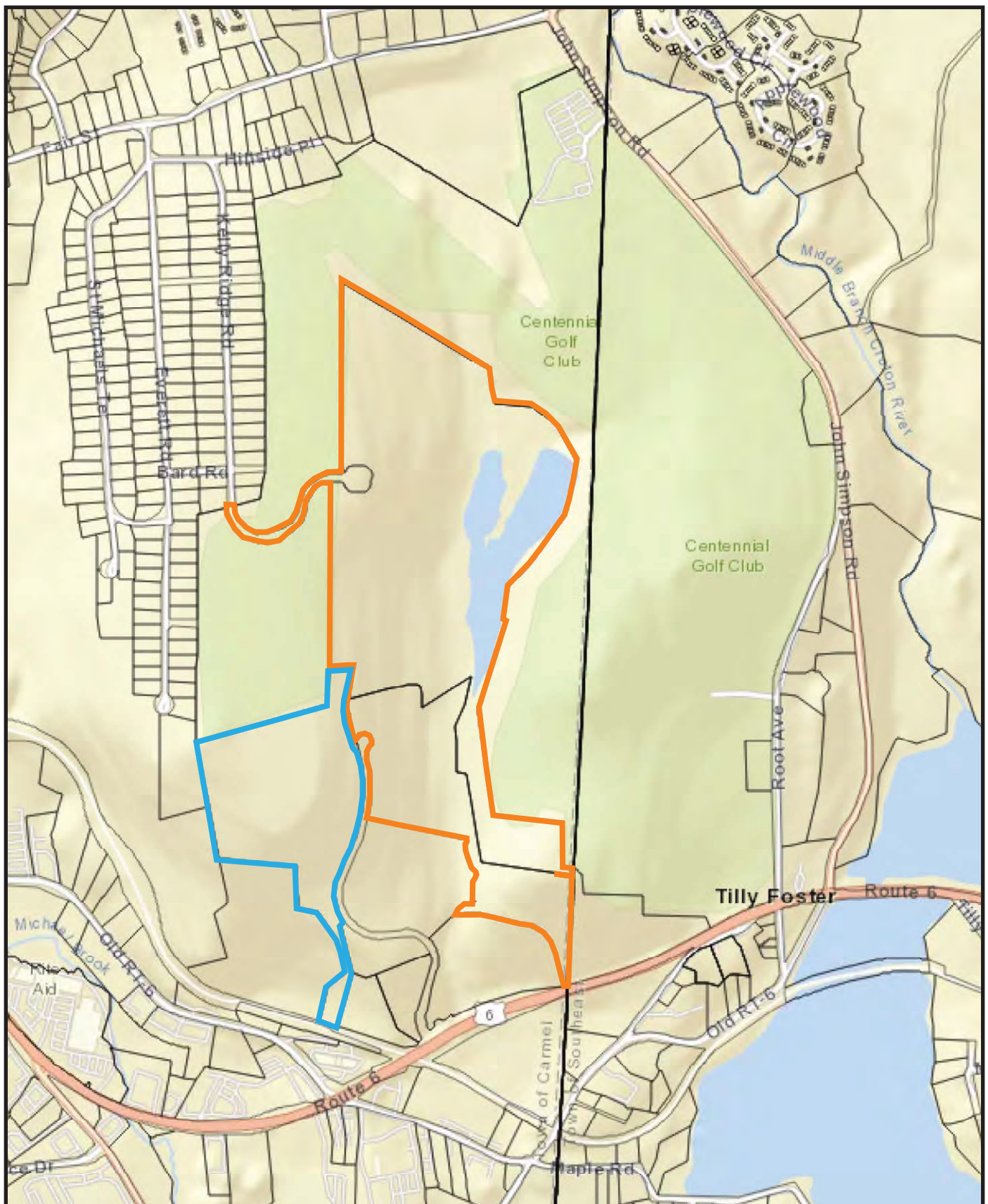
- *All building setbacks shall conform to Town of Carmel Zoning regulations;*
- *There shall be a buffer zone of green space as described in the GEIS. Such space shall be landscaped, or consist of natural vegetation and shall contain no impervious surfaces;*
- *The Applicants shall be permitted those principal uses set forth in the applicable zoning*
- *There shall be no ingress or egress to any use through residential neighborhood or roadway, except for emergency access as described in the FGEIS.*

The current site plan meets and development thresholds as described in the Findings Statement with the exception of conforming to the building setbacks in the Town of Carmel Zoning regulations. As described in the *Compliance with the Zoning Code* section above, a variance will be requested from the Zoning Board of Appeals for 1) building separation and 2) for building perimeter setback for multi-family buildings. The need for these variances resulted from the elimination of large 16-unit multi-family buildings, as provided in the 2016 site plan and the approved 2006 site plan, and replacing them with 3 to 5-unit clustered buildings. These two variances will allow a setback previously approved by the Planning Board and make the setbacks for the multi-family development consistent with the code requirements for the senior multi-family developments. **In addition, the townhome units which require a variance for perimeter setback all abut the Centennial Country Club golf course and do not abut residential development.**

The primary difference between the current Gateways Summit and The Fairways projects, as compared to the approved 2006 Site Plans is the provision of non-age restricted residences, which will introduce school age children into the Carmel Central School District and to the Brewster Central School District. The respective school district boundaries cross both the Gateway Summit and The Fairways properties. The implications for the Town of Carmel and the Town of Brewster and their respective school districts have been thoroughly analyzed in this Expanded EAF and are presented in Section 3.0.

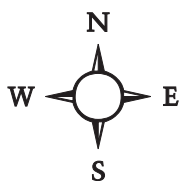
This Expanded EAF is prepared in accordance with Section 8-0101 of the New York State Environmental Conservation Law and the regulations promulgated by the New York State Department of Environmental Conservation (NYSDEC) thereunder, which appear at 6NYCRR Part 617 (known as the New York State Environmental Quality Review Act, SEQRA).

This document includes the EAF form Parts 1, and supplemental information as Part 3. Part 1 of the EAF Form provides project details and its environmental setting. The Part 3 evaluations provided in this Expanded EAF provide background information, technical studies and analyses of the potential impact categories as may result from the development.



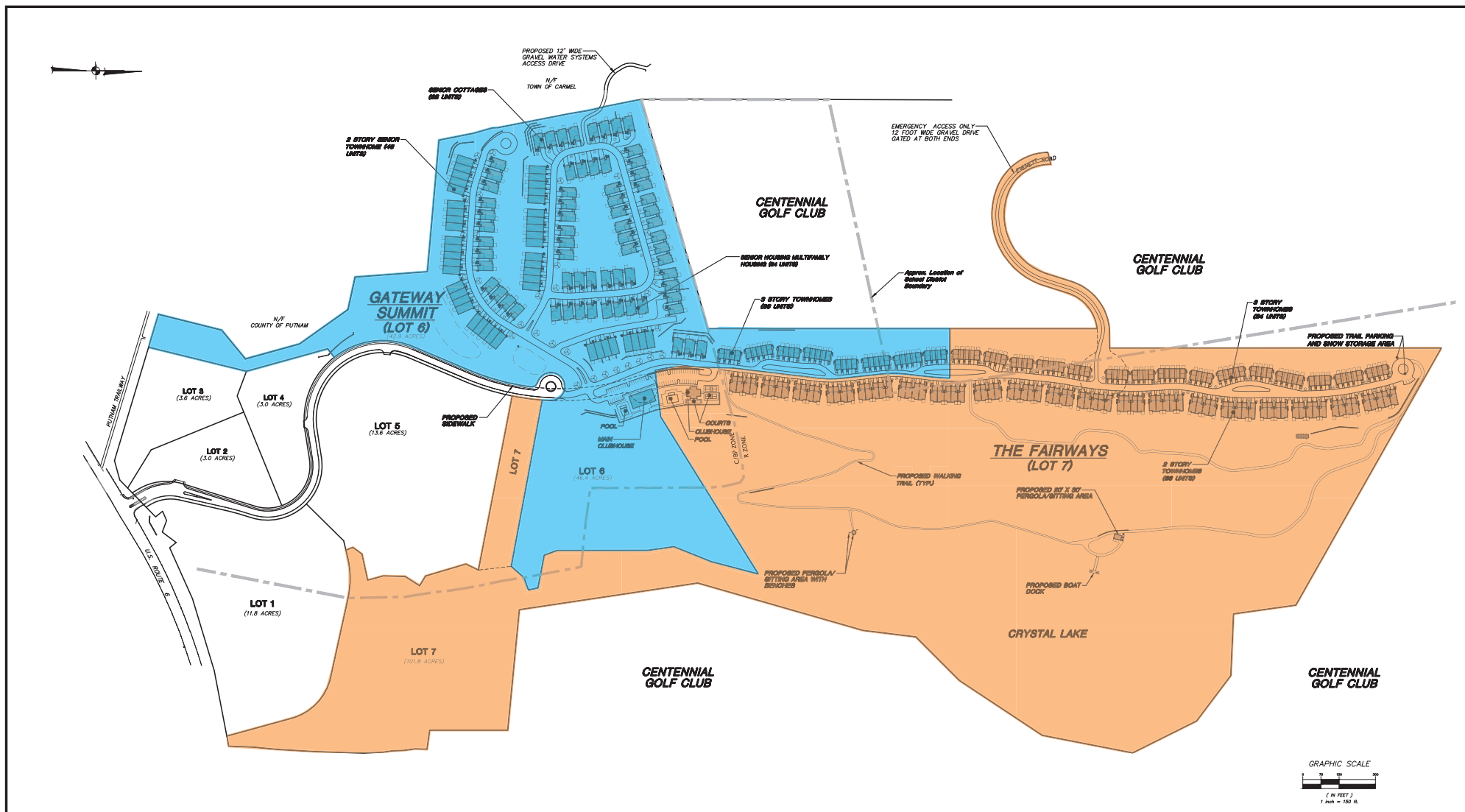
- Gateway Summit, Lot 6
- The Fairways, Lot 7

Figure 2-1: Location Map
 Gateway Summit and The Fairways
 Town of Carmel, Putnam County, New York
 Base Map: Putnam County GIS



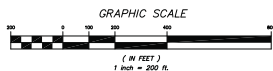
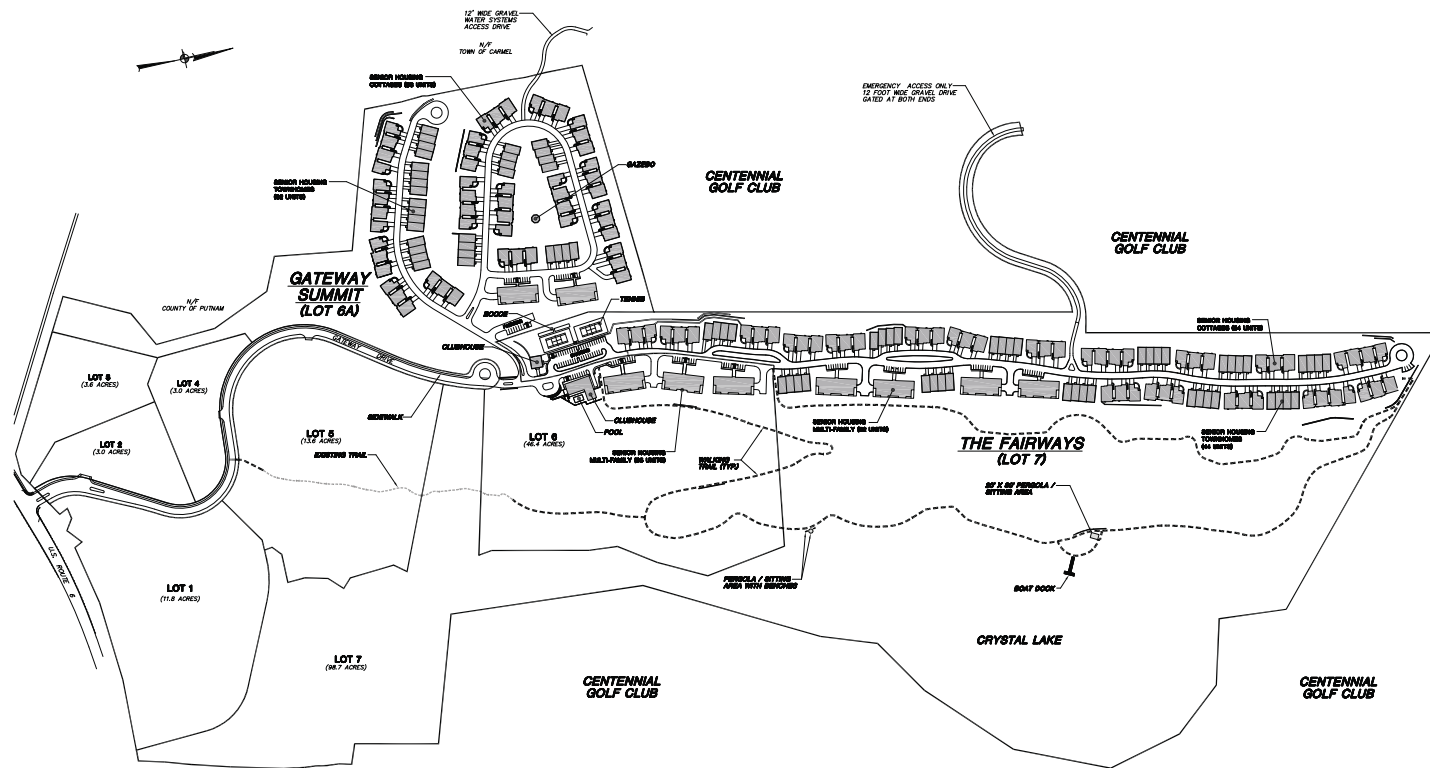
- Gateway Summit, Lot 6
- The Fairways, Lot 7

Figure 2-2: Aerial Photograph
Gateway Summit and The Fairways
Town of Patterson, Putnam County, New York
Base Map: Putnam County GIS



- Gateway Summit
- The Fairways

Figure 2-3: Gateway Summit and The Fairways Site Plan
 Gateway Summit and The Fairways
 Town of Carmel, Putnam County, New York
 Source: Insite Engineering Surveying &
 Landscape Architecture, P.C.



Gateway Summit and The Fairways Overall Amended Site Plan

Town of Carmel, Putnam County, New York
 Scale: 1" = 200' March 4, 2016

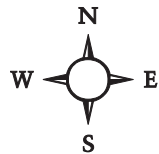
UNIT SUMMARY

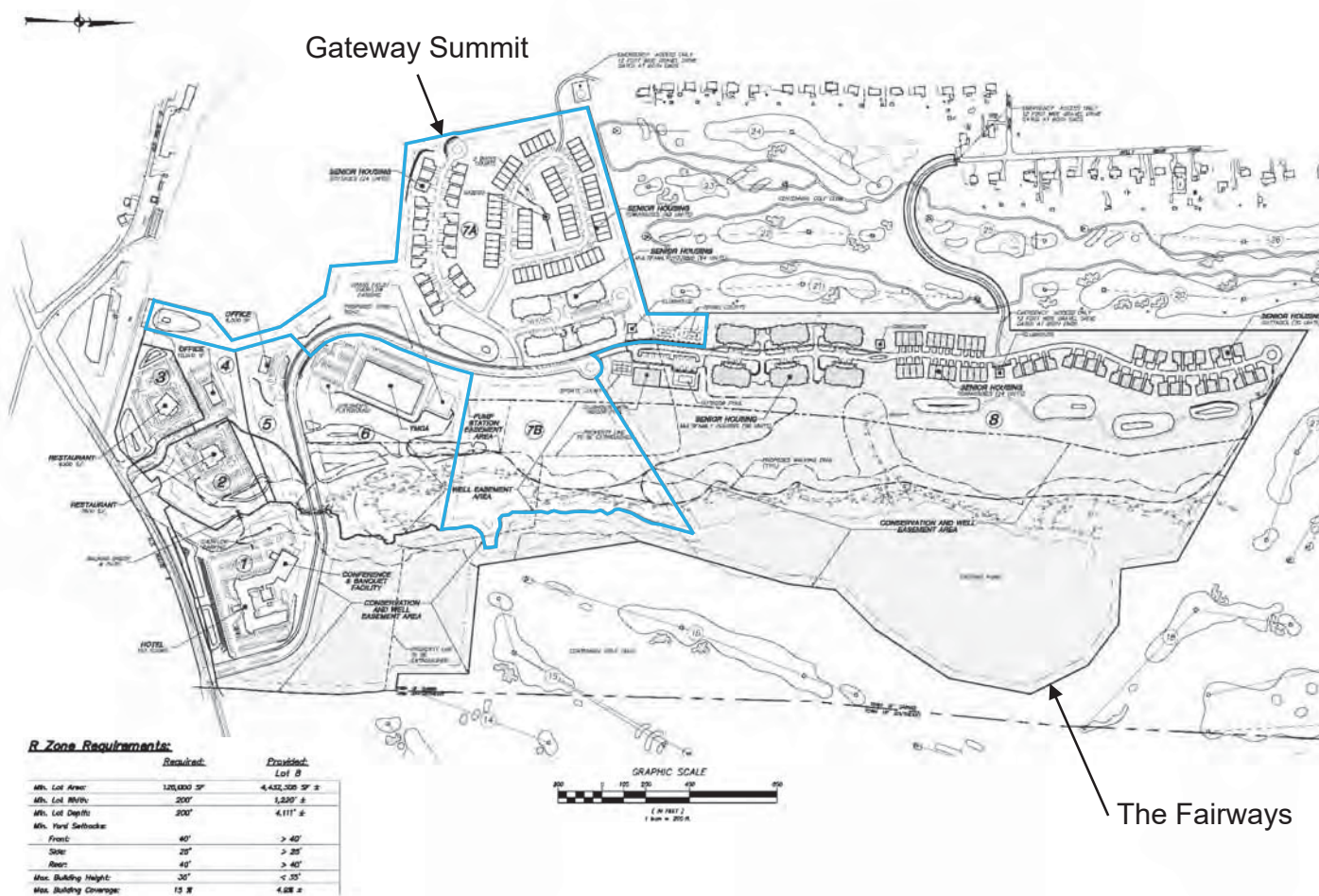
GATEWAY SUMMIT:	
MULTI FAMILY	= 65 UNITS
TOWNHOUSES	= 32 UNITS
COTTAGES	= 53 UNITS
TOTAL	= 150 UNITS

THE FAIRWAYS:	
MULTI FAMILY	= 52 UNITS
TOWNHOUSES	= 44 UNITS
COTTAGES	= 54 UNITS
TOTAL	= 150 UNITS

GRAND TOTAL = 300 UNITS

Figure 2-4: 2016 SEQRA Site Plan
 Gateway Summit and The Fairways
 Town of Carmel, Putnam County, New York
 Source: Insite Engineering, Surveying, &
 Landscape Architecture, P.C.
 Scale: Graphic



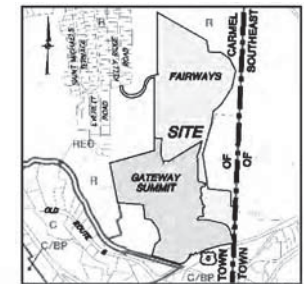


R Zone Requirements:

	Required:	Provided: Lot B
Min. Lot Area:	120,000 SF	4,432,308 SF ±
Min. Lot Width:	200'	1,230' ±
Min. Lot Depth:	200'	4,111' ±
Min. Yard Setbacks:		
Front:	40'	> 40'
Side:	25'	> 25'
Rear:	40'	> 40'
Max. Building Height:	30'	< 35'
Max. Building Coverage:	15 %	4.68 %

Multi-Family Dwellings for Elderly Requirements:

	Required:	Provided: Lot B
Min. Lot Area:	90,000 SF	4,432,308 SF ±
Min. Front Fringeage:	125'	211' ±
Min. Density:	40 units / acre	1.67 units / acre ±
Min. Building Setbacks:	40'	> 40'
Max. Building Height:	40' / 2 stories	< 40' / 2 stories
Min. Outdoor Recreation Area:	300 sf / unit	> 300 sf / unit
Min. Parking Spaces:	1.1 spaces / unit	2 spaces / unit ±



Location Map	Site Data:
Applicant: Insite Engineering, Surveying & Landscape Architecture, P.C. 100 South 5, Suite 1 Carmel, NY 10512	Site Data: Date: 12/01/06 Drawing: 06-21-06 Project: 06-21-06 Drawing: 06-21-06 Scale: 1" = 1000'

General Notes:

- The existing conditions, property boundaries and topography shown herein was taken from a survey prepared by Terry Bergstrom & Sons dated May 11, 2005.
- The subject application requires special exception use permit in accordance with Local Law 8 of 1985. The project conforms to the requirements of said law as follows:
 - The subject property is situated in an R (Residential) Zone.
 - The site exceeds the minimum road frontage of one hundred twenty-five (125) feet on a town road.
 - The site exceeds the minimum area of fifty thousand (50,000) square feet.
 - The site is served by municipal water and municipal sewer.
 - The project density is 1.67 dwelling units/acre, which is less than the permitted maximum of forty (40) dwelling units/acre.
 - The project is comprised of 150 dwelling units, which is equal to the permitted one hundred fifty (150) dwelling units and coverage of the lot by buildings is less than thirty-five percent (35%).
 - All buildings are set back a minimum of forty (40) feet from the property lines.
 - No buildings exceed forty (40) feet in height or two (2) stories above ground.
 - All multi-level buildings shall contain an elevator.
 - All buildings shall contain a fire suppression system.
 - The project exceeds the minimum of three hundred (300) square feet of recreation space per unit which includes a common room.
 - A minimum of 1.1 on site parking spaces is provided for each dwelling unit, including appropriate handicap parking.
 - All units shall be occupied exclusively by persons of fifty-five (55) years of age or older and the spouse of any such person.
 - The apartment shall exceed the minimum of six hundred (600) square feet for one bedroom apartments.
 - The site is on a road that has a public bus route.
 - The site is within 2500 feet of retail and service establishments.
 - Washing machines and clothes dryers shall be located in either a common laundry room in each building or in each individual unit.
 - All requirements of the New York State Fire and Building Code and all applicable state, county and town regulations shall be met. In addition the design and construction of all units shall provide all items required by section R(c) of the Town Code.

Figure 2-5: 2006 Approved Site Plan
Gateway Summit and The Fairways
Town of Carmel, Putnam County, New York
Source: Insite Engineering, Surveying &
Landscape Architecture, P.C.
Date: 12/01/06, rev. 06/23/06
Scale: Graphic

3.0 COMMUNITY SERVICES AND FISCAL

3.1 Demographic Resources

Existing Conditions

As discussed, The Project Sponsor proposes to build 300-units of mixed townhouse style units to develop neighboring residential communities on a total of approximately 146-acres located on the northside of US Route 6 in the Town of Carmel, Putnam County, New York. The project is known as “Gateway Summit and The Fairways”. The development site lies immediately north of US Route 6, east of the Town of Southeast boundary and adjoins the Centennial Golf Course. The location of the site is shown on Figure 2-1. The site is currently vacant wooded land and is served by public water and sewer service.

Project Description

The Gateway Summit and The Fairways residential development consists of the two sister developments. Gateway Summit includes 150 units of housing including both general and senior housing units; and the Fairways includes 150 townhouse units located in proximity to Centennial Golf Course. The layout is illustrated in Figure 2-1, when combined the overall residential plan includes 300 residential market rate units for sale.

For the purpose of this analysis the Gateway Summit Development is envisioned to include 114 senior units including 68 two-bedroom Cottages and 46 three-bedroom townhouse units. In addition, Gateway Summit will have 36 three-bedroom townhouse units for the general population. Units at Gateway Summit are anticipated to sell for approximately \$550,000 to \$750,000 depending upon the unit type and number of bedrooms.

The Fairways Townhouse development is envisioned to include 150 3-bedroom plus flex room units. 84 two-story units and 66 three-story units. These units are anticipated to sell for approximately \$750,000.

Demographic multipliers published by the Rutgers University Center for Urban Policy Research (CUPR) were used to project the future population of the proposed Gateway Summit and The Fairways community. Population projections are based upon the geographic region, type of unit, number of bedrooms, and the anticipated market value. The CUPR multipliers are more specific because they are calculated based upon the specifics of geographic location, bedroom count and unit type. The researchers, Burchell and Listoken are considered the experts in demographic projections and the CUPR multipliers are considered the standard in this field of study. As shown in Table 2.2-1, based upon the nature of this development, the multipliers used to project the population are as follows; Three story, three-bedroom townhouse units house 3.00 persons per unit; two story, three-bedroom townhouse units house 2.83 persons per unit. Senior townhouse and senior cottage units are 1.88 persons per unit. By comparison, 2010 U.S. Census data indicate that the average household size for a combination of all housing types in the Town of Carmel is 2.70 persons.

As shown in Table 3.1, Based upon the CUPR residential multipliers, approximately 759 persons, including 93 school age children are projected to reside in the Gateway Summit and The Fairways development. Of the 93 school age students expected to reside in the proposed

development 68 will be located in the Brewster School District and 25 will be located in the Carmel School District.

It should be noted that the 93 school age students expected to reside in the proposed development will enter the two school systems gradually over the six-year buildout of the respective projects. Figure 3-1 shows the boundary between the Carmel and the Brewster School Districts.

Table 3.1 Population Projections					
Unit Type	Number of Units	Population Multiplier	Population	School Age Children Multiplier	School Age Population
Gateway 3-Story Townhouse - Carmel School District					
3-BR plus Flex room	9	3.00	27	0.59	5
Gateway 3-Story Townhouse - Brewster School District					
3-BR plus Flex room	27	3.00	81	0.59	16
Gateway 2-Story Senior Townhouse - Carmel School District					
3-BR plus Flex room	46	1.88	87	0.00	0
Gateway Senior Cottage - Carmel School District					
2-BR plus Flex room	68	1.88	128	0.00	0
Fairways 2-Story Townhouse - Brewster School District					
2-BR plus Flex room	75	2.83	212	0.39	29
Fairways 2-Story Townhouse - Carmel School District					
2-BR plus Flex room	9	2.83	25	0.39	4
Fairways 3-Story Townhouse - Brewster School District					
3-BR plus Flex room	39	3.00	117	0.59	23
Fairways 3-Story Townhouse - Carmel School District					
3-BR plus Flex room	27	3.00	81	0.59	16
Total	300	--	759	--	93
Source: Rutgers University Center for Urban Policy Research. Table prepared by TMA, 2021.					

The Flex room that is being included was built into the floor plans is being included to meet the changing needs of today's society. Flexible work hours and/or working at home either full time or part time is likely here to stay. People will be going back to work at some point but maybe only on a part time basis of 2-3 days a week. People need private rooms away from noise and confusion to work from home. People need private home offices for work at home which many times includes daily zoom calls. Today's families typically include two earners in a household and two separate private spaces are needed. Today people use extra rooms for home offices, possibly one for the husband and a separate one for the wife.

A guest bedroom is also a must for some, for their visiting parents and close relatives, brothers and sisters who visit for the holidays as people shy away from hotels. In addition, a hobby or crafts room is desired as is a children's homework / study room. There has been a trend away from gym memberships in favor of purchasing home gym equipment to avoid close contact at crowded gyms. Housing units need rooms for movie watching as people shy away from movie theaters and for craft or art rooms as people are spending more time at home and are looking for more private spaces. The flex rooms provide these types of spaces.

More space is needed in a townhouse unit than just bedrooms. The task of schooling children at home highlighted the need for desk space as many students are learning at home via on line classes, for classes that range from early elementary through to college course work.

It should also be noted that the School Age Children multipliers are likely overstated. It's a known fact that couples today are working into their mid to late thirties before they have children. These working professionals want the low maintenance and ease of living townhouses provide. The bottom line is people today are having fewer children and doing it later in life.

Based upon an aging demographic trend, the real estate sales today are dominated by the 55 plus market. It is anticipated that approximately 76% of the units at Gateway Summit and the Fairways will be sold to 55 plus residents. Based upon the maintenance free lifestyle provided by townhouse communities, the other part of the market is expected to be singles and young professional couples without children or with pre-school age children. Families with multiple school age children typically tend to buy single family homes with more space and a backyard.

The bottom line is the size of the average family unit has been decreasing over the last 20 years. People want and need additional private bedrooms but not necessarily to be used to sleep in. Bedroom count today does not mean more students in the school system. Although housing units are getting bigger, the family size has been getting smaller over the past 20 years. The pandemic highlighted the need for more space in our housing units. The pandemic will hopefully come to an end eventually, however, the lifestyle changes that have been made are likely to last much longer.

3.2 Police, Fire and Emergency Services

Existing Conditions

Police Protection

The Carmel Police Department is a "full service" department and participates in many community crime prevention and awareness programs in addition to its normal law enforcement tasks. The department operates 24/7 and has 19 patrol cars, one boat and a canine patrol. The department consists of the patrol division, detective division, a records division, and a seasonal marine division. The Town of Carmel Police headquarters are located at Town Hall at 60 McAlpin Avenue just east of US Route 6 in Mahopac, New York, approximately 4 miles from the project site.

The full-service department presently consists of 35 sworn police officers and eight civilian employees.¹ The Putnam County Sheriff's Department also exhibits a regular presence in the area, as does the New York State Police and Metro-North Police. According to the department website, the Town of Carmel Police Department handled approximately 35,000 calls for service in each year for the past three years 2018, 2019 and 2020.

With a 2010 population of 34,305 persons, which has declined to 34,113 persons in 2020, the current ratio of Town of Carmel police officers (35) to population is consistent with the ULI recommended standard of 1 to 1,000 persons. The typical response time of the police

¹"History of the Police Department." Town of Carmel. Town of Carmel. July 15, 2021. Webpage: [www. https://www.ci.carmel.ny.us/police-department/pages/history-of-the-department](https://www.ci.carmel.ny.us/police-department/pages/history-of-the-department).

department, depending on the type of call, call volume, weather conditions and time of day, is from three to thirty minutes

Sworn personnel are involved in various programs including Crime Prevention, Accident Investigation, STOP DWI, Commercial Vehicle Enforcement, Intelligence, Youth Court and the D.A.R.E. program.

Potential Impacts

The development of 300 housing units on the project site would create a demand for additional police services. Based on planning standards contained in the Development Impact Assessment Handbook published by the Urban Land Institute (ULI), two police personnel should be provided per 1,000 persons. Using this standard, the projected increase of 759 persons from the Gateway Summit and The Fairways development has the potential to increase police staffing needs by 1.5 police personnel. The increase in annual taxes generated to the Town by both projects is expected to total almost \$735,000 annually. These revenues can potentially be used to increase police staffing or expand hours of operation. State and County Police services would also be available to offset any potential incremental increase in demand resulting from the proposed projects.

As noted, the ratio of Town of Carmel police personnel to population is within the recommended standard of two police personnel suggested in the Development Impact Assessment Handbook. Therefore, additional manpower and equipment should not be necessary for the Town of Carmel Police Department.

Fire Protection

Existing Conditions

The Carmel Fire Department is located at 94 Gleneida Avenue in the Town of Carmel, approximately two miles from the project site. The Department is a fully volunteer organization. Presently, there is a county wide Mutual Aid Agreement in place in Putnam County², which is a plan to allow assistance between all County Fire Departments. The Officer-in-Charge of the fire has the capability to request assistance whenever it is deemed necessary.

There are approximately 50 active members who serve the community by providing Fire, Rescue, Disaster Relief and Emergency Medical Services to anyone in need. The Carmel Fire Department is also dedicated to community service by supporting Scouting organizations of America, supporting other local charities and participating in fireman's parades throughout the region. The Carmel Fire Department is in the process of constructing a major expansion and rehabilitation of its current facility.

The Carmel Fire Department currently operates 3 engines, 1 tanker truck, 1 ladder truck, 2 light duty rescue vehicles, a gator, a rescue trailer and a marine safety vehicle, plus 2 Chiefs' vehicles. These units are staffed by the 50 active volunteer members who respond from a fire station at 94 Gleneida Ave. The station is approximately 2.0 miles (driving distance) from the subject site. The department typically responds to approximately 400 alarms annually. These

²Adam Stiebeling, Deputy Commissioner of Putnam County Bureau of Emergency Services.

alarms consist of structural fires, motor vehicle accidents (MVA's), automatic alarms, vehicle fires, mutual aid, and various other calls for assistance.

Potential Impacts

Calls for fire/medical emergencies from the proposed development would be routed through the emergency 911 system, where dispatchers would notify the Carmel Fire Department. All proposed buildings would be constructed and all operations would be permitted in accordance with the provisions of the State Fire Prevention Code. Buildings and operations of the development are subject to inspection by the Town Building Inspector. The adequacy of construction materials used, building design and material storage practices, fire flow rates, and water system capacity was assessed by the Fire Department during the DEIS and FEIS studies.

The existing Mutual Aid Agreement would ensure that additional fire-fighting and rescue resources are available to the Town of Carmel Fire Department, as required.

As noted above, the Proposed Action would potentially increase the Town's population by 759 persons. Based on planning standards contained in the Urban Land Institute's Development Impact Handbook, it is estimated that 1.65 fire personnel and 0.2 vehicles per 1,000 population is required to serve a new population. The anticipated increase in population of 759 persons would generate a demand for 1.25 additional fire personnel and less than 0.1 additional fire vehicles. The increase in annual taxes generated to the Fire District by both projects is expected to total almost \$103,537 annually. These revenues can potentially be used to supplement firematic operations if needed.

The ULI multipliers assume no existing services, thus the actual demand on fire personnel and vehicles is expected to be insignificant.

Emergency Medical Services

Existing Conditions

The Carmel Volunteer Ambulance Corps provides emergency medical services to the site area. The Corps is a New York State-certified agency that provides basic life support ambulance service. The ambulance headquarters are located off at 6 Garrett Place, behind the Carmel Fire Department.

The Carmel Volunteer Ambulance Corps (CVAC) provides emergency ambulance service to the project area. The CVAC currently has 63 active members and responds to approximately 1,000 calls for service annually. Based upon these figures, annual average calls per capita equates to 0.03. According to the CVAC website, the corps currently operates 3 ambulances including 31-7-1 and 31-7-2. The Corps also has a fully equipped first response vehicle. Each ambulance is staffed by a crew chief who is a New York State Certified Emergency Medical Technician, and a driver. Most calls have a third crew member, who may or may not be an EMT.

The primary hospital serving the project area is Putnam Hospital Center located on Stoneleigh Avenue in Carmel immediately north of the Project site. Putnam Hospital Center is a 164-bed acute care hospital facility. Acute care is a branch of secondary health care where a patient receives active but short-term treatment for a severe injury or episode of illness, an urgent medical condition, or during recovery from surgery. In medical terms, care for acute health conditions is the opposite from chronic care, or longer-term care.

According to the Hospital website, the hospital offers innovative technologies, including robot-assisted surgery. The Hospital specializes in advanced surgical services including orthopedics, spine and bariatric surgery. Other services include, stroke care, a blood management program, cardiac care, psychiatric care including a partial-hospitalization program, maternity care and outpatient physical rehabilitation.

Potential Impacts

Based on planning standards contained in the Development Impact Assessment Handbook published by the Urban Land Institute, 36.5 calls per 1,000 population per year would be the multiplier used to project the increase in Emergency Medical Service (EMS) calls for new development. Based upon the ULI multiplier, the projected 759 residents that will reside at the Gateway Summit and The Fairways development could increase EMS calls by 28 annually.

The increase in population from the proposed development is not expected to impact the services or quality of service of the Carmel Volunteer Ambulance Corps. Coordination with EMS providers would occur as individual site plans are reviewed. The Applicant would comply with any reasonable requirements imposed during that review.

The ULI multipliers assume no existing services, thus the actual demand on EMS personnel and vehicles is expected to be insignificant.

Hospital

Based on planning standards contained in the Development Impact Assessment Handbook, four (4.0) hospital beds should be provided per 1,000 persons. Based on this standard, the projected population increase associated with the proposed residential development has the potential to increase the need for beds in hospitals serving the Northern Westchester County area by 3.0 beds. This is not considered a significant impact.

3.3 Fiscal Resources

Current Assessed Value

The proposed Gateway Summit & The Fairways community is contained on the following Town Tax Parcels:

Gateway:

- Section 55.-2-24.6-1
- Section 55.-2-24.6-2
- Section 55.-2-24.7-1
- Section 55.-2-24.7-2

Fairways:

- Section 55.-2-24.8-1
- Section 55.-2-24.8-2

The current equalized assessed value of the six undeveloped parcels is \$1,204,700. This represents 100 percent of the total market value of the six parcels. According to a review of the

2021 tax bills for the subject parcels, the total annual property taxes paid to the Town of Carmel are \$5,856 and the municipal taxes paid to the Fire Department are \$1,343. The municipal taxes paid to Putnam County are \$3,650. Thus, the total municipal taxes paid are \$11,354. The annual taxes property taxes paid to the Brewster Central School District (BCSD) are \$27,330, while the annual property taxes paid to the Carmel Central School District (CCSD) are \$6,248.

Potential Impacts

The New York State Office of Real Property Services (NYSRPS) requires that multifamily properties are assessed in terms of the value of the income they provide. Based upon the income value of the proposed development, the total market value of the proposed community is estimated to be \$92,866,780. Using the current Town of Carmel 2021 equalization rate of 100 percent, the total future Assessed Value for this analysis is estimated to be \$92,866,780.

Projected Revenues

Table 3-2 compares the revenues generated presently by the property to the revenues to be generated after the proposed community is complete. Revenues are based on the most current 2021 municipal tax rates (2021-2022 tax rate for the Brewster and Carmel Central School Districts). According to the Town budget, the Town's tax rate includes Town governmental services, highway maintenance, justice court, police services, and parks & recreation.

As presented in Table 3-2, annual revenues to the Town of Carmel are projected to be approximately \$451,395. Tax revenues to the Fire Department #3 are estimated to be \$103,537. The tax revenues to Putnam County would be approximately \$281,363 annually. The total municipal revenue is estimated to be \$1,025,377.

Table 3-2 also indicates the annual revenues to the Brewster and Carmel Central School Districts would be approximately \$1,492,512 and \$1,047,578 respectively. The net *increase* between the current tax revenues generated by the site and paid to the School Districts and the total future project-generated revenues to the school district are projected to be approximately \$1,465,182 to the Brewster School District and \$1,041,330 to the Carmel School District annually.

As can be seen in Table 3.9-2, overall, the combined tax revenues from each jurisdiction are projected to total more than \$2.5 million annually.

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Table 3-2 Current & Projected Taxes Generated by the Gateway Summit and The Fairways				
Taxing Authority	Current Tax Rate	Current Taxes (\$)	Projected Taxes Total (\$)	Net Increase Between Current & Projected Taxes (\$)
Putnam County	\$3.029745	\$3,650	\$281,363	\$277,713
Town of Carmel	\$4.860676	\$5,856	\$451,395	\$445,540
Ambulance #1	\$0.200208	\$241	\$18,593	\$18,351
Fire #3	\$1.114895	\$1,343	\$103,537	\$102,194
Reed Library	\$0.218858	\$264	\$20,325	\$20,061
Carmel Water #2	\$1.616989	\$1,947	\$150,165	\$148,217
Total Town		\$7,704	\$744,014	\$734,362
Total Municipal		\$11,354	\$1,025,377	\$1,012,075
Brewster Central School District	\$28.315408	\$27,330	\$1,492,512	\$1,465,182
Carmel Central School District	\$26.087342	\$6,248	\$1,047,578	\$1,041,330
TOTAL	\$39.356779	\$44,932	\$3,565,466	\$3,518,586
Notes: Municipal taxes are based upon Town of Carmel 2021 Tax Rates. Brewster Central School District Tax Rates are for the 2020-2021 school year. Carmel Central School District Tax Rates are for the 2020-2021 school year.				

Infrastructure Costs

A management company will operate and maintain all common areas, facilities and infrastructure included in the proposed action. All of the community aspects of the project will be privately maintained, including the roadways. There are no aspects of the project which are anticipated to result in an ownership, maintenance or operational responsibility to the Town of Carmel, thus reducing municipal costs to the maximum extent practicable.

The Gateway Summit and The Fairways community will each have their own recreational facilities including a clubhouse with billiards and card rooms, pool, tennis, bocce courts, and workout gym equipment. All facilities will be shared and will thus be available to all residents of both communities.

3.3 Schools

Existing Conditions

The project site is served by both the Brewster and the Carmel School Districts.

Brewster School District.

The Brewster Central District includes one K-2 elementary school, one grade 3 to 5 intermediate school, one grade 6 to 8 middle school, and one grade 9 to 12, high school. The Brewster

School District geographically includes the majority of the Town of Southeast, approximately half of the Town of Patterson and a small area of the Town of Carmel, which contains a portion of the Gateway Summit and The Fairways development.

According to information provided in the Demographic Study Update for the Brewster Central School District³, enrollments have been steadily decreasing for more than the past 10 years. (Refer to Attachment B). The study documents a steady cumulative decline of more than 10% in student enrollment between 2011/12 and 2020/21 resulting in a reduction of more than 350 students and projects this decline is likely to continue over the next 5 years, thus leaving available ample capacity to handle an increase in student enrollment.

As of October 2020, 2,984 students were enrolled in the District. Table 2.2-3 below summarizes the current 2020/2021 grade distributions and enrollments of the various schools within the District:

Table 3-3		
Brewster Central School District (2020-2021 School Year)		
School	Grades Served	2020/21 Enrollment
JFK Elementary School	K-2	608
Starr Intermediate School	3-5	625
Wells Middle School	6-8	755
Brewster High School	9-12	996
TOTAL		2,984
Brewster Central School District 2021.		

Potential Impacts

As shown in Table 3-1, based upon demographic multipliers published by the Rutgers University Center for Urban Policy Research, a total of 93 students are projected to reside in the Gateway Summit and The Fairways residential development of which 68 students will reside in the Brewster School District and 25 of which will reside in the Carmel School District. Given changing trends in family size and make-up. It is likely the projection of school age children is overstated, and thus provides a conservative analysis of future conditions. The addition of 68 students to a population of almost 3,000 students represents an increase of approximately 2 percent. The Brewster CSD has availability in its existing infrastructure to accommodate this increase in student population.

Brewster School District Costs Associated with the Proposed Project

Any costs to the Brewster District would be related specifically to programming, which are referred to as marginal costs. The total budget for 2021-2022 school year for the Brewster School District is \$104,903,457. The District allocates \$85,600,000 to be spent on instruction and transportation. Approximately 75 percent of this cost is derived from property tax revenue. With a current enrollment of approximately 3,000 students, programming costs paid for by the tax levy are estimated to be \$19,476 per student. Projected costs as a result of the proposed Gateway Summit and The Fairways development to the school district would be \$1,324,368 annually based on an estimated 68 new students that would be living in the district. There will

³ NYS Department of Education BEDS Enrollment Data for Central School District 2019/2020, July 2021.

be no cost to the School District associated with the senior residential portion of the development.

The proposed Gateway Summit and The Fairways will generate \$1,492,512 in annual property tax revenues directly to the school district compared to the cost of \$1,324,368. Thus, the overall effect on the district's budget is projected to be positive. At today's tax rates, the Gateway Summit and The Fairways project would be projected to generate approximately \$69,860 in tax revenue annually **after** covering the educational costs for the increase in student population.

This anticipated increase in student population will not have a significant impact on administrative or capital needs of the district. The Demographic Study referenced above, demonstrates the district's existing facilities have capacity to handle at least 350 additional students.

With an enrollment of 2,984 students, an increase of an estimated 68 students represents a 2.3% increase in student enrollment. Construction is anticipated to begin in 2023 and continue to 2029. Thus, construction is expected to take up to 72 months which is likely to be spread over a minimum of six school years. The increased student population is also expected to be distributed throughout the grade levels, resulting in an average of one new student per grade, per year. The multi-year phasing and distribution of students will allow for an additional 68 students to be integrated to the local schools with minimal impact.

Carmel Central School District

The Carmel District includes three K-4 elementary schools, one middle school (grades 5, 6, 7 and 8), and one high school (grades 9 to 12). The Carmel Central School District geographically includes the majority of the Town of Carmel, the Carmel Hamlet Area, portions of the Town of Philipstown and portions of the Town of Kent.

According to information provided by the Carmel School District⁴, enrollments have been steadily decreasing for more than the past 10 years. A study entitled School Age Children, Carmel Central School District Student Enrollment, dated July 14, 2021, was prepared by Tim Miller Associates and is included in Attachment B. The study documents the continued decline in student enrollment and identifies the available capacity to handle an increase in student enrollment. This study indicates continuing declines for the Carmel School District by more than 30% compared to peak enrollments. This substantial declining enrollment trend has the potential to result in excess infrastructure, where the number of students is significantly lower than the enrollment capacity. The potential for the elimination of school clubs, sports teams and other extra-curricular activities could increase as enrollments continue to decline.

As of October 2020, 3,979 students were enrolled in the District. Table 3-4 below summarizes the current 2020/2021 grade distributions and enrollments of the various schools within the District:

⁴ NYS Department of Education BEDS Enrollment Data for Central School District 2019/2020, July 2021.

Table 3-4 Carmel Central School District (2020-2021 School Year)		
School	Grades Served	2014 Enrollment
Kent Primary School	K-4	378
Kent Elementary School	K-4	372
Matthew Patterson Elementary School	K-4	476
George Fisher Middle School	5-8	1,194
Carmel High School	9-12	1,410
TOTAL		3,979
Carmel Central School District 2021.		

Potential Impacts

As shown in Table 3-1, based upon demographic multipliers published by the Rutgers University Center for Urban Policy Research, approximately 93 students are projected to reside in the Gateway Summit and The Fairways residential development of which 16 will reside in the Carmel School District. The addition of 16 students to a population of more than 3,900 students represents an increase of less than half a percent. The Carmel CSD has tremendous availability in its existing infrastructure to accommodate increases in student population.

Carmel School District Costs Associated with the Proposed Project

The school budget for the 2021/2022 school year was defeated twice by the residents of the school district.

Any costs to the District's would be related specifically to programming, which are referred to as marginal costs, the contingency budget for 2021-2022 school year for the Carmel Central School District allocates \$106,694,416 to be spent on student programming. Approximately 70 percent of this cost is derived from property tax revenue. With a current enrollment of approximately 4,000 students, programming costs paid for by the tax levy are approximately \$18,770 per student. Projected costs as a result of the proposed Gateway Summit and The Fairways development to the school district would be \$469,250 annually based on an estimated 25 students that would be living in the residential units. There will be no cost to the School District associated with the senior residential portion of the development.

The proposed Gateway Summit and The Fairways will generate \$1,047,578 in annual property tax revenues directly to the Carmel school district compared to the cost of \$469,250. Thus, the overall effect on the district's budget is projected to be a significant windfall. At today's tax rates, the Gateway Summit and The Fairways project would be projected to generate more than \$578,000 in net additional funds annually **after** covering the educational costs for the increase in student population.

With an enrollment of 3,979 students, an increase of an estimated 25 students represents a minimal increase in student enrollment. Conversation with the Business Administrator for the Carmel Central School District indicated absorption of the new students should not present a capacity problem for the school district, particularly in light of the declining enrollment trend the district is experiencing.

This anticipated increase in student population **will not** have a significant impact on administrative or capital needs of the district. The School Age Children Enrollment Study referenced above, demonstrates the district's existing facilities have capacity to handle up to approximately 1,000 additional students.

An increase in residential development will also result in an increase in the assessed valuation of each School District, which translates into additional school tax revenues. Since the infrastructure and staff resources are already in place, the costs for new students associated with multi-family housing would be minimal. The increased tax revenue funds may be used to off-set any cost increase necessary.

It should also be noted that while market-rate multifamily housing would provide a significant increase in both districts assessed valuation, the ratio of students associated with multifamily housing is low compared to traditional single-family housing - and as such would not over-burden the schools. Additionally, the trend today is for increased utilization of private schools continuing to drain students from the public-school system.

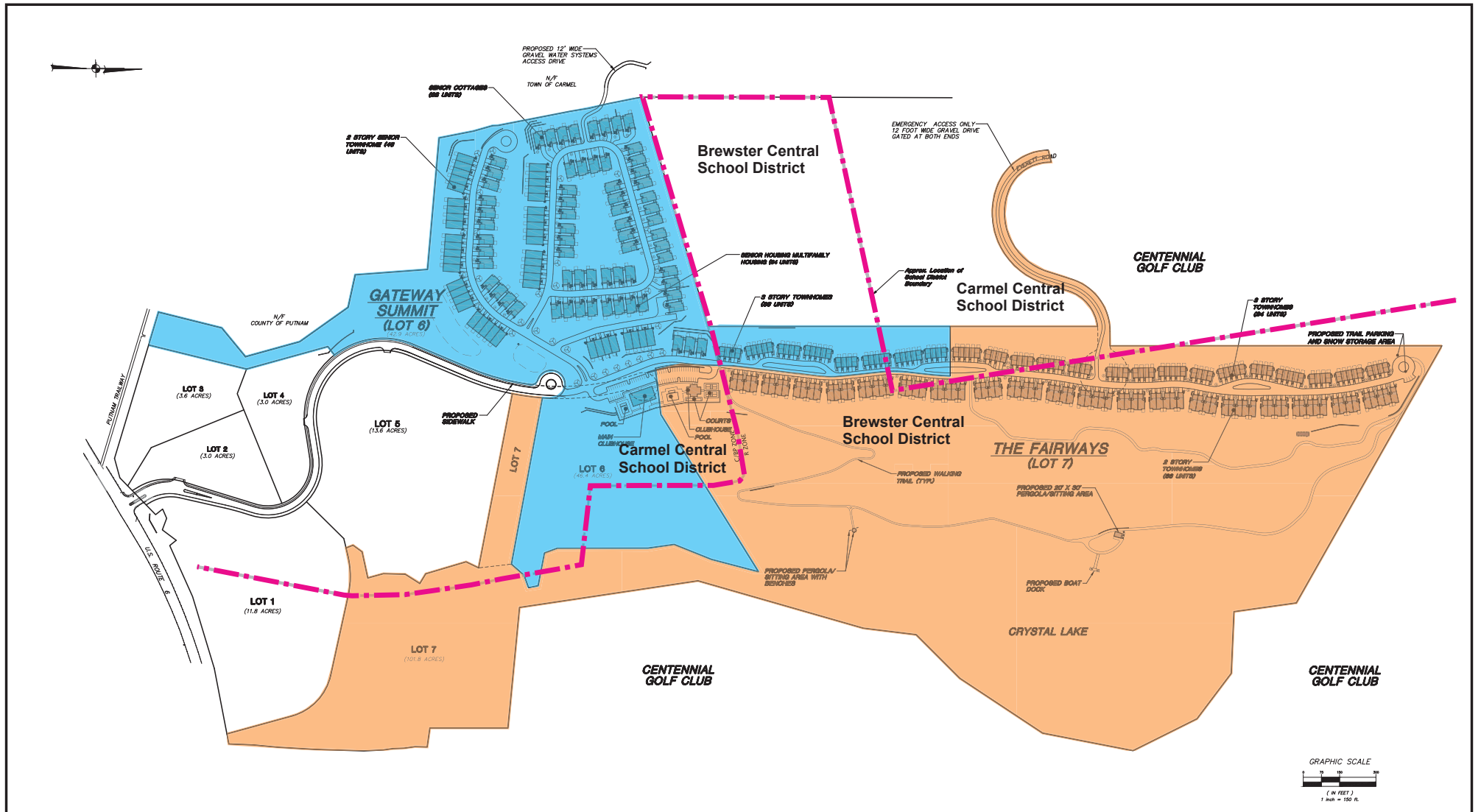


Figure 3-1: School District Boundaries
Gateway Summit and The Fairways
Town of Carmel, Putnam County, New York
Source: Insite Engineering Surveying &
Landscape Architecture, P.C.
Town of Carmel Tax Map

ATTACHMENT A

SEQRA Findings Statement and
SEQRA Evaluation Forms

**SEQRA Evaluation Form
for
Gateway Summit Individual Site Plans**

Gateway Summit - Lot 6
Project Name: Mixed residential Development Date: 10.13.21
Applicant: Hudson Valley Realty Corp
Parcel No(s): 55.-2-24.6 and 2, 55.-2-24.7-1 and 7-2 Total Acreage: 42.9
Proposed Use: Mixed Senior and non-age restricted residential
Peak Hour Traffic Generation: AM 53 ; PM 68 ; Saturday 50

The Findings Statement for the Gateway Summit subdivision was adopted following the preparation and review of a Generic Environmental Impact Statement (GEIS). That GEIS evaluated the potential impacts of a generic design for a Mixed Use Development that included a variety of potential land uses allowed by zoning on the subject site. The GEIS also evaluated a Modified Road Configuration Alternative, that does not cross a New York City DEP regulated watercourse (the base subdivision plan's road does cross that watercourse).

The GEIS established minimum thresholds and criteria for the future review of individual site plans when they are submitted to the Town of Carmel Planning Board for approval. The purpose of this form, which is an appendix to the Findings Statement adopted for this project by the Planning Board, is to provide a basis for determining if the submitted site plans fall within the thresholds that the Planning Board has determined would mitigate adverse effects to the maximum extent practicable. Site plan elements such as location and design of buildings, and location and design of interior roads for both the commercial and residential uses may change from the concept development plan in the FGEIS without any additional environmental review, provided they substantially meet the development thresholds established in the GEIS process and specifically set forth in the Findings Statement.

If the proposed plans and any supplemental documentation submitted demonstrate that potential effects of the proposed use, design, size, and location of future development projects site plan fall substantially within the established thresholds as determined through use of this form, the Planning Board may complete site plan review as provided in 6 NYCRR 617.10 without any additional environmental review under the SEQRA regulations.

If the established thresholds are not met, further SEQRA review will be required including the issuance of a determination of significance. It is noted that the applicant may amend a proposal site plan or submit a new plan. If such revised or new site plan submission does not substantially exceed the established thresholds, no additional environmental review will be required.

The established threshold evaluation follows:

1. Landscape Plans. All future development of the Gateway Summit parcels must provide landscaping plans that comply with Town of Carmel regulations and the GEIS Findings as they apply to setbacks and landscaped buffers to adjacent properties.

During the site plan review process, individual site plans must include landscaping plans designed to enhance the visual qualities of the use. Further, stormwater treatment basins must be planted with aesthetic and functional wetland and transitional plantings

to provide water quality treatment, wildlife habitat and visual enhancement and generally comply with Section 63-27C(4) and (5) of the Town Code.

Does the submitted site plan meet these requirements?

☒ Yes ☐ No (See attached site plans)

If not, can the plan meet this requirement if minor revisions are made?

☐ Yes ☐ No

2. Site Disturbance. The conceptual development plans analyzed in the GEIS indicate that approximately 55 acres of the Gateway Summit site would be graded to accommodate the proposed development, and of that amount, approximately 25 acres would be on slopes exceeding fifteen percent. Further, no significant grading would take place in areas outside of those shown in the Overall Development Plans for the project, and that Erosion and Sediment Control Plans must accompany any site plan application. In addition to complying with the Findings Statement, these plans must be prepared in conformance with applicable New York State Department of Environmental Conservation (NYSDEC) and New York City Department of Environmental Protection (NYCDEP) design guidelines, with special consideration given to erosion control on any land to be disturbed on slopes greater than 15 percent.

Do the submitted Site Plans reflect overall site disturbance and disturbance of steep slopes, for the construction of roads, buildings and other components of the proposed project that are generally within the areas of potential disturbance shown on the Grading Plans (GEIS Figures 3.1-8 and 3.1-10)?

☒ Yes ☐ No (See attached site plans)

If not, can the plan meet this requirement if minor revisions are made?

☐ Yes ☐ No

Has a detailed Erosion and Sediment Control Plan been submitted in conformance with the project specific SWPPP, and NYSDEC and NYCDEP design guidelines?

☒ Yes ☐ No (Previous Erosion and Sediment Control Plan to be updated for new layout as part of detailed Amended Site Plan).

If not, can the erosion control plan be revised to meet this requirement?

☐ Yes ☐ No

3. Stormwater Management. All individual site plan applications are to include Stormwater Management Plans developed in general accordance with the project specific Stormwater Pollution Prevention Plan (SWPPP) prepared for Gateway Summit, and that comply with the New York State General Permit for Stormwater Discharge, and the New York City Watershed Rules and Regulations. Adherence to these criteria will be a condition of site plan approval.

Does the application package include the project specific SWPPP?

☒ Yes ☐ No (Project currently has NYSDEC General Permit Coverage - SWPPP to be updated for new layout as part of Amended Site Plan).

4. Traffic. Note: In the event that the Modified Road Configuration Alternative is proposed, skip to 4A, Traffic Alternative, below.

8/18/06 4:30 pm

A work permit application for any work in the state right-of-way of US Route 6 shall be submitted and approved by NYS DOT, as may be applicable. A concept plan for access improvements shall be provided to NYS DOT as well as to the Town of Carmel Planning Board for the Board's review for compliance with the Findings Statement and input to the NYSDOT.

Mitigation measures were proposed in the GEIS for the eastern access road to mitigate impacts to traffic flow on US Route 6 due to the combined Gateway Summit and The Fairways projects. Thresholds have been established relative to the generation of site traffic and timing of mitigation measures as noted below. It is noted that construction of development gaining access from the westerly access road (secondary access road, in this case) can proceed at any time, and Certificates of Occupancy may be issued, without any road improvements or other traffic mitigation.

Note: If mitigation measures are installed in connection with prior applications, these thresholds may be moot.

Site development plans and construction activities that do not exceed the thresholds noted below may proceed without further review other than NYSDOT work permits as may be required for any work in the State Right of Way. Additionally, site development plans and construction not exceeding such thresholds may be constructed and receive certificates of occupancy without any additional traffic mitigation.

What is the projected peak hour trip generation for pending or approved uses to date at the eastern access road? N/A entering trips; N/A exiting trips

Left Turn Lane Threshold

(See attached Traffic discussion in Expanded EAF).

Does the proposed use in combination with the aforementioned pending or approved uses generate a total of more than 60 peak hour entering vehicles at the eastern access road?

N/A Yes ☐ No

If so, has the Applicant applied to the NYS DOT for a left turn lane on US Route 6 into the eastern access road to mitigate potential traffic impacts?

N/A Yes ☐ No

Certificates of occupancy for the additional site development plans and construction projected to generate more than another 60 peak hour entering trips at the eastern access road shall be issued when either; i) NYS DOT approves a permit for the left lane and it is installed; or ii) the NYS DOT finds that such improvement is not required.

Traffic Signal Threshold (See traffic discussion in Expanded EAF).

Does the proposed use in combination with the aforementioned pending or approved uses generate a total of 100 or more peak hour exiting vehicles at the eastern access road from the Gateway Summit and The Fairways projects?

~~N/A~~ Yes ☐ No ☒

If so, has the Applicant applied to NYSDOT to construct a traffic light at the eastern site access intersection with US Route 6?

☐ Yes ☒ No

Certificates of occupancy shall be issued for additional site development plans and construction projected to generate more than 100 peak hour exiting vehicles, at the eastern access road when either; i) NYS DOT approves a permit for the traffic light and it is installed; or ii) the NYS DOT finds that such traffic light is not required.

Any signal design and installation shall have the potential to accommodate a left turn lane if determined necessary and approved by NYSDOT.

4A. Modified Access Alternative. In the likely event that this access alternative is pursued the following thresholds shall apply.

A work permit application for any work in the state right-of-way of US Route 6 shall be submitted and approved by NYS DOT, as may be applicable. The developer of the site will need to provide a concept plan for access improvements to NYS DOT as well as to the Town of Carmel Planning Board for the Board's review for compliance with the Findings Statement and input to the NYSDOT. The applicant will need to provide designs for the betterment project to widen the railtrail crossing structure of US Route 6 to permit a left turn lane into the site.

Mitigation measures were proposed in the GEIS for the westerly access road to mitigate impacts to traffic flow on US Route 6 due to the combined Gateway Summit and The Fairways projects. Thresholds have been established relative to the generation of site traffic and timing of mitigation measures as noted below for the Modified Access Alternative. It is noted that construction for development gaining access from the easterly access road (secondary access road in this case) can proceed at any time, and Certificates of Occupancy can be issued without any road improvements or other traffic mitigation.

Note: If mitigation measures are installed in connection with prior applications, these thresholds may be moot.

Site development plans and construction activities that do not exceed the thresholds noted below may proceed without further review other than NYSDOT work permits as may be required for any work in the State Right of Way. Additionally, development not exceeding such thresholds may be constructed and receive certificates of occupancy without any additional traffic mitigation.

What is the projected peak hour trip generation for pending or approved uses to date at the western access road? entering trips; exiting trips.

31 AM, 89 PM, 68 Sat. 83 AM, 57 PM, 67 Sat.

(For both The Fairways and Gateway Summit)

Traffic Signal Threshold

Does the proposed use in combination with the aforementioned pending or approved uses generate more than 60 entering and 90 peak hour exiting vehicles at the western access road from the Gateway Summit and The Fairways projects?
 Yes X No (both thresholds must be met).

If so, has the Applicant applied to NYSDOT to construct a traffic light at the western site access intersection with US Route 6?

 X Yes No (Note, Traffic signal has been installed).

Note: As per the Findings, Certificates of occupancy shall be issued for development projected to generate more than 60 peak hour entering and 90 peak hour exiting vehicles, at the western access road when either; i) NYS DOT approves a permit for the traffic light and it is installed; or ii) the NYS DOT finds that such traffic light is not required.

Any signal design and installation shall have the potential to accommodate a left turn lane if determined necessary and approved by NYSDOT.

Left Turn Lane Threshold

Does the proposed use in combination with the aforementioned pending or approved uses generate a total of more than 70 additional peak hour entering trips, for a cumulative total of more than 130 entering trips at the western road access?

 Yes X No (Note left turn lane has been constructed)

If so, the Applicants shall apply to the NYS DOT for a left turn lane at that location. Certificates of Occupancy for the additional development projected to generate more than another 70 additional peak hour entering trips (130 cumulative peak hour trips) at the western access road shall be granted if: i) NYS DOT approves a permit for the left hand turn land and it is installed, or ii) the NYS DOT finds such improvement is not required.

5. Community Services. The mitigation requirements for community services relative to the water supply system require two separate distribution systems, "high" and "low".

The high-pressure water system will be designed and constructed to include a new pump station and the extension of the high pressure distribution system to service the existing homes on Kelly Ridge Road, Everett Drive and Bard Road above elevation 660 (approximately 3,500 linear feet of new water main pipe will be installed to service existing homes on those roads). This system will be on line prior to the first Certificate of Occupancy (CO), being issued for the Gateway Summit Senior Housing Project.

The system will include a new pump station and a new 135,000 gallon water storage tank (average daily project design flow) next to the existing tank at the end of Everett Drive. This new tank would be located south of the existing tank on the Carmel Water District #2 parcel. This tank will be online prior to the first Certificate of Occupancy being

issued for the Gateway Senior Housing Project or The Fairways Senior Housing Project. All new water mains, pump station, tank, and appurtenances internal to the site would be installed at no cost to the water district. It is noted that the other lots within the Gateway Summit may be developed, and Certificates of Occupancy issued, before the above described improvements to the water district are made relative to the senior housing developments in Gateway Summit, as well as The Fairways.

All project buildings will be protected by an automatic fire sprinkler system so as not to increase the Carmel Water District #2 fire protection needs. Each building system will be operational prior to the issuance of the C.O. for each building.

The project's deeds will include a restrictive covenant prohibiting the use of the municipal water system for irrigation purposes. A restrictive covenant establishing such restriction will be filed with the County at the time the subdivision plat is filed.

A Water Supply Easement is proposed to be granted to the District over an approximately 50-acre area located in the area to the north and east of the proposed YMCA on the Gateway Summit and The Fairways sites. This easement will allow the CWD #2 the right to develop, construct and maintain a groundwater supply if ever desired. This easement will also define a specific area where the Town could potentially locate a booster station. The Water Supply easement will run through the Gateway Summit senior housing lot and The Fairways, and will provide access through proposed Lot 6 (the "YMCA" lot). This easement will be as shown on the subdivision plat and an easement filed with the County at the time the subdivision plat is filed.

Does the submitted Site Plan address the construction phasing of the aforementioned mitigation measures?

☒ Yes ☐ No (Phasing to comply with approved sequencing and scope of improvements).

If not, can the plan be adjusted to meet this requirement?

☐ Yes ☐ No

6. Blasting. The GEIS concludes that development of some of the parcels at the Gateway Summit may require blasting. Any blasting which is required will be done in full conformance with the New York State Code. A blasting protocol is summarized in the GEIS, which includes pre-blasting inspections, test blasting, seismographic monitoring and daily logs of seismographic data, explosive use and field conditions.

Can the proposed site plan be implemented without the need for blasting?

☒ Yes ☐ No

If not, has a blasting plan been prepared?

☐ Yes ☐ No

8/18/06 4:30 pm

7. Recreation Facilities. The site plan analyzed for the GEIS provides recreation facilities that will be available for use by the future residents of the Gateway Summit project. These facilities include two tennis courts, an approximately 1,600 sf tennis clubhouse, two bocce courts, a courtyard with a gazebo, and access to the existing lake for recreation use. These specific recreation components may be altered without additional environmental review provided that they meet the recreational needs of the senior housing and do not substantially exceed the areas of disturbance previously anticipated and create new potentially significant adverse environmental impacts.

Does the submitted Site Plan include provision for recreation facilities in a manner consistent with the above?

☒ Yes ☐ No

If not, can the plan meet this requirement if minor revisions are made?

☐ Yes ☐ No

Conclusion:

Does the site plan substantially conform to the thresholds outlined above as established by the GEIS and the Findings Statement for the Gateway Summit and The Fairways projects? *_(It is noted that the applicant may modify the site plan so that it substantially conforms to such thresholds.)*

☒ Yes ☐ No

If yes, as proposed or modified, no further SEQRA review is required.

If no, the Planning Board will conduct additional SEQRA review, specifically limited to the potentially significant adverse environmental impacts arising from the site plan exceeding the above described specific thresholds.

Accepted by resolution of the Town of Carmel Planning Board:

Planning Board Chairman

Date

**SEQRA Evaluation Form
for
The Fairways Site Plan**

Project Name: The Fairways-Lot 7 Residential Dev. **Date:** 10.13.21
Applicant: Par Four Realty Company LLC
Parcel No(s): 55-2-24.8-1, 55-2-24.8-2 **Total Acreage:** 101.8
Proposed Use: Residential
Peak Hour Traffic Generation: AM 56 ; PM 78 ; Saturday 85

The conceptual development plan for The Fairways was approved following the preparation and review of a Generic Environmental Impact Statement (GEIS). That GEIS evaluated the potential impacts of a Senior Housing development, which may be constructed and operated on the site and established minimum thresholds and criteria for the future review of individual site plans when they are submitted to the Town of Carmel Planning Board for approval. The reviewed concept plan included 150 senior units including a mix of multi-family, town-home and single family cottage style units.

The GEIS established minimum thresholds and criteria for the future review of individual site plans when they are submitted to the Town of Carmel Planning Board for approval. The purpose of this form, which is an attachment to the Findings Statement adopted for this project by the Planning Board, is to provide a basis for determining if the submitted site plans fall within the thresholds that the Planning Board has determined would mitigate adverse environmental effects to the maximum extent practicable. Site plan elements such as location and design of buildings, and location and design of interior roads for both the commercial and residential uses may change from the concept development plans in the FGEIS without any additional environmental review, provided they substantially meet the specific development threshold established in the GEIS process and specifically set forth in the Findings Statement.

If the proposed plans and any supplemental documentation submitted demonstrate that potential effects of the proposed use, design, size, and location of future development projects site plan fall substantially within the established thresholds as determined through use of this form, the Planning Board may complete site plan review as provided in 6 NYCRR 617.10 without any additional environmental review under the SEQRA regulations.

If the established thresholds are not met, further SEQRA review will be required including the issuance of a determination of significance. It is noted that the applicant may amend a proposed site plan or submit a new plan. If such revised or new site plan submission does not substantially exceed the established thresholds, no additional environmental review will be required.

The established thresholds consider the following:

1. Landscape Plans. Future application for development of The Fairways must provide landscaping plans that comply with Town of Carmel regulations and the GEIS Findings as they apply to setbacks and landscaped buffers to adjacent properties.

During the site plan review process, individual site plans must include landscaping plans designed to enhance the visual qualities of the use. Further, stormwater treatment basins must be planted with aesthetic and functional wetland and transitional plantings to provide water quality treatment, wildlife habitat and visual enhancement, and generally comply with Section 63-27C(4) and (5) of the Town Code.

Does the submitted site plan meet these requirements? Yes
(See attached Site Plan)
If not, can the plan meet this requirement if minor revisions are made? _____

2. Site Disturbance. The conceptual development plan for The Fairways analyzed in the GEIS indicates that approximately 25 acres of The Fairways site would be graded to accommodate proposed development, and of that, approximately 15 acres would be on slopes that exceed 15 percent. Significant grading activities should occur substantially within the areas of disturbance established in the concept development plans in the final GEIS. Further, the GEIS indicates that no significant grading or other land disturbance activities are expected in areas outside of those shown in the Overall Development Plan for The Fairways project and that Erosion and Sediment Control Plans must accompany site plan applications. In addition to complying with the Finding Statement, these plans must be prepared in conformance with New York State Department of Environmental Conservation (NYSDEC) and New York City Department of Environmental Protection (NYCDEP) design guidelines, with special consideration given to erosion control on any land to be disturbed on slopes greater than 15 percent.

Do the submitted Site Plans reflect overall site disturbance and disturbance of steep slopes for the construction of roads, buildings and other components of the proposed project that are generally within the areas of potential disturbance shown on the Grading Plans included in the GEIS and that do not significantly exceed the disturbance estimates in described in the GEIS?

If not, can the plan meet this requirement if minor revisions are made?
☒ Yes ☐ No (See attached site Plan).

Has a detailed Erosion and Sediment Control Plan been submitted in conformance with NYSDEC and NYCDEP design guidelines?
☒ Yes ☐ No (Previous Erosion and Sediment Control Plan to be updated as part of detailed Amended Site Plan).

If not, can the Erosion and Sediment Control Plan be revised to comply with these standards?
☒ Yes ☐ No

3. Stormwater Management. The individual site plan application is to include Management Plan that generally conforms to the Stormwater Pollution Prevention Plan (SWPPP) prepared for The Fairways generally and that complies with the New York State General Permit for Stormwater Discharge (GP-02-01) and the New York City Watershed Rules and Regulations. Adherence to these rules will be a condition of site plan approval.

Does the application include site plan specific SWPPP?
☒ Yes ☐ No (Project currently has NYSDEC General Permit Coverage. SWPPP to be updated for new layout as part of Amended Site Plan).

4. Traffic. Note: In the event that the Modified Road Configuration Alternative is proposed, skip to 4A, Traffic Alternative, below.

A work permit application for any work in the state right-of-way of US Route 6 shall be submitted and approved by NYS DOT, as may be applicable. A concept plan for access improvements shall be provided to NYS DOT as well as to the Town of Carmel Planning Board for the Board's review for compliance with the findings statement and input to NYS DOT.

Mitigation measures were proposed in the GEIS for the eastern access road to mitigate impacts to traffic flow on US Route 6 due to the combined Gateway Summit and The Fairways projects. Thresholds have been established relative to the generation of site traffic and timing of mitigation measures as noted below. It is noted that construction of development gaining access from the westerly access road (secondary access road in this case) can proceed at any time, and certificates of occupancy issued, without any road improvements or other traffic mitigation.

Note: If mitigation measures are installed in connection with prior applications, these thresholds may be moot.

Site development plans and construction activities that do not exceed the thresholds noted below may proceed with out further review other than NYSDOT work permits as may be required for any work in the State Right of Way. Additionally, site development plans and construction activities not exceeding such thresholds may be constructed and receive certificates of occupancy without any additional traffic mitigation.

What is the projected peak hour trip generation for pending or approved uses to date at the eastern access road? N/A entering trips; N/A exiting trips
(See discussion of Traffic in Expanded EAF).

Left Turn Lane Threshold

Does the proposed use in combination with the aforementioned pending or approved uses generate a total of more than 60 peak hour entering vehicles at the eastern access road?
N/A Yes No (See discussion of Traffic in Expanded EAF).

If so, has the Applicant applied to the NYS DOT for a left turn lane on US Route 6 into the eastern access road to mitigate potential traffic impacts?
N/A Yes No

Certificates of occupancy for the additional site development plans and construction activities projected to generate more than another 60 peak hour entering trips at the eastern access road shall be issued when either; i) NYS DOT approves a permit for the left lane and it is installed; or ii) the NYS DOT finds that such improvement is not required.

Traffic Signal Threshold

Does the proposed use in combination with the aforementioned pending or approved uses generate a total of 100 or more peak hour exiting vehicles at the eastern access road from the Gateway Summit and The Fairways projects?
N/A Yes No (See discussion of Traffic in Expanded EAF)

If so, has the Applicant applied to NYSDOT to construct a traffic light at the eastern site access intersection with US Route 6?
N/A Yes No

Certificates of occupancy shall be issued for additional site development plans and construction activities projected to generate more than 100 peak hour exiting vehicles, at

8/18/06, 4:15 pm

the eastern access road when either; i) NYS DOT approves a permit for the traffic light and it is installed; or ii) the NYS DOT finds that such traffic light is not required.

Any signal design and installation shall have the potential to accommodate a left turn lane if determined necessary and approved by NYSDOT.

4A. Modified Access Alternative. In the likely event that this access alternative is pursued the following thresholds shall apply.

A work permit application for any work in the state right-of-way of US Route 6 shall be submitted and approved by NYS DOT, as may be applicable. The developer of the site will need to provide a concept plan for access improvements to NYS DOT as well as to the Town of Carmel Planning Board for the Board's review for compliance with the findings statement and input to NYS DOT. The applicant will need to provide designs for the betterment project to widen the railtrail crossing structure of US Route 6 to permit a left turn lane into the site.

Mitigation measures were proposed in the GEIS for the western access road to mitigate impacts to traffic flow on US Route 6 due to the combined Gateway Summit and The Fairways projects. Thresholds have been established relative to the generation of site traffic and timing of mitigation measures as noted below for the Modified Access Alternative. It is noted that construction of development gaining access from the eastern access road (secondary access road in this case) can proceed at any time, and certificates of occupancy issued, without and good improvement, or other traffic mitigation.

Note: If mitigation measures are installed in connection with prior applications, these thresholds may be moot.

Site development plans and construction activities that do not exceed the thresholds noted below may proceed with out further review, other than NYSDOT work permits as may be required for any work in the State Right of Way. Additionally, development not exceeding such thresholds may be constructed and receive certificates of occupancy without any additional traffic mitigation.

What is the projected peak hour trip generation for pending or approved uses to date at the western site access drive? _____ entering trips; _____ exiting trips.

31 AM, 89 PM, 68 Sat. 83 AM, 57 PM, 67 Sat.
(Combined Gateway Summit Fairways)
Traffic Signal Threshold (See Traffic discussion in Expanded EAF)

Does the proposed use in combination with the aforementioned pending or approved uses generate more than 60 peak hour entering and 90 peak hour exiting vehicles at the western site access road from the Gateway Summit and The Fairways projects?

☐ Yes ☒ No (both thresholds must be met).

If so, has the Applicant applied to NYSDOT to construct a traffic light at the western site access intersection with US Route 6?

☒ Yes ☐ No (Traffic signal has been installed)

Note: As per the Findings, Certificates of occupancy shall be issued for development projected to generate more than 60 entering and 90 exiting at the western access road during peak hours when either; i) NYS DOT approves a permit for the traffic light and it is installed; or ii) the NYS DOT finds that such traffic light is not required.

Any signal design and installation shall have the potential to accommodate a left turn lane if determined necessary and approved by NYSDOT.

Left Turn Lane Threshold (See Traffic discussion in Expanded EAF)

Does the proposed use in combination with the aforementioned pending or approved uses generate a total of more than 70 additional peak hour entering trips, for a cumulative total of more than 130 peak hour entering trips at the western access road?

☐ Yes ☒ No (Left turn lane has been installed)

If so, the Applicants shall apply to the NYS DOT for a left turn lane at that location. Certificates of occupancy for the additional development projected to generate more than another 70 additional entering trips (130 cumulative trips) at the western access road shall be granted if: i) NYS DOT approves a permit for the left hand access road land and it is installed, or ii) the NYS DOT finds such improvement is not required.

5. Open Space Preservation. The conceptual development plan analyzed in the GEIS includes provisions for preserving approximately 60 acres of the Fairways site to be within conservation easement areas. These are intended to permanently protect and preserve wetlands, wetland buffers and open space. This preserved area will include trails for hiking and access to the lake and may include water well installation.

Does the submitted Site Plan include provisions for long term preservation of open space in a manner consistent with this mitigation measure?

☒ Yes ☐ No

8/18/06, 4:15 pm

6. Community Services. The mitigation requirements for community services relative to the water supply system require two separate distribution systems, "high" and "low".

The high-pressure water system will be designed and constructed to include a new pump station and the extension of the high pressure distribution system to service the existing homes on Kelly Ridge Road, Everett Drive and Bard Road above elevation 660 (approximately 3,500 linear feet of new water main pipe will be installed to service existing homes on those roads). This system will be on line prior to the first Certificate of Occupancy (C.O.), being issued for the Project.

The system will include a new pump station and a new 135,000 gallon water storage tank (average daily project design flow) next to the existing tank at the end of Everett Drive. This new tank would be located south of the existing tank on the Carmel Water District #2 parcel. This tank will be online prior to the first C.O. being issued for the Gateway Senior Housing Project or The Fairways Senior Housing Project. All new water mains, pump station, tank, and appurtenances internal to the site would be installed at no cost to the water district.

All project buildings will be protected by an automatic fire sprinkler system so as not to increase the Carmel Water District #2 fire protection needs. Each building system will be operational prior to the issuance of the C.O. for each building.

The project's deeds will include a restrictive covenant prohibiting the use of the municipal water system for irrigation purposes. A restrictive covenant establishing such restriction will be filed with the County at the time the subdivision plat is filed.

A Water Supply Easement is proposed to be granted to the District over an approximately 50-acre area located in the area to the east of the proposed YMCA on the Gateway Summit and The Fairways sites. This easement will allow the CWD #2 the right to develop, construct and maintain a groundwater supply if ever desired. This easement will also define a specific area where the Town could potentially locate a booster station. The Water Supply easement will run through the Gateway Summit senior housing lot and The Fairways, and will provide access through lot 6 (the "YMCA" lot). This easement will be as shown on the subdivision plat and an easement filed with the County at the time the subdivision plat is filed.

Does the submitted Site Plan address the construction phasing of the
aforementioned mitigation measures? X Yes No

(Phasing to comply with approved sequencing and scope of improvements)
If not, can the plan be adjusted to meet this requirement?

8/18/06, 4:15 pm

7. **Blasting.** The GEIS concludes that development of The Fairways may require blasting. Any blasting which is required will be done in full conformance with the New York State Code. A blasting protocol is summarized in the GEIS, which includes pre-blasting inspections, test blasting, seismographic monitoring and daily logs of seismographic data, explosive use and field conditions.

Can the proposed site plan be implemented without the need for blasting? ____
☒ Yes ____ No

If not, has a blasting plan been prepared? ____ Yes ____ No

8. **Recreation Facilities.** The site plan analyzed for the GEIS provides recreation facilities that will be available for use by the future residents of the Fairways. These facilities include a main clubhouse with two stories and a footprint that can be as large as 15,000 square feet, an indoor pool within the main clubhouse, a sport court, an approximately 1,500 square feet greenhouse, an outdoor pool and terrace, and access to the existing lake for recreation use. The specific recreation components may be altered without additional environmental review provided they meet the recreational needs of the senior housing and do not substantially exceed the areas of disturbance and create new significant adverse environmental impacts.

Does the submitted Site Plan include provision for recreation facilities in a manner consistent with the above? ☒ Yes ____ No

If not, can the plan meet this requirement if minor revisions are made?
____ Yes ____ No

Conclusion:

Does this site plan application substantially conform with the thresholds outlined above as established by the GEIS and the Findings Statement for the Gateway Summit and Gateway Summit and The Fairways projects? *(It is noted that the applicant may modify the site plan so that it is substantially conforms to the thresholds.)* ☒ Yes ____ No

If yes, as proposed or modified, no further SEQRA review is required.

If no, the Planning Board will conduct additional SEQRA review, specifically limited to the potentially significant adverse environmental impacts arising from the site plan exceeding the above described specific thresholds.

Accepted by resolution of the Town of Carmel Planning Board:

Planning Board Chairman

Date

**LEAD AGENCY
SEQRA FINDINGS STATEMENT**

Gateway Summit and The Fairways
Proposed Mixed-Use and Senior Housing Developments

ROUTE 6
TOWN OF CARMEL
PUTNAM COUNTY, NEW YORK

Lead Agency:
TOWN OF CARMEL PLANNING BOARD
Carmel Town Hall
60 McAlpin Avenue
Mahopac, New York 10541
Contact: Mr. Harold Gary, Chairman
(845) 628-1500

ADOPTED

August 23, 2006

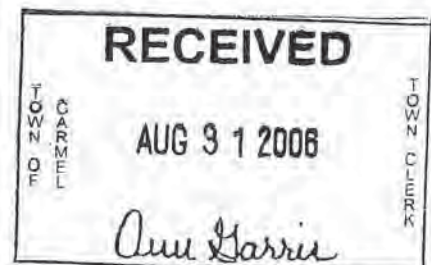


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**GATEWAY SUMMIT AND THE FAIRWAYS
SEQRA FINDINGS STATEMENT**

Lead Agency: Town of Carmel Planning Board

Address: Carmel Town Hall
60 Mc Alpin Avenue
Mahopac, New York 10541

Title of Action: PB-06 The revised applications of Hudson Valley Realty Corporation and Mid Hudson Realty Corp. (the Applicants) to the Town of Carmel Planning Board for Subdivision Approval, Special Use Permits and Site Plan Approvals, and to the Town of Carmel Environmental Conservation Board for a Wetland Permit for the Gateway Summit mixed-use development and The Fairways senior housing development. The Applicants submitted separate applications to the Planning Board at different times for the Gateway Summit and The Fairways projects, with Hudson Valley Realty Corporation as applicant for Gateway Summit and Mid Hudson Realty Corp. the applicant for The Fairways (alternatively referred to as the "Applicant" and the "Applicant's" herein). Moreover, both projects are to be divided into multiple separate site plan applications by the Applicants as described below. The Planning Board, as Lead Agency, elected to review these projects together to allow it to better evaluate cumulative impacts.

1.0 INTRODUCTION

This document is a Findings Statement prepared pursuant to Section 8-0101 et seq. of the Environmental Conservation Law (SEQRA) and the regulations promulgated by the New York State Department of Environmental Conservation (NYSDEC), which appear at 6 N.Y.C.R.R. Part 617 (SEQRA). This Findings Statement pertains to the proposed Gateway Summit and The Fairways projects described below. The Findings Statement draws upon the facts and conclusions of the Draft Generic Environmental Impact Statement (the "DGEIS") accepted by the Town of Carmel Planning Board (the Planning Board) on January 5, 2005, and the Final Generic Environmental Impact Statement (the "FGEIS") accepted by the Planning Board on August 9, 2006, along with related oral and written comments and correspondence.

This Findings Statement attests to the fact that the Town of Carmel Planning Board, as Lead Agency, has complied with all of the applicable procedural requirements of Part 617 in reviewing this mater, including but not limited to:

- Coordinated designation of the Planning Board as Lead Agency;
- Issuance of a Positive Declaration by the Planning Board;
- Public Scoping Session and adoption of Scoping Document for DGEIS;
- Preparation of a DGEIS by the Project Sponsor;
- Acceptance of the DGEIS by the Planning Board;

Filing of the DGEIS and a Notice of Completion;

Establishment of a Comment Period and the holding of a Public Hearing on the DGEIS by the Planning Board;

Preparation of a FGEIS;

Acceptance of the FGEIS by the Planning Board;

Filing of the FGEIS and a Notice of Completion by the Planning Board;

Establishment of a Comment Period on the FGEIS; and

Preparation and adoption of this Findings Statement by the Planning Board.

This Findings Statement also attests to the fact that the Planning Board has given due consideration to the GEIS prepared in conjunction with this action. Further, this Findings Statement contains the facts and conclusions in the GEIS relied upon by the Planning Board to support its future decisions and indicates the social, economic and other factors and standards which will form the basis for its decisions.

Generic Environmental Impact Statement

SEQRA allows a GEIS to "be broader and more general" than a regular EIS and requires that a GEIS and its findings set forth specific conditions or criteria and thresholds under which future actions will be undertaken or approved. Potential impacts have been addressed at this time by incorporating appropriate mitigation measures in the form of criteria or thresholds which have been established as guidelines for future development. The GEIS process and the related conceptual site development plans establish a general development plan for each individual project, establishing development guidelines such as limits of disturbance and impervious surface limits (see limits of disturbance illustrated in Gateway Summit Erosion Control Plan, drawing SP-4, and The Fairways Erosion Control Plan, drawing SP-4, in the FGEIS). Subsequent specific site plan applications may, and most likely will change from the concept development plans included in this FGEIS. Such site plans will require no further environmental review provided they substantially comply with the development guidelines developed in the GEIS process and this Findings Statement. Accordingly, such elements such as building location and design, and location of the interior roads for the commercial and residential uses may change from the concept development plans in the FGEIS to the specific individual site plans without additional environmental review, provided they substantially meet the development thresholds established in the GEIS process and specifically set forth in this Findings Statement.

Appended to this Finding Statement is a form for evaluation of future individual site plan applications on these properties. The Planning Board will use the "SEQRA Evaluation Form" at the time of future site plan review in order to determine whether such future site plan applications stay substantially within, or alternately, measurably exceed these thresholds and whether further SEQRA review is necessary. If a site plan application proposed after the issuance of this Findings Statement substantially complies with the thresholds set forth herein, as determined through the SEQRA Evaluation Form, no additional environmental review under SEQRA is required, including but not limited to lead agency designations and determinations of significance (negative declaration). During subsequent review of this "SEQRA Evaluation Form," the Planning Board may determine that a threshold has been exceeded. If this occurs, the Planning

Board may require supplemental environmental review under SEQRA or, alternatively, the Applicants may amend the application to conform to the established thresholds. Similarly, if the Planning Board believes that the proposed site plan differs substantially from the conceptual site plan(s) provided with the GEIS in terms of disturbance to environmentally-sensitive areas shown as undisturbed on the conceptual plans, the Planning Board may require supplemental review under SEQRA that is specifically targeted to the potential significant adverse environmental impacts caused by the site plan exceeding the specific thresholds. The Planning Board shall complete the SEQRA Evaluation Form, and make the above described determination; at the beginning of the site plan review process as soon as possible after it receives the site plan application.

SEQRA Thresholds

Descriptions of thresholds are provided below. These thresholds have evolved as a result of discussions with, and evaluation by, the Planning Board and other Involved and Interested Agencies and organizations.

a. Screening and Buffers

All future development plans for Gateway Summit and The Fairways parcels shall provide a densely planted vegetated perimeter buffer adjacent to existing residential homes. The amount, type and size of the buffer plantings shall be as determined necessary by the Planning Board at the time of site plan review to sufficiently screen the proposed development from adjacent existing residential homes. No proposed parking lots or other paved surfaces shall be located within this buffer. Areas may be identified where additional screening plantings, including evergreen trees and shrubs, may be required.

b. Steep Slopes

The conceptual development plans for the two projects show approximately 40 acres of grading and other land disturbance on slopes of 15 percent or greater. Conceptual development plans that show significantly greater grading of such slopes may be subject to further SEQRA review or special erosion control practices.

c. Erosion and Sedimentation Control

All future site plan submissions will include detailed erosion and sediment control plans, that are generally based upon the project specific Stormwater Pollution Prevention Plans and are prepared in conformance with NYSDEC, New York City Department of Environmental Protection (NYCDEP) and Town of Carmel design standards, with special consideration given to erosion control on any land to be disturbed with slopes greater than 15 percent.

d. Post Construction Stormwater Management

All individual site plan applications will include Stormwater Management Plans that are generally based upon the project specific Stormwater Pollution Prevention Plans and conform with the New York State General Permit for Stormwater Discharge (GP-02-01) and the New York City Watershed Rules and Regulations. Adherence to these rules shall be a condition of site plan approval.

e. Wetlands

The analysis of potential wetlands impacts in the FGEIS identified the extent to which federal, State, and municipally regulated wetlands and wetland buffers, would be disturbed by development of the site. All individual site plans will be required to demonstrate that no significant increase in wetland and wetland buffer disturbance will result from specific uses proposed on individual parcels.

f. Future Landscaping and Lighting of Individual Parcels

During the site plan review process, individual site plans will include landscaping and lighting plans designed to enhance the visual qualities of the proposed uses with additional screening where necessary adjacent to residentially-zoned properties. Stormwater treatment basins will be planted with aesthetic and functional wetland and transitional plantings to provide additional water quality treatment, wildlife habitat and visual enhancement. Landscaping and lighting shall comply with Sections 63-27C(4), C(5) and C(6) of the Town of Carmel Zoning Ordinance, at a minimum. Future application for development of Gateway Summit and The Fairways must provide landscaping plans that comply with Town of Carmel regulations and the GEIS Findings as apply to setbacks and landscaped buffers to adjacent properties.

g. Traffic

The traffic analysis in the DGEIS and FGEIS projected the number of entering and exiting vehicular trips for uses under the proposed projects and Modified Road Configuration Alternative for Gateway Summit. As indicated in Section 5.6, (Traffic and Transportation) of this Findings Statement, traffic mitigation may be required only after the projected trip generation for additional proposed uses exceeds specific thresholds set forth under the subsection Traffic and Transportation Mitigation Proposed. It is noted that only NYSDOT has the authority to allow improvements on Route 6 since it is a State Road. If NYSDOT finds that traffic mitigation proposed after certain levels of additional traffic are generated is not required, the applicable development components may be developed and issued Certificates of Occupancy without the implementation of such traffic mitigation.

h. Open Space

Future development plans will ensure that approximately 60 acres of open space located on the Fairways site is preserved.

i. Development

The parcels will require a building setback from the adjacent existing residential neighborhoods to the south, east and west, and a screening buffer within the building setbacks and generally along the property lines. The following includes the list of conditions for development:

- All building setbacks shall conform to Town of Carmel Zoning Regulations;

- There shall be a buffer zone of green space as described in the GEIS. Such space shall be landscaped, or consist of natural vegetation and shall contain no impervious surfaces;
- The Applicants shall be permitted those principal uses set forth in the applicable zoning
- There shall be no ingress or egress to any use through residential neighborhood or roadway, except for emergency access as described in the FGEIS.

The conceptual development plans represent reasonable maximum development potential for the proposed parcels considering the limitations and requirements imposed by the Town Zoning Ordinance and other development regulations, environmental constraints, the requirements of the NYCDEP, constraints imposed by the site itself, and other considerations. It is acknowledged that the specific site plans for each lot may, and most likely will, change from the conceptual development plans. It is further acknowledged that that building location and design, and location of the interior roads and other improvements for the commercial and residential uses can change from the conceptual development plans in the FGEIS to more specific individual site plans without additional environmental review provided they substantially meet the development thresholds established in the GEIS process and specifically set forth in this Findings Statement.

It is noted that this Findings Statement contains the facts and conclusions in the DGEIS and FGEIS relied upon by the Planning Board to support its decision and indicates the social, economic and other considerations that form the basis for its decision, as required under 6 N.Y.C.R.R. Part 617.11 (d). This Findings Statement also reflects the Planning Board's effort, as Lead Agency, to involve Interested and Involved Agencies, as well as Town staff and consultants, throughout the SEQRA review process. The Planning Board actively solicited and encouraged the Applicants to seek input and comment from Interested and Involved Agencies, and Town staff and consultants.

Much of the interactions with, and input from, these parties came after the Planning Board accepted and filed the DGEIS. The Planning Board encouraged this interaction to address comments raised during the public hearing and subsequent written comment period on the DGEIS in order to help further mitigate the potential impacts of the proposed projects in such areas as stormwater, wetlands, water quality, erosion control, water and sewer facilities, traffic and impact to neighborhood character.

The Applicants fully considered the comments from the public and Interested and Involved Agencies, and met and consulted numerous times with representatives of NYSDEC, NYCDEP, Putnam County Department of Health, the Town Engineer, the Town Consulting Engineer, and the Town Planner to refine the proposed projects to further mitigate project impacts. Additionally, the Applicants and its engineers held a series of meetings over an approximately four month period from March 2005 to late June 2005 with the Riverkeeper and the Watershed Inspector General from the New York State Attorney General's Office. The Applicants and their consulting engineers also met separately with Mr. Marc Yaggi of the Riverkeeper in the Riverkeeper's offices in White Plains, and Mr. James Tierney, the Watershed Inspector General, in the Attorney General's

office in Albany. The Applicants subsequently met separately with the Watershed Inspector General's engineer in the offices of the Applicants' engineer to further refine the Stormwater Pollution Prevention Plans, and erosion controls, and develop other ways to further protect water quality and reduce steep slope disturbance. The Applicants also spoke multiple times to Mr. James Bacon, the attorney for the Croton Watershed Clean Water Coalition, Inc., to offer to meet with Coalition representatives to discuss their concerns. The Applicants' engineers also consulted with the Town Engineer and the Town's Consulting Engineers through the winter and spring of 2006, up to the acceptance of the FGEIS, to adequately mitigate impacts to the public water and sewer systems.

Based on these meetings and consultations, the Applicants significantly decreased the density of the proposed projects and further refined elements of the development related plans prepared for both the Gateway Summit and The Fairways projects, including but not limited to the Stormwater Pollution Prevention Plans (SWPPPs), and Wastewater Engineering Reports and Water Engineering Reports. The project revisions resulting from these meetings and related public comments included, among other things, significant reductions in the projects' overall square footage, number of buildings, impervious area, and area of disturbance, resulting in a substantial reduction in the overall scope of the proposed projects. The specific revisions to both projects: 1) substantially modified and decreased the roadway network for The Fairways, including eliminating the interior road linking the project to Fair Street, thereby eliminating more than 2,000 linear feet of impervious roadway; 2) replaced a 45,000-square foot, two-story auto dealership with a 6,300-square foot, one-story restaurant; 3) eliminated 41 units of senior housing units from the Gateway Summit project; and; 4) reduced the amount of proposed office space by 2,000 square feet. The specific revisions to both projects are set forth in Table 1-1 of the FGEIS, and are further described below.

The project revisions were proposed to ameliorate the stated concerns of the Planning Board and its staff, the Interested and Involved Agencies, and the public. The Applicants appeared before the Planning Board to review the plan revisions stemming from comments by the public and Involved and Interested Agencies, and such meetings and discussions. The Planning Board considered all the refinements to the proposed projects and related underlying analysis and development plans, as well as all the written comments related to such refinements, along with all the previous oral and written comments and correspondence, in developing this Findings Statement. It has determined that the revisions reduce physical site impacts to the maximum extent practicable while still allowing the proposed Gateway Summit and The Fairways projects to be developed in an economically feasible manner.

Reduced stormwater impacts. Throughout the SEQRA review process, the Applicants refined the project specific SWPPPs based on comments from NYSDEC, the New York State Watershed Inspector General, NYCDEP, The Riverkeeper, the Croton Watershed Clean Water Coalition, the Town Engineer, the Town's Consulting Engineer, and the Town Planner. These revisions improve stormwater controls during and following construction, and water quality protection both during and after construction.

- ☒ The proposed crossing of a stream with the access road to the Gateway Summit and The Fairways sites has also been revised to further mitigate potential adverse impacts on wetlands and surface waters. Despite this, the Applicants have been notified by NYCDEP that construction of the impervious road within the 100-foot limiting distance to a watercourse requires a variance from NYCDEP. Accordingly, the Applicants currently plan to submit an application for the variance to NYCDEP. That application would seek to demonstrate to NYCDEP that the need for the variance is not self imposed, that the proposed mitigation measures are at least as protective of the water supply as the provision of New York City's watershed regulations from which the variance is sought, and that the variance is the minimum necessary to afford relief from the regulations.
- ☒ The Applicants have further developed the alternative first presented in the DGEIS that includes a road layout avoiding the stream crossing and the construction of impervious surface within the NYCDEP imposed limiting distance of 100 feet to the watercourse. This alternative, described in the FGEIS as the Modified Road Configuration Alternative for Gateway Summit, would provide access for the Gateway Summit and The Fairways sites from Route 6 some 1,000 feet to the west of the proposed access. The alternative access would eliminate 10,000 square feet of development and reduce the amount of roadway by approximately 500 linear feet, thereby further decreasing the amount of impervious surface created by the projects. The alternative access also would reduce the area of Town wetland buffer encroachment by approximately 0.56 acres. Two optional layouts for this alternative have been prepared that replace one of the two proposed restaurants with either a pharmacy or an office building.

The above-described project revisions further reduce project impacts beyond that previously discussed with the Planning Board and other interested parties.

2.0 BACKGROUND

The proposed Gateway Summit and The Fairways projects are located in the Town of Carmel, which is in the southeast corner of Putnam County, adjacent to the Town of Putnam Valley. The existing Fairways project site consists of approximately ±95 acres of land in a Residential zoning district, while the existing Gateway Summit site consists of ± 88 acres in a Commerce/Business Park district. Both sites are located immediately north of Route 6.

The Gateway Summit and The Fairways project sites are designated on the Town of Carmel Tax Maps as Section 55, Block 2, Lots 23.1, 24 & 25; Section 55.11, Block 1, Lot 32; Section 44, Block 2, Lot 1.1 and 1.2.

The Applicants, Hudson Valley Realty Corporation and Mid Hudson Realty Corp. prepared the DGEIS in response to a Positive Declaration issued by the Town of Carmel Planning Board, and a scoping document adopted by the Planning Board on May 14, 2003, after a public scoping session. Following intensive review, and comment, by the Lead Agency, Involved and Interested Agencies, the public, and environmental advocacy organizations, the October 15, 2004 DGEIS (revised January 3, 2005) was accepted as complete on January 5, 2005. A Public Hearing on the DGEIS, which fully evaluated the potential environmental impacts anticipated from the proposed action, was held on February 2, 2005.

Between the time the DGEIS was accepted on January 5, 2005, and the January 11, 2006 release of the Draft Final Generic Environmental Impact Statement (FGEIS), the proposed Gateway Summit and The Fairways projects were significantly revised. Modifications to the proposed action were made, in large part, in response to testimony at the February 2, 2005 public hearing on the DGEIS, and comments from the Lead Agency, the New York State Watershed Inspector General, the NYCDEP, the public, and various environmental organizations including Riverkeeper, Croton Watershed Clean Water Coalition and the Putnam County Coalition to Preserve Open Space, as further described in the preceding background section.

Accordingly, the post-DGEIS modifications to the development plans for both projects, which include two project specific SWPPPs, address specific reviewer comments, and provide further mitigation of potential adverse environmental impacts. Modifications to the projects reflected in the FGEIS refined the two SWPPPs, and significantly reduced the area of overall site disturbance by reducing the intensity of the proposed development, decreasing impervious surfaces, decreasing disturbance of steep slopes, reducing roadway and reducing the overall site grading.

Gateway Summit

The revised Gateway Summit plan consists of the following components: a 150 room hotel and 12,000-square foot banquet/conference center, 13,900 square feet of commercial space consisting of two restaurants, 16,000 square feet of office space of which 400 square feet is retail, a 68,000-square foot YMCA, and 150 senior housing units on the approximately 81 acre reconfigured site. The previous plan for Gateway Summit, as evaluated in the Gateway/Fairways DGEIS, proposed 191 senior housing units, 52,000 square feet of commercial development facing Route 6 including a 45,000 square foot, two story automobile dealership, the currently proposed hotel and 12,000-square foot banquet hall/conference center, 18,000 square feet of office space, and the YMCA.

Fairways

The amended Fairways plan continues to propose 150 senior housing units, although the previously proposed interior road that would have linked the interior of the site to Fair Street was eliminated from the proposal, thereby eliminating more than 2,000 linear feet of impervious roadway, reducing post-construction increases in runoff, and significantly reducing site disturbance. This modification also eliminated potential impacts on wetlands located between the proposed residential buildings and Fair Street.

The proposed Fairways plan also includes the dedication of a conservation easement to permanently preserve approximately 60 acres of regulated wetlands and open space, consisting of undisturbed woodland and fields, for conservation and passive recreation purposes that will be accessible through a trail way system. The open space will be owned and maintained by a Homeowners Association. The open space allows for the preservation of wetlands on the property. The walking trail system will include access points at the YMCA, the community recreation center and the end of The Fairways internal road. The project site also would be connected to the County bike path system scheduled to be constructed past the project site in 2007.

3.0 DESCRIPTION OF PROPOSED ACTION

3.1 Site Access

The southern section of the overall project site has 1,250 linear feet of road frontage on Route 6, approximately 3,000 feet west of John Simpson Road. Vehicular access to the Gateway Summit site currently is available from the parking area at the former Town of Carmel Highway Department.

The proposed action includes the creation of two access roads from Route 6. The primary access road will provide access to all residential units for both the Gateway Summit and The Fairways sites, along with the associated recreational facilities for each project site, the YMCA, the hotel and conference center and 6,000 square feet of office space. This primary access will be a boulevard type entrance with a landscaped median in the center and will terminate in a cul-de-sac at the boundaries of the Gateway Summit and The Fairways sites. The interior roads for the individual site plans are approximately 7,300 linear feet in length, generally will have a total width of 24 feet, and be designed without curbs in some places to prevent stormwater from concentrating and causing erosion. The primary access road is approximately 3,220 linear feet and will be constructed to Town standards and specifications and dedicated to the Town of Carmel.

Access to the remaining 10,000 square feet of office space and the two restaurants will be taken directly from Route 6 by a second access road that will also be constructed in a boulevard style. This access road right-of-way and boulevard median will be landscaped.

A private roadway will extend north from the Town road ending in a cul-de-sac on Lot 7B to provide access to The Fairways. The Internal roads for The Fairways will be maintained by a Homeowners Association.

The proposed access road serving the Gateway Summit site has been carefully designed to limit disturbance of steep slopes. The access road crosses a small, southerly flowing watercourse. The crossing will be accomplished with a large arch culvert that will allow the continued, unimpeded flow of the stream from north to south, and the movement of wildlife in the stream corridor. A proposed pedestrian bridge would also span this watercourse, which will require minor temporary disturbance within the stream buffer to install foundations to support the bridge.

The road crossing involves the discharge of less than twenty-five cubic yards of fill into Waters of the United States, as defined by the United States Army Corps of Engineers (Corps). Accordingly, this activity does not require authorization from the Corps. A permit from the Town of Carmel Environmental Conservation Board will be secured prior to constructing the regulated stream crossing.

The NYCDEP commented that it believes that the Applicants will need to obtain a variance under Section 18-39 (a) (1) of the Watershed Rules and Regulations in order to pave the roadway associated with the watercourse crossing. It is noted that the FGEIS Appendix includes a letter from the NYSDOT dated June 20, 2006 indicating that it prefers that the Primary Easterly Access Road serve as the main access, as proposed, since it provides the most separation from the existing traffic signal at Route 6 and Old Route 6. The NYSDOT did, however, indicate that both the easterly and westerly driveway locations are adequate from an access standpoint. The Applicant may apply for a variance from the NYC DEP restriction.

Additionally, based on NYCDEP's comments, the Applicants have evaluated an alternate road layout that restricts the primary easterly access road under the proposed plan (The Primary Easterly Access Road) as an access drive for the proposed hotel, thus eliminating the watercourse crossing. Under this alternative, the secondary westerly access road is extended and becomes the primary access and Town road to all uses except the hotel. The extension of the Secondary Westerly Access Road requires that the 10,000-square foot office building be removed from the proposed plan. The proposed new traffic light would be relocated from the Primary Easterly Access Road to the Secondary Westerly Access Road, when required. The Applicants would install this light once a certain level of construction is completed, and a specific level of traffic generation is met as further explained in the traffic section included herein.

As explained in that traffic section herein, the traffic light and related traffic mitigations measures do not need to be installed before construction commences. This alternative is set forth in detail in the FGEIS, specifically in Chapter 4.0, Alternatives (referred to herein and in the FGEIS and related documents as the "Modified Road Configuration Alternative for Gateway Summit" and the "Modified Road Configuration Alternative"). This alternative would decrease the amount of proposed development, roadway, construction, impervious surface and site disturbance, including construction on steep slopes as further described later herein.

In addition to the two proposed entrances from Route 6, the proposed action includes a separate emergency - only access road from Kelly Ridge Road to The Fairways. The emergency access connection from The Fairways site to Kelly Ridge Road will be a 12-foot wide gravel drive, gated at both ends to prevent unauthorized use by residents or visitors. The Applicants also offered to provide the Town an emergency only access easement from the interior roads located in the northwest corner of the Gateway Summit residential development to the adjacent Town owned property containing the existing water tank. This emergency only access easement was not required by the Planning Board, but was offered by the Applicant to provide fire trucks and other emergency vehicles a third way to access the projects' road networks if the Town so desires. The Applicant would gravel this access drive and gate it at the property line to limit through traffic to emergency vehicles if the Town wishes to establish this third emergency only access drive.

3.2 Site Layout

The proposed Gateway Summit development comprises a seven-lot subdivision. Separate site plans will be submitted for each lot after adoption of this Findings Statement. The conceptual site development plans evaluated in the GEIS includes a mix of commercial, semi-public and permitted residential uses. Lot 1, located on the corner of the main access road and Route 6, contains a 150-room hotel and the 12,000-square foot conference and banquet facility. Lots 2, 3, and 4 gain access from Route 6 via the secondary access road. Lots 2, 3, and 4 contain two restaurants, constituting approximately 14,000 square feet of commercial development, and a 10,000-square foot office building. Lot 5, located in the interior of the site along the main internal road, contains an approximately 6,000-square foot building occupied by 5,600 square feet of office space and 400 square feet of convenience retail. The YMCA facility will be located on Lot 6, while the 150 senior dwelling units will be located on Lot 7A. The proposed Fairways development consists of a total of 150 units. Approximately 60 acres of The Fairways site will remain undeveloped and permanently preserved as open space, by conservation easement. It is recognized that the individual site plans for each lot can, and likely will, change the layout, design, unit mix, and interior road layout somewhat from the conceptual site development plans.

Provided these individual site plans substantially conform to the conceptual site development plans, no additional environmental review will be necessary.

Utilities serving the projects, including water, sewer, electric, telephone and cable will be installed within the right-of-way of the proposed internal roadway system. The property is located within the Carmel Water District #2 and Carmel Sewer District #2. Water and sewage for the projects will be serviced by pipes proposed along the internal roadway system and connected to the existing systems.

Appropriate traffic signage and street name signs will be installed at the Route 6 entrance/exit and within the development. Street lighting will be provided throughout the Gateway Summit and The Fairways developments.

Revisions to the development plans for the two projects have resulted in significant reductions of proposed impervious surfaces. Proposed impervious areas have been reduced from approximately 25 acres to approximately 22 acres on the Gateway Summit site and from approximately 13 to approximately 10 acres on The Fairways parcel. Overall site disturbance has also been dramatically reduced from approximately 74 acres to approximately 56 acres on the Gateway Summit site and from approximately 42 acres to approximately 30 acres on The Fairways site with the revised plans.

The revised project development plans were developed concurrently with SWPPPs on both the Gateway and Fairways projects in order to integrate the impact mitigation components of the SWPPPs with site features and all components of the proposed projects, and to ensure the long term effectiveness of the stormwater management practices. The SWPPPs, which include detailed Erosion and Sediment Control Plans and Stormwater Management Plans, were significantly refined since the issuance, and acceptance, of the DGEIS. These plan revisions were the direct result of input from the Town, outside agencies, and interested parties.

Amendments to the development plans have also resulted in relocation of on-site recreation facilities. The proposed recreation facilities for Gateway Summit senior housing development will include two tennis courts, an approximately 1,600-square foot tennis clubhouse, two bocce courts and a courtyard with a gazebo, or substantially similar elements providing equal or better recreational value. The Fairways will include a main clubhouse with two stories, each approximately 10,000 square feet (this clubhouse footprint may be expanded to 15,000 square feet), an indoor pool within the main clubhouse, a sport court, an approximately 1,500-square foot greenhouse and an outdoor pool and terrace, or substantially similar elements providing equal or better recreation value. Additionally, both the Gateway Summit and The Fairways projects will have trail ways leading to the lake located within The Fairways and Gateway Summit. Residents of both projects will be able to use this lake for multiple recreation purposes including passive and active uses such as fishing and boating including canoeing and kayaking. The construction phasing for the project has also been revised to specify the construction of certain recreation facilities during the initial phase of development.

It is recognized that the square footage numbers set forth above may differ somewhat in the site plan applications to be filed after the adoption of this Findings Statement. Such revisions are permitted without additional environmental review provided they do not substantially exceed the thresholds and do not create substantial new disturbance in areas shown as undisturbed.

As described above, the Applicants evaluated a Modified Road Configuration Alternative that eliminates the watercourse crossing. The Easterly Access Road would serve only the hotel. The Westerly Access Road would connect to the upper portions of the site west of the subject watercourse. Under the Modified Road Configuration Alternative, a traffic light is no longer warranted for the intersection of Route 6 and the Easterly Access Road, servicing only the hotel. A left turn lane from Route 6 into the hotel also is no longer warranted under this alternative. The Applicants would install a traffic light at the Westerly Access Road as warranted after certain uses are constructed and a specific level of traffic generation is met.

An existing bridge over the old railroad bed currently makes it impossible to install a left hand turn lane into the Secondary Westerly Access Road. The NYSDOT, however, plans to replace this bridge, independent of the Gateway Summit and The Fairways projects, in connection with the County Bike Path Project. Under this project a new crossing would be installed in place of the existing bridge to allow the bike path to continue along the old railroad bed and under Route 6. The Applicants have agreed to work cooperatively with NYSDOT and the County to design and complete this improvement, including the addition of a left hand turn lane and sidewalk. The NYS DOT would complete this with the County and the Applicants under its reverse betterment program, with the Applicants contributing toward the cost to complete such improvements. The Applicants' costs will cover design, new left turn lane, new sidewalk, and any other incremental costs related to its projects.

3.3 Constructions, Operation, and Maintenance

Construction

To mitigate potential impacts associated with erosion and sedimentation, construction of the two projects has been carefully phased, and sequenced, in the amended Erosion and Sediment Control Plan components of the two refined SWPPPs. These SWPPPs, and the construction sequences included in them, will be subject to further review, and possible further refinements during the State and New York City permit application review process.

The overall construction sequence for Gateway Summit and The Fairways is fully detailed in the SWPPPs found as Appendix D and E of the FEIS.

The refined, site specific, Erosion and Sediment Control Plans developed for the two projects provide temporary and permanent erosion control practices that have been prepared in accordance with current New York State and City guidance documents. Erosion control specifications in the phasing plans include:

- All sediment and erosion control measures will be installed in accordance with applicable standards and prior to any clearing and grubbing operations;
- All topsoil is to be stripped and stockpiled in appropriate locations for future use on the site. All stockpiled soil areas are to be appropriately stabilized and protected;
- All finished slopes greater than 3:1 are to be stabilized immediately upon completion of grading activities;
- Modifications to phasing may be made during construction only with approval of the permitting authorities; and,

- Clean water will be diverted around all areas disturbed by construction activities.

The Applicants will hire a qualified Professional (CPESC, CPSWQ, P.E., or RLA) to oversee implementation of the two SWPPPs during the entire construction period. The Professional will maintain weekly progress reports at the site, which will be available for review by State, City and Town of Carmel officials. The Town's construction inspection costs also will be funded by the Applicants through inspection fees required by Town code.

The project's construction manager, in consultation with the independent Professional retained by the Applicants, will be responsible for the vigorous maintenance and operation of all erosion and sediment control and stormwater management facilities during construction. The Applicants will be responsible for monitoring construction progress and the construction contractor's compliance with the approved plans and specifications, and permit conditions.

The internal roads and infrastructure will be maintained by the Applicants throughout the construction period as necessary to provide safe and adequate site access and to ensure properly functioning stormwater management facilities. Any Town, County or State road surfaces impacted during construction will be cleaned at the end of each workweek, at a minimum, to remove tracked soil from truck movements. Road surfaces will be cleared on a more frequent basis, as needed or directed by the Town. Any damage attributed to construction traffic on local roads from this site will be repaired by the Applicants. Following construction, the Town Roads on the Gateway Summit site and utilities, such as water and sewer mains, will be dedicated to the Town.

Operation and Maintenance

Once construction of the projects is completed, and the sites have been stabilized, normal operations of the facilities will begin. Normal operations include maintenance of the stormwater management components of the two SWPPPs to ensure that they continue to operate as designed.

Each of the proposed facilities and the infrastructure associated with the two developments will be subject to a comprehensive inspection and maintenance program. Elements of the proposal that will be subject to such inspection and maintenance activities include the stormwater management component of the two SWPPP, all roads, and water and wastewater infrastructure. Responsibility for maintenance of permanent stormwater facilities will be transferred to the Town, or to a homeowners association, depending upon the ultimate disposition of the facilities. The stormwater ponds will be maintained by the entity that owns the property draining into such basins, i.e., the basins on the hotel site will be maintained by the hotel owners, and the basins on Lots 3, 4, and 5 will be maintained by the owners of Lots 3, 4, and 5. The basins on Gateway Summit and The Fairways will be maintained by the Homeowners Associations for each, and the basin on the YMCA site, which also collects stormwater from the Town road, will be maintained by the Town. The individual site applicants will be responsible for the maintenance of all landscape plantings and other permanent erosion control measures on the site.

4.0 APPROVALS

The following regulatory approvals are required for the Gateway Summit and The Fairways Projects.

Town of Carmel:

- ☒ Planning Board – Subdivision Approval, Special Use Permit Approval and Site Plan Approval
- ☒ Architectural Review Board – Architectural Review
- ☒ Environmental Conservation Board - Town Wetland Permit

Putnam County:

- ☒ Department of Health – Realty Subdivision Approval, Sewer and Water Main Extensions

New York City:

- ☒ Department of Environmental Protection – Stormwater Pollution Prevention Plan, Sewer Main Extensions

New York State:

- ☒ Department of Environmental Conservation - SPDES General Permit for Stormwater, State Wetland Permit for Regulated Activity in Adjacent Area
- ☒ Department of Transportation – Highway Work Permit

The Town of Carmel will be included on all correspondence to and from other agencies during the regulatory approval process.

5.0 STATEMENT OF FACTS AND BASIS FOR CONCLUSIONS

5.1 Geology, Soils and Topography

Grading and Soil Erosion

In response to specific comments from NYCDEP, the Watershed Inspector General, the Croton Clean Water Coalition, and other organizations concerning construction sequencing, erosion and sediment control, and related water quality impacts, the development plans for the two projects were amended to reduce its overall scope, impervious surfaces, construction on steep slopes, and overall site grading and to enhance the effectiveness of erosion control methods to be applied during construction. Under the proposed plan, approximately 26 acres of The Fairways site and 56 acres of the Gateway Summit Site would be graded to accommodate the proposed development. The total area of disturbance on slopes greater than 15 percent is estimated to be 15 acres on The Fairways site and 25 acres for the Gateway Summit site. Based upon engineering cut and fill estimates, the combined Gateway Summit and The Fairways development plans would require an estimated 494,000 cubic yards to be excavated (cut) and 453,000 cubic yards of fill. The Modified Road Configuration Alternative for Gateway Summit would further decrease the amount of development and road construction, thereby further reducing impervious surface, grading and construction in steep slopes. As noted in the Introduction, the site plans can and likely will change from the concept development plans in the FGEIS. The above describe disturbance numbers may change without additional environmental review provided such changes in disturbance do not have the potential to create new significant adverse environmental impacts.

Grading and Soil Erosion Mitigation Proposed:

Erosion and Sediment Control Plans have been developed for the two projects to prevent erosion of soils exposed during construction. The proposed soil erosion control features would be installed in accordance with Erosion and Sediment Control Guidelines specified in the NYSDEC SPDES General Permits for Stormwater Discharges from Construction Activities (GP-02-01 and GP-93-06), and their appendices, and the Town of Carmel Municipal Code.

As detailed in the two projects specific SWPPPs, construction of the two projects will be carefully phased, and sequenced, to further control erosion and sedimentation. As specified, the phasing plan will limit the area of disturbance on either site to a maximum of five acres at any time on each project site. Detailed construction sequencing plans have been developed that significantly reduces the potential for erosion from the project sites during construction.

The SWPPPs for the two projects are required to obtain coverage under NYSDEC SPDES General Permit GP-02-01 and approval from the NYCDEP. Inspections are required under NYSDEC and NYCDEP approvals and will be conducted by the independent qualified Professional retained by the Applicants.

Prior to construction, the proposed erosion and sediment control features would be installed according to the Erosion and Sediment Control Plan. As required, these features would be closely monitored, and maintained in effective condition, and left in place until permanent vegetative cover is established. All disturbances of steep slopes would be conducted in accordance with the Town Code. If necessary, the Applicants will provide the Town of Carmel required construction.

security to insure the proper installation and maintenance of erosion and sediment control measures and completion of site restoration.

These measures also would be monitored during construction by the project construction manager, by representatives of the Town, and by the professional engaged by the Applicants. Inspection fees will be funded by the Applicants pursuant to the Town Code.

Blasting

Implementing the proposed development plan may require blasting for the construction of the internal road on the Gateway Summit site. The project engineer identified areas of potential blasting as all areas with greater than twenty feet of required cut.

The closest structure to an area of potential rock removal is approximately 420 feet southeast of the site entrance, across Route 6 from the Gateway Summit site. The use of proper blasting techniques and mitigation measures will minimize the potential affects of blasting on nearby properties and structures.

Blasting Mitigation Proposed

Any blasting which is required will be done in full conformance with the New York State Code. A blasting protocol is included as part of the GEIS and is summarized below:

☒ All blasting will be conducted in compliance with New York State requirements [(Title 12 of the New York Code of Rules and Regulations (12 NYCRR Part 39)].

☒ Blasting will be conducted by licensed and insured blasting contractors.

☒ Pre-blasting inspections will be conducted of all off-site structures located within 500 feet of the excavation area, if authorized by the property owner. These inspections will include photographic or video documentation.

☒ The contractor will conduct test blasting and seismographic monitoring prior to any blasting to determine appropriate on-site blasting techniques.

☒ Seismographic monitoring will continue throughout the periods of blasting at the site, and daily logs of seismographic data, explosive use and field conditions will be maintained.

5.2 Wetlands

The bulk of NYSDEC, and Town of Carmel, regulated wetland, LC-27, is located on The Fairways site, with a portion extending onto the Gateway Summit site (proposed Lot 6). With the exception of one area at the southern end of the wetland, the boundaries of the NYSDEC and the Town of Carmel regulated wetland are the same. No disturbance of any NYSDEC or ACOE wetland is proposed as part of the proposed action. Construction of the proposed culvert associated with the watercourse crossing would result in approximately 0.04 acres of Town wetland disturbance. The construction of the stormwater treatment basins would result in approximately 0.42 acres of DEC "adjacent area" disturbance on the Gateway Summit parcel, and approximately 0.05 acres of disturbance of adjacent area on the Fairways. Additional buffer encroachment on the Gateway parcel

will be necessary within the town regulated buffer. Both NYSDEC and Town of Carmel Wetland Permits are required for the construction of the treatment basins. The Applicants have evaluated criteria for a Wetland Permit as required by Chapter 179 of the Town Code, and the NYSDEC Freshwater Wetland Regulations, and concluded that the proposed activity meets all criteria for permitting.

Some disturbance within and adjacent to the existing stream flowing south out of the wetland is proposed for the main road crossing just north of Route 6. This crossing involves the discharge of less than twenty-five cubic yards of fill into waters of the United States, as defined by the Corps. Accordingly, under Nationwide Permit No. 18, this activity does not require further authorization from the Corps nor does it require the submission of a Pre-construction Notification to the Corps. A permit from the Town of Carmel Environmental Conservation Board will be secured prior to conducting any regulated activity.

Neither an Article 15, Protection of Waters Permit (stream disturbance permit) nor a Water Quality Certification from the NYSDEC is required for the proposed watercourse crossing with the road.

Wetland Mitigation Proposed

No development activities are proposed in any NYSDEC wetland, while minimal encroachment in the Town regulated wetland is required for construction of the stream crossing with the proposed access road. Grading will be required within the 100-foot adjacent area (buffer) to NYSDEC and Town regulated wetlands for the construction of the stormwater treatment basins. To mitigate potential impacts on wetlands and their buffers from the effects of erosion and sedimentation, the two SWPPPs specify that all soil disturbed adjacent to the wetland and the stream will be stabilized immediately upon completion of construction. The stormwater quality basins, in conjunction with the other components of the SWPPPs, including the Erosion and Sediment Control Plan, will ensure that there will be no long term impacts to the water quality in the wetland system. The SWPPP has been designed to ensure that flow patterns are not significantly altered from the existing condition. The Applicants are also proposing conservation easement areas that encompass the entire NYS DEC wetland and adjacent areas, as well as significant upland areas upslope of the wetlands on The Fairways parcel. This will offer long term protection to the wetland habitat for those species that are dependant on the wetland ecosystem and adjacent uplands.

No measures to mitigate potential adverse impacts on wetlands, beyond those incorporated into the project development plans, are necessary or proposed.

5.3 Water Resources

Throughout the site planning and SEQRA environmental review processes, the Applicants have paid particular attention to the need to fully identify and mitigate potential adverse impacts to water resources, including those to water quality in New York City's public drinking water supply watershed.

Potential adverse impacts are associated with stormwater during and following construction and result from the level of site development and disturbance and construction of new impervious surfaces. The scope of the proposed action has been modified since the DGEIS and has resulted in a significant reduction of proposed site development, disturbance, and impervious surfaces.

The proposed access road to the Gateway Summit site crosses a small watercourse. The watercourse flows southerly through the property. The access road involves the installation of a large arch culvert, which will allow the continued unimpeded flow of water from north to south and movement of wildlife. A proposed pedestrian bridge would also span this watercourse and will involve minor temporary disturbance within the stream buffer to install foundations to support the bridge.

As recognized above herein, the NYCDEP has opined that the impervious surfaces associated with the crossing require a variance under Section 18-39(a)(1) of the Watershed Rules and Regulations. While the Applicants may apply for said variance, it has further refined the alternative road configuration set forth in the DGEIS so that it avoids this stream crossing and associated impervious surfaces. This refined alternative includes a modified road layout designed to reduce disturbance to steep slopes and impacts on water resources associated with erosion and sedimentation associated with steep slope disturbance.

Water Resources Mitigation Proposed

The project site lies in the Croton System, a portion of New York City drinking water supply watershed that supplies, on average, 10% of New York City's water supply.

As noted, the two project SWPPPs have been significantly refined since the issuance of the DGEIS and now provide further mitigation of potential impacts on wetlands and other on and off site water resources. Construction cannot be initiated until the SWPPPs are approved by the NYSDEC and NYCDEP. The plans may also be reviewed by the Stormwater Project Review Committee established pursuant to the New York City Watershed Regulations. The Stormwater Project Review Committee is comprised of representatives from NYCDEP, the Putnam County Health Department, the Town of Carmel, and the NYSDEC. Once NYCDEP deems the SWPPP application(s) complete, and notifies the Committee of such, the Committee may, at its discretion, review the applications and convene a meeting to discuss the SWPPPs.

Significant refinements that were made to the December 2003 Stormwater Management Reports, included in the DGEIS, are now found in the March 2006 SWPPPs included in the FGEIS. In addition to the Applicant's commitment in the FGEIS to engage an independent qualified Professional to oversee implementation of the two SWPPPs, enhancements to the SWPPPs since the DGEIS include:

- More Detailed Erosion and Sediment Control Plans and Narratives;
- More Detailed Construction Sequencing;
- Specifications that limit the area of disturbed soil on either site to five acres at any time;
- Provisions for Maintenance of a Construction Site Log Book and Inspections per GP-02-01
- More Detailed Erosion Control Facilities Inspection and Maintenance Program
- More Detailed Stormwater Management Plans
- Further Engineered Stormwater Management Practices
- Detailed Pollutant loading analyses that confirm post construction level of Total Nitrogen, Total Phosphorous Total Suspended Solids and Biological Oxygen Demand are below pre construction levels
- More Detailed Facility Maintenance Program

Other refinements to the development plans that reduce potential adverse impacts include significant reductions in the scope of the proposed development, reduced area of disturbance and preservation of approximately 60 acres of open space, and the elimination of the previously proposed impervious road from The Fairways site to Fair Street.

As now proposed, the SWPPPs provide substantial mitigation of potential impacts on water resources, including the Croton portion of New York City's public water supply system.

Groundwater

All water for the proposed residences would be provided by the Carmel Water District #2. Groundwater is not utilized as a source of drinking water for properties in the vicinity of the project site. No subsurface sewage treatment systems are proposed as part of the proposed action as the proposed uses will be connected to Town Sewer.

Groundwater recharge would be slightly affected by the installation of road, driveways and other impervious surfaces. The projects will add approximately 22 acres of impervious surface to the Gateway Summit site and approximately 10 acres of impervious surfaces to The Fairways site. The substantial amount of pervious surface remaining on both project sites will allow precipitation to continue to recharge the aquifer providing groundwater to both sites. Stormwater collected from these impervious surfaces would be directed into the stormwater management basins, which are designed for extended detention and limited infiltration. Considering the above, no significant adverse impacts to groundwater are expected to result from the project.

Groundwater Mitigation Proposed

No measures beyond those incorporated into the project designs are necessary to mitigate potential adverse impacts on groundwater resources.

Stormwater and Flooding

The separate SWPPPs for Gateway Summit and The Fairways projects were provided in Appendixes D and E of the FGEIS. These plans were developed to comply with all relevant NYSDEC and NYCDEP regulations, and were significantly refined since issuance of the DGEIS. Upon closure of the SEQRA process, the site specific SWPPPs must be reviewed and approved by NYSDEC, NYCDEP and the Town of Carmel, with possible input from the Stormwater Project Review Committee established by the NYCDEP.

Attenuation of increases in peak rate of runoff for the 10, 25, and 100-year, 24-hour design storms is provided to meet the requirements of the NYSDEC and NYCDEP. In order to address the water quality requirements of NYSDEC, stormwater ponds have been designed in series to capture and treat 90 percent of the average stormwater runoff from the project sites.

The stormwater ponds will be maintained by the owner of the property draining into them, i.e., the basins on the hotel site will be maintained by the hotel owners, and the basins on Lots 3, 4 and 5 will be maintained by the owners of lots 3, 4, and 5. The basins on the Gateway Summit and The Fairways senior housing sites will be maintained by the Homeowners Associations for each site, and the basins located on the YMCA site, which also collects stormwater from the Town Road, will be maintained by the Town. All stormwater ponds are located outside of steep slopes and inappropriate soils. To accomplish this, it was necessary to locate some ponds within the Town wetland buffer and State adjacent area, resulting in 0.47 acres of disturbance in these areas. The minor grading associated with this buffer disturbance will not cause significant adverse environmental impacts to the associated wetland area. The ponds within the wetland buffer are adjacent to and upland from an existing stonewall, providing a natural demarcation and barrier against intrusion further into the wetland buffer.

Detention of the 1-year, 24-hour design storm for 24 hours has also been provided to meet the NYSDEC requirements for Stream Channel Protection. Attenuation of the 10-year and 100 year 24-hour design storm has been provided to meet the NYSDEC requirements for Overbank Flood Control and Extreme Flood Control respectively.

Stormwater and Flooding Mitigation Proposed:

The two projects' specific SWPPPs include Erosion and Sediment Control Plans that minimize erosion and sedimentation during construction, and Stormwater Management Plans that ensure that post construction stormwater characteristics are not changed substantially from pre construction characteristics.

Treated stormwater discharging from Centennial Golf Club is proposed to be collected and conveyed along the western boundary of The Fairways project. The eroded drainage channels on The Fairways site were created by the concentration of stormwater runoff resulting from the construction of the golf course. In the existing condition, treated stormwater currently discharges from the golf course onto the site and to the drainage channels that flow down the slope towards the onsite wetland. As part of The Fairways project, stormwater will be collected at the critical points along the common property line and conveyed through the proposed development towards the existing onsite wetlands. A combination of grass cut-off swales, drainage structures, and drainage piping will be used to collect the off-site stormwater to be piped through the subject property. In general grass cut-off swales are proposed along the majority of the common property line to collect the stormwater runoff. Additionally, drainage structures are proposed adjacent to the property line in areas where there are pipe discharges onto the subject property from stormwater management practices on the golf course. The grass cut-off swales in combination with the drainage structures will provide the necessary means to collect the off-site runoff and safely convey the stormwater through the proposed development, continuing the current drainage patterns. The existing eroding onsite drainage channels will be repaired and stabilized with appropriately sized stone lining.

Given the proposed SWPPP, no significant adverse stormwater or flooding-related impacts are anticipated.

5.4 Terrestrial and Aquatic Ecology

The revised development plans for the Gateway Summit and The Fairways projects further reduce the potential impacts on existing habitat, as compared to the initially proposed plans. Under the revised plans, the total construction disturbance for the Gateway Summit site is reduced to approximately 56 acres compared to approximately 74 acres in the previous plan. The Fairways site disturbance is reduced to approximately 26 acres from approximately 42 acres previously proposed. The plan will preserve approximately 12.0 acres of existing upland woods and approximately 1.8 acres of upland fields. No encroachment on any wetlands is proposed. Total disturbance to wetland buffer areas is approximately 3.7 acres, including approximately 0.47 acres of NYSDEC wetland buffer. The crossing of the Gateway Summit watercourse involves the discharge of less than twenty-five cubic yards of fill into waters of the United States. As noted in the Introduction, the above described disturbance levels may change between the concept development plans in the FGEIS and the site plans. No additional environmental review will be necessary unless increases in disturbances create new significant adverse environmental impacts, such as creating substantial new disturbances in areas shown as undisturbed.

The site is not known to provide habitat for any rare and endangered species. Correspondence from the NYSDEC to this effect was provided in the DGEIS. Multiple site walks of the project sites confirmed the absence of rare or unusual habitat or species on the site. These site walks were conducted over several days in the fall of 2001, July and December of 2003, and between late March and early June of 2005. The Specific dates of these site walks were August 17, 2001, September 7, 2001, September 13, 2001, October 15, 2001, July 18th, 2003, July 22nd, 2003, December 1st, 2003, December 11th, 2003, December 12th, 2003, March 30th, 2005, April 20th, 2005, April 28th, 2005, and June 1st, 2005.

Terrestrial and Aquatic Ecology Mitigation Proposed

The proposed development would result in the permanent preservation of approximately 60 acres (nearly 70 percent of the Fairways site) of open space by conservation easement. These natural areas are located on the eastern portion of the project parcel and are contiguous to the NYSDEC wetland corridor. This preserved area also consists of significant wooded upland habitat east of the wetland and south of the existing golf course, and wooded upland slopes to the west of the wetland on the Fairways parcel.

Implementation of The Gateway Summit and The Fairways SWPPPs, including the construction sequencing plans, will mitigate short-term impacts resulting from erosion and sedimentation that may occur during construction. The proposed stream crossing on the Gateway Summit site provides uninterrupted flow of water and animal movement below the proposed road.

5.5 Land Use Zoning and Neighborhood Character

Construction of Gateway Summit will replace vacant land and a vacant building with commercial development along Route 6 where existing and proposed zoning allows for such uses. Proposed senior housing uses on both sites are expected to be compatible from a land use perspective with adjacent land uses, including residential development to the north and the Centennial Golf Course. Both the Gateway Summit and The Fairways projects will conform to existing Town of Carmel zoning, with the

exception of area variances needed for Gateway Summit Lot 4 (the alternate layout designed for Lot 4 in response to comments by the Town Planner Ed Burroughs eliminates the need for a variance), and are consistent with the Town's 2000 Draft Comprehensive Plan. Specifically, the 2000 Draft Town of Carmel Comprehensive Plan recommends that the Gateway Summit site be developed for commerce/business park use and that The Fairways site be developed for residential use. The commerce/business park category is also intended to allow for assisted living facilities and day care centers. The Comprehensive Plan recommends that the Town pursue attracting certain regional uses, such as hotels and corporate offices, to designated campus commercial areas in order to strengthen the tax base and to provide convenient services to residents without adversely impacting the Town's hamlet business area and established residential neighborhoods. The proposed development is consistent with these policies. It would represent appropriate development in an area where infrastructure and roadway networks are capable of handling such development. By minimizing impacts to wetlands and steep slopes, and minimizing the amount of land disturbance necessary for the proposed projects, the Gateway Summit and The Fairways projects are also consistent with the Comprehensive Plan's recommendations related to environmental protection. Therefore, the proposed projects are expected to conform to policies of the Town's Land Use Plan and the 2000 Draft Comprehensive Plan.

Modifications have been made to both the Gateway Summit and The Fairways plans in response to comments on the DGEIS. The Gateway Summit project has been reduced in intensity of use for both the commercial and residential portions of the development. Specific changes to the proposed mix of uses on the Gateway site include a reduction in the number of senior housing units by 41 units, a reduction in the office space by 2,000 square feet and replacement of the previously proposed 45,000-square foot auto dealership with a 7,600-square foot restaurant. An additional area of buffer is provided between the proposed senior dwelling units and the existing residences to the west to mitigate potential adverse visual impacts and impacts to neighborhood character.

The Fairways plan was modified to address a number of land use concerns related to the effects on nearby residences and the adjacent golf course. These modifications include additional buffers of natural wooded area between the proposed senior dwellings and both the Centennial Golf Course and the nearest residences located at the end of Everett Road. The Applicants note that elimination of the through road connection further mitigates potential impacts on the adjacent residential neighborhood. The senior housing within the Gateway Summit and The Fairways represent an appropriate transitional use between the commercial uses on Route 6 and the existing residences to the northwest.

Land Use and Zoning Mitigation Proposed:

All potential impacts anticipated from the proposed density have been identified, analyzed and mitigated through the design of the projects. No specific land use-related mitigation measures are proposed.

5.6 Traffic and Transportation

The DGEIS evaluated the operation of nearby intersections to ascertain the potential impacts and to identify the mitigation measures required of the proposed development. Intersection analyses (rather than roadway segment analyses) were performed because the capacities of the intersections that feed the interconnecting roadway segments are the limiting factor on the ability of the subject roadway system to efficiently support the movement of people and goods. Traffic analyses done by the Applicants were reviewed

by John Collins Engineers and traffic consultants working for the Town of Carmel. Vehicular demand on individual roadway segments is typically well below capacity, even when it is at capacity at the intersections that feed into the roadway.

The intersection analyses were performed for future conditions both with (Build) and without (No-Build) the Project. Both future conditions factored in increased traffic volumes associated with background growth and other proposed developments. The No-Build condition is used as a baseline for comparisons with future conditions resulting from the proposed development.

In addition to performing intersection capacity analyses to evaluate the operational impacts of the proposed development, the DGEIS evaluated the performance of the surrounding roadways with respect to traffic safety (both intersections and intervening roadway segments) and identified safety improvements.

In response to comments regarding physical impacts such as the degree of site disturbance and impacts to steep slopes, wetlands and water resources, the Gateway Summit and Fairways projects were revised to eliminate the connection to Fair Street and significantly reduce the amount of residential and commercial uses. The Gateway Summit plan was modified in part to reduce traffic generation by eliminating 41 senior residential units, 38,100 square feet of commercial development and 2,000 square feet of office space.

The revised plan addresses a number of concerns raised in response to the DGEIS regarding the transportation network. Most significantly, the revisions to The Fairways allow residential access from the south only, eliminating the Fair Street access and potential through traffic. As a result of this change, the previously identified improvements to Hill and Dale Road at Fair Street are no longer proposed as part of the proposed projects.

The revised plan provides an internal road for vehicular access to all of the proposed residential development. The road connection to Route 6 remains unchanged from the initial plan. This connection would consist of a boulevard style entrance road with a landscaped island separating the inbound and outbound traffic. The primary access point would have three lanes and would be signalized, with left turn lanes provided for entering and exiting vehicles. A second connection to Route 6 will provide access to the commercial development and a portion of the office space. This connection is also boulevard style with a landscaped island.

The revised Gateway Summit project will generate 129 fewer trips in the AM peak hour, 93 fewer trips in the PM peak hour and 99 fewer trips in the Saturday Peak hour than the original plan. The revised Gateway Summit and Fairways developments are projected to generate approximately 317 trips during the peak AM traffic hour compared to 446 trips proposed in the original plans, which is a reduction of nearly 30 percent. There are approximately 421 trips during the peak PM traffic hour compared to 514 trips originally proposed, a reduction of 18 percent. A total of 447 trips are anticipated for the Saturday peak hour, down from 546 trips, which is also a reduction of 18 percent.

In addition to the two proposed entrances from Route 6, the proposed action includes a separate emergency - only access road from Kelly Ridge Road to The

Fairways. The emergency access connection from The Fairways site to Kelly Ridge Road will be a 12-foot wide gravel drive, gated at both ends to prevent unauthorized use by residents or visitors. The Applicants also offered to provide the Town an emergency only access easement from the interior roads located in the northwest corner of the Gateway Summit residential development to the adjacent Town owned property containing the existing water tank. This emergency only access easement was not required by the Planning Board, but was offered by the Applicant to provide fire trucks and other emergency vehicles a third way to access the projects' road networks if the Town so desires. The Applicant would gravel this access drive and gate it at the property line to limit through traffic to emergency vehicles if the Town wishes to establish this third emergency only access drive.

Traffic volumes along the Route 6 corridor will be increased slightly as a result of the proposed projects. However, since the affected sections of Route 6 have not experienced elevated accident histories and because the proposed primary access point will be signalized and will provide more than adequate sight distance, the proposed development should not have a noticeable impact on area traffic safety. Furthermore, the level of service analysis for the unsignalized site accesses to US Route 6 presented in the FGEIS do not account for breaks in the traffic created by adjacent nearby US Route 6 traffic signals located at Old Route 6 and John Simpson Road, which allow vehicles to more easily turn out of the accesses, and to make left turns into the accesses, than would otherwise be the case if these traffic signals were not present.

As discussed above, the Applicants also evaluated the Modified Road Configuration Alternative to avoid the watercourse crossing. The Easterly Access Road connects only to the hotel use. The Westerly Access Road connects to the upper portion of the site west of the watercourse, and leads to all other uses while avoiding the watercourse crossing. In other words, under the Modified Road Configuration Alternate Layout, the main and secondary access driveways to the project sites are reversed from the Proposed Project, as first investigated in the DGEIS, so that the main access point is from the west and the secondary access (for only the hotel) is from the easterly access driveway. Under the Modified Road Configuration Alternative the hotel would be constructed along with its exclusive easterly access drive. The balance of the development could be built along with the westerly access drive.

It is noted that in a letter to the Applicants dated June 20, 2006, NYSDOT expressed preference for the eastern most driveway serving as the "Major" driveway into the project sites, as it provides the most separation from the traffic signal at Route 6 and Old Route 6. The NYSDOT letter does, however, recognize that both the easterly and westerly driveways from Route 6 would be adequate from an access standpoint. Moreover, NYSDOT's preference must be balanced by the Planning Board, as Lead Agency, against NYCDEP's comments regarding the watercourse crossing and its concerns regarding water quality.

The Applicants may apply for a variance from NYCDEP to allow the impervious surfaces associated with the stream crossing. If NYCDEP grants such variance, the Planning Board hereby finds that the proposed action, with the Primary Easterly Access Road and watercourse crossing adequately mitigates environmental impacts to the greatest extent practicable and is acceptable.

If the NYCDEP denies such variance, or the Applicants elect not to pursue such variance or withdraws its request for such variance, the Planning Board hereby finds that the Alternate Road Layout is also consistent with social, economic, and other essential

considerations to the maximum extent practicable, and that adverse environmental effects revealed in the environmental impact statement process will be minimized or avoided.

While the separation from the traffic signal at Route 6 and Old Route 6 is not as great under this alternative, it is still adequate to allow safe traffic flow. As indicated above, the NYSDOT indicated that both the easterly and westerly driveways would be adequate from an access standpoint. The Applicants' agreement to install a traffic light and left hand turn lane, as the Gateway Summit and The Fairways Projects are developed, if determined to be necessary and approved by the NYSDOT, would provide a more than adequate alternative access. The Modified Road Configuration Alternative for Gateway Summit also provides additional environmental benefits by decreasing development, roadway construction, impervious surface and site disturbance, while eliminating the stream crossing.

Additionally, the Modified Road Configuration Alternative will advance improvements necessary to facilitate the County Bike Path Project. The pedestrian trail way system through the project sites, and connection to the bike path, along with the bridge replacement project allowing the bike path to continue, and adding a sidewalk to Route 6, are very positive elements of the Modified Road Configuration Alternative. The Planning Board finds that both road plans are consistent with social, economic, and other essential considerations to the maximum extent practicable, and that adverse environmental effects revealed in the environmental impact statement process will be minimized or avoided for all development permitted under the proposed plan and the Modified Road Configuration Alternative, including the Pharmacy and Office options included in the FGEIS. Accordingly, the Applicants may select either road alternative subject to implementing the mitigation described herein and in the FGEIS (if determined to be necessary and approved by NYSDOT) and which may be required by NYCDEP in connection with the variance application.

Traffic and Transportation Mitigation Proposed

The Applicants are proposing certain mitigation measures at various stages of development of the subject site. A highway work permit will need to be procured before the subdivision road is installed at US Route 6 and any associated work in the right-of-way takes place or when any other curb cut on the State Highway is proposed. The NYS DOT may require additional minor measures as part of its permit. For example, it is believed that NYS DOT will direct that the guardrail on the south side of Route 6 be moved back approximately five feet starting from the easterly property line extended, and tapering down to its current location approximately 100 feet to the west. NYS DOT also may direct the Applicant to mill the shoulder along this same area to eliminate the existing bump in the pavement so that stormwater drains away from the roadway. Beyond those work permits, no other road improvements are warranted until overall development reaches a threshold that is projected to generate certain levels of traffic that may then require either a traffic signal and/or a left turn lane.

Under the subdivision plan as proposed, construction activity may be initiated and buildings occupied so long as the proposed uses generate fewer than 60 entering trips during the peak hour periods at the eastern most driveway. (the vehicular trips associated to each use are described in chapter 4.0 of the FGEIS). A left turn lane on US Route 6 at the eastern most driveway may be needed when the development is projected to exceed 60 entering trips at the eastern most driveway during peak hour periods. For example, the hotel is projected to generate less than 60 entering trips, and therefore can be built without the left turn lane improvement on US Route 6.

As with the proposed action, the level of service analysis for the unsignalized hotel site access presented in the FGEIS does not account for breaks in traffic created by adjacent nearby traffic signals. The breaks in traffic should reduce vehicle delay and allow vehicles to more easily turn out of the hotel access, and to make left turns into the hotel access, than would otherwise be the case without these nearby traffic signals present.

When site development activity is proposed that cumulatively generates more than 60 entering trips at the eastern most driveway, a left hand turn lane may be necessary, subject to approval by the NYS DOT. Accordingly, if a proposed development is projected to cause overall development to exceed the 60 entering trip threshold at the eastern most driveway, then the Applicants shall apply to the NYS DOT for a US Route 6 left turn lane and if the DOT grants that permit, the left turn lane shall be installed before a certificate of occupancy (C.O.) is granted for the site development activity that exceeds the aforementioned traffic threshold. For example, if the hotel and recreation community center (the "YMCA") are under construction, a C.O. for one of those facilities may be issued since neither generates more than the 60 entering trips threshold at the eastern most driveway, but a C.O. for the second one may not be issued unless an application for the left hand turning lane is made to NYS DOT and either: i) NYS DOT denies such left turn lane because it finds it is not required; or ii) NYS DOT grants such permit and the left hand turn lane is constructed..

Once site development activity occurs or is proposed that is projected to cumulatively exceed 100 exiting trips at the eastern most driveway, the Applicants shall apply to the NYS DOT for a US Route 6/subdivision road traffic signal. If the NYS DOT grants that permit such signal shall be installed before a certificate of occupancy is granted for the site development activity that exceeds the aforementioned traffic threshold.

As noted above herein, the Applicant may elect to construct the Modified Road Configuration Alternative with the mitigation measures and thresholds found necessary as described below and included in Chapter 4.0 of the FGEIS. As with the proposed project, no road improvements other than a highway work permit for the subdivision road and any associated work in the US Route 6 right of way are warranted under the Modified Road Configuration Alternative until overall development reaches a threshold that is projected to generate certain levels of traffic that may then require either a traffic signal and/or a left turn lane. Construction activity may be initiated and buildings occupied so long as approved uses generate fewer than 60 entering trips during the peak hour periods at the western most driveway. In other words, no road improvements on Route 6 will be needed if the development is projected to generate fewer than 90 exiting trips or 60 entering trips during peak hour periods at the western most driveway. For example, all the Gateway residential housing is expected to generate 28 peak hour entering trips, and therefore can be built without any major road improvements on US Route 6.

If site development activity under the Modified Road Configuration Alternative cumulatively generates more than 90 exiting trips or 60 entering trips during peak hour periods at the western most driveway, a traffic signal may be necessary, subject to approval by the NYS DOT. Accordingly, if the development is projected to exceed this threshold the applicants shall apply to the NYS DOT for a US Route 6 traffic signal at that location and if the DOT grants that permit, such traffic signal shall be installed before being granted a certificate of occupancy for the site development activity that exceeds the aforementioned traffic threshold. For example, if the two restaurants are under construction, a C.O. for either one alone may be issued since each one individually generates less than the 90 exiting trips or 60 entering trips threshold at the

western most driveway, but a C.O. for a second restaurant may not be issued until an application for the traffic signal is made to NYS DOT and either: i) NYS DOT finds such signal is not required and denies such application;; or ii) NYS DOT grants a permit and the traffic signal is installed.

When additional site development activity subsequently is proposed that is projected to generate more than 70 additional entering trips, for a cumulative total of more than 130 trips at the western most driveway, the Applicants shall apply to the NYS DOT for a left turn lane at that location. Certificates of occupancy for the additional development projected to generate more than another 70 additional entering trips at the western most driveway shall not be granted until: i) NYS DOT approves a permit for the left hand turn lane and it is installed, or ii) the NYS DOT finds such improvement is not required, and denies such application.

It is acknowledged that only the NYS DOT has the authority to allow improvements on Route 6 since it is a State Road. It is therefore determined that if NYS DOT finds such improvements are not warranted, and therefore should not be permitted, each development component described in the FGEIS for the proposed projects and the Modified Road Configuration Alternative for Gateway Summit, including the Pharmacy and Office options, may be developed and granted certificate of occupancy without such traffic improvements. As indicated above, the applicants may secure building permits and commence construction on all approved uses prior to a final determination by NYSDOT. All traffic mitigation described herein, however, must be: i) applied for and denied by NYSDOT because it finds such improvements are not necessary; or ii) installed pursuant to NYSDOT approval, before certificates of occupancy can be issued for uses that are projected to generate vehicle trips beyond the above described thresholds. Uses not projected to generate vehicle trips beyond the above described thresholds may be issued certificates of occupancy without such traffic improvements being applied for or installed.

The Planning Board, as Lead Agency, specifically considered how long the findings and conclusions set forth herein should remain legitimate, along with the analysis in the FGEIS, and determined that any site plan application that is submitted five years after the adoption of this Findings Statement should include updated traffic counts.

5.7 Tax Base and Community Services

Fiscal Analysis

The existing assessed valuation of The Fairways property is \$510,929 and the net property taxes currently generated by the project sites are \$65,537. The projected future assessed valuation for The Fairways project site with the proposed development plan will be approximately \$22,153,176. The net project-generated tax revenues would be approximately \$835,655, an increase in the revenues currently generated by the property of \$770,118 annually.

The existing assessed valuation of the Gateway Summit property is \$484,400 and the net property taxes currently generated by the project site are \$80,276. The projected future assessed valuation for the Gateway Summit project site with the proposed development plan will be approximately \$30,318,005. The net project-generated tax revenues would be \$1,311,911 or over 16 times the revenues currently generated by the property.

The post-development taxes generated by the two projects will result in an increase in annual taxes to Putnam County of approximately \$142,077 and an increase to Carmel Town of approximately \$232,161. Revenues to the Brewster Central School District and Carmel Central School District are discussed below.

In addition to property taxes, the commercial development at Gateway Summit will generate sales taxes to New York State, Putnam County and the MTA. The DGEIS estimated future sales taxes generated from the proposed development in the order of magnitude of \$2.7 million. Even with the reduction in proposed development proposed in the FGEIS, annual sales taxes from the proposed uses would still be expected to total over \$2 million.

Fiscal Mitigation Proposed

No specific measures to mitigate impacts related to fiscal impacts are necessary or proposed.

Employment

The revised plan eliminates the auto dealership and 2,000 square feet of office space that was proposed on the Gateway Summit site in order to reduce environmental impacts. However, employment benefits will not decrease significantly since the restaurant that is proposed in place of the auto dealership is expected to employ 52 workers, which is nine more than the auto dealership was expected to employ.

Employment Mitigation Proposed

No additional measures to mitigate impacts related to employment are necessary or proposed.

Education Facilities

Both the Gateway Summit and the Fairways properties are located in the Brewster Central School District and the Carmel Central School District.

The proposed senior housing and commercial development will add no school-aged children to either District and will result in no additional costs to the Districts as a result of the proposed development. However, the Gateway Summit and Fairways projects will result in an estimated increase in annual taxes to the Brewster Central School District of \$605,702 and an estimated increase in annual taxes to the Carmel Central School District of \$665,089. These estimated increases in revenue to the school districts are very conservative to reflect the fact that they depend in part on sales prices and market factors out of the control of the applicant.

Education Facilities Mitigation Proposed

No additional measures to mitigate impacts related to education facilities are necessary or proposed.

Police Protection / Traffic Enforcement

The Town of Carmel Police Department provides service to the Gateway Summit and The Fairways sites. The revised plans will have less demand on community service

providers such as police protection than the plan originally proposed. However, the proposed Gateway Summit and Fairways developments may still result in a requirement for approximately one additional police staff for the Town of Carmel Police Department. As previously noted, the increase in annual taxes generated to the Town by both projects is expected to total \$232,161. These revenues can potentially be used to increase police staffing or expand hours of operation. State and County Police services would also be available to offset any potential incremental increase in demand resulting from the proposed projects.

Police and Traffic Enforcement Mitigation Proposed

No additional measures to mitigate impacts related to police or traffic enforcement are necessary or proposed. It is noted that the County Police Headquarters is located in Carmel less than one mile from the project sites and that the County Police actively patrol the area around the project sites.

Fire Protection

The project site is located within the service area of the Camel Fire Department. The Carmel Fire Department was consulted throughout the planning and design of the projects. Their input included fire hydrant locations and other water supply issues related to fire protection. The proposed buildings would be constructed to meet all applicable state and local fire codes and safety requirements. All new buildings, including the residential units, will be protected by an automatic fire sprinkler system so as not to increase CWD #2 fire protection needs. Each building system will be operational prior to issuance of the Certificate of Occupancy for such building. Fire hydrants will be located within the development and a separate emergency access drive will be provided to The Fairways from Kelly Ridge Road. The Applicants also offered to provide the Town an emergency only access easement from the interior roads located in the northwest corner of the Gateway Summit residential development to the adjacent Town owned property where the existing water tower is located. This easement would allow fire trucks and other emergency vehicles a third way to access the projects' road networks if the Town so desires.

The Fire Department has requested the existing dead end water supply system be looped to ensure adequate water supply for fire protection measures. During construction of the Gateway Summit/Fairways projects, the two systems will be linked to provide this redundancy that currently does not exist.

The Department has also requested money to help with the purchase of new equipment. The revised plan will decrease the demand on community service providers such as fire protection. The increase in annual tax revenue generated to the Fire Department as a result of the proposed development, which total approximately \$70,000 annually, could be used to help the Fire District purchase new equipment and train new members.

Fire Protection Mitigation Proposed

No additional measures to mitigate impacts related to fire protection are necessary or proposed.

Emergency Medical Services

The Carmel Volunteer Ambulance Corps provides emergency medical services to the Gateway Summit and Fairways project sites. The proposed residents that the Gateway

Summit and Fairways development will add to the service area will result in an increase in calls for service. The originally proposed plan was estimated to increase the calls for service by approximately 43 calls annually. The elimination of 41 residential units on Gateway Summit site reduces the projected population and the anticipated number of calls for service. The Gateway Summit development will result in \$13,425 in additional taxes generated to Carmel Ambulance. The Fairways will generate \$9,739 in additional tax revenues to Carmel Ambulance. These funds, which total \$23,164, could be used to provide training for additional members.

Emergency Medical Mitigation Proposed

No specific measures to mitigate impacts on emergency medical services are necessary or proposed. It is recognized that the private shuttle bus to service both the Gateway Summit and The Fairways Senior Housing Projects may be used to transport residents for non-life threatening medical situations as well as ordinary medical appointments.

Solid Waste Disposal

Dumpsters and compactors will be located at appropriate locations within the project sites and will be screened. Garbage collection will be provided by private contractors for transportation to the RESCO plant at Charles Point in Westchester County.

Solid Waste Disposal Mitigation Proposed

No specific measures to mitigate impacts related to solid waste are necessary or proposed.

Water Service

The projects will utilize public water from the Carmel Water District #2 (CWD#2). The CWD#2 is operated under contract by Severn Trent Environmental Services and is supplied by Lake Gleneida. The existing water supply district has a plant capacity of 1.5 million gallons per day (mgd).

The Fairways design flow water demand is projected to be approximately 45,400 gallons per day (gpd) for the residences. The Gateway Summit design flow water demand is projected to be 89,520 gpd. Actual water usage is typically 50 to 80 percent of the design flow.

The impacts of the Gateway Summit and Fairways projects on the water system were assessed in conjunction with several other major proposed developments in the District, including the Carmel Corporate Park and Hillcrest Commons development. This information is provided in the Water Engineering Report, provided in the FGEIS. The 2004 average daily flow of 0.85 mgd was added to the 0.27 mgd design flow calculated for the four projects. This was subtracted from the plant capacity of 1.5 mgd to determine there will be an excess capacity of 0.38 mgd. Based on this analysis, the existing water supply has sufficient capacity for the Gateway Summit and Fairways projects, after considering the impacts of other major proposed projects located within the District. The existing water storage capacity for the water supply system is provided in three storage tanks that have a total capacity of 1.1 million gallons. The system has an estimated equalization storage of 570,000 gallons and fire protection storage of 530,000 gallons.

The existing water distribution system has problems of low pressure for areas in the Kelly Ridge and Everett Road. Normal working pressures should be approximately 60 to 80 pounds per square inch (PSI), and not less than 35 psi at ground level. The current static pressure level in the Kelly Ridge and Everett Road area ranges from 31.6 to 38.3 psi. Therefore, the revised plans for the Gateway Summit project include a high-pressure service zone for the senior units. This high-pressure system will be composed of booster pumps to build pressure for distribution to the site, as well as a hydro-pneumatic tank to cycle the pumps. The high-pressure system will utilize booster pumps to supply adequate pressure to the proposed dwellings on Lot 7A of Gateway Summit and will draw from a connection to the existing system. As part of this project, the high elevation residences along Everett Road and Kelly Ridge Road will be connected to this system in order to resolve existing pressure problems. The high-pressure system will be designed to supply the fire sprinkler systems in its service area and to alleviate the low pressures that currently exist near Kelly Ridge Road and Everett Road.

Water Service Mitigation Proposed

Two separate distribution systems, a "high" and "low" system, will supply the Gateway Summit and Fairways domestic water. These systems will be looped during the installation of the water lines for the projects, and will provide water supply redundancy that is currently not available.

A high-pressure water distribution system will be used to alleviate the low-pressure problems for the Gateway Summit site and surrounding area. This high-pressure water system will be designed and constructed to include a new pump station and the extension of the high pressure distribution system to service the existing homes on Kelly Ridge Road, Everett Drive and Bard Road above elevation 660 (approximately 3,500 linear feet of new water main pipe will be installed to service existing homes on those roads). This system will be on line prior to the first Certificate of Occupancy (C.O.), being issued for the Gateway Summit Senior Housing Project.

The project's high pressure system will be designed and constructed to include a new pump station and a new 135,000 gallon water storage tank (average daily project design flow) next to the existing tank at the end of Everett Drive. This new smaller tank would be located south of the existing tank on the Carmel Water District #2 parcel to mitigate visual impacts from existing adjacent residences. This tank will be engineered into the proposed booster pump station to buffer peak domestic flows from the new development and supplement available water volume for fire protection needs. This tank will be online prior to the first C.O. being issued for the Gateway Senior Housing Project or The Fairways Senior Housing Project.

All new water mains and appurtenances internal to the site would be installed at no cost to the water district.

All project buildings will be protected by an automatic fire sprinkler system so as not to increase the Carmel Water District #2 fire protection needs. Each building system will be operational prior to the issuance of the C.O. for each building.

The project's deeds will include a restrictive covenant prohibiting the use of the municipal water system for irrigation purposes. A restrictive covenant establishing such restriction will be filed with the County at the time the subdivision plat is filed.

All work would be done in accordance with standards and specifications of the Carmel Water District #2 and the Putnam Department of Health. Tax revenues to the Carmel Water District #2 generated by the Gateway Summit site will total approximately \$39,400 annually and Carmel Water District #2 tax revenues from The Fairways site will total approximately \$28,800.

A Water Supply Easement is proposed to be granted to the District over an approximately 50-acre area located in the area to the east of the proposed YMCA on the Gateway Summit and The Fairways sites. This easement will allow the CWD #2 the right to develop, construct and maintain a groundwater supply if ever desired. This easement will also define a specific area where the Town could potentially locate a booster station. The Water Supply easement will run through the Gateway Summit senior housing lot and The Fairways, and will provide access through the YMCA lot. This easement will be as shown on the subdivision plat and an easement filed with the County at the time the subdivision plat is filed.

Sewage Disposal

Wastewater from the proposed action will be treated by the Town of Carmel Sewer District #2 (CSD#2). The Fairways average daily wastewater flow is calculated as 36,400 gallons per day, while Gateway Summit is expected to generate 80,520 gallons per day. Actual flows can reasonably be expected to be 50% to 80% lower than design flows.

The Wastewater Engineering Report, provided in the FGEIS, assessed the combined impacts of wastewater flows from the Gateway Summit, Fairways, Carmel Corporate Park and Hillcrest Commons developments on the existing wastewater treatment plant. The 2005 average daily flow of 0.76 million gallons per day (mgd) was added to the 0.24 mgd design flow calculated for the four projects. The sum 1.00 mgd was subtracted from the plant capacity of 1.10 mgd to determine there will be an excess capacity of 0.10 mgd. Based on this analysis, the existing wastewater treatment plant has sufficient capacity to treat flows from the Gateway Summit and Fairways projects, after considering the impacts of other major proposed projects now located within the District. The Applicants also note that recent flow data (following the meter calibration) for the wastewater treatment plant indicates that flows are well below those previously presented, suggesting a decrease in inflow. The February 2006 to June 2006 average flow was 697,800 gpd, which leaves over 400,000 gallons excess capacity at the plant today. The June and July flows were even lower, at 646,000 gpd and 648,000 gpd respectively. This reflects a greater excess capacity than indicated by the 2005 average daily flow numbers.

Sewage Disposal Mitigation Proposed

No additional measures to mitigate impacts related to sewage disposal are necessary or proposed. It is noted, however, that the CSD #2 is conducting video inspection and flow monitoring of the existing sewer system to evaluate existing conditions and potential deficiencies, including inflow into such system. Recent dataflow (following the meter calibration) for the wastewater treatment plant indicates flows are well below those previously indicated prior to the meter calibration, suggesting little or no inflow. For example, the February 2006 to June 2006 average flow was 697,800 gallons per day (gpd). The June average daily flow was 646,000 gpd during a period of 8.5 inches of rainfall. Despite this, the CSD #2 wishes to further investigate the existing sewer system relative to inflow. In order to assist the CSD #2 in this effort, and avoid duplicating tasks, the Applicants have offered to contribute \$30,000 to offset the cost to investigate the

existing sewer mains downstream of the subject projects. This monetary contribution would cover the cost of: 1) three monitoring locations for a period of one month; 2) video inspection of the sewer mains in Kelly Road, Fair Street, the sewer trunk line south of Fair Street and the sewer main in Old Route 6; and 3) engineering oversight and data analysis. The Applicants shall make this contribution to the Carmel Sewer District #2 in two separate payments as follows: 1) \$5,000 within 21 days of the Planning Board issuing the Findings Statement; and 2) the remaining \$25,000 prior to the Planning Board's signing of the project's first site plan.

Additionally, The Fairways will generate approximately \$45,900 annually for the CSD#2. Gateway Summit taxes for the District will be approximately \$128,825.

5.8 Cultural Resources

Visual Resources

No views from significant aesthetic resources have been identified that will be adversely affected by the projects. The proposed combination of residential development, commercial uses and intertwining areas of open space will complement the developed residential and commercial character that exists in the project vicinity.

The revised plan eliminates the access for The Fairways to Fair Street, reducing potential visual impacts to the Centennial Golf Course. Additionally, the proposed residential buildings and internal private road for The Fairways has been shifted away from residential dwellings located along Kelly Ridge Road, resulting in a greater visual buffer. The existing vegetative buffer between the project and both Kelly Ridge Road and Hillside Place will remain undisturbed and will be supplemented with evergreen plantings. The new buildings to be constructed on the project sites are located at a lower elevation compared to these residences and the golf course, hiding the new buildings from view on the adjacent properties, and thereby further reducing any potential visual impact.

A landscaping plan will be part of the construction documents approved for both The Fairways and Gateway Summit projects.

Visual Resource Mitigation Proposed

No additional measures to mitigate impacts on visual resources are necessary or proposed.

Archaeological Resources

A Phase I archaeological investigation was conducted for the project parcels, including a sensitivity analysis and subsurface sampling. Two areas of Native American cultural resources were identified; additional subsurface sampling was conducted as part of a complete Phase II investigation. No concentrations of cultural material were located during this more intensive study, and it was determined it was unlikely the project parcel contained any significant cultural resources. All testing and submissions followed the Office of Parks, Recreation and Historic Preservation (OPRHP) standards.

Archaeological Resource Mitigation Proposed

OPRHP has requested additional Phase II testing prior to concluding that impacts in two limited areas noted as Site One and Site Two are adequately mitigated. Site One is

on the proposed Hotel lot. Prior to any construction on this site, a letter will be procured from OPRHP stating that impacts to cultural resources are adequately mitigated. Site Two is on The Fairways site and is in an area that is no longer proposed for disturbance.

5.9 Alternatives Analyzed

Alternatives presented in the DGEIS and the Modified Road Configuration Alternative for Gateway Summit prepared following the DGEIS are summarized below:

- No Action Alternative

The No Action Alternative is the scenario that would occur if no development were to take place on the project site. This is effectively an open space preservation alternative. The sites would remain in their current undeveloped and underutilized state.

- Alternative 1: Reduced Environmental Impact Alternative for the Gateway Summit Site;

In order to reduce the level of site disturbance, only three lots would be created on the Gateway Summit portion of the site under Alternative 1. This alternative limits development to the Route 6 frontage only (see DGEIS Figure 4-1). All of the Route 6 frontage would be developed with commercial uses. Lot 1 on the eastern side of the site would be developed with a 60,120-square foot retail use such as a furniture store. Lot 3, occupying the western portion of the site where an auto dealership is located under the proposed action, would be developed with a 45,000-square foot retail use consisting of an office supply store or similar retail. In between the two retail sites would be a 6,000-square foot restaurant.

This alternative substantially reduces the amount of development proposed and eliminates the YMCA (a quasi-public use), hotel with banquet hall and conference center, senior housing, dedicated open space and office uses that are part of the proposed action. As such, it does not meet the key objectives of both the Applicants and the Town. No access road would be created leading to the upper portions of the site, and no development would occur on the portions of the Gateway Summit site proposed for a YMCA (Lot 8), Corporate/Professional Offices and Convenience Retail (Lot 7), Assisted Living or Senior Housing (Lot 6), and 143 units of Senior Housing (Lot 5) under the DGEIS proposed action. While this alternative would result in less site disturbance and impacts to natural features, it would also return substantially lower amounts of tax revenues and would not achieve the open space and recreational benefits of the proposed plan. With no site residents and fewer visitors related to its lower amount of commercial development, this alternative would result in less impact than the DGEIS proposed action in terms of impacts to community services, and socioeconomic conditions, including lower levels of fiscal benefits. This alternative does not meet the Town and County's need for additional revenue and does not represent an economically viable alternative.

- Alternative 2: Alternative Road Configuration for Gateway Summit Site;

Alternative 2 described in the DGEIS entails an alternative roadway configuration for the Gateway Summit portion of the project site with a more winding roadway, and two points of access on Route 6. Proposed lot lines would be configured differently and an additional lot would be created. Traffic impacts from this alternative would be greater at

Route 6, potentially requiring the construction of safety improvements and the widening of a nearby bridge.

Alternative 2 entails a more intensive commercial program for the Gateway Summit site, with 132,800 square feet of retail use facing Route 6 and two office buildings and restaurants located in the middle portion of site. Other major differences include the replacement of the hotel, and auto dealership facing Route 6 proposed in the DGEIS proposed action with retail use, and the addition of an Assisted Living or Senior Housing complex on the upper portion of the project site. The Assisted Living or Senior Housing proposed on Lot 6 under Alternative 2 would be slightly taller than that of the proposed action given the smaller area of that lot under Alternative 2.

- Alternative 2A: Through Road Alternative;

The Applicants have discussed a through road alternative in the project description of the DGEIS that would provide for a physical connection between the Gateway and Fairways site, but would be gated. This alternative would provide through access to residents, guests and service personnel of the Fairways site. Traffic impacts for such an alternative would be minor, as the Senior Project on the Fairways site is a low intensity trip generator. The Applicants are willing to provide such a connection, and the currently proposed action includes a connection between the project sites, although no connection to Fair Street is provided in the currently proposed action.

An alternative to this configuration would be to have an unrestricted through road, as a dedicated Town Road from Route 6 to Fair Street. This alternative is not evaluated in detail in the DGEIS, as it is not consistent with the objectives of the Applicants not consistent with the objectives of the Centennial Golf Club, and would not offer significant traffic relief in view of the existing operational benefits already realized by John Simpson Road, which connects to Route 6 and Fair Street at signalized intersections immediately east of the site.

This alternative is not consistent with the goals of the Applicants, who seeks to maintain the roadway through The Fairways Senior Housing site as a low intensity, low volume road, compatible with the quiet residential atmosphere that he believes is important to the senior residential community.

Because the road would traverse a portion of the Centennial golf course and would result in a golf cart crossing, it is more desirable to have that crossing be a narrower, low volume, private road than a town road, to minimize impacts to the golf course operation.

Finally, John Simpson Road already provides a north-south option to local travelers that is operationally sound. There would be no significant benefit derived by turning the Fairways Road into a town, through road. For these reasons, pursuant to ECL Part 617.9(5)(v) (which states that alternatives must be reasonable considering the objectives of the project sponsor), the unrestricted, Town dedicated, through road alternative is not investigated further. The option of having the through road connection with a private road, however, does reduce traffic on John Simpson Road and Fair Street and would reduce traffic crossing the Centennial Golf Course, a positive benefit.

- Alternative 3: Maximum Build-out Plan for Gateway Summit Site;

Alternative 3 that is described in the DGEIS entails the maximum build out of the Gateway Summit portion of the project site pursuant to zoning, with the further

subdivision of the site for three additional lots. As with Alternative 1, the Route 6 frontage would be more intensively developed than under the proposed action. Alternative 3 includes a 60,120-square foot retail use, a 7,000-square foot restaurant, and a 150-room hotel with a 12,000-square foot banquet hall and conference center located on its western side. Two additional office buildings and an additional restaurant are added to the central portion of the site. Under this alternative, the area of Lot 5 that is proposed for 143 units of Senior Housing under the proposed action is divided into two lots containing a 250-room hotel with a conference center and spa on the northwestern corner of the site (Lot 5), and a 112-unit Senior Housing complex oriented around a cul de sac located closer to the access roadway (Lot 4). A 10,000-square foot, two-story office is located to the rear of the Route 6 development, with access from the main access roadway.

Development of this alternative would result in the most construction disturbance and associated impacts to woods and steep slopes of all of the alternatives examined, including 75.7 acres of disturbance area and 41.9 acres of disturbance to slopes of 15 percent or more. Alternative 3 would result in over 50 percent more traffic in the p.m. peak hour than under the DGEIS proposed action. There would be a greater increase in traffic in the Saturday peak hour. Impacts to water resources, vegetation and wildlife, community services, and visual conditions would also be greater under this alternative.

- Alternative 4: Conventional Subdivision on The Fairways Site;

The fourth alternative development scenario examined in the DGEIS includes a conventional single-family residential subdivision on The Fairways site with proposed uses on the Gateway Summit site remaining unchanged. This alternative would include 17 detached single-family homes based on current zoning, which permits the development of homes on lots of 120,000 square feet or more in size. Homes would be laid out along a single north-south running roadway.

This large-lot alternative would result in larger homes and a decrease in preserved open space on the project site in comparison to the proposed action. Such development would occur on an as-of-right basis with no requirement for a Special Use Permit. This level of development would not be economically feasible to construct due to the small number of lots that would be created relative to the amount of roadway that would need to be constructed.

This alternative would not meet the objectives of the project sponsor in terms of return on investment. It would also not result in the construction of much needed senior housing in the Town of Carmel. At the same time, it would result in impacts to the school district that would not otherwise occur with the proposed action. A conventional subdivision would be expected to generate approximately 15 new school age children, increasing demands on the local school district. The layout of the homes under this alternative would not represent an efficient use of the project site, particularly compared to the compact layout of the senior housing included in the proposed action.

- Alternative 5: Reduced Environmental Impact Alternative for The Fairways Site.

The fifth alternative development scenario described in the DGEIS examines an alternative mix of senior housing on The Fairways site with reduced environmental impacts, with proposed uses on the Gateway Summit site remaining unchanged. Also consistent with current zoning, this alternative would include 29 attached single-family homes for seniors (meeting Zoning Code definition of multiple-family senior housing), 57

senior townhouse units, and 64 multi-family senior housing units. As with the proposed action for The Fairways site, a Special Use Permit would be required, and tennis courts and a swimming pool would be included as recreational facilities for the future residents.

This alternative maintains the same number of units as the DGEIS proposed action, but provides a greater diversity in the type of senior housing proposed while lowering the amount of site disturbance and impacts to steep slopes and wooded areas in comparison to the DGEIS proposed action. Following the February 2005 Public Hearing and the above-described discussions with Riverkeeper, the Attorney General's office, the NYCDEP, NYSDEC and the Town of Carmel representatives, this alternative was modified and further detailed, with the resulting design now serving as the currently proposed action for The Fairways.

- **Modified Road Configuration Alternative for Gateway Summit**

This alternative considers a revised access to the Gateway Summit site originally considered in the DGEIS that would avoid the watercourse crossing and the need for a variance from NYCDEP to construct impervious surfaces within the limiting distance to the watercourse. The Applicant further refined this alternative from that first considered in the DGEIS based on discussions with NYCDEP. Refinements include elimination of a 10,000 square foot office building and reduction in steep slope disturbance and in possible related erosion and sedimentation impacts. This refined alternative also would significantly reduce wetland buffer encroachments and would further reduce the intensity of development on the Gateway Summit project site. Additional contiguous areas of undeveloped land and wildlife habitat would remain. With this alternative, environmental impacts are further reduced, and a generally similar level of development is included in comparison to the proposed action, although one of two proposed office buildings is eliminated. Several options for one of the proposed uses under this alternative have also been considered. These replace one of the proposed restaurants with either an office building or a pharmacy.

This alternative would involve the removal of the Route 6 bridge and the construction of a turning lane from Route 6 into the site. The existing bridge along Route 6 over the former railroad bed presently prevents the construction of such a left hand turn lane, as it is too narrow to accommodate an additional lane. The Applicant met with the NYSDOT representatives to determine its plans to remove and replace this bridge, which is included in the NYSDOT list of planned roadway improvements. NYSDOT now wishes to coordinate this bridge project with Putnam County's plan to extend the bike path further north along the former railroad bed and under the subject bridge (The "Putnam County Bike Path Project"). Putnam County is entering stage three of the eight stages of its rails-to-trails program, and expects to run the bike path under the subject bridge by the end of the summer of 2007. Considering this, NYSDOT has agreed to hold to its 2007 construction date so that it can be coordinated with the Putnam County Bike Path Project.

The Applicants held meetings with representatives of the NYSDOT and Putnam County to coordinate the bridge project and Putnam County Bike Path Project, and expand the bridge project to add a left hand turn lane and sidewalk. All three entities will enter into a formal agreement to complete the bridge improvement project, including adding a left hand turn lane and sidewalk into the project, under NYSDOT's Reverse Betterment Program. Under the agreement, the Applicants will pay its incremental share of the additional project costs with NYS DOT paying for the costs of the bridge improvements it had already slated for completion. This agreement will allow the NYSDOT bridge project to be coordinated with the Putnam County Bike Path Project, and provide a sidewalk

over the bridge into the project site at no additional cost to the County and the State. The new bike path and sidewalk improvements will provide significant pedestrian connections to the Gateway Summit and The Fairways projects. The existing bridge would be removed and replaced with a new structure wide enough to accommodate the left hand turn lane. The bridge removal and reconstruction would be staged so that two lanes of traffic can be kept open during construction to the maximum extent practicable. Traffic controls during construction will be determined in consultation with NYSDOT and Putnam County. It is noted that the Putnam County Bike Path Project, which is a totally separate action from the proposed projects and is being advanced by Putnam County, will include a disturbance to federally regulated wetlands. Putnam County will provide a wetland mitigation area in conformance with U.S. Army Corps of Engineers standards. The bridge removal and replacement project would not adversely impact wetlands. As noted above in the traffic section, the bridge improvements with the left hand turn lane and the traffic light do not need to be installed before construction starts on individual site plans for both Gateway Summit and The Fairways.

6.0 CERTIFICATION OF FINDINGS TO APPROVE

The Town of Carmel makes the following findings that include the Board's rationale for its decision.

1. The Carmel Planning Board has carefully and thoroughly weighed and balanced the relevant potential environmental impacts anticipated from the revised proposed action and the Modified Road Configuration Alternative for Gateway Summit set forth in the FGEIS with social, economic and other considerations, and hereby certifies that the requirements of SEQRA and the SEQRA Regulations have been met.
2. Consistent with social, economic and other essential considerations from among the reasonable alternatives available, the revised proposed action and the Modified Road Configuration Alternative for Gateway Summit (including the pharmacy and the office option, and the restaurant and office options) set forth in the FGEIS avoid or minimize adverse environmental impacts to the maximum extent practicable, and that adverse environmental impacts will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigative measures that were identified as practicable.
3. The revised proposed action and the Modified Road Configuration Alternative for Gateway Summit (including the pharmacy and the office option, and the restaurant and office options) set forth in the FGEIS are subject to the mitigation measures described in the DGEIS, FGEIS and set forth in this Findings Statement. These findings are substantiated by the analyses in the DGEIS and FGEIS, which disclose potential environmental impacts and demonstrates that the potential environmental impacts associated with the action would be fully mitigated.

The preceding facts, as documented in the DGEIS, the FGEIS, and in the public record associated with these proceedings support these findings. After due consideration, the lead agency finds that this revised proposed action and the Modified Road Configuration Alternative for Gateway Summit (including the pharmacy and the office option, and the restaurant and office options) set forth in the FGEIS will achieve a balance between the protection of the environment and the need to accommodate social, economic and other considerations.

Findings Statement
Gateway Summit and The Fairways

Name of Agency:

Town of Carmel Planning Board

Name of Responsible Officer:

Mr. Harold Gary

Signature of Responsible Officer:

Harold Gary

Title:

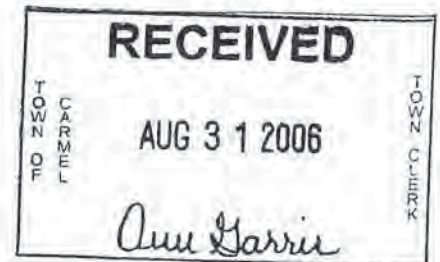
Planning Board Chair

Date: Aug. 31, 2006

Harold Gary

Address of Lead Agency

60 McAlpin Avenue
Mahopac, New York 10541



ATTACHMENT B

Carmel CSD and Brewster CSD
Information

School Age Children
Carmel Central School District Student Enrollment
Town of Carmel, Putnam County, New York

Prepared for:

Kearney Realty & Development Group

57 Route 6, Suite 207

Baldwin Place, NY 10505

Prepared by:

Tim Miller Associates, Inc.

10 North Street

Cold Spring, NY 10516

Submitted:

July 14, 2021

School Age Children in Carmel

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1.0 TOWN OF CARMEL ZONING HISTORY

In 2002 the Town of Carmel amended the Zoning for the Town based upon concerns related to over-development including increased traffic, higher cost of Town services, and the sustained growth of the school districts' continuing increase in enrollments. At that time the Town replaced 1-acre and 1.5-acre zoning with a single option for 3-acre single family development as the Town's only residential zone. It was anticipated that up-zoning would solve development pressure, by increasing house prices, by slowing home building and theoretically spurring business growth. Part of the motivation to restrict development was in consideration of protection to the New York Watershed lands which provide New York City's water supply. However, the 3-acre zoning was applied to all residential lands, whether there was municipal water and sewer service available or not.

Having only one residential zone in the entire Town, which requires a minimum of 3 acres for the development of a residential dwelling unit, leaves those with a limited income or more diverse needs unable to find housing within the Town. The Town of Carmel is composed of a diverse population of varying ages and income levels. There is an unmet need to provide housing for entry level homebuyers, millennials just out of college, empty nesters who are preparing for retirement and senior citizens who may prefer to live in a general population community. There are no options for any housing in the Town other than the type of house that belongs on a 3-acre lot. Large lot 3-acre zoning promotes sprawl, requires more infrastructure, and creates isolated neighborhoods that rely solely on automobiles. This is not the most effective measure for providing environmental protection to NY City watershed lands, nor does it meet the needs of the existing population. This type of zoning makes the Town vulnerable to a federal fair housing lawsuit.

2.0 DEMOGRAPHIC ANALYSIS

Table 1 provides a summary of the population and housing statistics for the Town of Carmel. The Table provides a comparison to historic values from 2000 and 2010, compared to current 2020 data and provides a projection to 2025.

As can be seen, although the population had been increasing, the rate of growth which was approximately 7.4 % over the ten years from 2000 to 2010 has slowed to approximately 2.1% over the following decade and is projected to continue to decline. The period between 2010 and 2020 actually show a decrease in overall population. During the same time periods the median age has steadily increased from 37.1 in 2000 to 41.2 in 2010 to 43.7 in 2020 and is projected to continue to increase to 43.8 in 2025. This indicates an aging population. Population aging is influenced by a number of factors. The Town has placed an emphasis on providing housing for its Seniors. Existing homeowners are remaining in their homes. There has been no influx of younger entry level residents. There has been a decline in the ability to own a housing unit based upon the steady increase in housing prices. The housing market in Putnam and northern Westchester has continued to appreciate in value, putting home ownership out of reach for many entry level homebuyers. The percentage of renter occupied units has grown from 14.8 percent to 17.3 percent for residents of the

Town. There has also been a significant migration of young persons out of the Town to other areas in search of rental dwelling units within their budget.

Table 1				
Town of Carmel - Demographic Analysis				
Year	2000	2010	2020	2025
Total Population	32,997	34,305	34,113	33,570
Median Age	37.1	41.2	43.7	43.8
Number of Households	10,838	11,672	11,753	11,613
% Householder 55+	38.2%	42.1%	53.6%	55.9%
Owner Occupied Housing Units	9,160	9,668	9,715	9,603
Renter Occupied Housing Units	1,678	2,004	2,038	2,010
% Renter Occupied	14.8%	17.2%	17.3%	17.3%
Median Home Value	--	\$389,200	\$409,404	\$459,448
Average Home Value	--	\$425,500	\$471,076	\$531,128
Median Household Income	\$77,406	\$99,560	\$106,984	\$112,997
Source: US Census Data, ESRI Demographic Forecasts June 18, 2021				

Table 2 provides a detailed breakdown of the Town's youngest and older population by age category for the years 2010, 2020 and a projection to 2025.

As Table 2 shows there has been a steady decrease of the school age population and a continued aging of the population. The numbers and percentages of the 0 to 19-year-old population is consistently decreasing, approaching 20% of the total population.

Table 2			
Population Trends			
	2010	2020	2025
Total Population	34,305	34,113	33,570
Population 0-19	9,424	7,836	7,039
% Population 0-19	27.5%	23.0%	21.0%
Population 55+	8602	11,517	12,152
% Population 55+	25.0%	33.8%	36.2%
Source: US Census Data, ESRI Demographic Forecasts June 18, 2021			

During this same time period the over 55 population grew to increasing percentages of the overall population. The 55 and older population rose from 2010 to 2020 and is expected to continue to increase through 2025 representing more than 12,000 persons and 36.2% of the total population.

This trend is directly related to the emphasis the Town has placed on Senior housing and the lack of entry level housing that would attract families starting out. The current Carmel residential 3- acre zoning exacerbates these demographic trends by failing to provide balanced housing opportunities, especially for young people.

Without an influx of young families, the family-oriented nature of the Town of Carmel and Putnam County will inevitably change. Community priority will shift. Recreation facilities will need to cater to an older population not a family-oriented community. Section 3.0 below discusses the impacts this type of shift is having on the Carmel Central School District enrollment.

3.0 SCHOOL DISTRICT ENROLLMENTS

Areas within the Town of Carmel being considered for Multifamily Development are located primarily in the Carmel Central School District. This study assesses the enrollment trends in the Carmel District based upon historical information and a projection of anticipated demographics.

Student enrollments have been steadily declining in the Carmel CSD for more than a decade. Peak enrollment for the Carmel CSD occurred in 2002/2003 when enrollment was 4,956 students. As shown in Table 3 below, student enrollment has declined every year for the past 18 years. Table 3 illustrates that there hasn't been a single school year since 2002/03 in which the current enrollment wasn't less than the previous school year. Table 3 shows the official New York State Department of Education BEDS¹ count by school year and indicates the decline in the number of students compared to the prior school year.

Enrollments have declined by 16 to 149 students per year each year, with the biggest drop occurring during the most recent school year. This most recent drop could be related to the COVID Pandemic, however there have been four other occurrences where the decline in student enrollment has been 90 students or more. Current 2020/2021 enrollment is 3,830 a reduction of 1,126 students or almost a 23 percent decline compared to peak District enrollments. In 2018 Western Suffolk BOCES prepared a study of enrollment trends in the Carmel Central School District. This study was based upon an analysis of historical enrollment information, following the various student populations through the cohort of grades; in combination with data about new births and new housing starts within the Carmel Central School District. The BOCES Study indicates the reduction in students is expected to continue to 2025 and beyond, with the 2025/2026 enrollment estimated at 3,521 students which represents a 29.4 % decline from the peak enrollment.

The Superintendent for Business in Carmel indicated, that although enrollments have been declining, there has been no discussion for contraction of facilities at this time². The 2021/2022 Carmel School District budget was defeated by residents of the school district in both May of 2021 and again on June 15, of 2021. As a result, the District was compelled to adopt their contingency budget which excludes any Capital purchases from being made in the upcoming school year. Thus, no capital improvements are currently scheduled. It also forces the district to consider elimination of positions that become vacant due to attrition or retirement.

¹ BEDS is an acronym which stands for Basic Education Data System used by the NYS Department of Education.

² Phone call with Carmel Central School District, Superintendent for Business, June 21, 2021.

Table 3 Carmel Central School District Enrollments			
Notes	School Year	Student Enrollment	Change from the Previous Year
	1993	4,956	--
	98/99	4693	--
	99/00	4778	+85
	00/01	4856	+78
	01/02	4931	+75
Peak Year	02/03	4956	+25
	03/04	4857	-99
	04/05	4841	-16
	05/06	4805	-36
	06/07	4783	-22
	07/08	4693	-90
	08/09	4646	-47
	09/10	4630	-16
	10/11	4581	-49
	11/12	4483	-98
	12/13	4423	-60
	13/14	4341	-82
	14/15	4233	-108
	15/16	4192	-41
	16/17	4173	-19
	17/18	4115	-58
	18/19	4040	-75
	19/20	3979	-61
	20/21	3830	-149
Enrollment Decline compared to Peak Year			-1,126
	21/22	3802	-28
	22/23	3705	-97
	23/24	3662	-43
	24/25	3582	-80
	25/26	3521	-61
Projected Additional Decline from Current Enrollment			-309
Source; NYS Department of Education BEDS Data Base			

Table 4 Carmel Central School District SCHOOL CAPACITY							
School	Grades Served	02/03 Peak Enrollment	17/18 Enrollment	20/21 Current Enrollment	25/26 Projected Enrollment	Building Capacity	2025 Available Capacity
Carmel High School	9 to 12	1,541	1,448	1,410	1,191	1,450	259
George Fischer Middle School	5 to 8	1,601	1,326	1,194	1,090	1,450	360
Matthew Paterson Elementary	K to 4	686	496	476	447	600	153
Kent Elementary	K to 4	594	450	372	418	500	82
Kent Primary	K to 4	534	395	378	375	500	125
Total District Enrollment		4,956	4,115	3,830	3,521	4,500	979
Source: NYS Dept BEDS							

Table 4 shows the utilization of the school districts buildings for select school years. Enrollments for the 2002/2003 peak enrollment year represent the maximum capacity for which the buildings have been used. However, this peak utilization could have involved measures which were atypical to accommodate the 4,956 peak student population. The 2017/2018 school year has been reviewed as a representative year where the enrollment totals 4,115. As shown in Table 4 Building Capacity lies between these two enrollments and is estimated to be 4,500 students for the district. The projected enrollments for the 2025/2026 school year are 3,521 students indicating available capacity of almost 1,000 additional students.

A review of budget data and school enrollment projections for the next 5 to 10 years indicate continuing declines for the Carmel Central School District. This trend has the potential to result in excess infrastructure, where the number of students is significantly lower than the enrollment capacity. Thus, the school district could be forced to consolidate facilities and staff, resulting in school closures along with potential teacher firings. An increase in residential development will result in an increase in the assessed valuation of the District, which translates into additional revenues for the School District. Since the infrastructure and staff resources are already in place, the incremental costs for new students associated with new residential housing would be minimal.

4.0 PROPOSED PROJECTS

There are currently two multifamily housing developments proposed before the Town of Carmel. The first is Hamlet at Carmel a Multifamily Development which includes a total of 150 units. Half of these units are to be market rate rentals and the other half are to be affordable to households whose income ranges from 60% to 90% of the Putnam County Median Income as published by HUD³ on an annual basis.

The second residential development is known as the Fairways and is located off US Route 6. This development is also for 150 units. These units are all market rate rentals and are anticipated to be primarily 2-BR units.

Hamlet at Carmel Multifamily Development

Demographic multipliers published by the Rutgers University Center for Urban Policy Research (CUPR) were used to project the future population of the Hamlet at Carmel development. As shown in Table 5, Demographic multipliers of 1.67 persons were used to project the population for the 1-BR units. A multiplier of 2.31 persons were used to project the population for the 2-BR units. A multiplier of 3.81 persons were used to project the population for the 3-BR units. Demographic multipliers of 0.30, 0.23, and 1.0 students were used to project the school age population of the 1-BR, 2-BR and 3-BR units respectively. The same multipliers were used for both Market Rate and Affordable units based upon the anticipated rental value of the units.

Table 5 Population Projections					
Unit Type	Number of Units	Population Multiplier	Population	School Age Children Multiplier	School Age Population
Multifamily Units					
1 Bedroom	38	1.67	63	0.30	11
2 Bedroom	79	2.31	183	0.23	19
3 Bedroom	33	3.81	126	1.00	34
TOTAL	150		372		64
Source: Rutgers University Center for Urban Policy Research.					

Based upon the residential multipliers, approximately 372 persons are projected to reside in the proposed housing on Stoneleigh Avenue including approximately 64 school age children.

³ The Federal Office of Housing and Urban Development (HUD) publishes a median income by county each year for the purposed of defining Affordable income limits.

Fairways Multifamily Development

Demographic multipliers published by the Rutgers University Center for Urban Policy Research (CUPR) were also used to project the future population of the Fairways Multifamily development. As shown in Table 6, Demographic multipliers of 2.31 persons were used to project the population for the 2-BR units. A Demographic multiplier of 0.23 students was used to project the school age population.

Table 5					
Population Projections					
Unit Type	Number of Units	Population Multiplier	Population	School Age Children Multiplier	School Age Population
Market Rate Multifamily Units					
2 Bedroom	150	2.31	347	0.23	35
TOTAL	150		347		35
Source: Rutgers University Center for Urban Policy Research.					

Based upon the residential multipliers, approximately 347 persons are projected to reside in the proposed housing at Fairways including approximately 35 school age children.

5.0 CUMULATIVE IMPACT

As discussed in Section 3.0, the Carmel Central School District has seen declining enrollments over more than the past decade. The District is not currently anticipating any reduction in its current facilities. As shown on Table 4, there is available capacity in the district's facilities for approximately 1,000 students.

When combined, the two anticipated multifamily residential developments, are projected to result in less than 100 new students. The available capacity would indicate the Carmel Central School District could handle this type of increase, spread out over the district's schools, without substantial negative impacts.

The most recent School Budget was voted down by residents of the School District. An increase in residential development will result in an increase in the assessed valuation of the District, which translates into additional revenues for the School District. Since the infrastructure and staff resources are already in place, the incremental costs for new students associated with new residential housing would be minimal, thus these proposed developments could result in a positive impact to the School District.



Demographic Study Update

for the

Brewster Central School District

October 2020

Prepared By:
Richard S. Grip, Ed.D.

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Executive Summary

Statistical Forecasting LLC (“Statistical Forecasting”) completed a demographic study update for the Brewster Central School District (“Brewster School District”), projecting grade-by-grade enrollments from 2021-22 through 2025-26, a five-year period. The previous study was completed for the district in November 2019. In addition, the following tasks were completed:

- analyzed school district attendance area demographic characteristics,
- examined historical enrollment trends, both districtwide and by grade configuration (K-5, 6-8, and 9-12),
- investigated enrollment trends of resident students from the Brewster School District who are attending non-public schools,
- analyzed school district attendance area birth counts, and
- tabulated new housing starts and the impact on the school district.

Overview of Brewster Central School District Attendance Area

The Brewster School District is comprised of the Village of Brewster (“Brewster”) and sections of the Town of Southeast (“Southeast”), the Town of Patterson (“Patterson”), and the Town of Carmel (“Carmel”). In the 2014-2018 American Community Survey (“ACS”) published by the United States Census Bureau, there were 21,836 residents in the Brewster School District attendance area, which is a decline of approximately 300 persons from the 2010 Census.

While Whites are the largest race in the Brewster School District attendance area, their population has declined. In the 2014-2018 ACS, the White population was 73.0% as compared to 77.4% in 2010, which is a loss of 4.4 percentage points. Hispanics were the second-largest race at 19.7% in the 2014-2018 ACS while Asians were the third-largest race, consisting of 3.1% of the population.

With respect to nativity, 15.1% of residents are foreign-born, which is slightly higher than that of Putnam County (14.1%). Guatemala and China are the largest sources, accounting for 37.9% and 6.2% respectively of the foreign-born population.

Historical Enrollment Trends

Historical enrollments (K-12) were analyzed from 2011-12 through 2020-21, a ten-year period. Enrollments have declined, in general, over the past decade. In 2020-21, enrollment is 2,984, which is a loss of 351 students (-10.5%) from the 2011-12 enrollment of 3,335.

For grades K-5, enrollments were fairly stable from 2011-12 to 2017-18 before trending lower in the last three years. In 2020-21, enrollment is 1,233, which is a loss of 81 students from the 2011-12 enrollment of 1,314.

For grades 6-8 at Henry H. Wells Middle School, enrollments declined through 2017-18 before reversing trend. Enrollments have increased in each of the last three years. Enrollment is 755 in 2020-21, which is a loss of 57 students from the 2011-12 enrollment of 812.

Finally, at Brewster High School, which contains grades 9-12, enrollments have been generally declining since 2013-14. In 2020-21, enrollment is 996, which is a loss of 213 students from the 2011-12 enrollment of 1,209.

Non-Public School Enrollments

The number of resident students from the Brewster School District attendance area (“Brewster resident students”) who attended non-public schools was tabulated from 2015-16 through 2019-20, a five-year period. The total number of non-public students (K-12) has been fairly stable, ranging from 89-99 students per year. In 2019-20, the number of Brewster resident students attending non-public schools (90) represented 2.9% of the total Brewster resident student population, which is a very small percentage. In the last five years, the percentage of Brewster resident students attending public school has ranged from 97.0%-97.2% with no apparent increasing or declining trend.

In 2019-20, 37.8% of the Brewster non-public school population attended John F. Kennedy Catholic High School (9-12) in Somers while an additional 23.3% attended St. James the Apostle School (PK-8) in Carmel.

Kindergarten Replacements

Kindergarten replacements were analyzed to determine whether there was any relationship between overall enrollment change and kindergarten replacement, which is the numerical difference between the number of graduating 12th graders and the number of entering kindergarten students. The district has experienced negative kindergarten replacement in each of the last nine years. Negative kindergarten replacement occurs when the number of graduating 12th grade students is larger than the number of kindergarten students replacing them in the next year. In the last four years, the district has lost an average of 62 students per year due to kindergarten replacement.

In eight of the last nine years, the district’s losses due to negative kindergarten replacement were partially offset (or totally, resulting in an enrollment increase) by a net inward migration of students in the other grades (K to 1, 1 to 2, 2 to 3, etc.). The exception occurred in 2020-21 when the negative kindergarten replacement was compounded by outward migration, which is likely related to the coronavirus pandemic.

Birth Counts

The number of births in the Brewster School District attendance area was used to project kindergarten enrollments five years later. After peaking at 253 births in 2007, the number of births declined to 192 in 2012. However, the declining birth trend reversed and the number of births slowly increased through 2015 before reversing trend once again. In 2017, there were 181 births in the Brewster School District attendance area, which is the lowest value over this time period.

The fertility rate in the Brewster School District attendance area is similar to those of both Putnam County and the State of New York. The fertility rate of women aged 15 to 50 in the Brewster School District attendance area was 46 births per 1000 women, which is identical to the fertility rate in Putnam County. The fertility rate of women in New York State was slightly higher at 47 births per 1,000 women.

Age Distributions

The 2010 Census and the 2014-2018 ACS age-sex diagrams were created for the Brewster School District attendance area to show the percentage of males and females in each age class. In 2010, the largest number of individuals was aged 50-54 for males and 45-49 for females. As these individuals advance in age, the largest cohort in the 2014-2018 ACS was aged 50-54 for females yet remained 50-54 for males. Over this time period, the greatest declines occurred in the 40-44 age group for males and the 35-39 age group for females. The greatest gains occurred in the 65-69 age group for both males and females.

Potential New Housing

Municipal representatives from Brewster, Southeast, Carmel, and Patterson were contacted regarding potential new housing units in the Brewster School District attendance area. There are no residential developments under construction, nor are there development applications before the planning board, in the sections of Patterson and Carmel that send to the Brewster School District. However, there are developments planned in Brewster and Southeast. A total of 302 housing units are planned in the Brewster School District attendance area, where 180 units are apartments and 122 units are detached single-family homes.

In total, 152 school-age children are projected to be generated from the new housing developments. As this represents school-age children, the number of public school children is likely to be slightly lower. Using the five-year average (97.1%) of Brewster resident students attending public school, a total of 148 public school children in grades K-12 are projected from new housing developments.

Since the buildout of Fortune Ridge, which would have the greatest impact on the school district, is occurring at a very slow rate, the baseline enrollment projections were not adjusted for the additional children anticipated from the new housing developments. It is unlikely that Fortune Ridge will be completed and occupied within the enrollment projection timeframe of five years. In addition, one development has not been approved (Baker Farm) while two others

(Barrett Hill and Farm to Market LLC) have been under consideration for the past four or more years and have not commenced construction. For these reasons, the baseline enrollment projections were not adjusted for the additional children anticipated from the new housing developments.

Enrollment Projections

Due to the changes in the district's enrollment trends in 2020-21 (in particular, much lower elementary enrollments than expected), which were likely related to the coronavirus pandemic, three separate projections were computed from 2021-22 through 2025-26, a five-year period. As it is unclear when the pandemic will end and how this will affect enrollments in the near term, three different scenarios were modeled.

In Scenario 1, total enrollment is projected to be 2,841 in 2025-26, which would be a loss of 143 students from the 2020-21 enrollment of 2,984. In Scenario 2, enrollment is projected to be 2,951 in 2025-26, which would be a loss of 33 students from the 2020-21 enrollment. Finally, enrollment is projected to be 3,055 in 2025-26 in Scenario 3, which would be a gain of 71 students from the 2020-21 enrollment.

Final Thoughts

In our previous report completed in November 2019, total enrollments (K-12) were projected to be fairly stable throughout the projection period. Instead, enrollments declined by 81 students in 2020-21, which may be COVID-related, as some parents may be reluctant to send their child to school or may seek private schools that have full in-person learning rather than hybrid or remote instruction. Most of the impact of the pandemic has occurred at the elementary level in the Brewster School District. In 2020-21, six of 13 cohort survival ratios were the lowest value in the last decade, four of which occurred at the elementary level (K-5). The decline in the ratios is likely due to the coronavirus pandemic, as parents are seeking alternative educational experiences for their children.

In closing, it is difficult to measure the impact of the coronavirus on the school district's enrollments moving forward. In the short-term, the coronavirus may have a negative impact on the local economy, new home construction, and rentals, which could lead to outward migration of families with children. If there are a significant number of evictions from rental units, this could have a negative impact on the district's enrollment. In a recent New York Times article¹, families with financial means are leaving large metropolitan areas to reside in their second homes in rural COVID-free areas or are purchasing an existing home in these new locations. These individuals can typically work remotely and are seeking to escape the pandemic. It is not clear whether these households will permanently reside in these locations or return to urban centers once an effective vaccine is found and widely implemented. Enrollment in some districts is affected by whether they are currently having in-person or remote instruction. Some parents are pulling their children out of existing districts and seeking schools for their children that provide in-person instruction in favor of those offering hybrid or solely online instruction². In

¹ (<https://www.nytimes.com/2020/09/26/us/coronavirus-vermont-transplants.html>)

² <https://www.npr.org/2020/10/09/920316481/enrollment-is-dropping-in-public-schools-around-the-country>

particular, parents are seeking schools that have in-person learning for children in both pre-kindergarten and kindergarten³. While the duration of the pandemic is unknown and available data is limited, we are continuing to monitor data as it becomes available to assess its future impact on enrollments both short- and long-term.

³ *ibid.*

Introduction

Statistical Forecasting LLC (“Statistical Forecasting”) completed a demographic study update for the Brewster Central School District (“Brewster School District”), projecting grade-by-grade enrollments from 2021-22 through 2025-26, a five-year period. The previous study was completed for the district in November 2019. In addition, the following tasks were completed:

- analyzed school district attendance area demographic characteristics,
- examined historical enrollment trends, both districtwide and by grade configuration (K-5, 6-8, and 9-12),
- investigated enrollment trends of resident students from the Brewster School District who are attending non-public schools,
- analyzed school district attendance area birth counts, and
- tabulated new housing starts and the impact on the school district.

Enrollment Projections from November 2019 Report

In our previous demographic study, enrollments were projected from 2020-21 through 2024-25, a five-year projection period. Table 1 compares the actual and projected enrollments in 2020-21 for the entire district (K-12), as well as for each school in the district. Since two projections were computed in the previous study, the table shows the numerical differences and percent errors by year for each of the projections. Positive error rates indicate over-projections while negative error rates indicate under-projections.

Table 1
Comparison of Projected to Actual Enrollments
from November 2019 Report

Year	Actual Enrollment 2020-21	Projected CSR 4-YR 2020-21			Projected CSR 5-YR 2020-21		
		Count	Diff.	% Error	Count	Diff.	% Error
Total (K-12)	2,984	3,091	+107	+3.6%	3,094	+110	+3.7%
John F. Kennedy E.S. (K-2)	608	662	+54	+8.9%	660	+52	+8.6%
C. V. Starr I.S. (3-5)	625	657	+32	+5.1%	660	+35	+5.6%
Henry H. Wells M.S. (6-8)	755	766	+11	+1.5%	770	+15	+2.0%
Brewster H. S. (9-12)	996	1,006	+10	+1.0%	1,004	+8	+0.8%

In our previous study, total enrollments (K-12) were projected to be fairly stable throughout the projection period. Instead, enrollments declined by 81 students in 2020-21,

which may be COVID-related, as some parents may be reluctant to send their child to school or may seek private schools that have full in-person learning rather than hybrid or remote instruction. As the table shows, total enrollment was over-projected by 107 students (+3.6%) in the first projection and by 110 students (+3.7%) in the second projection.

In a survey by Schellenberg and Stephens of educational planners who complete enrollment projections, two-thirds believe that an error rate of 1% per year for the total enrollment is acceptable⁴. For a five-year projection, this would mean that a 5% error rate in the fifth year would be acceptable. In each instance, the projections were above the recommended threshold of 1% in the first projection year.

At John F. Kennedy Elementary School (“JFK”), enrollments were overestimated in each projection, as error rates were 8.9% in the first projection and 8.6% in the second projection. Expressed in numbers, the projections differed from actual enrollments by 54 students in the first projection and 52 students in the second projection. Upon further inspection, the largest error was in over-projecting kindergarten (+23 in the first projection). Of the four schools in the district, the percent errors in the elementary grades were the greatest.

At C.V. Starr Intermediate School (“Starr”), enrollments were overestimated by 5.1% in the first projection and 5.6% in the second projection. The projections differed from actual enrollments by 32 students in the first projection and by 35 students in the second projection. Each grade was slightly over-projected.

Enrollments in Henry H. Wells Middle School (“Wells”) were over-projected by 11 students (+1.5%) in the first projection and by 15 students (+2.0%) in the second projection. Of the four schools in the district, the percent errors in the middle school were the second-lowest.

Finally, at Brewster High School, enrollments were over-projected by ten (10) students (+1.0%) in the first projection and by eight (8) students (+0.8%) in the second projection, which are the lowest error rates of the four schools.

At the school level, half of the survey respondents in the Schellenberg and Stephens survey believed an error rate of 3-5% in the first projection year was acceptable⁵. While Wells and Brewster High School are within the range of what educational planners deem acceptable, JFK and Starr were outside of the acceptable range.

The accuracy of the projections is contingent on the most recent historical trends continuing into the future. If there is a departure from these trends caused by, for example, migration or withdrawal of students due to the coronavirus pandemic, numerous new housing starts (or planned housing starts that do not occur), changes in school district policy, changes to immigration laws, an economic downturn, a change in the housing resale market, etc., the enrollment projections presented are less likely to be accurate in future years, as this analysis does not forecast future trends. Therefore, the projections need to be revised annually to detect

⁴ Schellenberg, S. J., & Stephens, C. E. (1987). Enrollment projection: variations on a theme. Paper presented at the Annual Meeting of the American Educational Research Association, Washington D.C., (ERIC Document Reproduction Service No. ED 283 879)

⁵ *ibid.*

potential reversals in enrollment trends. Changes in enrollment are dependent on several factors such as birth counts, migration of students into or out of the school district, the presence of alternative schools such as charter schools, private schools, or parochial schools, and school district policy changes.

Demographic Characteristics of the Geographical Area Served by the Brewster Central School District

The National Center for Education Statistics (“NCES”) compiles Census data by school district geographical boundaries, since many school district boundaries are often not contiguous with municipal boundaries. As such, the Village of Brewster (“Brewster”) and sections of the Town of Patterson (“Patterson”), the Town of Southeast (“Southeast”), and the Town of Carmel (“Carmel”), which comprise the Brewster School District, do not share identical boundaries with the school district. In Table 2, selected demographic characteristics of the geographical area served by the Brewster School District (subsequently referred to as the Brewster School District attendance area) are compared from the 2010 Census and the 2006-2010 and 2014-2018 American Community Surveys (“ACS”), also published by the United States Census Bureau. The information reflects the entire population served by the school district and is not restricted to schoolchildren. The ACS replaced the long form of the Census, last administered in 2000 to approximately 16% of the population in the United States. For small geographic areas such as the one served by the school district, ACS data represent a sample collected over a five-year time period, where the estimates represent the average characteristics between January 2014 and December 2018, for example. This information does not represent a single point in time like the long form of earlier Censuses. The five-year ACS contains 1% annual samples from all households and persons from 2014 to 2018, resulting in a 5% sample of the population. Due to the small sample size, the sampling error is quite large, which increases the degree of uncertainty of the estimated values. Therefore, the forthcoming ACS data should be interpreted with caution.

Located in Putnam County, the Brewster School District attendance area contains a land area of approximately 40.91 square miles, with an additional 3.53 square miles of water area. Regarding its population, there were 21,836 residents according to the 2014-2018 ACS, which is a decline of approximately 300 persons from the 2010 Census.

With respect to race, while Whites are the largest race in the Brewster School District attendance area, their population has declined. In the 2014-2018 ACS, the White population was 73.0% as compared to 77.4% in 2010, which is a loss of 4.4 percentage points. Hispanics were the second-largest race at 19.7% in the 2014-2018 ACS, which is a gain of 3.1 percentage points from the 2010 percentage (16.6%). Asians were the third-largest race, consisting of 3.1% of the population in the 2014-2018 ACS.

The median age in the Brewster School District attendance area has increased slightly from 41.4 years in 2010 to 43.4 years in the 2014-2018 ACS, which is similar to the median age in Putnam County (44.1 years). During the same time period, the percentage of people under the age of 18 years, which predominantly corresponds to school-age children, declined from 23.1% to 21.3%.

Table 2
Demographic Characteristics of the Geographical Area Served
by the Brewster Central School District

	2006-2010 ACS 2010 Census	2014-2018 ACS
Total Population	22,139	21,836
Race Origin¹		
White	17,142 (77.4%)	15,946 (73.0%)
Black or African American	486 (2.2%)	538 (2.5%)
Hispanic or Latino	3,669 (16.6%)	4,301 (19.7%)
American Indian and Alaska Native	28 (0.1%)	0 (0.0%)
Asian	521 (2.4%)	686 (3.1%)
Native Hawaiian and Other Pacific Islander	2 (0.0%)	5 (0.0%)
Other Race	27 (0.1%)	97 (0.4%)
Two or more Races	264 (1.2%)	263 (1.2%)
Total	100.0%	100.0%
Place of Birth		
Foreign-Born	11.8%	15.1%
Age		
Under 18	23.1%	21.3%
18-64	64.2%	63.6%
65 and over	12.7%	15.1%
Median Age	41.4 years	43.4 years
Educational Attainment		
Bachelor's degree or higher	37.4%	36.4%
Graduate or professional degree	13.9%	16.3%
Income		
Median family income	\$95,745	\$118,875
Percentage of Persons in Poverty aged 5-17	4.7%	1.1%
Housing Units		
Total number	8,714 ²	8,773
Occupied units	8,116 (93.1%)	7,988 (91.1%)
Vacant units	598 (6.9%)	785 (8.9%)
Owner-occupied units	6,268 (77.2%)	6,071 (76.0%)
Renter-occupied units	1,848 (22.8%)	1,917 (24.0%)
Median value of an owner-occupied unit	\$371,700	\$327,100
Avg. household size of owner-occupied unit	2.78	2.73
Avg. household size of renter-occupied unit	2.32	2.55
Housing Type¹		
Total number	8,704 ²	8,773
1-unit, attached or detached	6,413 (73.7%)	6,999 (79.8%)
Two units	606 (7.0%)	460 (5.2%)
Three or four units	444 (5.1%)	421 (4.8%)
Five to nine units	657 (7.5%)	355 (4.0%)
10 to 19 units	107 (1.2%)	137 (1.6%)
20 or more units	431 (5.0%)	329 (3.8%)
Mobile home, boat, RV, van, etc.	46 (0.5%)	72 (0.8%)

Source: National Center for Education Statistics

Note: ¹Data may not sum to 100.0% due to rounding.

²Total number differs as Housing Units are from the 2010 Census while Housing Type data are from the 2006-2010 ACS.

With respect to nativity, 15.1% of residents were foreign-born in the 2014-2018 ACS as compared to 11.8% in the 2006-2010 ACS, a gain of 3.3 percentage points. As a point of comparison, Putnam County's foreign-born percentage in the 2019 ACS was 14.1%, which is slightly lower than that of the Brewster School District attendance area. While not shown in the table, place of birth, which serves as a proxy for country of origin, indicates that Guatemala and Italy were the largest sources of immigrants in the 2006-2010 ACS, accounting for 25.6% and 7.7% respectively of the foreign-born population. In the 2014-2018 ACS, Guatemala continues to be the largest source, but accounts for a much larger share (37.9%) of the foreign-born population. China is now the second-largest source, accounting for 6.2% of the foreign-born population.

Regarding educational attainment for adults aged 25 and over, 36.4% of the population had a bachelor's degree or higher in the 2014-2018 ACS as compared to 37.4% in the 2006-2010 ACS, a loss of 1.0 percentage points. Putnam County had a slightly higher percentage of persons having a bachelor's degree or higher (38.1%). Persons with graduate or professional degrees increased from 13.9% to 16.3% in the Brewster School District attendance area during this time period.

Median family income increased from \$95,745 in the 2006-2010 ACS to \$118,875 in the 2014-2018 ACS, a gain of 24.2%. By comparison, median family income in Putnam County is \$121,505, which is slightly higher than that of the Brewster School District attendance area. During this time period, the percentage of school-age children (5-17) that are in poverty declined from 4.7% to 1.1%.

Regarding housing, there were 8,773 housing units in the Brewster School District attendance area in the 2014-2018 ACS, which is a gain of 59 housing units (+0.7%) from 2010. Over this time period, the occupancy rate declined from 93.1% to 91.1%. Regarding occupied units, 24.0% of the occupied units consisted of renters in the 2014-2018 ACS, which is a 1.2 percentage-point increase from the 2010 Census (22.8%). While the average household size for renter-occupied units increased from 2.32 to 2.55 persons over this time period, it declined from 2.78 to 2.73 persons for owner-occupied units. The median home price of an owner-occupied unit in the 2014-2018 ACS was \$327,100, which is a 12.0% decline from the value reported in the 2006-2010 ACS (\$371,700).

With respect to housing type, 79.8% of the homes in the 2014-2018 ACS were one-unit, either attached or detached, which is a 6.1 percentage-point increase from the 2006-2010 ACS percentage (73.7%). One-unit homes also had the largest percentage-point change over this time period of the various home types. Housing with two units (duplexes) was the second-largest home type and consisted of 5.2% of the housing stock in the 2014-2018 ACS. Homes with 5-9 units, which typically consist of renters, had been the second-largest housing type in the 2006-2010 ACS.

District Overview

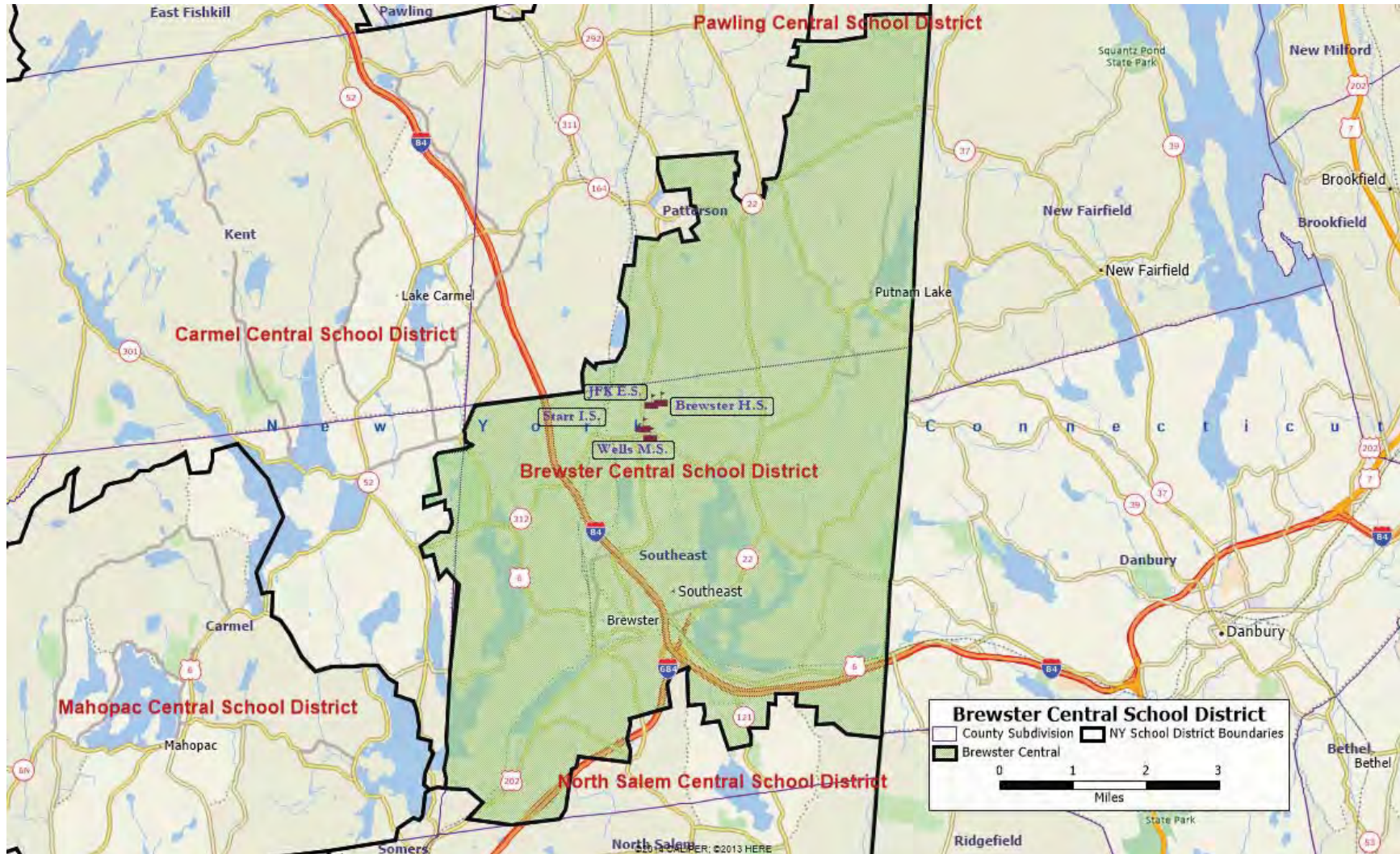
The Brewster School District has a total of four schools that serve children in grades kindergarten through twelve. The district receives children from Brewster and sections of Southeast, Patterson, and Carmel. Children attend JFK for grades K-2, Starr for grades 3-5, Wells for grades 6-8, and Brewster High School for grades 9-12. Locations of the schools with respect to the school district and municipal boundaries are shown in Figure 1.

Explanation of the Cohort-Survival Ratio Method

In 1930, Dublin and Lodka provided an explicit age breakdown, which enabled analysts to follow each cohort through its life stages and apply appropriate birth and death rates for each generation. A descendant of this process is the Cohort-Survival Ratio (“CSR”) method. In this method, a survival ratio is computed for each grade progression, which essentially compares the number of students in a particular grade to the number of students in the previous grade during the previous year. The survival ratio indicates whether the enrollment is stable, increasing, or decreasing. A survival ratio of 1.00 indicates stable enrollment, less than 1.00 indicates declining enrollment, while greater than 1.00 indicates increasing enrollment. If, for example, a school district had 100 fourth graders and the next year only had 95 fifth graders, the survival ratio would be 0.95.

The CSR method assumes that what happened in the past will also happen in the future. In essence, this method provides a linear projection of the population. The CSR method is most applicable for districts that have relatively stable increasing or decreasing trends without any major unpredictable fluctuations from year to year. In school districts encountering rapid growth not experienced historically (a change in the historical trend), the CSR method must be modified and supplemented with additional information. In this study, survival ratios were calculated using historical data for birth to kindergarten, kindergarten to first grade, first grade to second grade, etc. Due to the fluctuation in survival ratios from year to year, it is appropriate to calculate an average survival ratio, which is then used to calculate grade-level enrollments five years into the future.

Figure 1
School Locations –Brewster Central School District



Historical Enrollment Trends

Historical enrollments (grades K-12) for the Brewster School District from 2011-12 through 2020-21, a ten-year period, are shown in Figure 2 and Table 3. Enrollments have declined, in general, over the past decade. In 2020-21, enrollment is 2,984, which is a loss of 351 (-10.5%) students from the 2011-12 enrollment of 3,335.

Figure 2
Brewster Central Historical Enrollments (K-12)
2011-12 to 2020-21

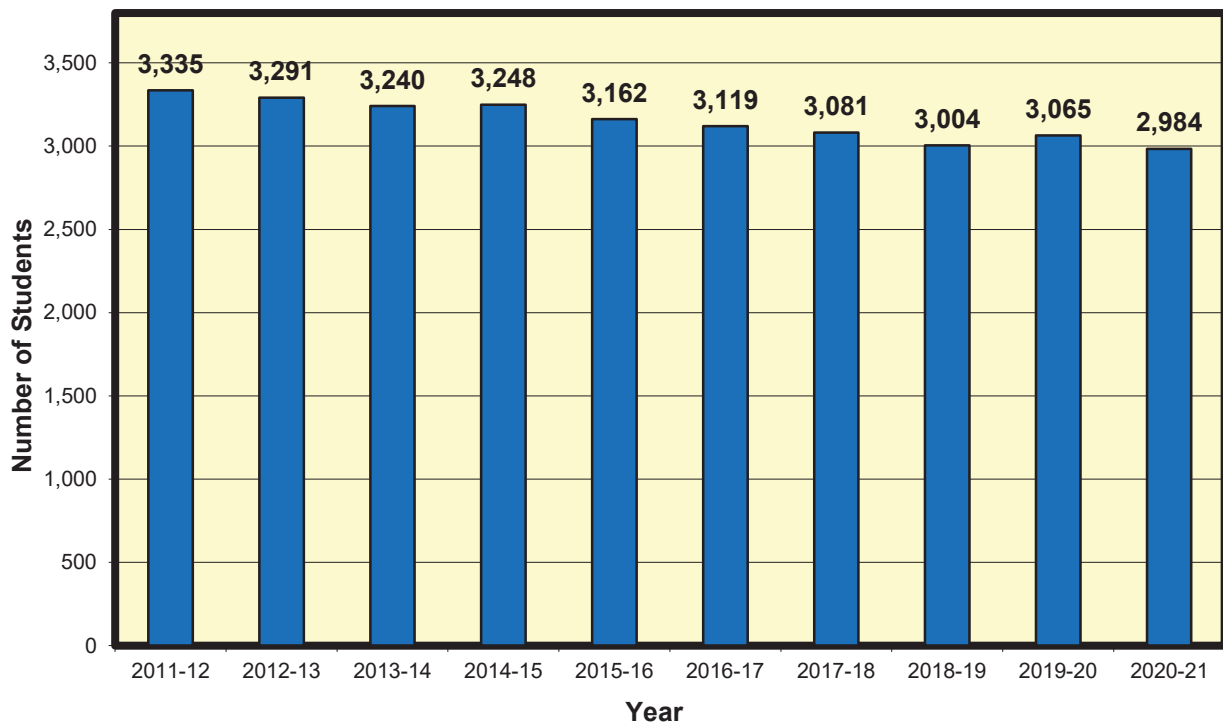


Table 4 shows computed grade-by-grade survival ratios from 2011-12 to 2020-21. In addition, the average, minimum, and maximum survival ratios are shown for the past ten years along with the five-year averages, which were used to project enrollments. The average survival ratios also indicate the net migration by grade, where values over 1.000 reflect net inward migration and values below 1.000 reflect net outward migration. In 2020-21, six of 13 cohort survival ratios were the lowest value in the last decade, four of which occurred at the elementary level (K-5). The decline in the ratios is likely due to the coronavirus pandemic, as parents are seeking alternative educational experiences for their children. As such, two five-year average ratios were computed in Table 4. The first considers the 2020-21 enrollment while the second does not, as the 2020-21 enrollment data might be considered an outlier once the pandemic is over. Nine of the thirteen average survival ratios (the five-year trend using 2020-21 enrollment data) were above 1.000, indicating a net inward migration of students. In comparing the five-year averages with the ten-year averages, the differences were very small, demonstrating the long-term stability of the survival ratios over the last decade.

Table 3
Brewster Central School District Historical Enrollments (K-12)
2011-12 to 2020-21

Year ¹	K	1	2	3	4	5	SE ²	K-5 Total	6	7	8	SE ³	6-8 Total	9	10	11	12	SE ⁴	9-12 Total	K-12 Total
2011-12	186	199	218	240	237	231	3	1,314	261	253	292	6	812	317	270	313	292	17	1,209	3,335
2012-13	213	198	202	215	246	241	5	1,320	226	267	257	9	759	305	312	268	313	14	1,212	3,291
2013-14	195	245	196	213	227	247	5	1,328	243	228	271	9	751	257	305	313	270	16	1,161	3,240
2014-15	214	213	250	193	217	229	4	1,320	259	245	231	10	745	294	265	303	306	15	1,183	3,248
2015-16	198	213	223	251	192	215	3	1,295	225	263	252	9	749	241	291	272	292	22	1,118	3,162
2016-17	192	206	215	230	255	209	5	1,312	225	234	271	6	736	257	254	275	265	20	1,071	3,119
2017-18	192	203	213	222	226	262	5	1,323	210	222	237	9	678	271	267	245	280	17	1,080	3,081
2018-19	194	190	203	214	216	230	5	1,252	259	219	227	10	715	237	279	258	239	24	1,037	3,004
2019-20	209	215	204	213	223	223	3	1,290	242	278	222	0	742	246	238	276	256	17	1,033	3,065
2020-21	196	205	207	200	200	223	2	1,233	232	242	281	0	755	230	246	241	265	14	996	2,984

Notes: ¹Data were provided by the New York State Department of Education BEDS reports and the Brewster Central School District.

²Ungraded special education enrollment at the elementary school level

³Ungraded special education enrollment at the middle school level

⁴Ungraded special education enrollment at the high school level

Table 4
Brewster Central School District Historical Survival Ratios
2011-12 to 2020-21

Progression Years	B-K	K-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12
2011-12 to 2012-13	0.8419	1.0645	1.0151	0.9862	1.0250	1.0169	0.9784	1.0230	1.0158	1.0445	0.9842	0.9926	1.0000
2012-13 to 2013-14	0.8405	1.1502	0.9899	1.0545	1.0558	1.0041	1.0083	1.0088	1.0150	1.0000	1.0000	1.0032	1.0075
2013-14 to 2014-15	1.0000	1.0923	1.0204	0.9847	1.0188	1.0088	1.0486	1.0082	1.0132	1.0849	1.0311	0.9934	0.9776
2014-15 to 2015-16	0.9706	0.9953	1.0469	1.0040	0.9948	0.9908	0.9825	1.0154	1.0286	1.0433	0.9898	1.0264	0.9637
2015-16 to 2016-17	0.9275	1.0404	1.0094	1.0314	1.0159	1.0885	1.0465	1.0400	1.0304	1.0198	1.0539	0.9450	0.9743
2016-17 to 2017-18	1.0000	1.0573	1.0340	1.0326	0.9826	1.0275	1.0048	0.9867	1.0128	1.0000	1.0389	0.9646	1.0182
2017-18 to 2018-19	0.9463	0.9896	1.0000	1.0047	0.9730	1.0177	0.9885	1.0429	1.0225	1.0000	1.0295	0.9663	0.9755
2018-19 to 2019-20	0.9543	1.1082	1.0737	1.0493	1.0421	1.0324	1.0522	1.0734	1.0137	1.0837	1.0042	0.9892	0.9922
2019-20 to 2020-21	0.8559	0.9809	0.9628	0.9804	0.9390	1.0000	1.0404	1.0000	1.0108	1.0360	1.0000	1.0126	0.9601
Maximum Ratio	1.0000	1.1502	1.0737	1.0545	1.0558	1.0885	1.0522	1.0734	1.0304	1.0849	1.0539	1.0264	1.0182
Minimum Ratio¹	0.8405	0.9809	0.9628	0.9804	0.9390	0.9908	0.9784	0.9867	1.0108	1.0000	0.9842	0.9450	0.9601
Avg. 5-Year Ratios	0.9368	1.0340	1.0176	1.0167	0.9842	1.0194	1.0215	1.0257	1.0150	1.0299	1.0182	0.9832	0.9865
Avg. 5-Year Ratios (not using 2020-21 enrollments)	0.9598	1.0489	1.0293	1.0295	1.0034	1.0415	1.0230	1.0357	1.0199	1.0259	1.0316	0.9663	0.9901
Avg. 10-Year Ratios	0.9263	1.0532	1.0169	1.0142	1.0052	1.0207	1.0167	1.0220	1.0181	1.0347	1.0146	0.9882	0.9855
Diff. Between 5-Year and 10-Year Ratios	+0.0105	-0.0192	+0.0007	+0.0025	-0.0211	-0.0013	+0.0048	+0.0037	-0.0031	-0.0048	+0.0035	-0.0050	+0.0011

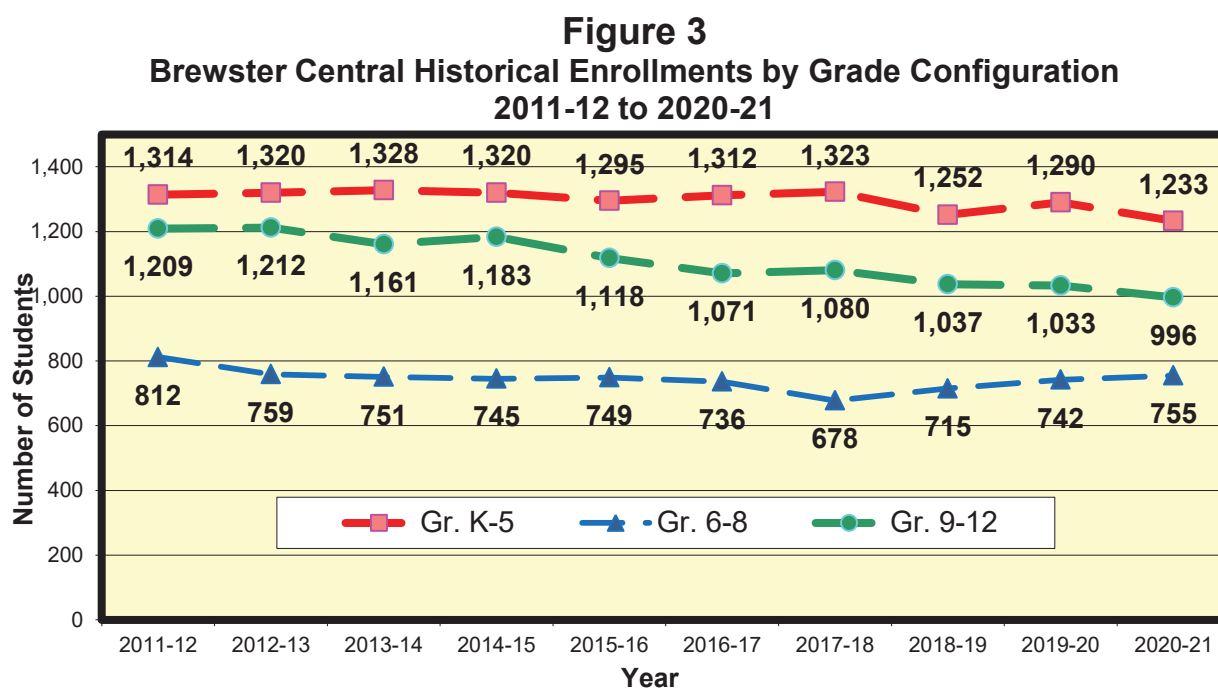
Note: ¹Bolded values reflect survival ratios from 2019-20 to 2020-21.

Factors related to inward migration include families with school-age children purchasing an existing home or new housing unit. The reasons for families moving into a community vary. For instance, a family could move into the Brewster School District for economic reasons and proximity to employment, or the presence of affordable housing. Another plausible reason for inward migration is the reputation of the school district, as the appeal of a school district draws families into a community, resulting in the transfer of students into the district. On the flip side, outward migration is caused by families with children moving out of the community, perhaps due to difficulty in finding employment or affordable housing. Outward migration in the school district can also be caused by parents choosing to withdraw their children from public school to attend private, parochial, or charter schools, or to attend a different public school district. In the case of the Brewster School District, the reasons for migration are not explicitly known (such as for economic reasons or the appeal of the school district), as exit and entrance interviews would need to be conducted for all children leaving or entering the district.

Historical enrollments are also shown in Table 3 and Figure 3 by grade configuration (K-5, 6-8, and 9-12). Self-contained special education/ungraded students were incorporated into the totals by grade configuration. For grades K-5, enrollments were fairly stable from 2011-12 to 2017-18 before trending lower in the last three years. In 2020-21, enrollment is 1,233, which is a loss of 81 students from the 2011-12 enrollment of 1,314.

For grades 6-8 at Wells, enrollments declined through 2017-18 before reversing trend. Enrollments have increased in each of the last three years. Enrollment is 755 in 2020-21, which is a loss of 57 students from the 2011-12 enrollment of 812.

Finally, at Brewster High School, which contains grades 9-12, enrollments have been generally declining since 2013-14. In 2020-21, enrollment is 996, which is a loss of 213 students from the 2011-12 enrollment of 1,209.

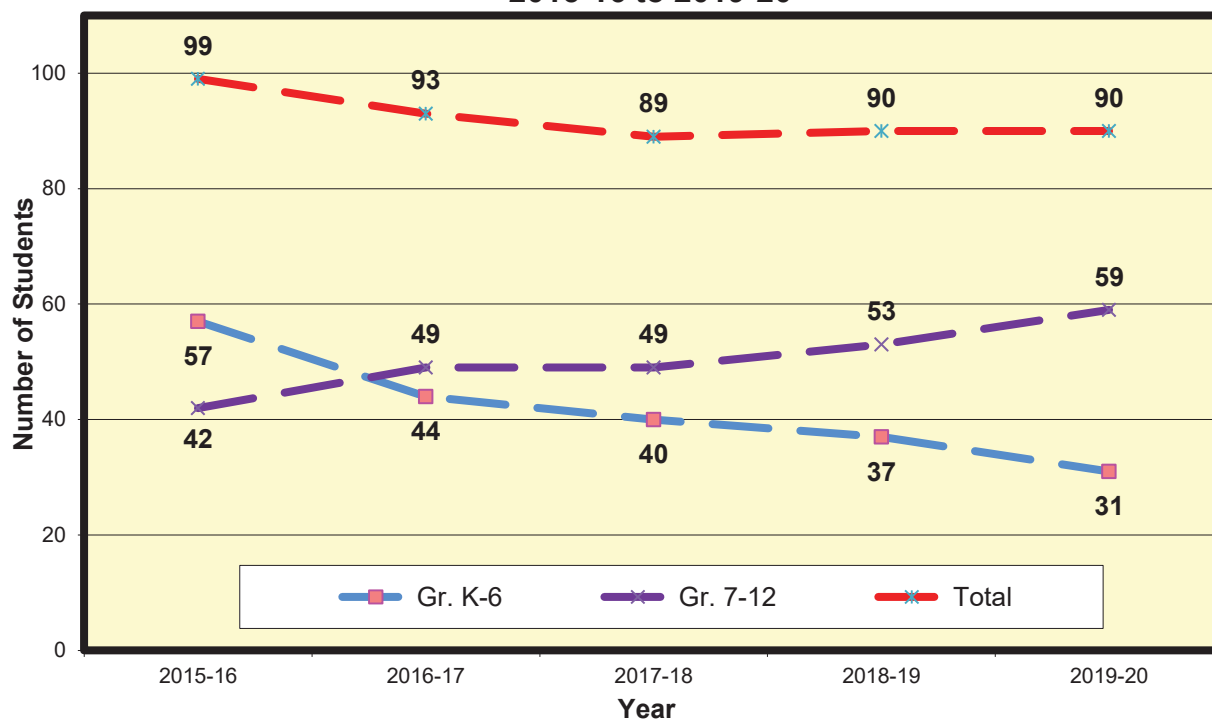


Non-Public School Enrollments

In Figure 4, the number of resident students from the Brewster School District attendance area (“Brewster resident students”) who attended non-public schools is shown from 2015-16 through 2019-20, a five-year period. Data for the 2020-21 school year were unavailable. Counts are shown for elementary (K-6), secondary (7-12), and total (K-12). Pre-kindergarten students were excluded. In addition, Table 5 provides a detailed list of non-public schools and the number of Brewster resident students attending each school for this five-year period. In 2019-20, 37.8% of the Brewster non-public school population attended John F. Kennedy Catholic High School (9-12) in Somers while an additional 23.3% attended St. James the Apostle School (PK-8) in Carmel.

The total number of non-public students (K-12) has been fairly stable, ranging from 89-99 students per year. In 2019-20, the number of Brewster resident students attending non-public schools (90) represented 2.9%⁶ of the total Brewster resident student population, which is a very small percentage. At the elementary level, the number of Brewster resident students attending non-public schools declined from 57 in 2015-16 to 31 in 2019-20. Conversely, the number of Brewster resident students attending non-public schools at the secondary level increased from 42 in 2015-16 to 59 in 2019-20.

Figure 4
Non-Public School Enrollments of
Brewster Central Resident Students
2015-16 to 2019-20



⁶ This does not include children who are homeschooled or who are not attending school.

Table 5
Non-Public School Enrollments of Brewster Central School District Resident Students

	2015-16			2016-17			2017-18			2018-19			2019-20		
School	K-6	7-12	Total	K-6	7-12	Total	K-6	7-12	Total	K-6	7-12	Total	K-6	7-12	Total
Chapel School (The)	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Collegiate School	1	0	1	1	0	1	0	0	0	0	1	1	0	0	0
Corpus Christi-Holy Rosary School	1	0	1	1	0	1	1	0	1	0	0	0	0	0	0
Duane Lake Academy	0	0	0	0	0	0	1	0	1	1	1	2	1	1	2
Dutchess Day School (The)	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Emma Willard School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Faith Christian Academy	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fordham Preparatory School	0	1	1	0	1	1	0	1	1	0	0	0	0	0	0
Green Meadow Waldorf School	0	0	0	0	2	2	0	1	1	0	1	1	0	0	0
Harvey School (The)	0	4	4	0	2	2	0	1	1	0	2	2	1	2	3
Hudson Valley Christian Academy	5	0	5	3	0	3	2	0	2	1	0	1	0	0	0
Hudson Valley Sudbury School	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1
Iona Prep School	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
John Cardinal O'Connor School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
John F. Kennedy Catholic High School	0	23	23	0	26	26	0	28	28	0	31	31	0	34	34
Longview School	2	2	4	1	2	3	1	4	5	1	3	4	0	2	2
Maria Regina High School	0	0	0	0	1	1	0	1	1	0	1	1	0	1	1
Millbrook School	0	1	1	0	1	1	0	1	1	0	2	2	0	1	1
Mission Church Academy And Preschool	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mizzentop Day School	5	0	5	6	1	7	6	1	7	2	0	2	2	2	4
Nichols School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Country School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Our Lady Of Sorrows School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Our Montessori School	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Poughkeepsie Day School	0	2	2	0	2	2	0	1	1	0	1	1	0	1	1
Rippowam Cisque School (The)	2	0	2	2	0	2	1	1	2	1	1	2	1	0	1
Sacred Heart School	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
St. Columbanus School	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1
St. James the Apostle School	36	5	41	22	6	28	20	4	24	18	3	21	17	4	21
St. Patrick School	4	0	4	4	1	5	6	1	7	7	1	8	7	3	10
St. Patrick School	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Thornton Donovan School	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0
Transfiguration School	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1
Trinity Pawling School	0	3	3	0	4	4	0	4	4	0	3	3	0	4	4
Windward School (the)	1	0	1	1	0	1	2	0	2	2	0	2	0	1	1
Total	57	42	99	44	49	93	40	49	89	37	53	90	31	59	90

Source: New York State Department of Education BEDS Report

Table 6 replicates the public school enrollment (K-12) of the Brewster School District from Table 3 as well as the total number of resident students from the Brewster School District who are attending non-public schools as shown in Figure 4. The total number of private and public school students, which does not include children not enrolled in school or children who are home-schooled, declined from 2015-16 through 2018-19 before reversing trend in 2019-20. Table 6 also shows the percentage of Brewster students attending public and private schools in the last five years. As the table shows, the percentage of students attending public school has been very stable, ranging from 97.0%-97.2% with no apparent increasing or declining trend.

Table 6
Public and Private School Enrollment (K-12)
of Brewster Central School District Resident Students
2015-16 to 2019-20

School Type	2015-16	2016-17	2017-18	2018-19	2019-20
Public	3,162	3,119	3,081	3,004	3,065
Private	99	93	89	90	90
Total	3,261	3,212	3,170	3,094	3,155
Public %	97.0%	97.1%	97.2%	97.1%	97.1%
Private %	3.0%	2.9%	2.8%	2.9%	2.9%

Source: New York State Department of Education BEDS Report

Kindergarten Replacement

Kindergarten replacements were analyzed to determine whether there was any relationship between overall enrollment change and kindergarten replacement, which is the numerical difference between the number of graduating 12th graders and the number of entering kindergarten students. The district has experienced negative kindergarten replacement in each of the last nine years. Negative kindergarten replacement occurs when the number of graduating 12th grade students is larger than the number of kindergarten students replacing them in the next year. Positive kindergarten replacement occurs when the number of graduating 12th grade students is less than the number of kindergarten students entering the district in the next year. As shown in Figure 5, negative kindergarten replacement has ranged from 30-118 students per year. In 2020-21, there was a loss of 60 students due to kindergarten replacement, as 256 twelfth graders graduated in 2019-20 and were replaced by 196 kindergarten students in 2020-21. In the last four years, the district has lost an average of 62 students per year due to kindergarten replacement.

Figure 5
Brewster Central School District
Historical Kindergarten Replacement

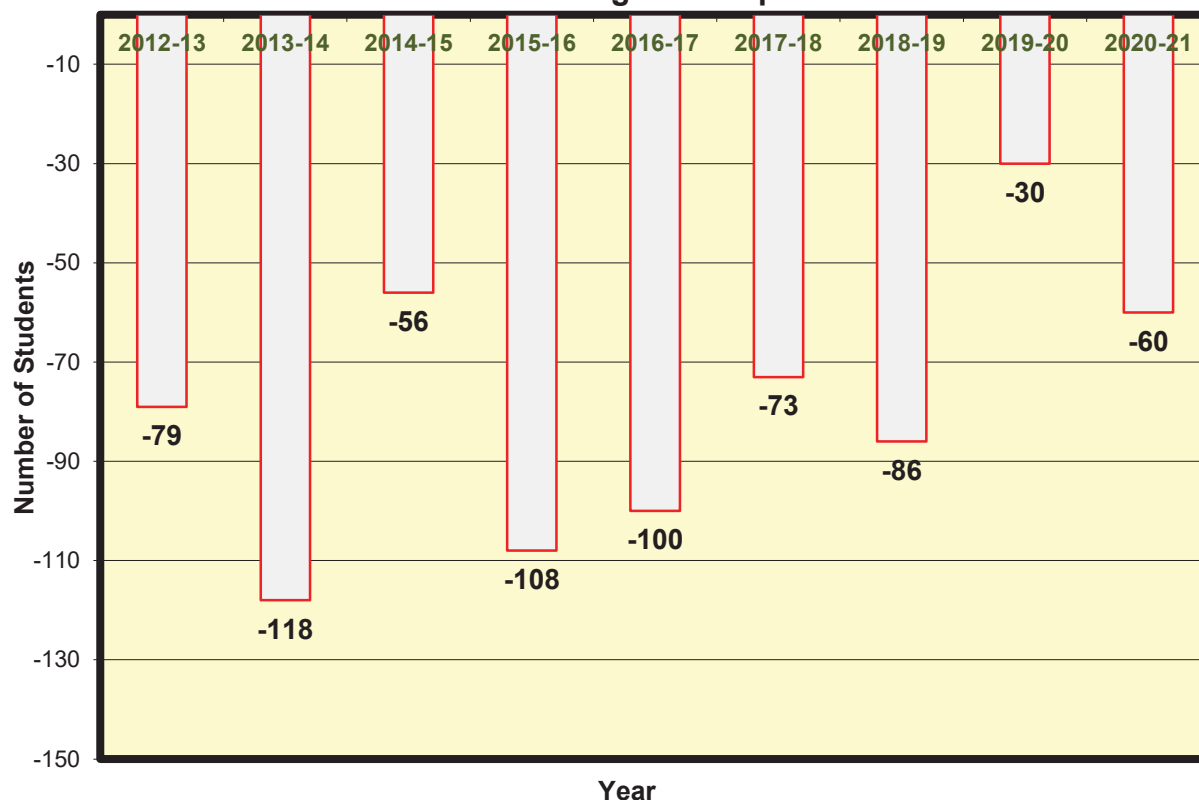
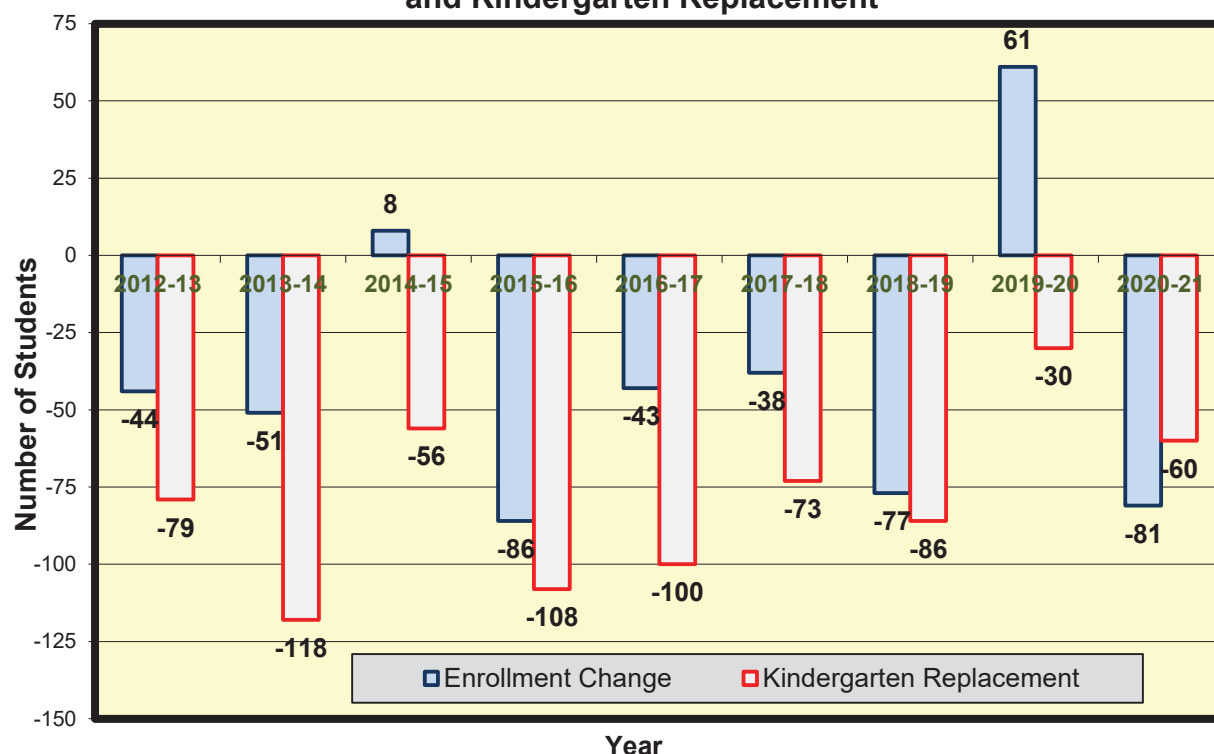


Figure 6 shows the annual change in total enrollment compared to kindergarten replacement. As the figure demonstrates, there appears to be a strong relationship, statistically speaking, between the overall change in enrollment and kindergarten replacement. Although this data represents a small sample, the correlation coefficient between the two variables was 0.703. Correlation coefficients measure the relationship or association between two variables; this does not imply that there is cause and effect between the two variables. Other variables, known as lurking variables, may have an effect on the true relationship between kindergarten replacement and total enrollment change. Negative correlation coefficients indicate that as one variable is increasing (decreasing), the other variable is decreasing (increasing). Positive correlation coefficients indicate that as one of the variables increases (decreases), the other variable increases (decreases) as well. The computed linear correlation coefficient is always between -1 and +1. Values near -1 or +1 indicate a strong linear relationship between the variables while values near zero indicate a weak linear relationship. Based on the correlation of 0.703, there appears to be a strong relationship between enrollment change and kindergarten replacement in the school district in the last nine years.

In eight of the last nine years, the district's losses due to negative kindergarten replacement were partially offset (or totally, resulting in an enrollment increase) by a net inward migration of students in the other grades (K to 1, 1 to 2, 2 to 3, etc.). This was confirmed previously as nine of the thirteen average survival ratios in the five-year trend were above 1.000. The exception occurred in 2020-21 when the negative kindergarten replacement was compounded by outward migration, which is likely related to the coronavirus pandemic.

Figure 6
Comparison of K-12 Enrollment Change
and Kindergarten Replacement



Birth Data

Birth data were needed to compute kindergarten enrollments, which were calculated as follows. Birth data, lagged five years behind their respective kindergarten classes, were used to calculate the survival ratio for each birth-to-kindergarten cohort. For instance, in 2015, there were 229 births in the Brewster School District attendance area. Five years later (the 2020-21 school year), 196 children enrolled in kindergarten, which is equal to a survival ratio of 0.856 from birth-to-kindergarten. Birth counts and birth-to-kindergarten survival ratios are displayed in Table 7. Values greater than 1.000 indicate that some children are born outside of a community's boundaries and are attending kindergarten in the school district five years later, i.e. an inward migration of children. This type of inward migration is typical in school districts with excellent reputations, because the appeal of a good school district draws families into the community. Inward migration is also seen in communities where there are a large number of new housing starts (or home resales), with families moving into the community having children of age to attend kindergarten. Birth-to-kindergarten survival ratios that are below 1.000 indicate that a number of children born within a community are not attending kindergarten in the school district five years later. This is common in communities where a high proportion of children attend private, parochial, or out-of-district special education facilities, or where there is a net migration of families moving out of the community. It is also common in school districts that have a half-day kindergarten program where parents choose to send their child to a private full-day kindergarten for the first year.

Table 7
Birth Counts and Historical Birth-to-Kindergarten Survival Ratios
in the Brewster Central School District

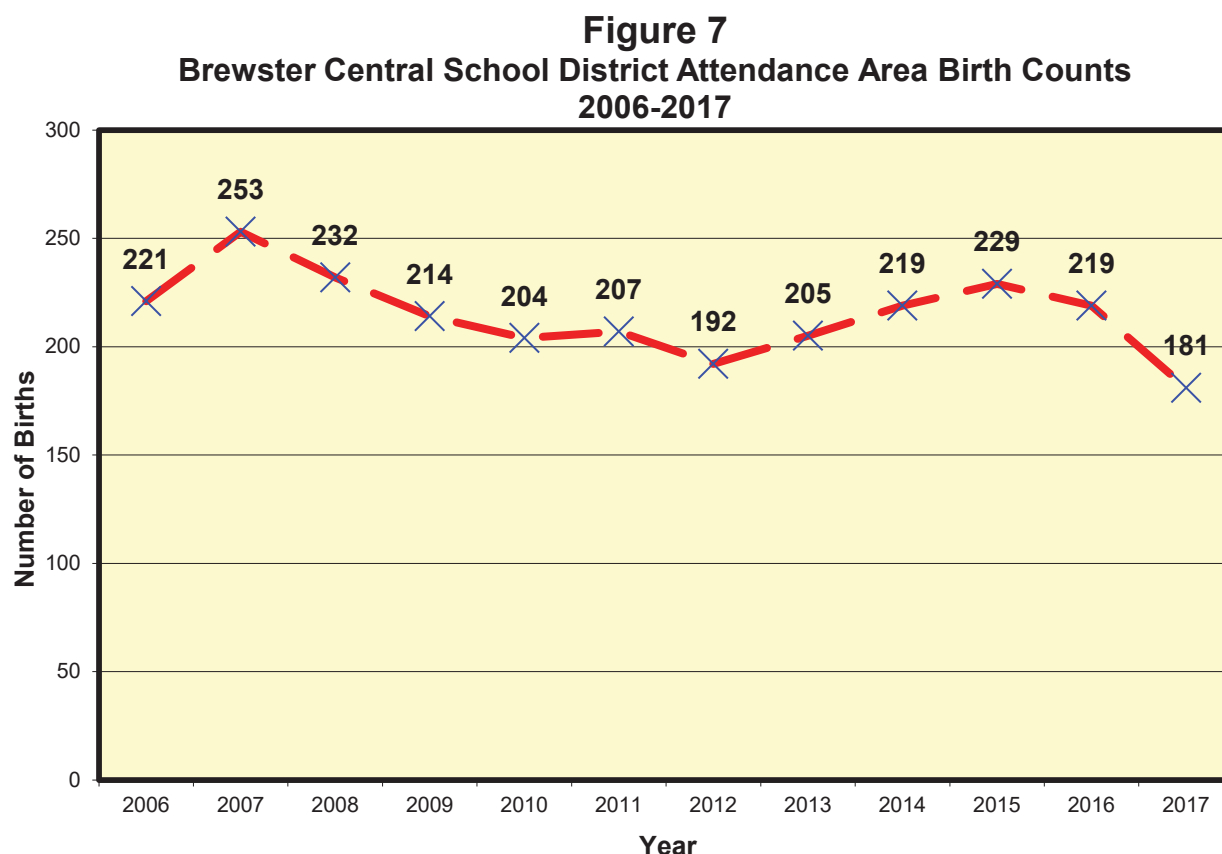
Birth Year¹	Births in School District Attendance Area	Kindergarten Students Five Years Later	Birth-to-Kindergarten Survival Ratio
2006	221	186	0.842
2007	253	213	0.842
2008	232	195	0.841
2009	214	214	1.000
2010	204	198	0.971
2011	207	192	0.928
2012	192	192	1.000
2013	205	194	0.946
2014	219	209	0.954
2015	229	196	0.856
2016	219	N/A	N/A
2017	181	N/A	N/A

Note: ¹Birth data were provided by the New York State Department of Health from 2006-2017.

Birth-to-kindergarten survival ratios have been below 1.000 in eight of the last ten years. Birth-to-kindergarten survival ratios were slightly higher in the last five years, ranging from 0.856-1.000 (average = 0.937), as compared to the five years prior where they ranged from 0.841-1.000 (average = 0.899). This may reflect that a greater number of families with children under the age of 5 are moving into the sending areas to enroll their children in kindergarten, or that fewer families are moving out of the Brewster School District attendance area. As shown previously, it does not appear that more parents are choosing to enroll their child in public school rather than private or parochial school as the percentage of students attending public school has been fairly consistent. As the birth-to-kindergarten survival ratios have been typically below 1.000, this indicates that some children who were born in the school district's attendance area are enrolling in other schools besides the Brewster School District.

Births by the school district's attendance area were provided by the New York State Department of Health from 2006-2017. Birth counts for 2018-2020 were not yet available. Births were estimated using a three-year rolling average for 2018-2020 as these cohorts will become the kindergarten classes of 2023-2025.

Figure 7 shows the number of births in the Brewster School District attendance area from 2006-2017. After peaking at 253 births in 2007, the number of births declined to 192 in 2012. However, the declining birth trend reversed and the number of births slowly increased through 2015 before reversing trend once again. In 2017, there were 181 births in the Brewster School District attendance area, which is the lowest value over this time period.



Regarding fertility rates, the fertility rate in the Brewster School District attendance area is similar to those of both Putnam County and the State of New York. According to the 2014-2018 ACS, the fertility rate of women aged 15 to 50 in the Brewster School District attendance area was 46 births per 1000 women, which is identical to the 2018 fertility rate in Putnam County. The fertility rate of women in New York State was slightly higher at 47 births per 1,000 women. However, it should be noted that while the school district attendance area, county, and state data are all based on a sample, the school district attendance area data has a margin of error that is much higher than the county and state data and may not reflect the “true” fertility rate in the communities.

Figures 8 and 9 show the age pyramids of males and females in the Brewster School District attendance area from both the 2010 Census and the 2014-2018 ACS. In 2010, the largest number of individuals was aged 50-54 for males and 45-49 for females. As these individuals advance in age, the largest cohort in the 2014-2018 ACS was aged 50-54 for females yet remained 50-54 for males. As shown in Table 8, the greatest declines (shaded red) over this time period, both in number and percentage points, occurred in the 40-44 age group for males and the 35-39 age group for females. The greatest gains (shaded blue), both in number and percentage points, occurred in the 65-69 age group for both males and females.

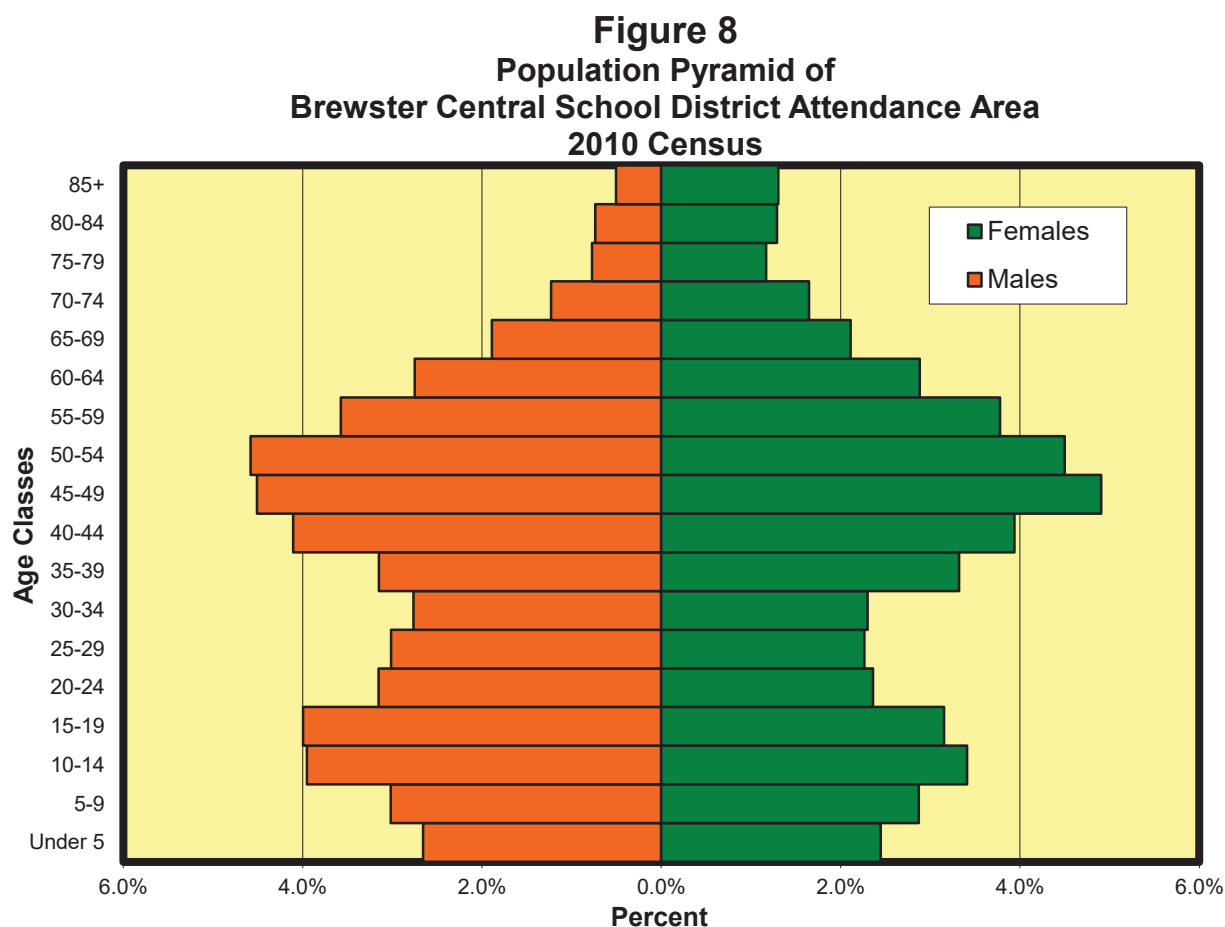


Figure 9
Population Pyramid of
Brewster Central School District Attendance Area
2014-2018 ACS

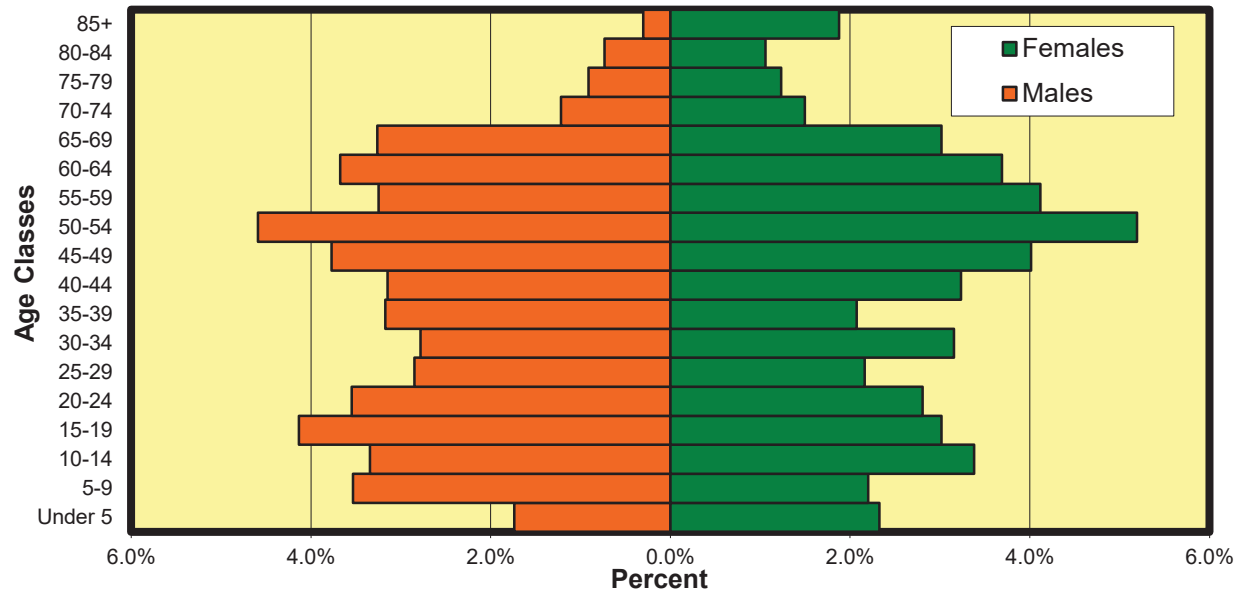


Table 8
Numerical and Percentage Point Changes of Males and Females
in the Brewster Central School District Attendance Area
2010 Census to 2014-2018 ACS

Age Group	Males		Females	
	Numerical Change	Percentage Point Change	Numerical Change	Percentage Point Change
Under 5	-209	-0.9	-34	-0.1
5-9	+103	+0.5	-155	-0.7
10-14	-145	-0.6	-17	0.0
15-19	+19	+0.1	-39	-0.1
20-24	+76	+0.4	+90	+0.4
25-29	-45	-0.2	-29	-0.1
30-34	-5	0.0	+180	+0.9
35-39	-4	0.0	-282	-1.2
40-44	-222	-1.0	-166	-0.7
45-49	-175	-0.7	-209	-0.9
50-54	-12	0.0	+138	+0.7
55-59	-82	-0.3	+63	+0.3
60-64	+193	+0.9	+168	+0.8
65-69	+294	+1.4	+192	+0.9
70-74	-6	0.0	-38	-0.2
75-79	+28	+0.1	+10	+0.1
80-84	-3	0.0	-55	-0.2
85+	-46	-0.2	+121	+0.6

Notes: Cells shaded blue reflect the greatest gains over the ten-year period.
Cells shaded red reflect the greatest losses over the ten-year period.

New Housing in the Brewster Central School District Attendance Area

Municipal representatives from Brewster, Southeast, Carmel, and Patterson were contacted regarding potential new housing units in the Brewster School District attendance area. Table 9 shows the location, number, and type of housing units in each development, as well as its status. A total of 302 housing units are planned in the Brewster School District attendance area, where 180 units are apartments and 122 units are detached single-family homes. Changes in the status of the developments since the November 2019 demographic study have been bolded. No residential projects have been added to the table since the last report.

Table 9
Approved and Proposed Housing in the
Brewster Central School District Attendance Area

Subdivision/ Developer	Town	Number of Units	Housing Type	Status/Notes
530 North Main Street	Brewster	12	Apartments	Two-bedroom apartments to be located at corner of North Main Street and Wells Street. Likely to be completed in spring 2021. Approved (Under construction)
Farm to Market LLC	Southeast	10	Detached Single-Family	Two parcels were approved to be subdivided into 10 lots in 2015. Developer has asked for extensions. No construction has commenced. Approved (not under construction)
Ross Nursery Subdivision	Southeast	5	Detached Single-Family	One parcel to be subdivided into five lots. Approved (not under construction)
Barrett Hill	Southeast	168	Apartments	64 1-BR, 104 2-BR Seventeen (17) units will be set aside for Low-Moderate Income households. Approved August 2020 (not under construction)
Fortune Ridge at Southeast	Southeast	103	Detached Single-Family	Approximately 20 units have already been constructed and occupied. 83 units to be constructed. May take up to 6-8 years to complete. Under Construction
Baker Farm	Southeast	4	Detached Single-Family	Under Review (no approval to date)
Total	122 Detached Single-Family Homes 180 Apartment Units			

Sources: Village of Brewster and Town of Southeast

Note: Bolded text reflects a change in status from the November 2019 demographic study.

There are no residential developments under construction, nor are there development applications before the planning board, in the sections of Patterson and Carmel that send to the Brewster School District.

In Brewster, construction of twelve (12) two-bedroom apartment units on the corner of North Main Street and Wells Street was temporarily paused due to the coronavirus pandemic. Completion of the project is likely to occur in spring 2021. In addition, there are plans to redevelop the Brewster Urban Renewal Area, which is generally located on both sides of Main

Street. The Urban Renewal Plan⁷, which was developed in 2016, is a ten-year project to redevelop deteriorating and underutilized properties with residential, retail, commercial, parking, and open space. Brewster Village is to determine the number and type of residential housing units, including whether they will be owned or rented, be market-rate or affordable, or consist of a number of age-restricted units. Due to the project's proximity to the Brewster Train Station, it is considered to be a Transit Oriented Development ("TOD"). Historically, TODs have fewer students than housing developments not located near mass transit. To date, no site plans have been submitted, nor has a developer been selected. However, it is expected that some aspects of the redevelopment project will begin in the near future. Due to the lack of details and timeline concerning the redevelopment and the number of new housing units that will be created, the project was not included in Table 9.

In Southeast, there is the potential for 290 housing units in five separate developments. In general, there has been little change in the status of each development over the past year. The largest development, Barrett Hill, which was recently approved in August 2020, will consist of 168 one- and two-bedroom apartment units with seventeen (17) units set aside for low and moderate income households. Priority will be given to public employees such as first responders and schoolteachers. The second-largest development, Fortune Ridge at Southeast ("Fortune Ridge"), which has been under construction for several years, has 20 units constructed and occupied of the 103 homes that are planned. In the last year, only two homes were built in this development. In a phone conversation with the Fortune Ridge sales manager, construction is likely to accelerate with full buildout occurring in the next 6-8 years.

Estimate of School-Age Children from New Housing

In the process of determining how many children will come from the new housing units, statewide multipliers published by Econsult Solutions Inc. ("ESI")⁸ were utilized. The resource provides housing multipliers (student yields) based on housing type, number of bedrooms, and housing tenure (ownership versus rental). The multipliers used in this report project the number of school-age children based on information collected from a sample of households in New York from the 2011-2015 American Community Survey Public Use Microdata Series ("PUMS"). Student multipliers are greatest for detached single-family homes and smallest for apartments, townhouses, and condominiums. While the multipliers are for school-age children and not those attending public school, the estimate will provide the school district with an approximation of the number of new school children.

To project the number of school-age children from the new housing units, several assumptions were made:

1. The student yield multipliers used from ESI would be from a sample of New York households and these multipliers would be representative of the families moving into Southeast or Brewster.

⁷ VHB Engineering, Surveying, and Landscape Architecture P.C. *Urban Renewal Plan for the Brewster Urban Renewal Area*. 2016, http://www.brewstervillage-ny.gov/images/edocman/urban-renewal-plan/Urban_Renewal_Plan_Adopted_5-18-2016.pdf.

⁸ Retrieved from <https://econsultsolutions.com/wp-content/uploads/2018/04/NY.pdf> on November 21, 2019.

2. The estimated number of students reflects units yet to be completed (e.g., 83 units in Fortune Ridge at Southeast have yet to be constructed).
3. All detached single-family homes were assumed to have four bedrooms and have the following student yield multiplier: 0.924.
4. All apartment units were assumed to have the following student yield multiplier: 0.334.

In total, 152 school-age children are projected to be generated from the new housing developments. The number of children in grades K-12 anticipated from each development is as follows:

- 530 North Main Street – 4
- Farm to Market – 9
- Ross Nursery Subdivision – 5
- Barrett Hill – 56
- Fortune Ridge at Southeast – 74
- Baker Farm – 4

As this represents school-age children, the number of public school children is likely to be slightly lower. Using data from Table 6, an average of 97.1% of Brewster School District resident students attended public school in the last five years. Using this percentage, 148 public school children in grades K-12 are projected from the new housing developments.

Since the buildout of Fortune Ridge, which would have the greatest impact on the school district, is occurring at a very slow rate, the baseline enrollment projections were not adjusted for the additional children anticipated from the new housing developments. It is unlikely that Fortune Ridge will be completed and occupied within the enrollment projection timeframe of five years. In addition, one development has not been approved (Baker Farm) while two others (Barrett Hill and Farm to Market LLC) have been under consideration for the past four or more years and have not started construction. For these reasons, the baseline enrollment projections were not adjusted for the additional children anticipated from the new housing developments.

Enrollment Projections

Due to the changes in the district's enrollment trends in 2020-21 (in particular, much lower elementary enrollments than expected), which were likely related to the coronavirus pandemic, three separate projections were computed from 2021-22 through 2025-26, a five-year period. As it is unclear when the pandemic will end and how this will affect enrollments in the near term, three different scenarios were modeled:

1. The five-year average survival ratios were computed including enrollments from 2020-21. In addition, the 2020-21 enrollments were used as a base to project future enrollments.
2. The computed elementary average survival ratios excluded the 2020-21 enrollments, since the elementary grades appear to be the most affected by the pandemic. The five-year average survival ratios used to compute the middle and high school grades did utilize 2020-21 enrollments in computing the average scenarios. In addition, the 2020-21 enrollments from all grades were used as a base to project future enrollments.
3. The five-year average survival ratios were computed excluding the 2020-21 enrollments. In addition the 2020-21 enrollments were *projected* for the purpose of providing a "higher base" for projecting future enrollments. This may simulate future enrollments if the pandemic ends within the next year.

Enrollments for the self-contained special education/ungraded classes were computed by calculating the historical proportion of self-contained special education/ungraded students with respect to the regular education subtotals at each grade configuration level (elementary, middle, and high) and multiplying that value by the future regular education subtotals.

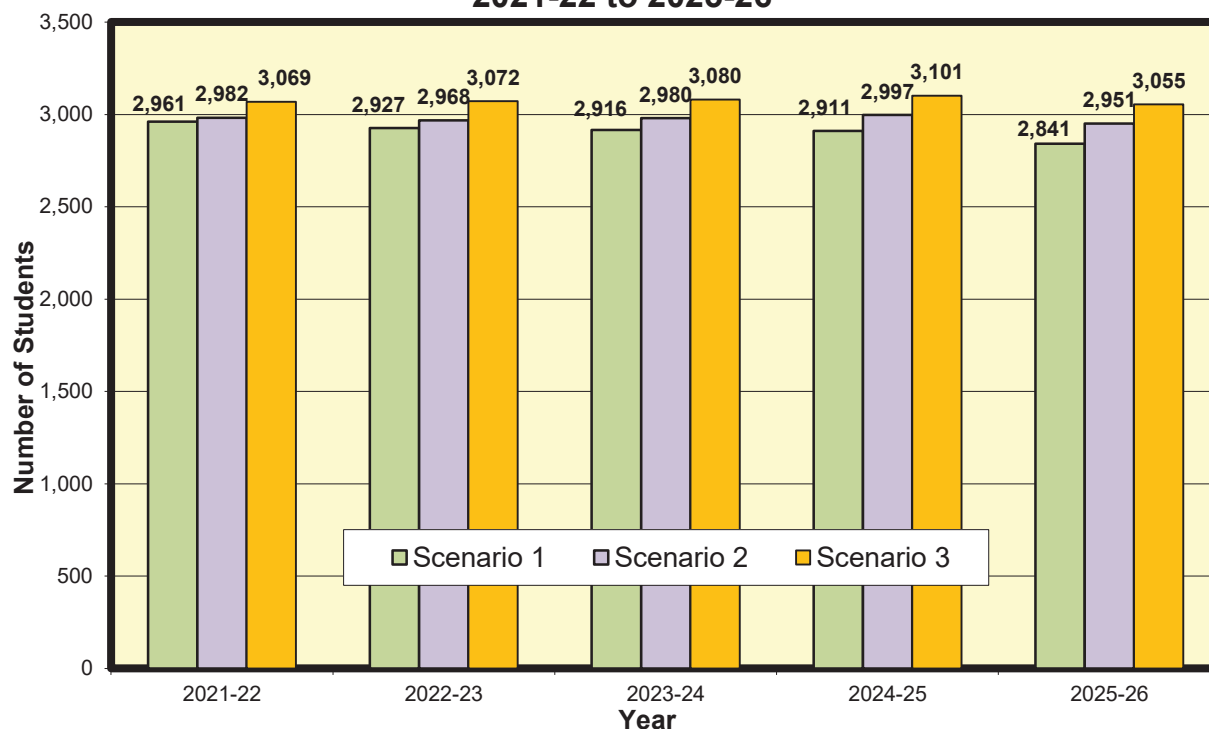
Projected K-12 enrollments for Scenario 1 follow in Table 10 and Figure 10. Total enrollments are projected to slowly decline throughout the projection period. Enrollment is projected to be 2,841 in 2025-26, which would be a loss of 143 students from the 2020-21 enrollment of 2,984.

Table 10
Brewster Central School District Projected Enrollments (K-12)
Scenario 1

Year	K	1	2	3	4	5	6	7	8	9	10	11	12	SE ¹	K-12 Total
2021-22	205	203	209	210	197	204	228	238	246	289	234	242	238	18	2,961
2022-23	170	212	207	212	207	201	208	234	242	253	294	230	239	18	2,927
2023-24	197	176	216	210	209	211	205	213	238	249	258	289	227	18	2,916
2024-25	190	204	179	220	207	213	216	210	216	245	254	254	285	18	2,911
2025-26	185	196	208	182	217	211	218	222	213	222	249	250	251	17	2,841

Note: ¹Ungraded special education enrollment for the entire district

Figure 10
Brewster Central School District Enrollment Projections
2021-22 to 2025-26



Projected K-12 enrollments for Scenario 2 follow in Table 11 and Figure 10. Total enrollments are projected to be fairly stable for the next four years before declining in the last years of the projection period. Enrollment is projected to be 2,951 in 2025-26, which would be a loss of 33 students from the 2020-21 enrollment.

Table 11
Brewster Central School District Projected Enrollments (K-12)
Scenario 2

Year	K	1	2	3	4	5	6	7	8	9	10	11	12	SE ¹	K-12 Total
2021-22	210	206	211	213	201	208	228	238	246	289	234	242	238	18	2,982
2022-23	174	220	212	217	214	209	212	234	242	253	294	230	239	18	2,968
2023-24	202	183	226	218	218	223	213	217	238	249	258	289	227	19	2,980
2024-25	195	212	188	233	219	227	228	218	220	245	254	254	285	19	2,997
2025-26	190	205	218	194	234	228	232	234	221	227	249	250	251	18	2,951

Note: ¹Ungraded special education enrollment for the entire district

In Scenario 3, projected enrollments (K-12) are shown in Table 12 and Figure 10. Total enrollments are projected to slowly increase in the next four years before reversing trend. Enrollment is projected to be 3,055 in 2025-26, which would be a gain of 71 students from the 2020-21 enrollment.

Table 12
Brewster Central School District Projected Enrollments (K-12)
Scenario 3

Year	K	1	2	3	4	5	6	7	8	9	10	11	12	SE ¹	K-12 Total
2021-22	208	228	225	228	211	223	237	236	256	291	235	245	228	18	3,069
2022-23	172	218	235	232	229	220	228	245	241	263	300	227	243	19	3,072
2023-24	199	180	224	242	233	239	225	236	250	247	271	290	225	19	3,080
2024-25	193	209	185	231	243	243	244	233	241	256	255	262	287	19	3,101
2025-26	188	202	215	190	232	253	249	253	238	247	264	246	259	19	3,055

Note: ¹Ungraded special education enrollment for the entire district

Projected Enrollments by School

In Table 13, projected enrollments are shown by school. Ungraded special education students were reassigned into each of the schools. At JFK, containing grades K-2, enrollments are projected to be fairly stable throughout the projection period. In Scenario 1, enrollments are projected to range from 573-617. In 2025-26, enrollment is projected to be 589, which would represent a loss of 19 students from the 2020-21 enrollment of 608. In Scenario 2, enrollments are projected to range from 595-627. Enrollment is projected to be 613 in 2025-26, which would be a gain of five (5) students from the 2020-21 enrollment. In Scenario 3, enrollments are projected to range from 587-661. In 2025-26, enrollment is projected to be 605, which would represent a loss of three (3) students from the 2020-21 enrollment.

At Starr, containing grades 3-5, enrollments are projected to increase for the next four years before reversing trend. In Scenario 1, enrollment is projected to be 612 in 2025-26, which would be a loss of 13 students from the 2020-21 enrollment of 625. In Scenario 2, enrollment is projected to be 659 in 2025-26, which would represent a gain of 34 students from the 2020-21 enrollment. Finally, enrollment is projected to be 678 in 2025-26 in Scenario 3, which would be a gain of 53 students from the 2020-21 enrollment.

At Wells, containing grades 6-8, enrollments are projected to decline for the next four years before reversing trend. In Scenario 1, enrollment is projected to be 653 in 2025-26, which would be a loss of 102 students from the 2020-21 enrollment of 755. In Scenario 2, enrollment is projected to be 687 in 2025-26, which would represent a loss of 68 students from the 2020-21 enrollment. For Scenario 3, enrollment is projected to be 740 in 2025-26, which would be a loss of 15 students from the 2020-21 enrollment.

For Brewster High School, containing grades 9-12, enrollments are projected to increase for the next four years before reversing trend. In Scenario 1, enrollment is projected to be 987 in 2025-26, which would be a loss of nine (9) students from the 2020-21 enrollment of 996. In Scenario 2, enrollment is projected to be 992 in 2025-26, which would represent a loss of four (4) students from the 2020-21 enrollment. Finally, enrollment is projected to be 1,032 in 2025-26 in Scenario 3, which would be a gain of 36 students from the 2020-21 enrollment.

Table 13
Projected Enrollments by School
2021-22 to 2025-26

Historical	K-2 (JFK)			3-5 (Starr)			6-8 (Wells)			9-12 (Brewster H.S.)		
2020-21	608			625			755			996		
Projected	Scenario 1	Scenario 2	Scenario 3	Scenario 1	Scenario 2	Scenario 3	Scenario 1	Scenario 2	Scenario 3	Scenario 1	Scenario 2	Scenario 3
2021-22	617	627	661	613	624	665	712	712	729	1,019	1,019	1,014
2022-23	589	606	625	622	642	684	684	688	714	1,032	1,032	1,049
2023-24	589	611	603	632	662	717	656	668	711	1,039	1,039	1,049
2024-25	573	595	587	642	682	720	642	666	718	1,054	1,054	1,076
2025-26	589	613	605	612	659	678	653	687	740	987	992	1,032
5-yr. Change	-19	+5	-3	-13	+34	+53	-102	-68	-15	-9	-4	+36

ATTACHMENT C

Traffic - Trips Generation Tables

Table 1 Residential Portion (FGEIS 1-11-2006 Table 3.6-2) Project Site Trip Generation Summary									
Land Uses and Size (Potential Uses)	Trips								
	A.M. Peak Hour			P.M. Peak Hour			Saturday Peak Hour		
	IN (Trips)	OUT (Trips)	Total (Trips)	IN (Trips)	OUT (Trips)	Total (Trips)	IN (Trips)	OUT (Trips)	Total (Trips)
Gateway Summit									
Elderly Residences, 150 dwelling units	18	22	40	28	18	46	23	23	46
The Fairways									
Elderly Residences, 150 dwelling units	18	22	40	28	18	46	23	23	46
Total Residential FGEIS	36	44	80	56	36	92	46	46	92
Trip Generation, Institute of Transportation Engineers, 7th edition, Washington D.C., 2003.									

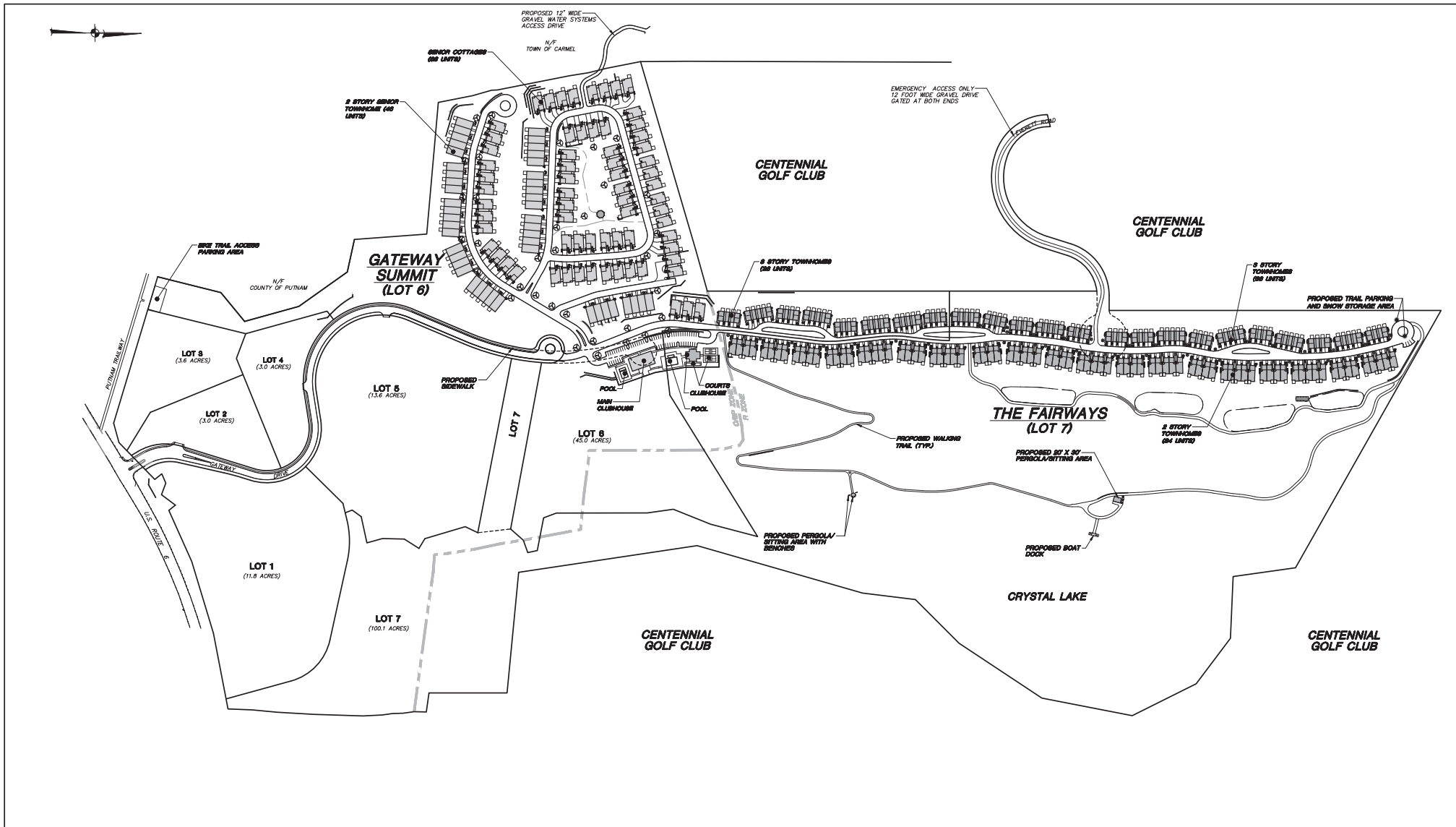
Table 2 Residential Portion FGEIS Project Site Trip Generation Update Summary						
Land Uses and Size (Potential Uses)	Trip Rates (Trips per dwelling unit)					
	A.M. Peak Hour		P.M. Peak Hour		Saturday Peak Hour	
	IN	OUT	IN	OUT	IN	OUT
Gateway Summit and the fairways						
Senior Detached Residences, 54 dwelling units	0.156	0.318	.0336	0.215	0.110	0.120
Senior attached Residences, 246 dwelling units	0.070	0.129	0.137	0.112	0.213	0.130
Trip Generation, Institute of Transportation Engineers, 10th edition, Washington D.C., 2017.						

Table 3 Residential Portion FGEIS Project Site Trip Generation Update Summary									
Land Uses and Size (Potential Uses)	Trips								
	A.M. Peak Hour			P.M. Peak Hour			Saturday Peak Hour		
	IN (Trips)	OUT (Trips)	Total (Trips)	IN (Trips)	OUT (Trips)	Total (Trips)	IN (Trips)	OUT (Trips)	Total (Trips)
Gateway Summit and the fairways									
Senior Detached Residences, 54 dwelling units	8	17	25	18	12	30	6	6	12
Senior attached Residences, 246 dwelling units	17	32	49	34	28	62	52	32	84
Total	25	49	74	52	40	92	58	38	96
See Table 2 for rates									

Table 4 Residential Portion FGEIS (1-11-2006) Project Site Trip Generation Summary						
Land Uses and Size (Potential Uses)	Trip Rates (Trips per dwelling unit)					
	A.M. Peak Hour		P.M. Peak Hour		Saturday Peak Hour	
	IN	OUT	IN	OUT	IN	OUT
Gateway Summit and Fairways						
Senior Detached Residences, 68 dwelling units	0.148	0.300	0.319	0.204	0.110	0.120
Senior attached Residences, 46 dwelling units	0.069	0.127	0.159	0.130	0.195	0.119
Multi-family Low-rise Residential 84 dwelling units	0.111	0.370	0.379	0.223	0.335	0.349
Multi-family mid-rise Residential 84 dwelling units	0.089	0.253	0.270	0.173	0.238	0.248
Trip Generation, Institute of Transportation Engineers, 10th edition, Washington D.C., 2017.						

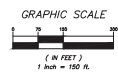
Table 5 Residential Portion FGEIS (1-11-2006) Project Site Trip Generation Summary									
Land Uses and Size (Potential Uses)	Trips								
	A.M. Peak Hour			P.M. Peak Hour			Saturday Peak Hour		
	IN (Trips)	OUT (Trips)	Total (Trips)	IN (Trips)	OUT (Trips)	Total (Trips)	IN (Trips)	OUT (Trips)	Total (Trips)
Gateway Summit and Fairways									
Senior Detached Residences, 68 dwelling units	10	20	30	22	14	36	7	8	15
Senior attached Residences, 46 dwelling units	3	6	9	7	6	13	9	5	14
Multi-family Low-rise Residential 84 dwelling units	9	31	40	32	19	51	28	29	57
Multi-family mid-rise Residential 102 dwelling units	9	26	35	28	18	46	24	25	49
Total Residential	31	83	114	89	57	146	68	67	135
See Table 4 for trip generations rates.									

Table 6 Residential Portion Project Site Trip Generation Comparison									
Land Uses and Size (Potential Uses)	Trips								
	A.M. Peak Hour			P.M. Peak Hour			Saturday Peak Hour		
	IN (Trips)	OUT (Trips)	Total (Trips)	IN (Trips)	OUT (Trips)	Total (Trips)	IN (Trips)	OUT (Trips)	Total (Trips)
Gateway Summit and The Fairways									
Total Residential FGEIS 300 residential Dwelling units (Table 1)	36	44	80	56	36	92	46	46	92
Proposed Revised mixed 300 residential dwelling units (Table 5)	31	83	114	89	57	146	68	67	135
Change	-5	+39	+34	+33	+21	+54	+22	+21	+43
Source see above tables as noted.									



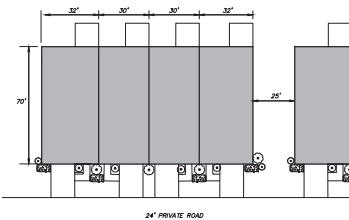
UNIT SUMMARY	
GATEWAY SUMMIT:	
2 STORY SENIOR COTTAGE	= 68 UNITS
2 STORY SENIOR TOWNHOME	= 46 UNITS
3 STORY TOWNHOME	= 36 UNITS
TOTAL	= 150 UNITS
THE FAIRWAYS:	
2 STORY TOWNHOME	= 84 UNITS
3 STORY TOWNHOME	= 66 UNITS
TOTAL	= 150 UNITS
GRAND TOTAL	= 300 UNITS

- NOTES:**
- All homes on Lot 6 located in the C/RP zone shall meet the requirements of zoning code section 156-39 Senior Citizens Multifamily dwelling.
 - All homes in Lots 6&7 located in the R zone shall meet the requirements of zoning code section 156-28 Multifamily Developments.

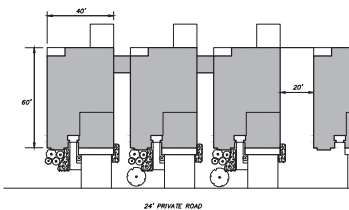


NO.	DATE	REVISION	BY
PROJECT: GATEWAY SUMMIT & THE FAIRWAYS MULTI-FAMILY HOUSING DEVELOPMENT U.S. ROUTE 6, TOWN OF CARMEL, PUTNAM COUNTY, NEW YORK			
DRAWING: OVERALL AMENDED SITE PLAN			
PROJECT NUMBER	042332.100	PROJECT MANAGER	J.J.C.
DATE	10-13-21	DRAWN BY	M.E.U.
SCALE	1" = 150'	CHECKED BY	D.L.M.
DRAWING NO. OP-1			SHEET 1 / 1

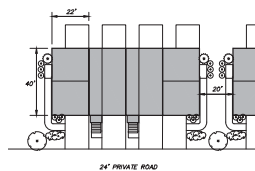
ALTAIR OF THIS DOCUMENT, UNLESS UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, IS A VIOLATION OF SECTION 1009 OF ARTICLE 146 OF THE EDUCATION LAW.



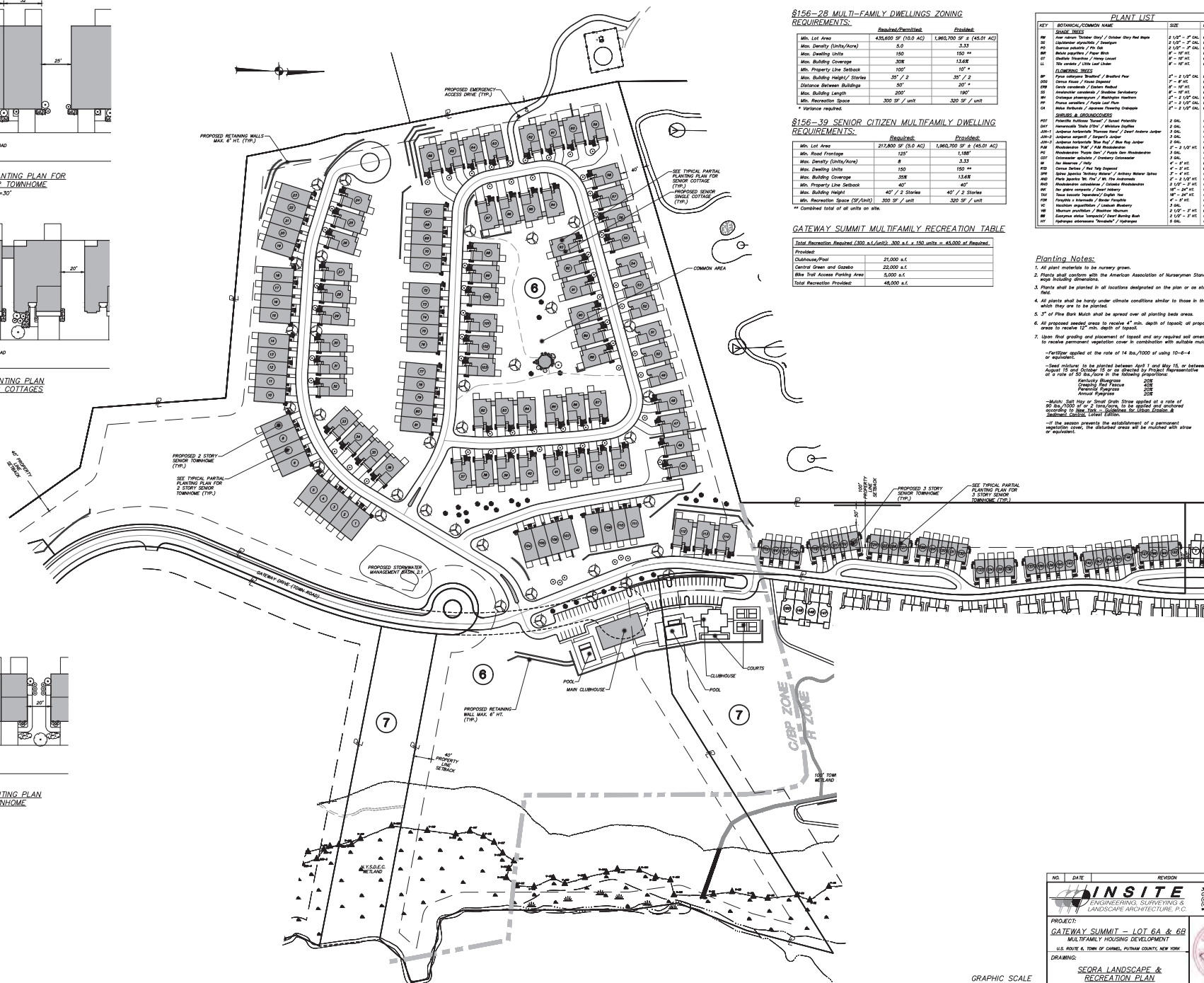
TYPICAL PARTIAL PLANTING PLAN FOR 2-STORY SENIOR TOWNHOME
SCALE: 1"=30'



TYPICAL PARTIAL PLANTING PLAN FOR 2-STORY SENIOR COTTAGES
SCALE: 1"=30'



TYPICAL PARTIAL PLANTING PLAN FOR 3-STORY TOWNHOME
SCALE: 1"=30'



\$156-28 MULTI-FAMILY DWELLINGS ZONING REQUIREMENTS:

	Required/Permitted	Prohibited
Min. Lot Area	435,600 SF (10.0 AC)	1,960,700 SF ± (45.01 AC)
Max. Density (Units/Acre)	5.0	3.33
Min. Dwelling Units	150	150 ±
Max. Building Coverage	30%	13.6%
Min. Property Line Setback	100'	10' ±
Min. Building Height/ Stories	35' / 2	35' / 2
Distance Between Buildings	50'	20' ±
Max. Building Length	200'	190'
Min. Recreation Space	300 SF / unit	300 SF / unit

* Variance required.

\$156-39 SENIOR CITIZEN MULTIFAMILY DWELLING REQUIREMENTS:

	Required	Prohibited
Min. Lot Area	217,800 SF (5.0 AC)	1,960,700 SF ± (45.01 AC)
Min. Street Frontage	150'	1,180'
Max. Density (Units/Acre)	8	3.33
Min. Dwelling Units	150	150 ±
Max. Building Coverage	30%	13.6%
Min. Property Line Setback	40'	40'
Min. Building Height	40' / 2 Stories	40' / 2 Stories
Min. Recreation Space (Sq./Unit)	300 SF / unit	300 SF / unit

** Combined total of all units on site.

GATEWAY SUMMIT MULTIFAMILY RECREATION TABLE

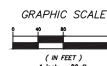
Total Recreation Required (300 s.f./unit) 300 s.f. x 150 units = 45,000 s.f. Required	
Provided:	
Clubhouse/Pool	21,000 s.f.
Central Green and Garden	22,000 s.f.
Blue Trail Access Parking Area	5,000 s.f.
Total Recreation Provided:	48,000 s.f.

KEY	BOTANICAL/COMMON NAME	SIZE	ROOT	REMARKS
SHRUBS				
10	Asian Hornbeam / Winter Shrub / Indoor Shrub Plant	2 1/2" - 3" DBH	4" x 4"	
11	Liquidambar styraciflua / Red Oak	2 1/2" - 3" DBH	4" x 4"	
12	Quercus prinus / Red Oak	2 1/2" - 3" DBH	4" x 4"	
13	Red maple / Red Maple	2 1/2" - 3" DBH	4" x 4"	
14	Red maple / Red Maple	2 1/2" - 3" DBH	4" x 4"	
15	Red maple / Red Maple	2 1/2" - 3" DBH	4" x 4"	
16	Red maple / Red Maple	2 1/2" - 3" DBH	4" x 4"	
17	Red maple / Red Maple	2 1/2" - 3" DBH	4" x 4"	
18	Red maple / Red Maple	2 1/2" - 3" DBH	4" x 4"	
19	Red maple / Red Maple	2 1/2" - 3" DBH	4" x 4"	
20	Red maple / Red Maple	2 1/2" - 3" DBH	4" x 4"	
21	Red maple / Red Maple	2 1/2" - 3" DBH	4" x 4"	
22	Red maple / Red Maple	2 1/2" - 3" DBH	4" x 4"	
23	Red maple / Red Maple	2 1/2" - 3" DBH	4" x 4"	
24	Red maple / Red Maple	2 1/2" - 3" DBH	4" x 4"	
25	Red maple / Red Maple	2 1/2" - 3" DBH	4" x 4"	
26	Red maple / Red Maple	2 1/2" - 3" DBH	4" x 4"	
27	Red maple / Red Maple	2 1/2" - 3" DBH	4" x 4"	
28	Red maple / Red Maple	2 1/2" - 3" DBH	4" x 4"	
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42	Red maple / Red Maple	2 1/2" - 3" DBH	4" x 4"	
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99	Red maple / Red Maple	2 1/2" - 3" DBH	4" x 4"	
100	Red maple / Red Maple	2 1/2" - 3" DBH	4" x 4"	

Planting Notes:

- All plant material to be nursery grown.
- Plants shall conform with the American Association of Nurserymen Standards in all ways including dimensions.
- Plants shall be planted in all locations designated on the plan or as stated in the field.
- All plants shall be hardy under climate conditions similar to those in the locality in which they are to be planted.
- 3" of Pine Bark Mulch shall be spread over all planting beds areas.
- All proposed wooded areas to receive 4" min. depth of topsoil; all proposed landscaped areas to receive 12" min. depth of topsoil.
- Upon final grading and placement of topsoil and any required soil amendments, areas to receive permanent vegetation cover in combination with suitable mulch as follows:
 - For turf applied at the rate of 14 lbs./1000 of using 10-6-4 or equivalent.
 - Seed mixture to be planted between April 1 and May 15, or between August 15 and October 15 or as directed by Project Representative at a rate of 50 lbs./acre in the following proportions:

Fescue Grass	30%
Creeping Red Fescue	30%
Annual Ryegrass	30%
Perennial Ryegrass	30%
 - Mulch: Soft Hay or Straw Grub Strips applied at a rate of 80 lbs./1000 of 2" mulch, to be applied and oriented according to New York State Department of Urban Planning & Construction, Division of Parks, Recreation and Historic Preservation.
 - If the season prevents the establishment of a permanent vegetation cover, the disturbed areas shall be mulched with straw or equivalent.

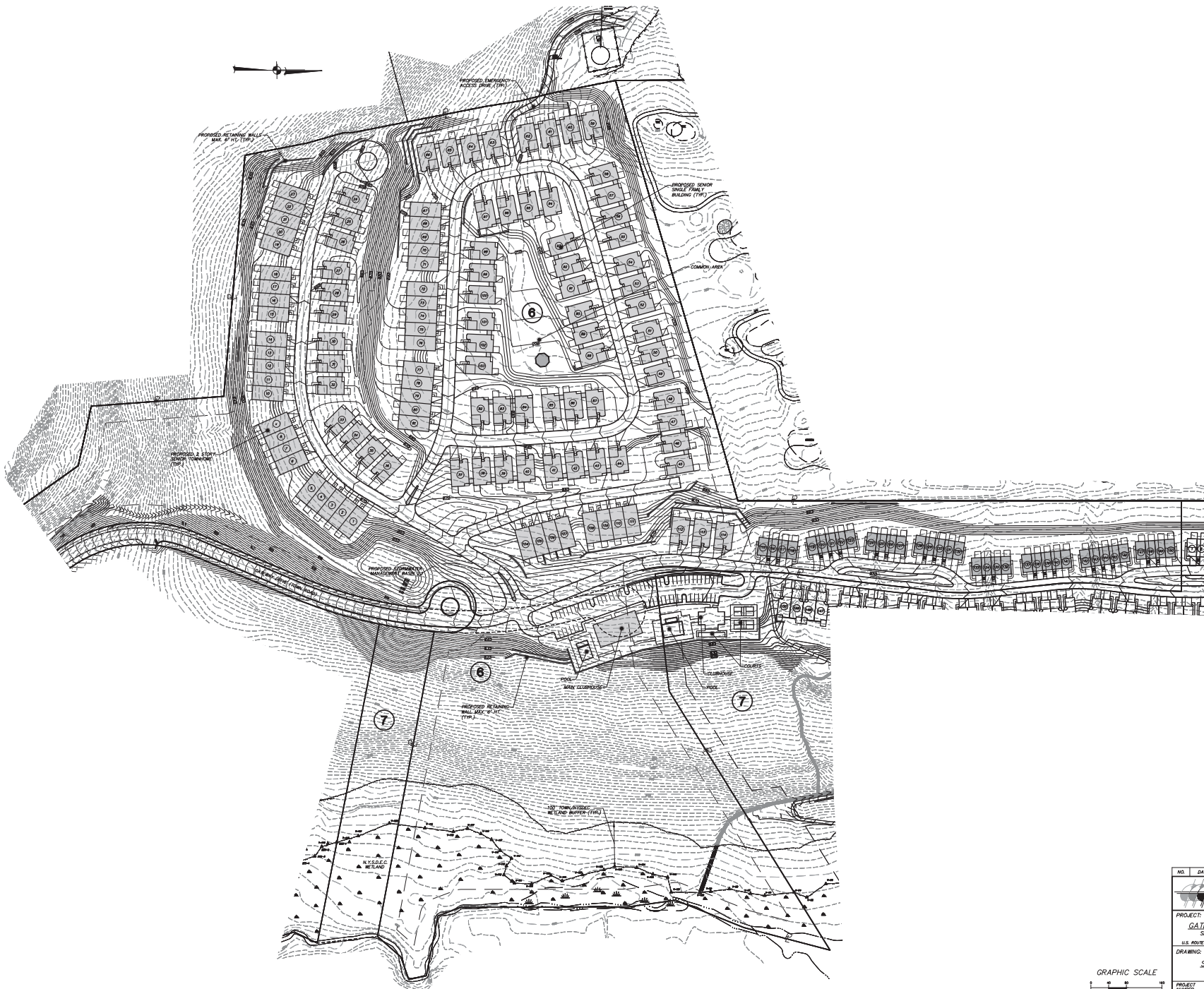


NO.	DATE	REVISION	BY
1	10-13-21		J.L.C.
2	10-13-21		M.E.U.
3	10-13-21		D.L.M.

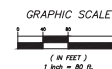
PROJECT:	GATEWAY SUMMIT - LOT 6A & 6B MULTIFAMILY HOUSING DEVELOPMENT
DRAWING:	SEORA LANDSCAPE & RECREATION PLAN
PROJECT NUMBER:	04232.106
DATE:	10-13-21
SCALE:	1" = 80'

PROJECT MANAGER:	J.L.C.
DRAWN BY:	M.E.U.
CHECKED BY:	D.L.M.

DRAWING NO.	SLRP-1
SHEET	1



ALTERNATION OF THIS DOCUMENT, UNLESS UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, IS A VIOLATION OF SECTION 1009 OF ARTICLE 146 OF THE EDUCATION LAW.



NO.	DATE	REVISION	BY
PROJECT: GATEWAY SUMMIT - LOT 6A SENIOR HOUSING DEVELOPMENT U.S. ROUTE 6, TOWN OF CORNELIUS, PUTNAM COUNTY, NEW YORK			
DRAWING: SEQRA GRADING PLAN			
PROJECT NUMBER	04232.106	PROJECT MANAGER	J.J.C.
DATE	10-13-21	DRAWN BY	M.E.U.
SCALE	1" = 80'	CHECKED BY	D.L.M.
DRAWING NO.	SGP-1	SHEET	1



Building Floor Plans & Elevations

for

Gateway Summit & The Fairways

Gateway Summit
2-Story Senior Cottage



Gateway Summit

2-Story Senior Cottage



COVERED PATIO

BREAKFAST AREA
10'8"X10'

GOURMET KITCHEN
12'3"X11'2"
MICRO/WALL OVEN
DW
REF
SPACE
ENTRY

STUDY/
11'X11'

DINING ROOM
11'7"X11'2"
OPTIONAL TRAY CEILING

GREAT ROOM
18'6"X15'
OPTIONAL FIREPLACE

PRIMARY BEDROOM
19'X13'
TRAY CEILING
9'6" CEILING

WALK-IN CLOSET
8'2"X5'

LAUNDRY
TUB
W/D SPACE
SEAT
SHOWER
LIN

PRIMARY BATH

BATH
CLOSET
LIN

FOYER
14' TRAY CEILING
15'6" CEILING

BEDROOM 2
12'X11'3"
12' CEILING
CLOSET
LIN

TWO-CAR GARAGE
20'7"X19'11"

COVERED ENTRY

MECH
DN

STEPS FROM HOME TO GARAGE/PORCH/PATIO MAY VARY DUE TO SITE CONDITIONS.

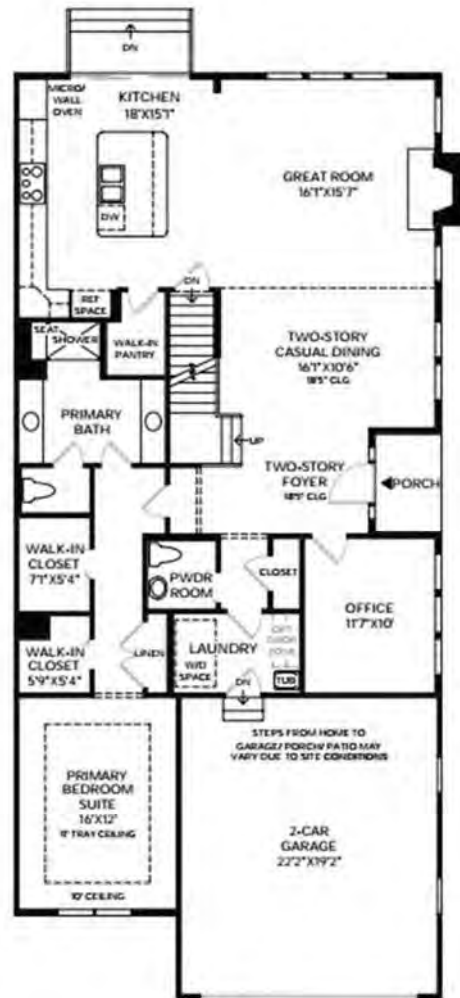
Floor Plan

Gateway Summit
2-Story Senior Townhome



Gateway Summit

2-Story Senior Townhome



First Floor
8' CEILING HEIGHT



Second Floor
8' CEILING HEIGHT

Gateway Summit

2-Story Senior Townhome



First Floor
9' CEILING HEIGHT



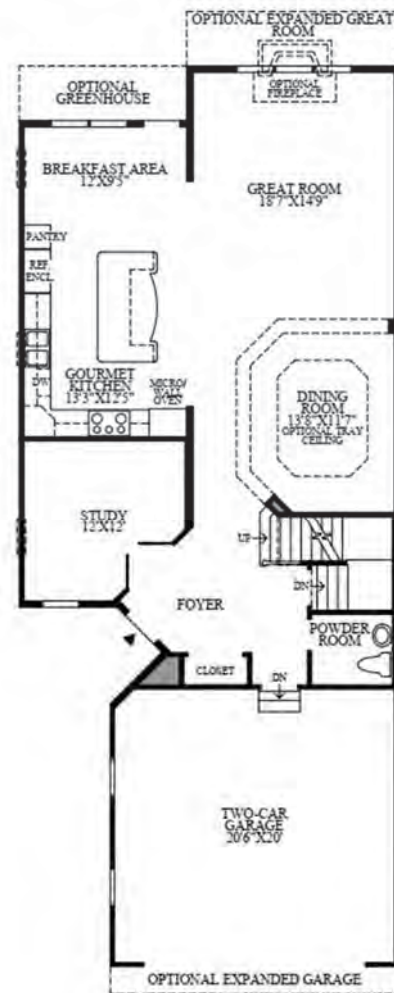
Second Floor
8' CEILING HEIGHT

Gateway Summit & The Fairways
2-Story Townhome



Gateway Summit & The Fairways

2-Story Townhome



First Floor

END REFINEMENTS INCLUDE SIDE
WINDOWS IN LOCATIONS SHOWN.



Second Floor

END REFINEMENTS INCLUDE SIDE
WINDOWS IN LOCATIONS SHOWN.
THE PRIMARY BATH LINEN CLOSET
IS REMOVED.

Gateway Summit & The Fairways
3-Story Townhome

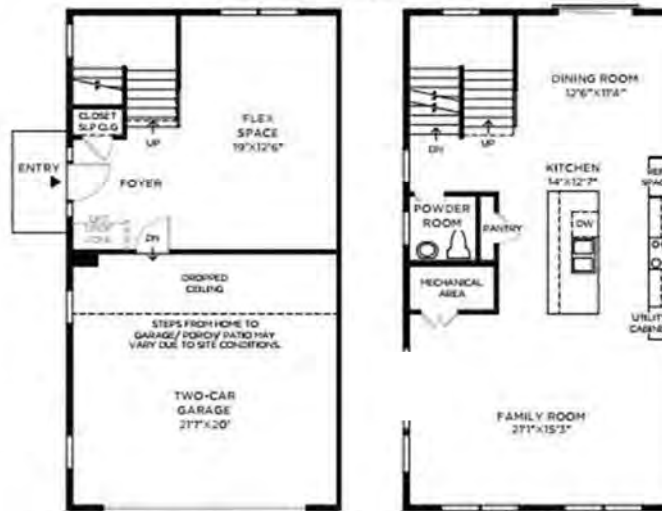


Gateway Summit & The Fairways

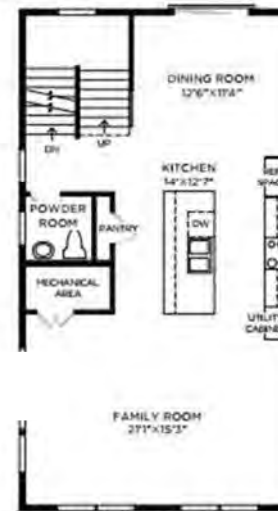
3-Story Townhome



Bedroom Level
* SEE PLAN SHEET *



Lower Level
* SEE PLAN SHEET *



Living Level
* SEE PLAN SHEET *

Gateway Summit & The Fairways

3-Story Townhome



Bedroom Level
8'0" x 14'8" x 14'2"



Lower Level
8'0" x 14'8" x 14'2"



Living Level
8'0" x 14'8" x 14'2"

STEPS FROM HOME TO GARAGE/
FOYER ENTRY MAY VARY DUE TO
SITE CONDITIONS



MASTROGIACOMO ENGINEERING, P.C.

18 October 2021

Mrs. Rose Trombetta
Planning Office
Carmel Town Hall
60 McApllin Avenue
Mahopac, New York 10541

Re: Submission Package for Proposed Multi-Family Building at
910 South Lake Blvd, Town of Carmel, NY

Dear Mrs. Trombetta:

Attached please find the required five (5) sets of site plans and architectural floor plan for the proposed project. During our pre-submission meeting with Mr. Carnazza, Mr. Franzetti and Mr. Cleary, the project was explained as a proposed eighteen (18) unit residential building located on the site. Currently there are two (2) non-conforming structures on the property which are proposed to be removed for the construction of the new proposed multi-family residential building. The proposed building will contact two driveways on either side for ingress and egress and the proposed parking will be mostly at the rear of the property with five (5) angled parking spaces at the front of the property. There is no commercial and/or retail being proposed at the lower level of the structure therefore no variance will be required for this use. There are some variances required due to the size of the existing property and its non-conformity with the Town of Carmel Zoning Code.

At this time we are requesting being on the October Planning Board meeting to obtain the required vote for the SEQRA Review in order to proceed with the New York State DEP and DOT submissions which require this determination.

If you have any questions, or if you need any additional information, please do not hesitate to call me at (914) 920-6372. I can also be reached via electronic mail at michaelm@masengpc.com.

Sincerely,

Michael Mastrogiacomo, P.E., L.S.
New York State P.E. Lic. No. 082853
New York State L.S. Lic. No. 051124
Connecticut State Combined P.E. & L.S. No. 021713

1. STANDARDS OF CONSTRUCTION: ALL CONSTRUCTION SHALL CONFORM TO THE CITY OF RYE STANDARDS, RULES AND REGULATIONS REGARDLESS OF WHAT MAY BE SPECIFIED ON PLANS OR CONTRACT DOCUMENTS.

2. IMPORTED FILL: IF THE SITE REQUIRES IMPORTED FILL IN THE PROPOSED MUNICIPAL RIGHT OF WAY OR MUNICIPAL OWNED PROPERTY, ALL FILL MUST BE TESTED FOR COMPOSITION AND CHEMICALS IN ACCORDANCE WITH DPH DIRECTIONS AND AT THE FULL EXPENSE OF THE OWNER. THESE TEST RESULTS MUST BE SUBMITTED PRIOR TO CONSTRUCTION. THE DEVELOPER SHALL OBTAIN A LETTER FROM THE TOWN ENGINEER APPROVING THE FILL. IF THE FILL IS NOT APPROVED, REVIEWED AND GIVEN THE CHAIN OF CUSTODY DOCUMENTATION OF EACH TRUCK BROUGHT TO THE SITE, THE REQUIRED NUMBER OF SAMPLES MUST BE TAKEN AND ANALYZED BY AN INDIVIDUAL LICENSED UNDER THE STATE'S SOLID WASTE ACT. IN ADDITION, POLLUTION INSURANCE MUST BE PROVIDED PRIOR TO CONSTRUCTION, IN THE AMOUNT AS DETERMINED BY THE COMMISSIONER OF PUBLIC WORKS.

3. EROSION, DUST & SEDIMENT CONTROL: THE DEVELOPER SHALL BE RESPONSIBLE FOR PROVIDING PROPER EROSION, SEDIMENT AND DUST CONTROL. ALL EROSION AND SEDIMENT CONTROL MUST BE DESIGNED AND DESIGNED IN ACCORDANCE WITH THE STANDARDS AND GUIDELINES PRESENTED IN THE LATEST VERSION OF THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION'S EROSION CONTROL MANUAL. THE DEVELOPER SHALL BE RESPONSIBLE FOR MONITORING AND MAINTAINING EROSION, SEDIMENTATION AND DUST CONTROL DURING THE CONSTRUCTION OF THIS PROJECT. SILT/PARTICULATE AND ANY WATER RETENTION BASINS WILL BE REMOVED IMMEDIATELY AFTER THE EROSION, SEDIMENTATION AND DUST CONTROLS HAVE BEEN MAINTAINED THROUGHOUT CONSTRUCTION OR A STOP WORK ORDER WILL BE ISSUED BY DPW.

4. ELEVATION DATA: ELEVATIONS SHOWN ON THE PLANS ARE FROM THE NAD83/CENTURY COUNTY 615 NEBBSI.

5. INDUSTRIAL CODE RULE 789: THE DEVELOPER SHALL NOTIFY ALL UTILITY COMPANIES 72 HOURS BEFORE TO THE START OF HIS OPERATIONS AND SHALL COMPLY WITH ALL OF THE LATEST INDUSTRIAL CODE RULE 789 REQUIREMENTS.

6. VERIFICATION AND PROTECTION OF EXISTING UTILITIES: THE DEVELOPER SHALL VERIFY THE SIZE, LOCATION, DEPTH AND INVERTS OF ALL EXISTING UTILITIES PRIOR TO COMMENCING HIS OPERATIONS. THE DEVELOPER SHALL PRESERVE AND PROTECT EXISTING PRIVATE AND MUNICIPAL UNDERGROUND AND SURFACE UTILITIES. THE DEVELOPER SHALL BE RESPONSIBLE FOR IDENTIFYING AND MARKING ALL EXISTING UTILITIES. IF THE DEVELOPER INTENDS TO CUT OR REMOVE OR COPE OF REPAIRING DAMAGED UTILITIES OR STRUCTURES SHALL BE BORNE BY THE DEVELOPER. IF TEMPORARY UTILITIES ARE REQUIRED IT IS THE RESPONSIBILITY OF THE DEVELOPER TO OBTAIN PERMITS FROM THE APPROPRIATE AGENCIES.

7. PIPE LAYOUT: THE DEVELOPER SHALL PERFORM ALL PROPOSED PIPE LAYOUT REQUIRED BY MEANS OF A LASER FOR EXACT VERTICAL AND HORIZONTAL ALIGNMENT. THE USE OF BATTERY BOARDS, AS SPECIFIED IN THE MUNICIPAL STANDARD CONSTRUCTION SPECIFICATIONS ARTICLE 80.152 - "LAYOUT", SHALL NOT BE ALLOWED. THE DEVELOPER SHALL PROVIDE A WRITTEN RECORD OF THE PIPE LAYOUT WITHIN SIX (6) MONTHS PRIOR TO CONSTRUCTION. WRITTEN PROOF OF CALIBRATION MUST BE PROVIDED IF REQUIRED BY THE COMMISSIONER OF PUBLIC WORKS.

8. INSPECTION & BACKFILL: NO BACKFILL SHALL BE PLACED OVER NEW CONSTRUCTION PRIOR TO INSPECTION AND APPROVAL BY DPW. THE DEVELOPER MUST PROVIDE SUFFICIENT STOCKPILE OF CLEAN PILE OR EXCAVATED MATERIAL THAT IS UNSUITABLE FOR BACKFILL (IE., ROCK, ORGANIC MATERIAL). THE USE OF UNCONTROLLED BACKFILL MATERIAL MAY BE REQUIRED IN CERTAIN AREAS AS DETERMINED BY THE COMMISSIONER OF PUBLIC WORKS.

1. INSTALL ALL EROSION CONTROL DEVICES AS INDICATED ON DRAWINGS AND IN ACCORDANCE WITH THE NEW YORK STATE STANDARDS & SPECIFICATIONS FOR EROSION & SEDIMENT CONTROL. LATEST REVISION.

2. CONTRACTOR SHALL MAINTAIN ALL EROSION CONTROL DEVICES DURING COURSE OF CONSTRUCTION.

3. EROSION CONTROL DEVICES SHALL NOT BE REMOVED UNTIL FULL VEGETATION GROWTH HAS OCCURRED AND AS APPROVED BY THE VILLAGE INSPECTOR.

4. SEEDING AND MULCHING SHALL BE AS FOLLOWS:

TEMPORARY SEEDING & MULCHING

1. LIME: 40 LBS./1,000 SQ. FT. GROUND LIMESTONE. FERTILIZER: 4 LBS./1,000 SQ. FT., 10-20-10 OR EQUIVALENT HURLED INTO SOIL A MINIMUM OF 2 FEET.

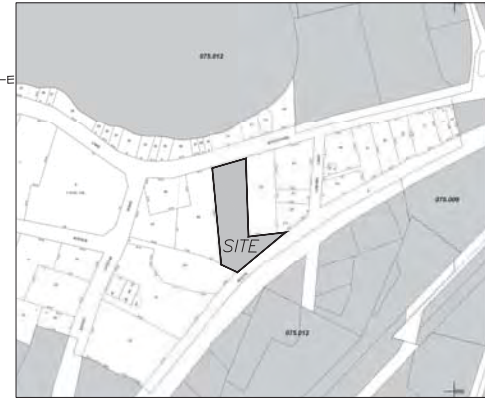
2. SEED: ANNUAL RYEGRASS 40 LBS./ACRE OR OTHER APPROVED SEED, PLANT BETWEEN MARCH 1 AND MAY 15 OR BETWEEN AUGUST 15 AND OCTOBER 1.

3. MULCH: SALT HAY OR SMALL GRAIN STRAW AT A RATE OF 10 TO 40 LBS./1,000 SQ. FT. TO BE APPLIED ACCORDING TO STANDARD PRACTICES. MULCH SHALL BE SECURED BY APPROVED METHODS.

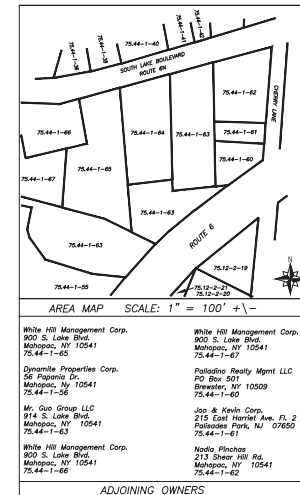
1. THE SITE SHALL BE GRADED AS INDICATED ON THE DRAWINGS. ALL PROPOSED CONTOURS SHALL BE GRADED TO BLEND EVENLY WITH THE EXISTING GRADE.
2. ALL DISTURBED AREAS WHICH WILL BE LEFT EXPOSED FOR MORE THAN THIRTY (30) DAYS AND NOT SUBJECTED TO CONSTRUCTION TRAFFIC SHALL BE PROTECTED BY A GRASS SEED MIXTURE. THE SEED SHALL BE APPLIED AT A RATE OF 10 POUNDS PER 1,000 SQUARE FEET, BROADCAST AND BOUND AS PER THE NEW YORK STATE STANDARDS & SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL.
3. FILL MATERIAL SHALL BE CLEAN FILL AND SHALL BE INSTALLED IN 12 INCH LIFTS AND COMPACTED TO 95% OPTIMUM DENSITY.
4. ALL EXISTING AND PROPOSED UTILITY LINES SHALL BE MAINTAINED AND PROTECTED THROUGHOUT THE CONSTRUCTION PERIOD.
5. ALL GRAVEL SHALL BE 3/4" CRUSHED STONE OR RECYCLED MATERIAL IF ALLOWED BY THE MUNICIPALITY.
6. MAINTAIN POSITIVE PITCHES ON ALL DRAIN PIPES TO EXISTING & PROPOSED DRAINAGE STRUCTURES UNLESS OTHERWISE NOTED HEREON.

[illegible]

1. MAINTENANCE OF CONTROLS AFTER CONSTRUCTION.
CONTROLS (INCLUDING RESPECTIVE OUTLET STRUCTURES) SHOULD BE INSPECTED MONTHLY FOR THE FIRST SIX MONTHS AFTER CONSTRUCTION AND ON AN ANNUAL BASIS THEREAFTER. THEY SHOULD ALSO BE INSPECTED AFTER MAJOR STORM EVENTS.
2. DENRIS AND LITTER REMOVAL.
THREE TIMES A YEAR, INSPECT OUTLET STRUCTURE AND DRAIN INLETS FOR ACCUMULATED DEBRIS AND LITTER. REMOVE AND AGGREGATIONS DURING EACH MONITORING OPERATION.
3. STRUCTURAL REPAIRS/REPLACEMENT.
OUTLET STRUCTURES MUST BE INSPECTED THREE A YEAR FOR EVIDENCE OF STRUCTURAL DAMAGE AND REPAIRED IMMEDIATELY.
4. VEGETATION CONTROL.
UNDESIRABLE GRASS MUST IMMEDIATELY BE STABILIZED WITH VEGETATION OR OTHER APPROPRIATE EROSION CONTROL MEASURES.
5. SEDIMENT REMOVAL.
SEDIMENT SHOULD BE REMOVED AFTER IT HAS REACHED A MAXIMUM DEPTH OF FIVE INCHES ABOVE THE STORMWATER MANAGEMENT SYSTEM FLOOR.

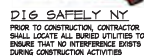
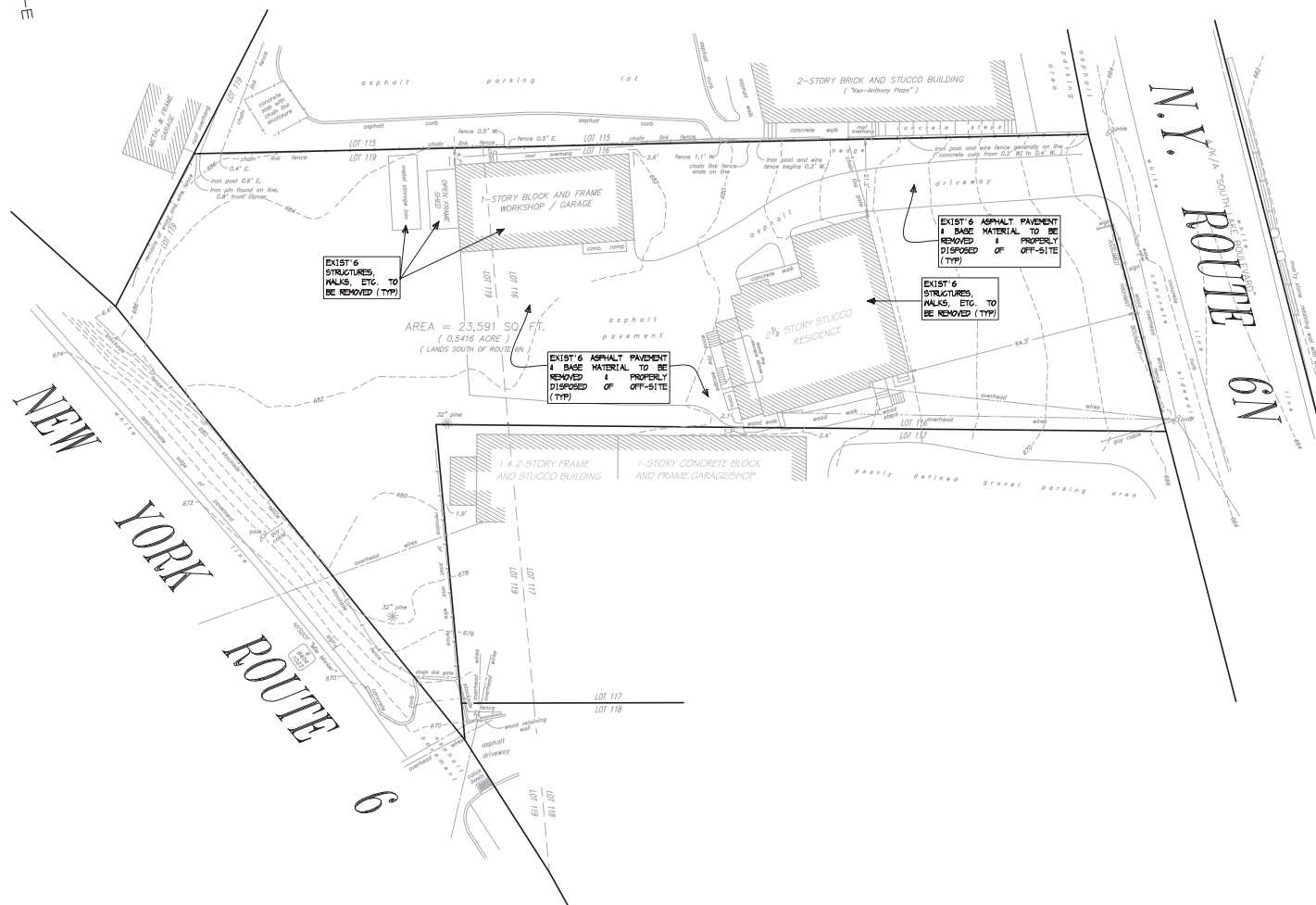
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SCALE : 1"=150'



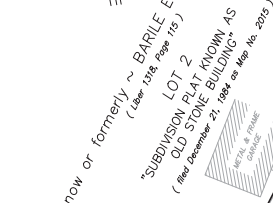
CODE: 1-100-1

[illegible]



SCALE : 1"=15'
NOTE:

MICHAEL MASTROGIACOMO, P.E.S.
NEW YORK STATE P.E. LIC. NO. 08863
NEW YORK STATE L.S. LIC. NO. 05924
CONAUGHTON STATE P.E. & L.S. LIC. NO. 709



LOCATION OF
PROPOSED TRASH —
ENCLOSURE
(SEE DETAIL X ON
PAGE CXXX)

now or formerly ~ SOUTH LAKE BLVD. REALTY INC.
(Liber 1373, Page 251)

PORTION OF LOT 115

PROPOSED 3 STORY
RESIDENTIAL BUILDING

ROOF PK. EL = 708.20
3RD FLR. EL = 695.17
2ND FLR. EL = 684.27
1ST FLR. EL = 673.40
AREA = 23,591 SQ. FT.
(0.5416 ACRE)
(LANDS SOUTH OF ROUTE 6N)


now or formerly ~ ANITA L. MacDONALD
(Liber 642, Page 473)

PORTION OF LOT 117

now or formerly
EDLEN TRAVEL, INC.
(Liber 1454, Page 138)

PORTION OF
LOT 118

[illegible]

1  PROPOSED SITE PLAN
SCALE : 1"=15'
NOTE:

SCALE : 1"=15'

ZONING ANALYSIS TABLE

ADDRESS:	910 SOUTH LAKE BOULEVARD, TOWN OF MAHOEAC, NEW YORK
----------	-----------------------------------------------------

5/8/4:	75.44 / 1 / 57.86%
--------	--------------------











ZONE	C - COMMERCIAL
------	----------------

CODE DESCRIPTION	REQUIRED BY CODE	PROPOSED SITE	COMMENTS	VARIANCE REQUIRED	YES	NO	% VARIANCE
MINIMUM LOT DIMENSIONS:							
LOT AREA	42000 SQ.FT.	23500 SQ.FT.	NONCONFORM GRM G. PRE EX.	X			55.0%
LOT WIDTH	200 FT.	75.00 FT.	NONCONFORM GRM G. PRE EX.	X			37.5%
LOT DEPTH	200 FT.	251.10 FT.	MEETS CODE		X		
MINIMUM YARD DIMENSIONS:							
FRONT YARD	40 FT.	30.00 FT.	VARIANCE REQUIRED	X			25.0%
SIDE YARD	25 FT.	1.00 FT.	VARIANCE REQUIRED	X			64.0%
REAR YARD	20 FT.	150.00 FT.	MEETS CODE		X		
MAX. BUILDING HEIGHT	30 FT.						
MIN. REG. FLOOR AREA	5000 SQ.FT.	17490 SQ.FT.	MEETS CODE		X		
		1ST FLR =	4790				
		2ND FLR =	3790				
		3RD FLR =	4790				
		TOTAL =	14340				
MAX. BUILDING COVERED	30%	20.26%	MEETS CODE		X		
LOT AREA =	42000 SQ.FT.						
BUILDING AREA =	9390 SQ.FT.						
FLOOR COVERAGE =	4790 X 100% =	20.26%					
	23594						
REQUIRED PARKING	37	30	VARIANCE REQUIRED	X			18.5%
PER PERSON 160 SQ.FT.	2 PER USE	20					
		# SPACES =	36				
		BUILDING SPC =	1				
		TOT. REQ. =	37				

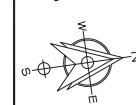
MASTROGIACOMO
ENGINEERING, P.C.
10 MIDLAND AVENUE, SUITE 204A
PORT CHESTER, NEW YORK 10673
TEL. 914.920.6372
FAX 206.888.6226
WWW.MASINGPC.COM

All ideas, designs, arrangements and plans indicated or suggested on these drawings and the project, by this office and were created, evolved and conceived for use in connection with the specific project. None of such ideas, designs, arrangements and plans shall be in any way disclosed to any person, firm or corporation for any purpose whatsoever without the written permission of the undersigned. The undersigned shall retain all the written dimensions on these drawings shall have precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions shown on these drawings and the office shall not be liable for any variation from these dimensions and conditions shown herein in violation.

It is the writing of the New York State Education Law for any person, unless acting under the direction of a Licensed Professional Engineer, to prepare, execute, seal, sign, draw and/or related specification, all dimensions must be in accordance with the provisions of the New York State Education Law. The undersigned shall not be held responsible for any error or omission. The undersigned shall not be held responsible for any error or omission.

Revisions	
	11.30.2020 Town Comments
	07.22.2021 Redesign Building & Site
	
	
	
	
	
	
	
	

| Drawing North



Client's Name and Address

**910 SOUTH
LAKE LLC**
57 ROUTE 6
SUITE 204
BALDWIN PLACE, N
10505

Project Information

STORMWATER POLLUTION PREVENTION DRAWINGS

Situated At
910 S. LAKE BLVD
TOWN OF CARMEL
PUTNAM CO.
NEW YORK

Job No.	20-0
Scale	AS NOTED
Date	8 OCT 201
Drawn By	M
Checked By	M
Sheet	

C101

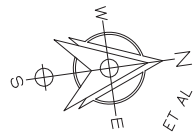
See 4 Signature



MICHAEL MASTROGIACOMO, P.E.L.S.
NEW YORK STATE P.E. LIC. NO. 068813
NEW YORK STATE L.S. LIC. NO. 06884
CONNECTICUT STATE P.E. & L.S. LIC. NO. 2005

Dig Safely. New York.
Call 811
before you dig

DIG SAFELY NY
PRIOR TO CONSTRUCTION, CONTRACTOR SHALL LOCATE ALL BURIED UTILITIES TO ENSURE THAT NO INTERFERENCE EXISTS DURING CONSTRUCTION ACTIVITIES.



now or formerly ~ BARILE ET AL
(See 1584, Page 115)
LOT 2
"SUBDIVISION PLAT KNOWN AS
"OLD STONE BUILDING"
(filed December 21, 1984 as Map No. 2019)

NEW YORK ROUTE 6N

LOCATION OF PROPOSED
SOIL STOCKPILE AREA

now or formerly ~ SOUTH LAKE BLVD. REALTY INC.
(Liber 1373, Page 251)

PORTION OF LOT 115

PROPOSED 3 STORY
RESIDENTIAL BUILDING

1ST FLR. EL. = 708.20
2ND FLR. EL. = 695.17
3RD FLR. EL. = 684.21
1ST FLR. EL. = 675.40
AREA = 23,591 SQ. FT.
(0.5416 ACRE)
(LANDS SOUTH OF ROUTE 6N)

now or formerly ~ ANITA L. MacDONALD
(Liber 642, Page 473)

PORTION OF LOT 117

INSTALL SILT FENCE EROSION CONTROL
DEVICES AROUND PROJECT AREA. EROSION
CONTROL DEVICES SHALL BE MAINTAINED
DURING CONSTRUCTION & SHALL REMAIN
UNTIL SITE STABILIZATION (80% UNIFORM
DENSITY OF PERMANENT VEGETATION OR
PERMANENT MULCH/STONE) HAS BEEN
ACHIEVED

now or formerly
EDLEN TRAVEL, INC.
(Liber 1454, Page 138)

PORTION OF
LOT 118

INSTALL ANTI-TRACKING PAD AT ENTRANCE OF
PROJECT AREA. EROSION CONTROL DEVICES SHALL
BE MAINTAINED DURING CONSTRUCTION & SHALL
REMAIN UNTIL APPROVAL FOR REMOVAL FROM
MUNICIPAL INSPECTOR IS GRANTED

PROVIDE INLET
PROTECTION &
MAINTAIN DURING
COURSE OF
CONSTRUCTION

CONSTRUCTION SEQUENCE

1. INSTALL SILT FENCE IN GENERAL LOCATIONS INDICATED ON THE PLAN.
2. EXCAVATION & INSTALLATION OF PROPOSED FOUNDATION.
3. INSTALL UTILITY STRUCTURES AND PIPES.
4. COMPLETE CONSTRUCTION OF NEW ADDITION.
5. ROUGH GRADING OF DRIVEWAY & INSTALL CURBS.
6. FINAL GRADING OF PROPERTY & INSTALLATION OF ASPHALT PAVEMENT.
7. TOPSOIL, SEED, AND MULCH ALL DISTURBED AREAS AS SOON AS PRACTICAL IN ACCORDANCE WITH THE EROSION AND SEDIMENT CONTROL NOTES CONTAINED ON THIS PAGE.

NOTE: TEMPORARY EROSION & SEDIMENT CONTROL MEASURES CANNOT BE REMOVED UNTIL SITE STABILIZATION (80% UNIFORM DENSITY OF PERMANENT VEGETATION OR PERMANENT MULCH/STONE) HAS BEEN ACHIEVED.

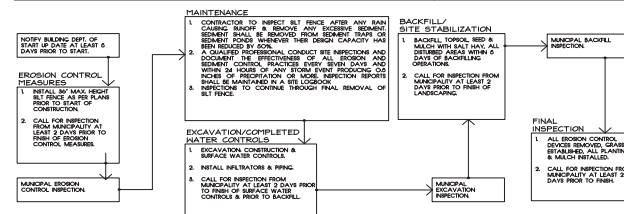
- NOTE: 1. ALL IMPORTED SOIL SHALL COMPLY WITH ALL FEDERAL, STATE, AND LOCAL REQUIREMENTS FOR QUALITY AND USE.
2. OFF-SITE DISPOSAL OF EXCESS CUT SHALL BE IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL REQUIREMENTS.
 3. ALL EROSION & SEDIMENT CONTROL MEASURES SHALL CONFORM TO NEW YORK STATE STANDARDS & SPECIFICATIONS FOR EROSION & SEDIMENT CONTROL DATED NOVEMBER 2016.
 4. SEEDING AND MULCHING SHALL BE AS FOLLOWS:
 - 4.1. LIME : 90 LBS./1,000 SQ. FT. GROUND LIMESTONE, FERTILIZER : 4 LBS./1,000 SQ. FT.; 10-20-10 OR EQUIVALENT WORKED INTO SOIL A MINIMUM OF 4 INCHES.
 - 4.2. SEED : ANNUAL RYEGRASS 40 LBS./ACRE OR OTHER APPROVED SEED PLANT BETWEEN MARCH 1 AND MAY 15 OR BETWEEN AUGUST 15 AND OCTOBER 1.
 - 4.3. MULCH : STRAW HAY OR SMALL GRAIN STRAW AT A RATE OF 70 TO 90 LBS./1,000 SQ. FT. TO BE APPLIED ACCORDING TO STANDARD PRACTICES. MULCH SHALL BE SECURED BY APPROVED METHODS.

NOTES

EROSION AND SEDIMENTATION CONTROL MEASURES

1. All erosion and sedimentation measures and devices shall be inspected by the Contractor daily, and immediately after periods of rainfall. Repair and/or maintenance of sedimentation erosion control measures will be made as soon as needed. The Contractor will be held responsible of all control measures on this site. It is intended that all erosion and sedimentation measures conform to the Westchester County Water Quality Management Program, Best Management Practice Manual on Construction Related Activities Standards and Specifications for Erosion and Sedimentation Control.
2. Land disturbance shall be kept to a minimum. Where construction is involved, reestablishment will be scheduled immediately after any disturbances.
3. Catch basins shall be protected with appropriate devices throughout the construction sequence, and until all disturbed areas are stabilized.
4. Erosion and sedimentation control measures will be installed prior to all construction activities.
5. Fabric sedimentation barriers approved by the City's Commissioner of Public Works.
6. Sediment removed from the control structures shall be disposed in a manner which is consistent with the overall plan.
7. Additional control measures will be installed during the construction period if necessary or required.

CONSTRUCTION EROSION CONTROL SCHEDULE



PROPOSED GRADING & EROSION CONTROL PLAN

1 SCALE : 1"=10'

NOTE:



DIG SAFELY NY
PRIOR TO CONSTRUCTION, CONTRACTOR
SHALL LOCATE ALL BURIED UTILITIES TO
ENSURE THAT NO INTERFERENCE EXISTS
DURING CONSTRUCTION ACTIVITIES



**MASTROGIACOMO
ENGINEERING P.C.**
10 MELAND AVENUE, SUITE 204A
PORT CHESTER, NEW YORK 10573
TEL: 914.904.8372
FAX: 914.904.8373
WWW.MASTROGIACOMO.COM
LICENSED IN THE STATE OF NEW YORK

Revision	Date	Description
1	11.20.2020	Issue for Review
2	01.25.2021	Redesign for Building & Site
3		
4		
5		
6		
7		
8		
9		
10		



Client Name and Address
910 SOUTH LAKE LLC
57 ROUTE 6
SUITE 204
BALDWIN PLACE, NY 10505

STORMWATER POLLUTION PREVENTION DRAWINGS

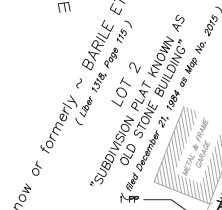
Situated at
910 S. LAKE BLVD
TOWN OF CARMEL
PUTNAM CO.
NEW YORK

Job No. 20-078
Scale AS NOTED
Date 8 OCT 2020
Drawn By MAM
Checked By MAM

C102



Michael Mastrogioacomo, P.E., S.E.
100 West 10th St. 10th Floor
Connecticut State P.E. License No. 105



now or formerly ~ BARILE ET AL
(Liber 1315, Page 15)
LOT 2
"SUBDIVISION PLAT KNOWN AS
OLD STONE BUILDING"
Filed December 21, 1984 as Map No. 2015)
METE & FRAME
GALLOP

now or formerly ~ SOUTH LAKE BLVD. REALTY INC.
(Liber 1373, Page 251)

PORTION OF LOT 115

2-STORY BRICK AND STUCCO BUILDING
("Ken-Anthony Plaza")

PROPOSED 3 STORY
RESIDENTIAL BUILDING

AREA = 23,591 SQ. FT.
(0.5416 ACRE)
(LANDS SOUTH OF ROUTE 6N)

now or formerly ~ ANITA L. MacDONALD
(Liber 642, Page 473)

PORTION OF LOT 117

now or formerly
EDLEN TRAVEL, INC.
(Liber 1454, Page 138)

PORTION OF
LOT 118

DO NOT HEAVILY PRUNE THE TREE AT PLANTING. PRUNE ONLY CROSSOVER LIMBS, CO-DOMINANT LEADERS, AND BROKEN OR DEAD BRANCHES. SOME INTERIOR THINNS AND LATERAL BRANCHES MAY BE PRUNED, HOWEVER, DO NOT REMOVE THE TERMINAL BUDS OF BRANCHES THAT EXTEND TO THE EDGE OF THE CROWN.

STAKE TREES ONLY UPON THE
APPROVAL OF A LANDSCAPE ARCHITECT.
SEE STAKING DETAIL.

WRAP TREE TRUNKS ONLY UPON THE APPROVAL
LANDSCAPE ARCHITECT.
SEE WRAPPING DETAIL.

MARK THE NORTH SIDE OF E TREE
IN THE NURSERY, AND ROTATE TREE
TO FACE NORTH AT THE SITE WHENEVER
POSSIBLE.

SET TOP OF FOOT BALL FLUSH TO GRADE OR 25-50 MM (1-2 IN.) HIGHER IN SLOWLY DRAINING SOILS

80 MM (3 IN) MULCH. DO NOT PLACE
MULCH IN CONTACT WITH TREE TRUNK.
MAINTAIN THE MULCH WEED-FREE FOR
A MINIMUM OF THREE YEARS AFTER
PLANTING.

NOTE: FOR DIMENSIONS OF
PLANTING AREAS, TYPES OF SOIL
AMENDMENTS, OR SOIL REPLACEMENT,
SEE "SOIL IMPROVEMENT DETAILS"

^ _ _ _ _

SCALE : N.T.S.

[illegible]

Diagram illustrating the construction of a tree skirt, showing the tree and the base components with labels:

- DO NOT CUT ON DAMAGE LEAVES
- REINFORCED RUBBER HOSE
- DOUBLE 1/2 GAUGE WIRE, TAPPED 3 PER TREE AND ANCHOR TO BE PLACED
- CROWN OF ROOT BALL, BEAR BRASS RING, FINISHED GRASS AS IT DID TO PREVIOUS
- 2" X 1/2" X 4" HARDWOOD TREE STAKE, 3 PER TREE AT 30° APART AND TO BE
- PREPARED DARK BROWN MELCH
- GRASS BACKER AROUND TREE
- FINISHED GRASS
- CUT AND REMOVE TOP 1/2" OF BURLAP TREE ROOT BALL
- EXCAVATE THE WIDTH OF THE TREE PUT TRAIL THE SIDE OF THE QUARTERS OF THE ROOT BALL
- PUT IN THE TRAIL THE QUARTERS OF ROOT BALL

SITE NOTES

1. LIGHTING TO BE VIPER 5 LUMINAIRE BY HUBBEL LIGHTING
REFER TO PHOTOMETRICS PLAN
2. POLE TO BE 16' HT.

 LIGHT LOCATION
 LIGHT CONNECTION

NOTES:










1. Survey Information taken from a site plan prepared by RAYEX DESIGN refer to this survey for more information.
2. Location of existing utilities not performed by this office, confirm location of all utilities prior to construction. CALL dig safely New York
3. Contractor to verify all grades and dimensions prior to construction, contractor to inform Landscape Architect with any discrepancies.

PLANT LIST	Common & Botanical Name	Size
KEY		
ME1	October Glory Maple <i>Acer rubrum</i> October Glory	3 1/2' Cal.
PPP	Purple Passion <i>Plumbao caroliniana</i> "thundercloud"	2' Cal.
GG	Green Giant Arborvictae <i>Thuja standishii</i> x <i>pilicata</i> "Green Giant"	8' Ht.
BOX	American Boxwood <i>Buxus sempervirens</i>	36" Ht.
HYD	Tenderly Hydrangeas <i>Hydrangeas paniculata</i> Tenderly	7' cont.

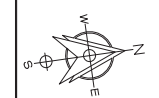
All labels, designs, arrangements and plans indicated or represented are owned by and the property of this office and were created, evolved and developed for use and in accordance with the applicable provisions of the applicable laws. All designs, arrangements or plans shall be used by or for the benefit of this office. No person or corporation for any reason shall be permitted to use or imitate any design or arrangement of this Engineering, P.C.

Written dimensions on these drawings shall have precedence over scaled dimensions. Contractors shall be responsible for the reproduction of the drawings on the job and this office must be notified of any variation from these dimensions and conditions shown on the drawings.

It is a violation of the New York State Education Law for any person, unless acting under the direction of a Licensed Professional Engineer, to alter any item on this drawing and/or any specification. If alterations must be made, they must be made in compliance with the New York State Education Law. The Professional Engineer whose name appears on this drawing is responsible for any such alteration or re-use without his consent.

Revisions	
	11.20.2020 Town Comments
	01.22.2021 Redesign Building & Site
	
	
	
	
	
	
	

Drawing North



Client's Name and Address

**910 SOUTH
LAKE LLC**
57 ROUTE 6
SUITE 204
BALDWIN PLACE, NY
10505

Project Information

STORMWATER POLLUTION PREVENTION DRAWINGS

Situated At
910 S. LAKE BLVD
TOWN OF CARMEL
PUTNAM CO.
NEW YORK

Job No.	20-078
Scale	AS NOTED
Date	8 OCT 2020
Drawn By	MM
Checked By	MM
Sheet	

C104

See: 4 Signature



MICHAEL MASTROGIACOMO, P.E.L.L.S.
 NEW YORK STATE P.E.L.L. NO. 008673
 NEW YORK STATE P.E.L.L. NO. 008673
 CONNECTICUT STATE P.E.L. NO. 2715

Dig Safely. New York.
Call 811
before you dig

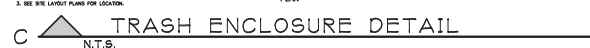
DIG SAFELY NY
PRIOR TO CONSTRUCTION, CONTRACTOR SHALL LOCATE ALL BURIED UTILITIES TO ENSURE THAT NO INTERFERENCE EXISTS DURING CONSTRUCTION ACTIVITIES.

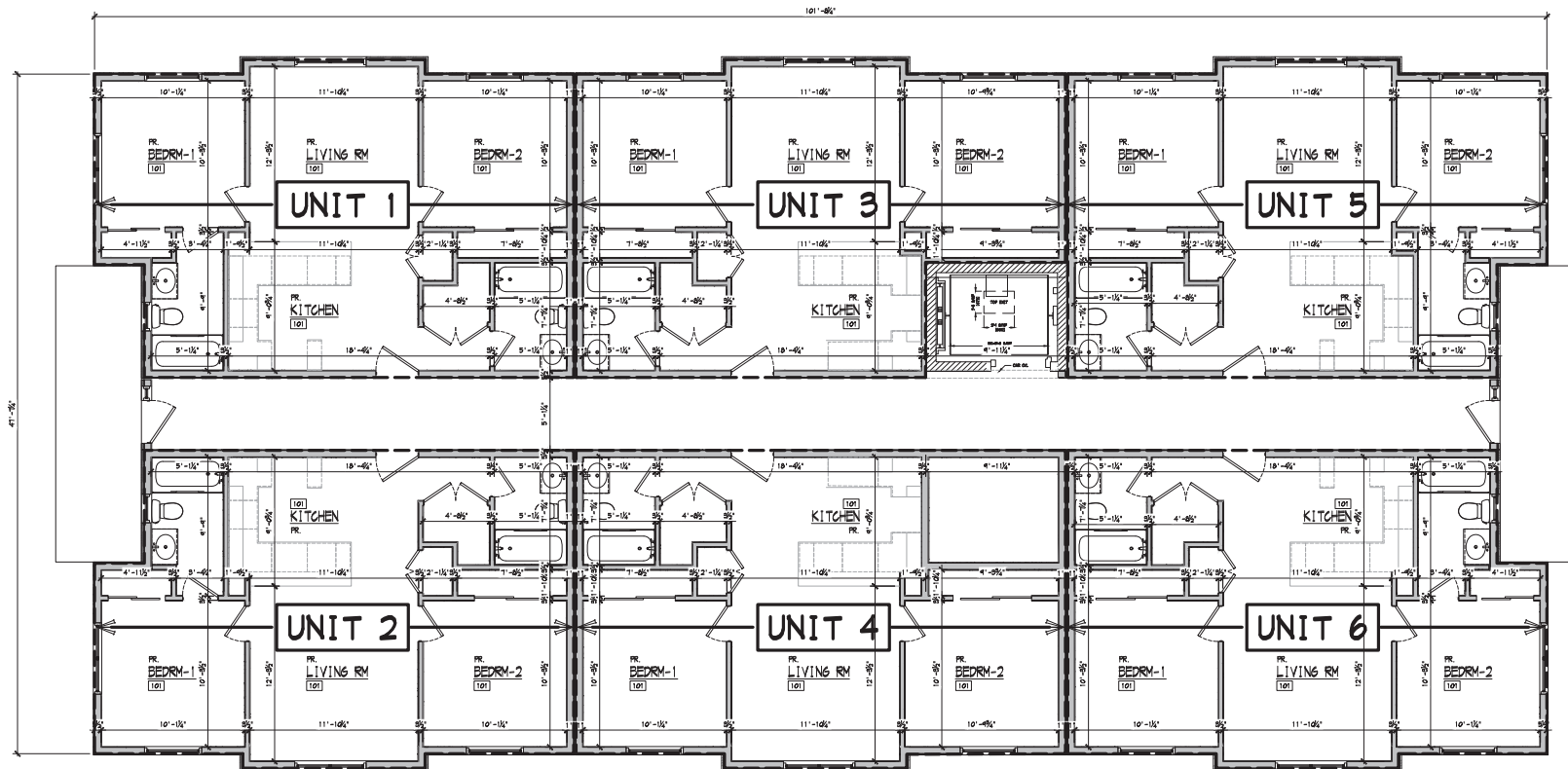
1  PROPOSED LANDSCAPING PLAN
SCALE : 1"=15'
NOTE:

A  TREE PLANTING DETAIL
SCALE : N.T.S.

B  EVERGREEN PLANTING DETAIL
SCALE : N.T.S.

Sheet Title
PROPOSED LANDSCAPING PLAN, NOTES & DETAILS PLAN

[illegible]



1 PROPOSED FLOOR PLANS - FLOORS 1, 2 & 3
SCALE: 1/4" = 1'-0"
NOTE:

**MASTROGIACOMO
ENGINEERING, P.C.**
10 MELAND AVENUE, SUITE 204A
PORT CHESTER, NEW YORK 09073
TEL: 949.904.8372
FAX: 949.904.8373
WWW.MASTROGIACOMO.COM
LICENSED IN THE STATE OF CALIFORNIA

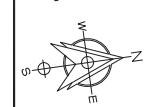
All plans, designs, arrangements and items indicated or represented are based on the data and drawings of this project and were prepared, revised and designed for use and in connection with the specific project. The plans are not to be used for any other project, nor are they to be altered or modified in any way without the written consent of Mastrogiacomo Engineering, P.C.

These drawings are the property of Mastrogiacomo Engineering, P.C. and shall remain confidential. No part of these drawings shall be reproduced or transmitted in any form or by any means electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Mastrogiacomo Engineering, P.C.

It is a violation of the New York State Education Law for any person, without written consent of the architect, to use or to permit the use of these drawings for any purpose other than that for which they were prepared. The architect assumes no responsibility for the accuracy or completeness of the information furnished by the client or for the results of the design or construction of the project.

REVISIONS	
11.30.2009	Rev. Comments
07.25.2007	Redesign for Building 4. 5/1/07

Drawing North



Client Name and Address

**910 SOUTH
LAKE LLC**
57 ROUTE 6
SUITE 204
BALDWIN PLACE, NY
10505

Project Information

**STORMWATER
POLLUTION
PREVENTION
DRAWINGS**
Situated at:
910 S. LAKE BLVD
TOWN OF CARMEL
PUTNAM CO.
NEW YORK

Job No.	20-078
Scale	AS NOTED
Date	8 OCT 2020
Drawn By	MAL
Checked By	MAL
Sheet	

A100

Seal & Signature



Sheet Title: PROPOSED FLOOR PLANS



September 30, 2021

Mr. Craig Paeprer, Chairman
Town of Carmel Planning Board
60 McAlpin Avenue
Mahopac, NY 10541

Re: Shallow Stream Properties, Inc.
145 and 153 Shindagen Hill Road
T.M. 87.08-1-4, 5 and 6
Lot Line Adjustment

Dear Chairman Paeprer and Members of the Board:

Shallow Stream Properties, Inc. is asking to move the lot line that separates Parcel A (T.M. 87.08-1--445) and Parcel B (T.M. 87.08-1-6) so that Parcel B conforms to current zoning standards.

Sincerely,

PUTNAM ENGINEERING, PLLC

A handwritten signature in black ink, appearing to read 'Paul M. Lynch', written over a horizontal line.

Paul M. Lynch, P.E.
PML/rmm



TOWN OF CARMEL SUBDIVISION APPLICATION INSTRUCTIONS



The Town of Carmel Planning Board meetings are held twice a month, on the second and fourth Wednesday's, at 7:00 PM at Carmel Town Hall, 60 McAlpin Avenue, Carmel

The submission deadline is 10 days prior to the Planning Board meeting. New subdivision applications that have been deemed complete will be placed on the agenda in the order they are received.

Pre-Submission:

Prior to the formal submission of the subdivision, a pre-submission conference may be requested by the applicant to be conducted with representatives from the Town, which may include the Town Planner, Town Engineer, Director of Code Enforcement, Planning Board Attorney. This conference will serve to educate the applicant on the process he/she must follow, clarify the information required to submit a complete subdivision application, and to highlight any specific areas of concern. You may arrange a pre-submission conference through the Planning Board Secretary at (845) 628-1500.

Submission Requirements:

At least 10 days prior to the Planning Board meeting, the subdivision application shall be submitted to the Planning Board Secretary as follows:

All subdivisions shall be signed, sealed and folded with the title box legible. The application package shall include:

- ☒ 11 copies of the Subdivision Application Form signed and notarized.
- ☒ 11 copies of the SEQR Environmental Assessment Form (use of short form or long form shall be determined at pre-submission conference).
- ☒ 5 full size sets of the Subdivision Plan
- ☒ 1 CD (in pdf. format) containing an electronic version of the Subdivision Plan
- ☒ 2 copies of the Disclosure Statement
- ☒ 11 copies of the Subdivision Completeness Certification Form
- ☐ All supplemental studies, reports, plans and renderings.
- ☒ 2 copies of the current deed.
- ☒ 2 copies of all easements, covenants and restrictions.
- ☒ The appropriate fee, determined from the attached fee schedule. Make checks payable to the Town of Carmel.

Rose Gombella 10/12/21
Planning Board Secretary; Date

Ruben J. [Signature] 10/8/2021
Town Engineer; Date



TOWN OF CARMEL SUBDIVISION APPLICATION



Per Town of Carmel Code – Section 131 – Subdivision of Land

SITE IDENTIFICATION INFORMATION		
Application Name: SHALLOW STREAM PROPERTIES, INC	Application # 21-0015	Date Submitted: 10/4/21
Site Address: No. 145 & 153 Street: S HINDAGEN HILL RD Hamlet:		
Property Location: (Identify landmarks, distance from intersections, etc.) AT TOWN OF CARMEL / SOMERS BORDER - NYSEG POWER LINE		
Town of Carmel Tax Map Designation: Section 87.08 Block 1 Lot(s) 4, 5 & 6	Zoning Designation of Site: R - RESIDENTIAL	
Property Deed Recorded in County Clerk's Office Date 7/8/1988 Liber 1017 Page 217	Liens, Mortgages or other Encumbrances No	
Existing Easements Relating to the Site No <input checked="" type="radio"/> Yes Describe and attach copies: (1) NYSEG (2) OLD TRAVEL WAY	Are Easements Proposed? No <input checked="" type="radio"/> Yes Describe and attach copies:	
Have Property Owners within a 500' Radius of the Site Been Identified? Yes <input checked="" type="radio"/> No Attached List to this Application Form		
APPLICANT/OWNER INFORMATION		
Property Owner: SHALLOW STREAM PROPERTIES, INC	Phone #: 914 714 8304 Fax#: 845 276 5112	Email: shallowstreamproperties@gmail.com
Owners Address: No. 40 Street: SHALLOW STREAM RD Town: CARMEL State: NY Zip: 10512		
Applicant (If different than owner):	Phone #: Fax#:	Email:
Applicant Address (If different than owner): No. Street: Town: State: Zip:		
Individual/ Firm Responsible for Preparing Site Plan: POTNAM ENGINEERING PLLC	Phone #: 845-279-6789 Fax#:	Email: plynche@potnameng.com
Address: No. 4 Street: OLD ROUTE 6 Town: BREWSTER State: NY Zip: 10509		
Other Representatives:	Phone #: Fax#:	Email:
Owners Address: No. Street: Town: State: Zip:		
PROJECT DESCRIPTION		
Describe the project, proposed use and operation thereof: PROPOSED LOT LINE CHANGE TO BRING PARCEL B (T.M. 87.08-1-6) INTO CONFORMANCE W/ TOWN ZONING		

TOWN OF CARMEL SUBDIVISION APPLICATION

PROJECT INFORMATION			
Size of existing parcel to be subdivided: <div style="display: flex; justify-content: space-between;"> Acres: <u>15.18</u> Square Feet: <u>661,241</u> +/- </div>			
Major Subdivision <input type="checkbox"/>		Minor Subdivision <input checked="" type="checkbox"/>	
Number of proposed lots: <u>2 EXISTING LOTS</u>		Size of proposed lots: <u>6.52 +/- AC & 8.66 +/-</u>	
Conventional Subdivision <input type="checkbox"/>		Cluster Subdivision <input type="checkbox"/>	
Will a 10% open space set aside be provided? Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>		If no, will a payment in-lieu be provided? Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>	
Will all new lots have frontage on a mapped street? Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>		If not, how will this deficiency be addressed?	
Is the site served by the following public utility infrastructure:			
<div style="display: flex; justify-content: space-between;"> Sanitary Sewer Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/> </div>			
If Yes: <div style="margin-left: 20px;"> ▶ Does approval exist to connect to sewer main? Yes: <input type="checkbox"/> No: <input type="checkbox"/> ▶ Is this an in-district connection? _____ Out-of district connection? _____ ▶ What is the total sewer capacity at time of application? _____ ▶ What is your anticipated average and maximum daily flow? _____ </div>			
<i>For Town of Carmel Town Engineer</i> What is the sewer capacity <u>NOT applicable - RJD 10/8/2024</u>			
<div style="display: flex; justify-content: space-between;"> Water Supply Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/> </div>			
If Yes: <div style="margin-left: 20px;"> ▶ Does approval exist to connect to water main? Yes: <input type="checkbox"/> No: <input type="checkbox"/> ▶ What is the total water capacity at time of application? _____ ▶ What is your anticipated average and maximum daily demand? <u>NOT applicable 10/8/2024</u> </div>			
<div style="display: flex; justify-content: space-between;"> Storm Sewer Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/> </div>			
<div style="display: flex; justify-content: space-between;"> Electric Service Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/> </div>			
<div style="display: flex; justify-content: space-between;"> Gas Service Yes: <input type="checkbox"/> No: <input type="checkbox"/> </div>			
<div style="display: flex; justify-content: space-between;"> Telephone/Cable Lines Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/> </div>			
Will any common areas be created outside of individual lots (road rights-of-way, recreation areas, stormwater management areas, etc.)? Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>			
Is a homeowners association proposed? Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>			
What is the predominant soil type(s) on the site? <u>CHARLTON CHATFIELD, CHATFIELD CHARLTON, CHATFIELD HOLLIS AND SUN LOAM</u>		What is the approximate depth to water table? <u>5'</u>	
Site slope categories:		15-25% <u>10</u> % 25-35% <u>5</u> % >35% <u>5</u> %	
Estimated quantity of excavation:		Cut (C.Y.) <u>NA</u> Fill (C.Y.) _____	
Is Blasting Proposed Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/> Unknown: <input type="checkbox"/>			
Is the site located ion a designated Critical Environmental Area? Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>			
Does a curb cut exist on the site? Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>		Are new curb cuts proposed? Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/>	
What is the sight distance? Left _____ Right _____			
Is the site located within 500' of:			
<div style="display: flex; justify-content: space-between;"> The boundary of an adjoining city, town or village Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/> </div>			
<div style="display: flex; justify-content: space-between;"> The boundary of a state or county park, recreation area or road right-of-way Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/> </div>			
<div style="display: flex; justify-content: space-between;"> A county drainage channel line. Yes: <input type="checkbox"/> No: <input checked="" type="checkbox"/> </div>			

TOWN OF CARMEL SUBDIVISION APPLICATION

☐ The boundary of state or county owned land on which a building is located Yes: ☐ No: ☒

Is the site listed on the State or Federal Register of Historic Place (or substantially (contiguous))
 Yes: ☐ No: ☒

Is the site located in a designated floodplain?
 Yes: ☐ No: ☒

Does the site contain freshwater wetlands?
 Yes: ☒ No: ☐

Jurisdiction:
 NYSDEC: ☐ Town of Carmel: ☒

If present, the wetlands must be delineated in the field by a Wetland Professional, and survey located on the Site Plan.

Are encroachments in regulated wetlands or wetland buffers proposed? Yes: ☐ No: ☒

Does this application require a referral to the Environmental Conservation Board? Yes: ☐ No: ☒

Does the site contain waterbodies, streams or watercourses? Yes: ☐ No: ☐

Are any encroachments, crossings or alterations proposed? Yes: ☐ No: ☐

Is the site located adjacent to New York City watershed lands? Yes: ☐ No: ☒

Will municipal or private solid waste disposal be utilized?
 Public: ☐ Private: ☐

Has this application been referred to the Fire Department? Yes: ☐ No: ☐

What is the estimated time of construction for the project?
 N.A.

ZONING COMPLIANCE INFORMATION

Zoning Provision	Required	Existing	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5
Lot Area	120,000		284,011	377,230			
Lot Coverage							
Lot Width	200		357.33	203.59			
Front Yard	40		40	40			
Side Yard (minimum of 1)	25		25	25			
Side Yard (total of both)	50		50	50			
Rear Yard	40		40	40			
Habitable Floor Area							
Height							

(if more than 5 lots are proposed, include additional zoning compliance information on a separate sheet)

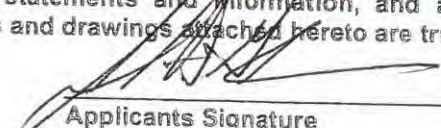
Will variances be required?
 Yes: ☐ No: ☒

If yes, identify variances required for each lot:

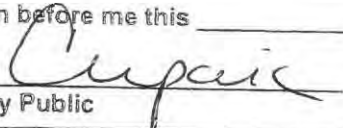
APPLICANTS ACKNOWLEDGEMENT

I hereby depose and certify that all the above statements and information, and all statements and information contained in the supporting documents and drawings attached hereto are true and correct.

John D. Gilmore
 Applicants Name


 Applicants Signature

Sworn before me this 13th day of September 2021


 Notary Public

CAROLYN CARPAIA
 Notary Public, State of New York
 Reg. No. 01AR6383772
 Qualified in Putnam County
 Commission Expires 11-26-22



TOWN OF CARMEL

SUBDIVISION COMPLETENESS CERTIFICATION FORM



All Subdivisions submitted to the Planning Board for review shall include the following information and details, as set forth in Section 131-11-14 of the Town of Carmel Subdivision Regulations.

This form shall be included with the subdivision submission

Requirement Data		To Be Completed by the Applicant	Waived by the Town
General Requirements			
1	Key map at a scale of one inch equals 800 feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	Title block, including title of map; name of subdivision; name, address, seal and signature of professional engineer or land surveyor preparing the plat; written scale; date of original and all revisions.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3	A legend, including, names of all adjacent landowners and those within 500 feet of any property line; zoning district with the requirements of said zone; tax map, block and lot number; names and addresses of owner and subdivider; north point and graphic scale.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4	Location and identification of all zoning district boundaries.	<input type="checkbox"/>	<input type="checkbox"/>
5	Identification of all maps filed in the County Clerk's office affecting properties within 500 feet of the lot to be subdivided.	<input type="checkbox"/>	<input type="checkbox"/>
Sketch Plan Requirements			
1	All General Requirements	<input type="checkbox"/>	<input type="checkbox"/>
2	Proposed subdivision layout at a scale of not less than one inch equals 100 feet.	<input type="checkbox"/>	<input type="checkbox"/>
3	All proposed lot lines, dimensions in feet and the areas of all lots in square feet and identifying numbers for each lot.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4	The location of existing and proposed setback lines, streets within 200 feet of the subdivision, buildings, watercourses, railroads and bridges, culverts, drainpipes and any natural features, such as wooded areas and rock formations.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5	Location and size of areas proposed to be reserved for recreation/open space.	<input type="checkbox"/>	<input type="checkbox"/>



TOWN OF CARMEL
**SUBDIVISION COMPLETENESS
CERTIFICATION FORM**



Requirement Data		To Be Completed by the Applicant	Waived by the Town
Preliminary Plat Requirements			
1	All General and Sketch Plan Requirements	<input type="checkbox"/>	<input type="checkbox"/>
2	The area included in the subdivision, by area of lots, roads, reservations if any, and total acreage.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3	The existing and proposed contours (at an interval of not more than two feet), suitably designated to differentiate, with proposed first-floor elevations of the buildings.	<input type="checkbox"/>	<input type="checkbox"/>
4	Names of existing streets and proposed names of new streets.	<input type="checkbox"/>	<input type="checkbox"/>
5	Preliminary profiles of all proposed roads.	<input type="checkbox"/>	<input type="checkbox"/>
6	Location, type and size of curbs, sidewalks and bikeways.	<input type="checkbox"/>	<input type="checkbox"/>
7	For subdivisions of five or more lots, front building elevation sketches and distribution of dissimilar building types on the site to avoid excessive similarity of exterior design.	<input type="checkbox"/>	<input type="checkbox"/>
8	Plans of proposed utility layouts and all facilities, unsized.	<input type="checkbox"/>	<input type="checkbox"/>
9	The natural flow of surface drainage (indicated with arrows and the final disposal of surface waters); location of existing and proposed watercourses, culverts, bridges, drainpipes, lakes and ponds, detention or retention ponds; tentative location of storm drain inlets with the drainage areas tributary to each outlined and the area shown.	<input type="checkbox"/>	<input type="checkbox"/>
10	Existing or proposed covenants or deed restrictions applying to the site and a preliminary draft of homeowners' association documents, if applicable.	<input type="checkbox"/>	<input type="checkbox"/>
11	A stormwater pollution prevention plan (SWPPP) consistent with the requirements of Article X of Chapter 156 of the Code of the Town of Carmel.	<input type="checkbox"/>	<input type="checkbox"/>
Final Plat Requirements			
1	All General, Sketch and Preliminary Plat Requirements.	<input type="checkbox"/>	<input type="checkbox"/>



TOWN OF CARMEL
**SUBDIVISION COMPLETENESS
CERTIFICATION FORM**



	Requirement Data	To Be Completed by the Applicant	Waived by the Town
2	Dimensions exactly with reference to monuments, bearings, distances in feet, radii, points of curvature and tangency of property lines, lot widths and depths and square feet of each lot.	<input type="checkbox"/>	<input type="checkbox"/>
3	Location of all proposed setback lines on each lot, with corner and irregular-shaped lots identified as to front, side and rear yards.	<input type="checkbox"/>	<input type="checkbox"/>
4	Location of all existing and proposed monuments.	<input type="checkbox"/>	<input type="checkbox"/>
5	All existing streets and streams within the subdivision and within 200 feet of the boundaries thereof, the width of the right-of-way of each street and existing public easements and municipal boundaries within 200 feet of the subdivision.	<input type="checkbox"/>	<input type="checkbox"/>
6	All proposed public easements or rights-of-way and the purposes thereof and proposed streets, identifying right-of-way width and names.	<input type="checkbox"/>	<input type="checkbox"/>
7	All parcels proposed for open space/recreation use, with a statement of the purpose of each.	<input type="checkbox"/>	<input type="checkbox"/>
8	Construction plat, which shall include, in addition to the above: final first-floor elevations of dwellings and outside grades at their corner; proposed curb elevations at all lot corners; all existing structures, including a note indicating those to be removed and yard dimensions of those to remain; plans and profiles and proposed improvements and utility layouts; paving widths and locations, section and profiles; sidewalk widths and locations and sections; road alignment, complete with stations, center line curve data and existing and finished contours of the road and all regraded areas; details of manholes, catch basins, headwalls and any other required structure; locations of all street trees, lights and signs; maximum anticipated extent of the areas of cuts and fills where grade	<input type="checkbox"/>	<input type="checkbox"/>




TOWN OF CARMEL
**SUBDIVISION COMPLETENESS
CERTIFICATION FORM**




Requirement Data		To Be Completed by the Applicant	Waived by the Town
	changes are proposed; the natural flow of surface drainage and the final disposal of surface waters; slopes of banks of all watercourses, if defined, and boundaries of floodplains; specifications, locations, profiles and detailed cross sections of the proposed storm drains, including all inlets and size of the drainage area of the streets, including grades and all other improvements.		
9	Final copy of the homeowners' association documents, if applicable.	<input type="checkbox"/>	<input type="checkbox"/>
10	Deeds for land to be dedicated for road widening, recreation or other purposes.	<input type="checkbox"/>	<input type="checkbox"/>
11	Erosion control standards.	<input type="checkbox"/>	<input type="checkbox"/>
12	A stormwater pollution prevention plan (SWPPP) consistent with the requirements of Article X of Chapter 156 of the Code of the Town of Carmel and with the terms of preliminary plan approval.	<input type="checkbox"/>	<input type="checkbox"/>

Applicants Certification (to be completed by the licensed professional preparing the subdivision plan:

I Paul M. Lynch hereby certify that the site plan to which I have attached my seal and signature, meets all of the requirements of §156-61B of the Town of Carmel Zoning Ordinance:



Signature - Applicant



Signature - Owner

9/30/21
Date

9/30/21
Date





TOWN OF CARMEL
**SUBDIVISION COMPLETENESS
CERTIFICATION FORM**



Town Certification (to be completed by the Town)

I _____ hereby confirm that the site plan meets all of the requirements of §156-61B of the Town of Carmel Zoning Ordinance:

Rose Gronlutta
Signature - Planning Board Secretary

10/12/21
Date

[Signature]
Signature - Town Engineer

10/8/2021
Date

Short Environmental Assessment Form

Part 1 - Project Information

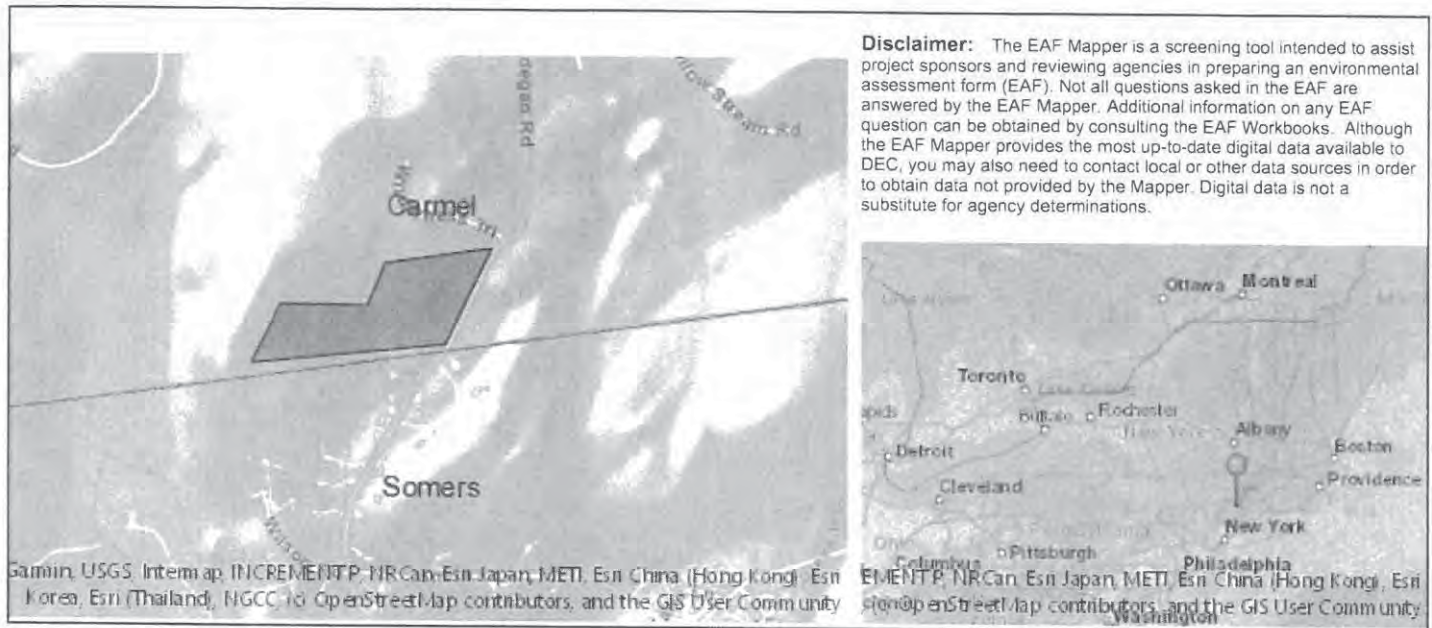
Instructions for Completing

Part 1 – Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

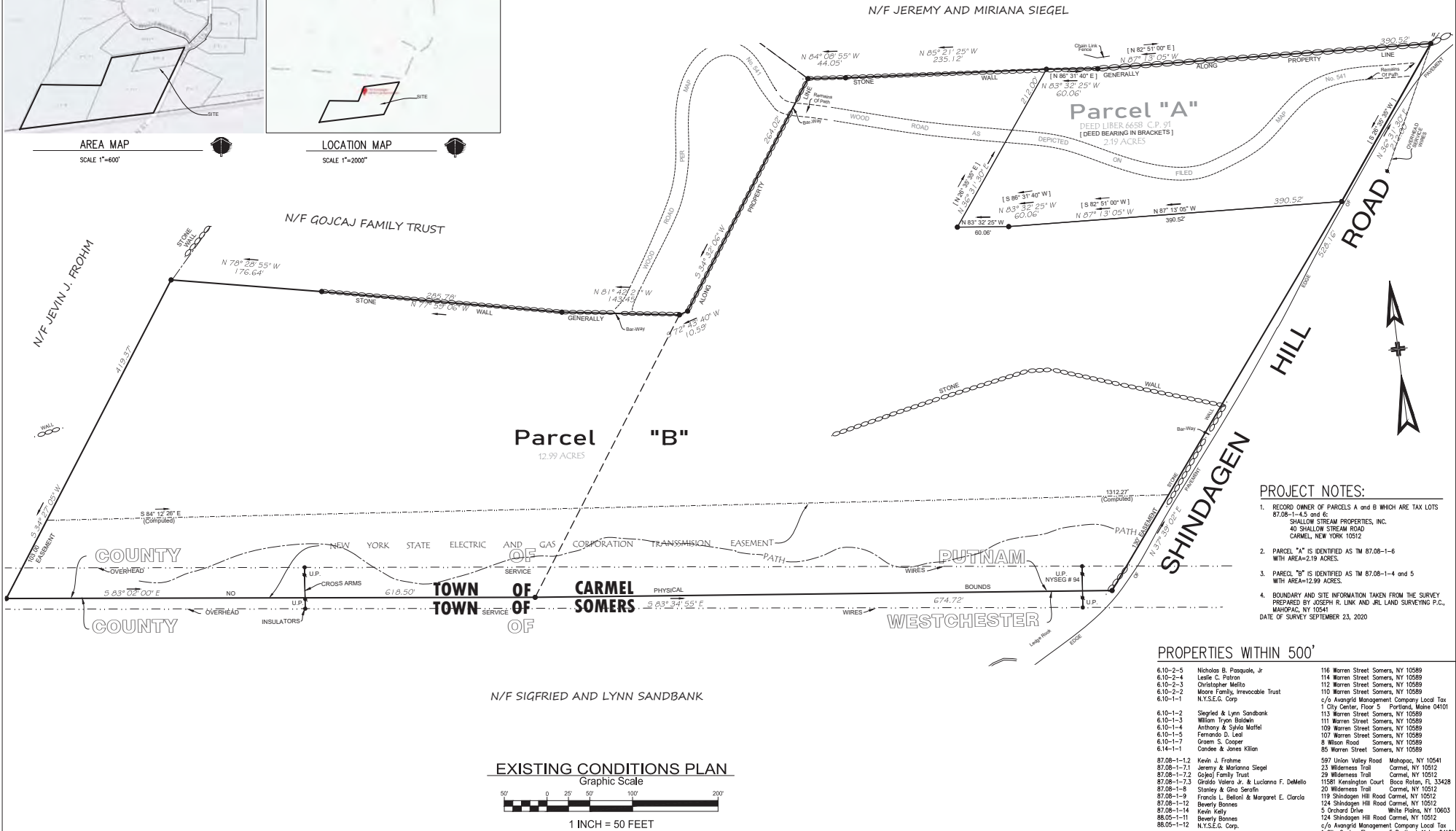
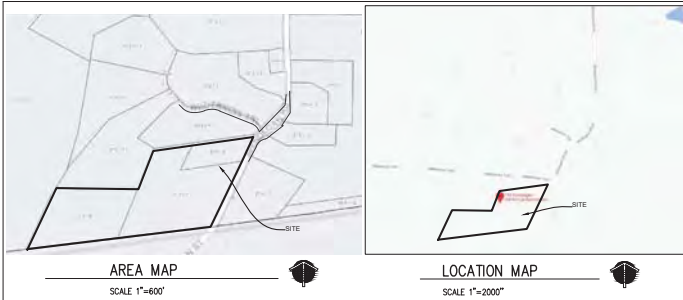
Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.


Part 1 – Project and Sponsor Information			
Name of Action or Project: Shallow Stream Properties Lot Line Adjustment			
Project Location (describe, and attach a location map): 145 and 153 Shindagen Hill Road			
Brief Description of Proposed Action: To adjust the lot line that exists separating Parcels A and B. Existing Parcel B does not meet current zoning requirements and the lot line change will allow for Parcel B to meet code.			
Name of Applicant or Sponsor: Shallow Stream Properties, Inc		Telephone: 914 714 8304	
		E-Mail: shallowstreamproperties@gmail.com	
Address: 40 Shallow Stream Road			
City/PO: Carmel		State: N.Y	Zip Code: 10512
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.			NO <input type="checkbox"/> YES <input checked="" type="checkbox"/>
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval:			NO <input type="checkbox"/> YES <input checked="" type="checkbox"/>
3. a. Total acreage of the site of the proposed action?		15.18 acres	
b. Total acreage to be physically disturbed?		0 acres	
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor?		15.18 acres	
4. Check all land uses that occur on, are adjoining or near the proposed action:			
5. <input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural (non-agriculture) <input type="checkbox"/> Industrial <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Residential (suburban)			
<input checked="" type="checkbox"/> Forest <input type="checkbox"/> Agriculture <input type="checkbox"/> Aquatic <input type="checkbox"/> Other(Specify):			
<input type="checkbox"/> Parkland			

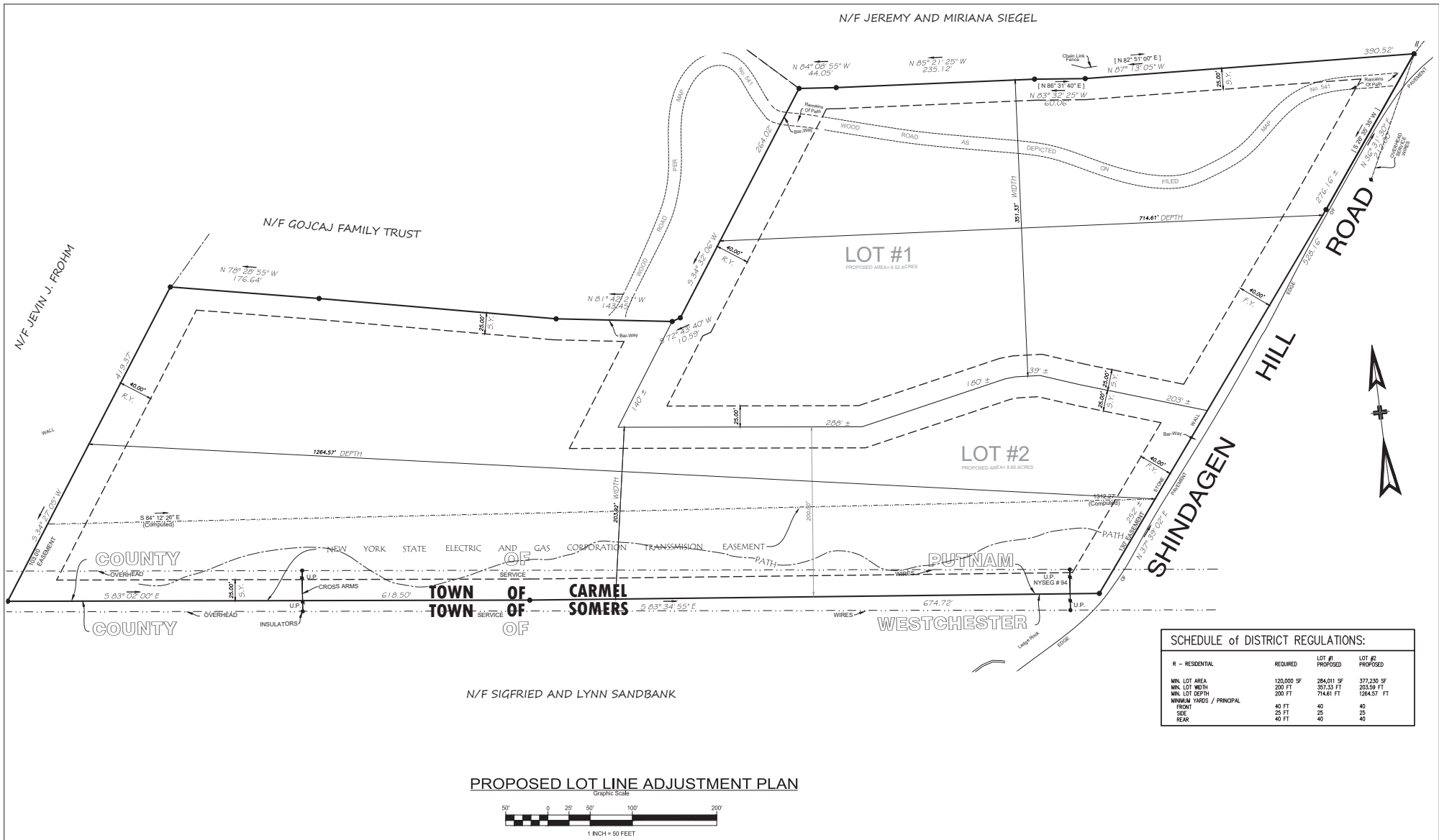
5. Is the proposed action,	NO	YES	N/A
a. A permitted use under the zoning regulations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Consistent with the adopted comprehensive plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	NO	YES	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area?	NO	YES	
If Yes, identify: _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	NO	YES	
b. Are public transportation services available at or near the site of the proposed action?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9. Does the proposed action meet or exceed the state energy code requirements?	NO	YES	
If the proposed action will exceed requirements, describe design features and technologies: _____ _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Will the proposed action connect to an existing public/private water supply?	NO	YES	
If No, describe method for providing potable water: _____ On site well will have to be drilled	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. Will the proposed action connect to existing wastewater utilities?	NO	YES	
If No, describe method for providing wastewater treatment: _____ On site subsurface sanitary treatment system will be required	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places?	NO	YES	
	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?	NO	YES	
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ _____ _____			



Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	No
Part 1 / Question 12b [Archeological Sites]	Yes
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
Part 1 / Question 15 [Threatened or Endangered Animal]	Yes
Part 1 / Question 15 [Threatened or Endangered Animal - Name]	Northern Long-eared Bat
Part 1 / Question 16 [100 Year Flood Plain]	No
Part 1 / Question 20 [Remediation Site]	No

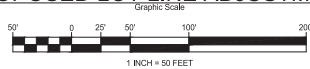


 ENGINEERS - ARCHITECTS	4 OLD ROUTE 6, BREWSTER, NEW YORK 10509 (845) 279-6789 FAX (845) 279-6769 © PUTNAM ENGINEERING P.C. 2021	PURSUANT TO NEW YORK STATE EDUCATION LAW, ARTICLE 140, SECTION 2000 SUBDIVISION 2, IT IS A VIOLATION OF THIS LAW FOR ANY PERSON UNLESS HE IS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER AN ITEM IN ANY WAY, IF AN ITEM BEARING THE SEAL OF AN ENGINEER IS ALTERED, THE ALTERING ENGINEER SHALL AFFIX TO THE ITEM HIS SEAL AND THE NOTATION "ALTERED BY" FOLLOWED BY HIS SIGNATURE AND THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION."	REVISIONS	PROJECT	PLAN PREPARED FOR: SHALLOW STREAM PROPERTIES, INC. FOR LANDS LOCATED AT: 145 AND 153 SHINDAGEN HILL ROAD, CARMEL, NY 10512 TOWN OF CARMEL PUTNAM COUNTY, NEW YORK TM 87.08 BLOCK 1, LOT 4, 5, and 6	DATE 1 OCT 2021 PROJECT MANAGER PML DRAWN BY PML CHECKED BY PML SCALE AS NOTED	DRAWING EXISTING CONDITIONS PLAN	PROJECT NUMBER 8399 DRAWING NUMBER S-1
			NO. DATE DESCRIPTION					



SCHEDULE of DISTRICT REGULATIONS:				
R - RESIDENTIAL	REQUIRED	LOT #1 PROPOSED	LOT #2 PROPOSED	
MIN. LOT AREA	120,000 SF	284,011 SF	372,230 SF	
MIN. LOT WIDTH	200 FT	307.55 FT	203.59 FT	
MIN. LOT DEPTH	200 FT	714.61 FT	1384.57 FT	
MINIMUM YARDS / PRINCIPAL				
FRONT	40 FT	40	40	
SIDE	25 FT	25	25	
REAR	40 FT	40	40	

PROPOSED LOT LINE ADJUSTMENT PLAN



PUTNAM ENGINEERING, P.C.
ENGINEERS - ARCHITECTS
4 OLD ROUTE 6, BREWSTER, NEW YORK 10509
(845) 279-6789 FAX (845) 279-6769
PUTNAM ENGINEERING PLLC 2021

PURSUANT TO NEW YORK STATE EDUCATION LAW, ARTICLE 145, SECTION 7209 SUBDIVISION 2, IT IS A VIOLATION OF THIS LAW FOR ANY PERSON UNLESS HE IS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER AN ITEM IN ANY WAY, IF AN ITEM BEARING THE SEAL OF AN ENGINEER IS ALTERED BY FOLLOWING THE ALTERING ENGINEER SHALL AFFIX TO THE ITEM HIS SEAL AND THE NOTATION "ALTERED BY" FOLLOWED BY HIS SIGNATURE AND THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

REVISIONS			DESCRIPTION
NO.	DATE		

PROJECT
PLAN PREPARED FOR:
SHALLOW STREAM PROPERTIES, INC.
FOR LANDS LOCATED AT:
145 AND 153 SHINDAGEN HILL ROAD, CARMEL, NY 10512
TOWN OF CARMEL
PUTNAM COUNTY, NEW YORK
T.M. 87.08 BLOCK 1, LOT 4, 5, and 6

DATE
1 OCT 2021
PROJECT MANAGER
DRAWN BY
CHECKED BY
SCALE
AS NOTED

DRAWING
PROPOSED LOT LINE
ADJUSTMENT PLAN

PROJECT NUMBER
8399
DRAWING NUMBER
S-2
SHEET 2 OF 2



Help Us to Help Them

October 12, 2021

Dear Chairman Paepre and Members of the Town of Carmel Planning Board,

The Putnam Humane Society recently purchased a 1.026 parcel of vacant land directly across the street from the shelter for the shelter dogs to have grass to be walked on. The shelter is built on asphalt without any grass area for the dogs. They only had the shoulder of the road to be walked on which is not safe with all the passing cars and trucks. Many going way above the spend limit. This has been an ongoing problem that both the Supervisor and Police Chief have been addressing. For safety and enrichment for the dogs, we would like to have a 6-foot black chain link fence installed on the property by Duke Fencing. Joe Duke has outlined out measurements on the copy of the survey, along with two pictures of the fencing. The property sits above the road. The fence will be forty feet back from the hedgerow. There will be one double gate for the dogs to enter and exit through. The property will be used during the hours the shelter is open. Shelter hours are from 8:00-4:30 every day. Trespassing signs will be posted on the fence, and the gate will be locked when the shelter is closed. Only a few dogs will be on the property at one time. They will always be with staff, and on a leash. They will never be left unattended. A garbage can for waste is now on the property. Staff cleans up after the dogs, and the garbage bag with the waste is removed by staff at the end of the day and disposed of in the shelter's dumpster.

Having the property for the dogs has been wonderful. They love to walk and roll around on the grass. Enrichment is a big part of what we do for the dogs, and to see them finally be able to relax and walk on the property instead of the road with cars speeding by is really a great feeling. The shelter is home for the dogs until they are adopted. To be able to improve their lives while they wait is what we work hard to do. We hope we will be able to have the fence installed before the Winter if approved.

Please contact me with any questions or if additional information is needed.

Thank You,

Michele Dugan

PHS President and Shelter Director

Michелеmdugan@gmail.com

914-329-6067



PLANNING BOARD
Town of Carmel - Town Hall
Mahopac, NY 10541
(845) 628-1500

WAIVER OF SITE PLAN APPLICATION

To: Town of Carmel Planning Board

I would like to request a waiver of the site plan requirements in connection with a change of use on the property located at:

71 Old Route 6, Carmel, N.Y. 10512

Tax Map # 55.11-1-21 in the Commercial Zone.

For the following reasons: _____

I do not plan to make any exterior changes to the building.

My proposed use of the site is walk shelter dogs on the grass

The present use of the site is Vacant Land

I will employ 0 people (number).

There is (is not) a loading dock to receive my supplies.

Signs will conform to the code.

Special Comments We purchased the property to have a safer place for the dogs to be walked & to have grass to walk on. All the shelter sits on is asphalt.

* See last 2 pages w/ pictures *

In support of my request, I have attached the following:

Requirements: 5 copies of this waiver request. ✓
5 copies of a floor layout drawn to scale N/A. * Survey w/ fence layout attached
5 copies of a parking layout drawn to scale on your survey. N/A
5 copies of a location map. ✓

Michele Dyer for Putnam Humane Society, 68 Old Rt. 6, Carmel, NY 10512
Print Applicant's Name, Address & Telephone Number

Michele Dyer 10/9/2021
Applicant's Signature & Date



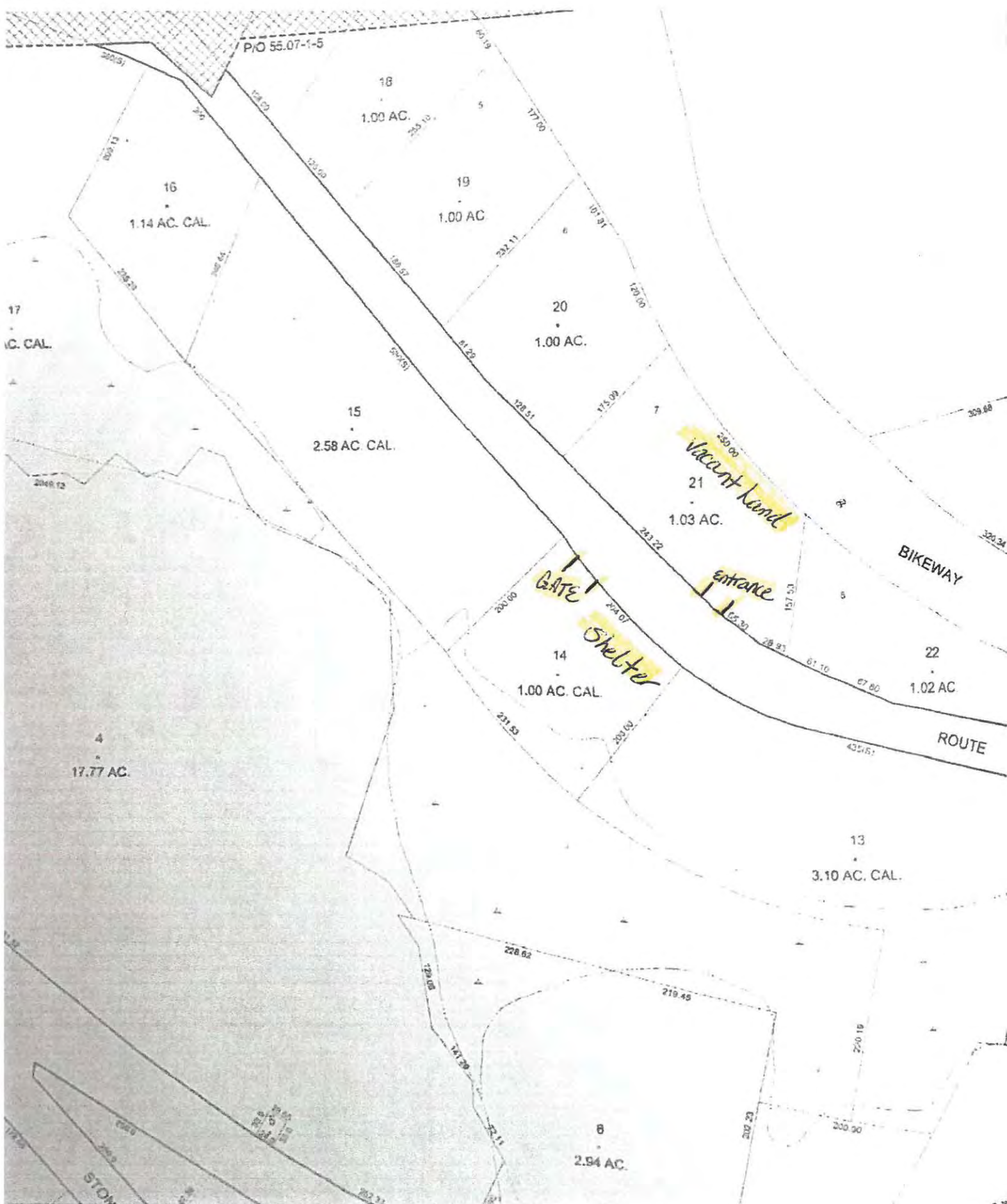
Location Map- 5 copies are attached

Lot 41- Putnam Humane Society

Lot 21- Vacant Land

The double gate the staff walks the dogs through to leave the shelter is marked on the map. Staff takes each dog through the gate, crosses the road, and turns right to reach the entrance to the property. Entrance is marked.







Five copies of the property survey showing where the fence will be located on the property and the fence measurements.

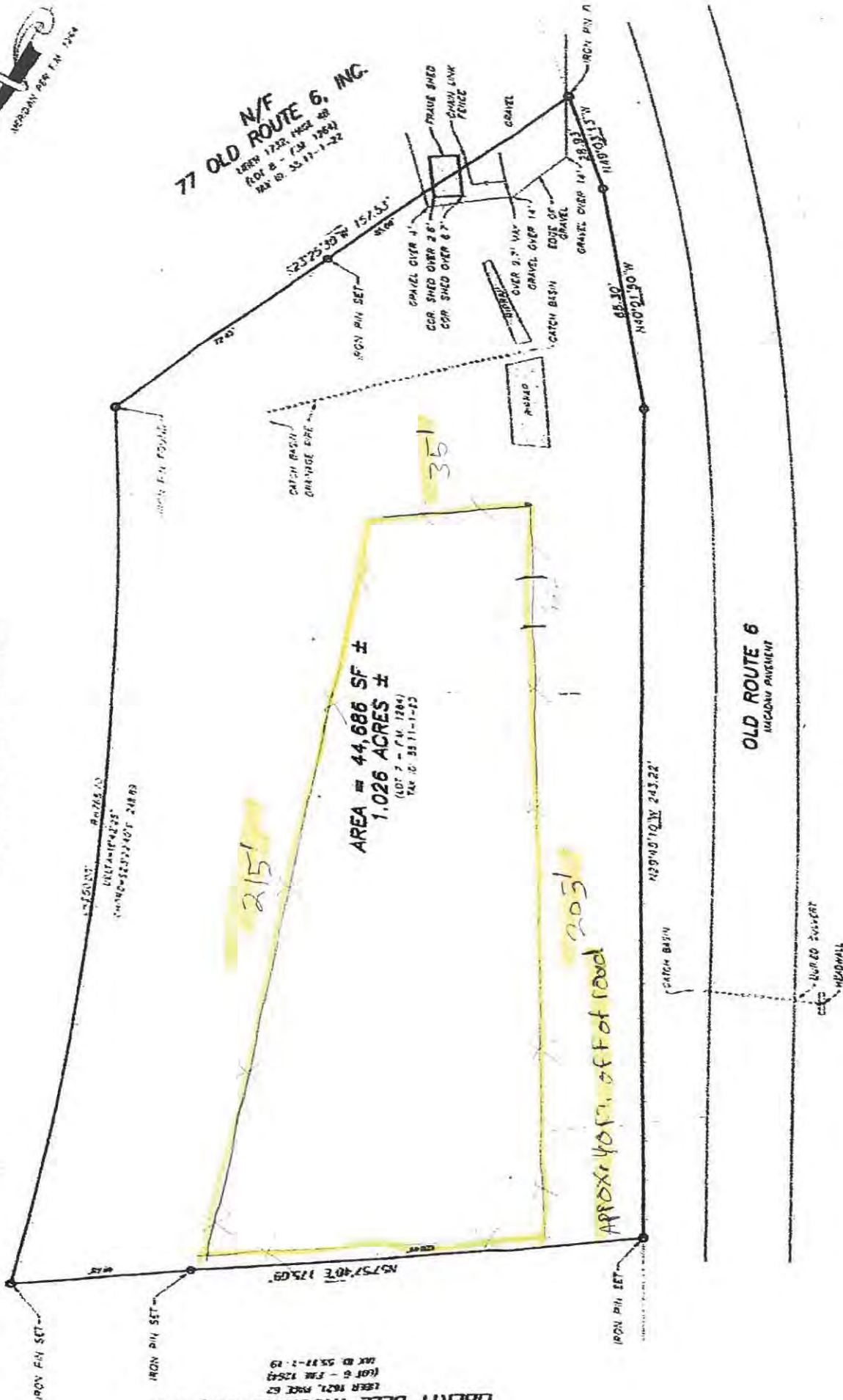
Two photos of the type of chain link fencing we would have installed.



6FT, high All black chain link



PUTNAM COUNTY BIKEWAY



N/F
LIBERTY BELL TRUCKING CO., INC.
LEASER 1621, PAGE 62
LOT 6 - F.M. 1284
TAX ID: 55-11-1-12

N/F
77 OLD ROUTE 6, INC.
LEASER 1722, PAGE 48
LOT 8 - F.M. 1284
TAX ID: 55-11-1-22

OLD ROUTE 6
MICHIGAN AVENUE

SURVEYOR'S SEAL



NOTES: 1. THE SURVEY WAS MADE IN ACCORDANCE WITH THE
LAW OF THE STATE OF NEW YORK, CHAPTER 100, SECTION 100-1
AND 100-2, AND THE RULES AND REGULATIONS OF THE
OFFICE OF THE SURVEYOR GENERAL, DEPARTMENT OF STATE,
ALBANY, NEW YORK.

SURVEY OF PROPERTY
PREPARED FOR
PUTNAM COUNTY HUMANE SOCIETY

LOT NO. 7

200-1000, PLOT OF LAND, PUTNAM COUNTY, NEW YORK
FILED MAP NO. 1164, FILED 8/24/1971

REVISIONS

DATE	DESCRIPTION

THE SURVEYOR OF THE STATE OF NEW YORK, DEPARTMENT OF STATE, OFFICE OF THE SURVEYOR GENERAL, ALBANY, NEW YORK, HAS REVIEWED THE SURVEY AND CERTIFICATE OF THE SURVEYOR AND HAS DETERMINED THAT THE SURVEY WAS MADE IN ACCORDANCE WITH THE LAW OF THE STATE OF NEW YORK, CHAPTER 100, SECTION 100-1 AND 100-2, AND THE RULES AND REGULATIONS OF THE OFFICE OF THE SURVEYOR GENERAL, DEPARTMENT OF STATE, ALBANY, NEW YORK.





Five copies of a picture of staff walking dogs on the shoulder of the road.





*Staff walking dogs on the
Shoulder of the road*



Five copies of a picture of staff walking dogs on the property.





STAFF Walking dogs
on the property