

4.0 ALTERNATIVES

The New York State Environmental Quality Review Act (SEQRA) calls for a description and evaluation of reasonable alternatives to the proposed action that are feasible, considering the objectives and capabilities of the project sponsor. The proposed project is presented in detail in the Project Description of this document and assessed in detail in the various sections of this report. Following is an assessment of alternatives to the proposed action that were included in the Lead Agency's adopted scope.

4.1 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 site would remain in its current undeveloped and underutilized state. A summary of impacts of this alternative, as compared to the proposed action, is presented below.

Land Use, Zoning, and Public Policy: With no improvements to the site under the No Action Alternative and no construction associated with the proposed project, the project site would remain vacant, with no resulting land use impacts. The vacant DPW building present on the project site would remain. The creation of senior housing in an area where there is a demand for such housing would not be realized. Proposed commercial and public uses would also not be constructed on the site. This area and Putnam County in general would continue to be severely underserved by hotels, conference centers and banquet halls without the construction of the proposed hotel with banquet hall and conference facilities on the Gateway Summit portion of the site.

Traffic: The No Action Alternative would not alter the traffic patterns that occur presently in the site area. No additional traffic would be generated by the site and no impacts to traffic would result.

Community Resources: With the project site remaining vacant, there would be no impacts to community services, and no significant increases in municipal property tax revenues generated by the project site to fund community services.

Water/Natural Resources/Vegetation & Wildlife: Under the No Action Alternative, the disturbance or removal of on-site vegetation and the introduction of buildings and associated infrastructure on the site would not occur. Wetland buffer area on the subject site would not be disturbed. The site would provide more habitat and cover for local wildlife than under conditions with the proposed action.

Demographics/Fiscal Conditions: Under the No Action Alternative there would be no population growth attributed to the development of the subject site, and no net fiscal costs or benefits to the Town or school district in terms of tax revenues.

Noise: Existing ambient noise levels at the site would remain unchanged in the No Action Alternative.

Air Quality: The No Action Alternative would result in no changes to air quality in the vicinity of the project site.

Visual Resources: There would be no change to the visual environment as a result of this alternative. The site would remain vacant and largely unchanged.

Construction: Under this alternative, short term impacts associated with construction, including construction traffic and construction-generated noise, would not occur.

Given the viability of this site for development under the existing zoning regulations of the Town, as demonstrated by this project proposal, the No Action Alternative, or the continuation of the vacant state of the project site, is not a likely alternative. It should be noted that with the proposed development plan, a substantial amount of land would remain as undeveloped open space.

4.2 Alternative 1: Reduced Environmental Impact Alternative for 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 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 applicant 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 currently 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 proposed action in terms of impacts to community services, and socioeconomic conditions, including lower levels of fiscal benefits. Following is a table listing the proposed uses under Alternative 1 on each of the Gateway Summit lots that would be created.

Table 4-1 Alternative 1 Proposed Uses		
Lot	Proposed Use	Size/Features
1	Retail (such as a Furniture Store)	60,120 SF
2	Restaurant	6,000 SF
3	Retail (such as an Office Supply Superstore)	45,000 SF

SOURCE: Putnam Engineering, PLLC.

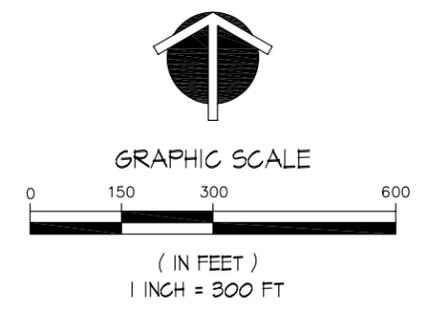
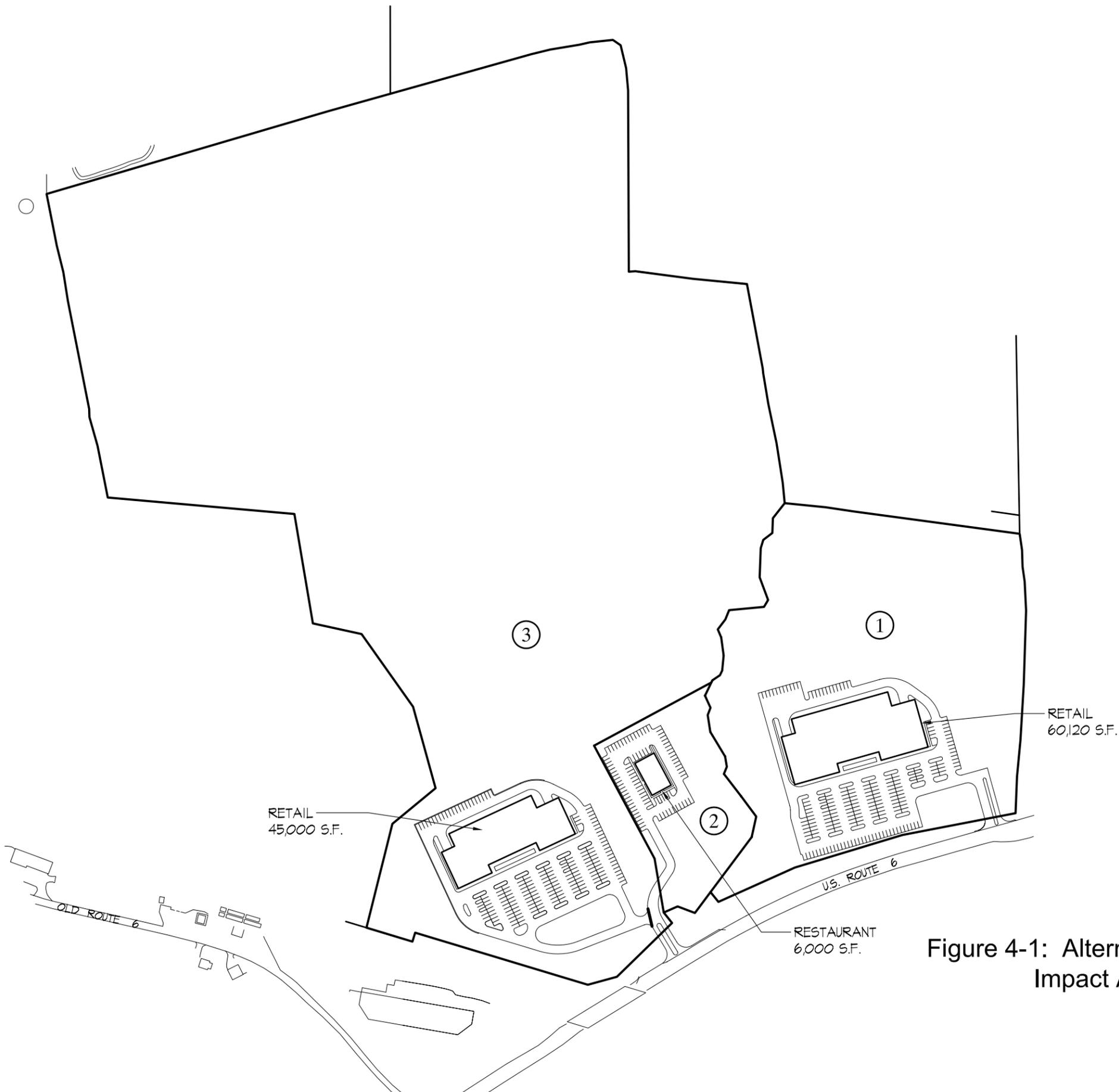


Figure 4-1: Alternate No. 1 - Reduced Environmental Impact Alternative for Gateway Summit Site

Gateway Summit/The Fairways
 Town of Carmel, Putnam County, New York
 Source: Putnam Engineering, PLLC, Revised 09-27-04
 Scale: 1 inch = 300 feet



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JS: 02136 Gateway Summit\Fig 4-1 Alt 1-Reduced Env Impact.dwg

A summary of the anticipated impacts of this alternative as compared to the proposed action is presented below.

Land Use, Zoning and Public Policy: Overall, development of this alternative would result in less construction disturbance and associated impacts to woods and steep slopes, reducing the overall amount of disturbance by nearly two-thirds (reduced to 20.2 acres). Disturbance to steep slopes greater than 15 percent would total only 8.4 acres under Alternative 1. Only 11.5 acres of woodlands would be disturbed, or less than one quarter of the amount of woodland disturbance under the proposed action.

While the upland portions of the site would be preserved and overall construction impacts of this alternative would be lower than the proposed project, land use effects on Route 6 would be slightly greater than under the proposed action. The approximately 105,000 square feet of retail space would increase the built density of the Route 6 frontage of the site and would add more traffic at the southern portion of the site.

Alternative 1 would not provide several key benefits of the proposed action related to established policies of the Town of Carmel, as stated in the recent draft Comprehensive Plan update. No civic use would be established at the site (YMCA). Additional senior housing would also not be realized. In addition, Alternative 1 would not result in the construction of a much needed hotel with banquet hall and conference facilities on the Gateway Summit site. The Town of Carmel would continue to be underserved in terms of lodgings and venues for events.

Traffic: Traffic would decrease with the lower amount of development under Alternative 1. Alternative 1 would generate the least amount of traffic of the build alternatives examined. No emergency access connection would be provided to The Fairways site from Gateway Summit.

Community Resources: As this alternative involves no residential development, resulting increases in the utilization of community services would be lower than under the proposed action. The benefits to community resources of the proposed YMCA would not be realized with Alternative 1 and there would be no dedicated open space.

Water/Natural Resources/Vegetation & Wildlife: There would be less tree clearing required under this alternative, and less impact to steep slopes, upland woods and upland fields, preserving greater amounts of wildlife habitat. There would be no impacts to wetlands or wetland buffer areas. Alternative 1 includes just over one third of the amount of impervious surfaces (9.1 acres) than the proposed action (24.5 acres).

Demographics/Fiscal Conditions: There would be no population growth attributed to the development of the subject site under this alternative compared to the proposed action due to the elimination of the proposed senior housing. The projected fiscal benefits to both the Town of Carmel, Putnam County, the school district and other taxing districts would be a fraction of the amount generated under the proposed action. The construction-related jobs and increases in long-term jobs associated with this alternative plan would be also be lower. Besides the direct property revenues that would not be realized without the construction of the senior housing, potential secondary benefits related to area spending by future site residents would not occur.

Noise: Ambient noise levels at the upper portions of the site that would be preserved as open space under Alternative 1 would be lower than those associated with the proposed project. With higher levels of traffic accessing increased commercial development on the Route 6 portion of the site, traffic noise levels would be slightly greater near Route 6. At the southwestern corner of the site, noise associated with the operations of an office supply superstore under Alternative 1 would replace noise generated by the operations of an auto dealership under the proposed action.

Air Quality: Overall, impacts to air quality would be slightly lower than with the proposed action, with less traffic associated with the lower amount of development.

Visual Resources: Both the proposed action and Alternative 1 include a restaurant facing Route 6. However, Alternative 1 replaces the hotel and auto dealership with larger retail uses, including a 60,120-square foot furniture store and a separate retail building of 45,000 square feet. This change would result in views of more intensive development for motorists and others viewing the site from Route 6. The amount of development facing Route 6 under Alternative 1 would increase, with the furniture store having a relatively larger building width. The elimination of proposed development on the upper portions of the Gateway Summit site would reduce visual impacts to some degree. Surrounding areas have limited visibility of this portion of the site due to the nature of the topography and the intervening ridge located between the site and residential streets to the north. Overall, there would be slightly greater impacts to views of the site from Route 6 under Alternative 1 than under the proposed action.

Construction: There would be less short-term construction effects compared to the proposed action due to the decrease in total construction disturbance.

4.3 Alternative 2: Alternative Road Configuration Alternative for Gateway Summit Site

Alternative 2 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. Besides increased impacts from grading and impacts to steep slopes, this alternative is less desirable from a traffic operations standpoint. The main entrance would be in closer proximity to the Route 6/Old Route 6 intersection that has been recently signalized, and its intersection with Route 6 near an existing bridge would also be problematical given the physical constraints on expansion of that 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 in the 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. Following is a table listing the proposed uses under Alternative 2 on each of the Gateway Summit lots that would be created for this alternative.

HOTEL, 250 ROOMS
with FULL CONFERENCE CENTER
and SPA

EMERGENCY ACCESS ONLY

ASSISTED LIVING/SENIOR HOUSING
48 APARTMENTS

ASSISTED LIVING/SENIOR HOUSING
50 APARTMENTS

YMCA
2 STORIES
45,000 S.F. 1ST FLR.
23,000 S.F. 2ND FLR.

OFFICE
1 STORY
6,000 S.F.

RESTAURANT
1 STORY
6,400 S.F.

RESTAURANT
1 STORY
6,400 S.F.

TWO RETAIL BUILDINGS
1 STORY
12,500 S.F. TOTAL

OFFICE
1 STORY
6,400 S.F.

RETAIL
60,300 S.F.

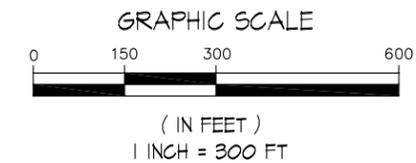


Figure 4-2: Alternate No. 2
Alternate Road Alignment Plan
Gateway Summit/The Fairways
Town of Carmel, Putnam County, New York
Source: Putnam Engineering, PLLC, Revised 08-25-04
Scale: 1 inch = 300 feet

Table 4-2 Alternative 2 Proposed Uses		
Lot	Proposed Use	Size/Features
1	Retail	72,500 SF
2	Restaurant	6,400 SF
3	Office	6,000 SF
4	Hotel with full Conference Center and Spa	250 Rooms
5	Assisted Living or Senior Housing	50 Apartments
6	Assisted Living or Senior Housing	48 Apartments
7	YMCA	68,000 SF
8	Restaurant	6,400 SF
9	Retail	60,300 SF
10	Office	6,400 SF
SOURCE: Putnam Engineering, PLLC.		

A summary of anticipated impacts of this alternative as compared to the proposed action is presented below.

Land Use, Zoning and Public Policy: Development of this alternative would result in a similar overall amount of site disturbance (73.6 acres) but greater associated impacts to woods and steep slopes. The resulting 41.6 acres of disturbance to slopes with grades in excess of 15 percent would be greater than under the proposed action, with only 38.6 acres. The site would be developed more intensively, including its larger (250-room) hotel, which would have a conference center and spa.

There would be greater impacts to zoning under this alternative, with a zoning variance required to construct the alternative roadway. The roadway would have a centerline radius of 100 feet at one point in the center of the site versus the required 200 feet. The alternative roadway was designed to avoid steep slopes to the maximum extent practicable.

Traffic: With considerably more development, Alternative 2 would generate over three times as much traffic as the proposed action in the p.m. peak hour. A large amount of this increase results from the increase in retail uses facing Route 6 on Lots 1 and 9 under this alternative. The increase in retail would also generate more truck traffic in comparison to the proposed action. Additional traffic mitigation measures would be required, possibly including an additional traffic light, subject to the positive findings of a warrant analysis. With the major access point of this alternative being located in closer proximity to the bridge on Route 6 to the west of the Gateway Summit site, this alternative would be difficult to construct until the planned replacement of that bridge occurs.

Community Resources: With this alternative's increase in Assisted Living or Senior Housing units being offset by its replacement of the 143-unit Senior Housing complex with a

hotel, there would be less impact to community services related to human services than the under the proposed action. Police, ambulance and fire protection services would increase with the greater amount of overall development proposed.

Water/Natural Resources/Vegetation & Wildlife: There would be more tree clearing required under this alternative, and increased woodland disturbance (62.2 acres) compared to the proposed subdivision (61.6 acres), resulting in greater loss of habitat on the Gateway Summit site. Impervious surfaces would cover more area under Alternative 2 (25.6 acres) than under the proposed action (24.5 acres). As mentioned above, total disturbance to slopes over 15 percent would increase.

Demographics/Fiscal Conditions: There would be less population growth attributed to the development of the subject site under this alternative compared to the proposed action due to the lower number of senior housing units proposed. The projected fiscal benefits to both the Town of Carmel and Putnam County would be nearly 22 percent greater than under the proposed action, while revenues to the school district would be slightly lower. The level of construction jobs and increases in long-term jobs associated with this alternative plan would be similar or slightly greater than under the proposed action. With a larger hotel than under the proposed action, potential secondary benefits related to area spending by hotel guests would increase.

Noise: The ambient noise levels at the site would be greater at Route 6 than with the proposed action due to added retail uses and the increases in traffic that they would generate.

Air Quality: Impacts to air quality would be greater than with the proposed action. Traffic generated by the increase in commercial development at Route 6 in particular would generate increased emissions in comparison to the proposed action, which includes a mix of retail and hotel uses along the Route 6 frontage of the Gateway Summit site.

Visual Resources: Views into the site from Route 6 under Alternative 2 would include increased views of stores and parking lots in comparison to the proposed action, which includes hotel use and public uses as well as retail on the Route 6 frontage. Development in the interior and upper portions of the site, some of which would be more intensive than under the proposed action, would not have significant visual effects on surrounding areas due to the effects of the site's topography, which largely blocks views from Route 6 and other surrounding roads. With the primary site entrance centrally located on the site frontage, visual exposure from Route 6 to buildings such as the YMCA would be increased. However, the lesser amount of tree clearing and grading for the upper hotel under this alternative would visually buffer development on that lot to a greater extent than the senior housing proposed in that location under the proposed action.

Construction: There would be more short-term construction effects compared to the proposed action due to the increase in total construction disturbance.

4.3A Through Road Alternative

The applicant has discussed a through road alternative in the project description of this DEIS 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 applicant is willing to provide such a connection.

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, as it is not consistent with the objectives of the applicant, 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 applicant, 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.

4.4 Alternative 3: Maximum Buildout Plan for Gateway Summit Site

Alternative 3 entails the maximum buildout 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. Following is a table listing

HOTEL, 250 ROOMS
with FULL CONFERENCE CENTER
and SPA

EMERGENCY ACCESS ONLY

ASSISTED LIVING or SENIOR HOUSING
44 APARTMENTS

OFFICE
2 STORIES
8,000 S.F.

YMCA
2 STORIES
45,000 S.F. 1ST FLR.
23,000 S.F. 2ND FLR.

RESTAURANT
1 STORY
12,800 S.F.

OFFICE
1 STORY
10,000 S.F.

SENIOR
HOUSING
112 UNITS

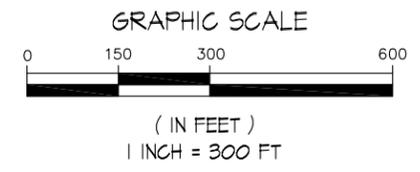
OFFICE
1 STORY
15,400 S.F.

OFFICE
2 STORY
10,000 S.F.

HOTEL, 3 STORIES,
150 ROOMS with 1 STORY
12,000 S.F. BANQUET and
CONFERENCE CENTER

RETAIL
1 STORY
60,120 S.F.

RESTAURANT
1 STORY
7,000 S.F.



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**Figure 4-3: Alternate No. 3
Maximum Buildout Plan**
Gateway Summit/The Fairways
Town of Carmel, Putnam County, New York
Source: Putnam Engineering, PLLC, Revised 08-25-04
Scale: 1 inch = 300 feet

the proposed uses under Alternative 3 on each of the Gateway Summit lots that would be created.

Table 4-3 Alternative 3 Proposed Uses		
Lot	Proposed Use	Size/Features
1	Furniture Store	60,120 SF
2	Restaurant	7,000 SF
3	Hotel	150 rooms with Banquet and Conference Center
4	Senior Housing	112 units
5	Hotel	250 rooms with full Conference Center and Spa
6	Assisted Living or Senior Housing	44 Apartments
7	Office	5,000 SF
8	YMCA	68,000 SF
9	Office	15,400 SF
10	Restaurant	12,800 SF
11	Office	10,000 SF
12	Retail	10,000 SF

SOURCE: Putnam Engineering, PLLC.

A summary of the anticipated impacts of this alternative as compared to the proposed action is presented below.

Land Use, Zoning and Public Policy: 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.

Traffic: Alternative 3 would result in over 50 percent more traffic in the p.m. peak hour than under the proposed action. There would be a greater increase in traffic in the Saturday peak hour.

Community Resources: With a total of 156 senior/assisted living units proposed, this alternative would result in slightly lower impacts to community services than the proposed action, which includes a total of 191 units of senior housing or assisted living or senior housing. Police, ambulance and fire protection services would also increase over the proposed action with the greater amount of commercial development proposed.

Water/Natural Resources/Vegetation & Wildlife: There would be more tree clearing required under this alternative, and increased woodland disturbance (63.7 acres) compared to the proposed subdivision (61.6 acres), resulting in the greatest loss of habitat of the project alternatives. The alternative would result in the creation of the greatest amount of impervious surfaces (26.6 acres) and would also increase the amount of disturbance to wetland buffer area (total of 1.2 acres) by 33 percent in comparison to the proposed action. It would require 0.2 acres of actual wetland disturbance, whereas the proposed action avoids direct impacts to wetland areas.

Demographics/Fiscal Conditions: There would be less population growth attributed to the development of the subject site under this alternative compared to the proposed action due to the lower number of senior housing units proposed. The projected fiscal benefits to both the Town of Carmel and Putnam County would be nearly nine percent lower under Alternative 3, while revenues to the school district would increase by nearly 10 percent. The level of construction jobs and increases in long-term jobs associated with this alternative plan would be greater than under the proposed action.

Noise: The ambient noise levels at the site would be greater at Route 6 than with the proposed action due to the increase in retail use and the increases in traffic that it would generate.

Air Quality: Impacts to air quality would be greater than the proposed action during the p.m. peak hour and greater during the Saturday peak hour under Alternative 3.

Visual Resources: Views into the site from Route 6 under Alternative 3 would entail views of increased development in comparison to the proposed action. The two-story auto dealership on the western side of the site facing Route 6 would be replaced by a three-story, 150-room hotel with a conference center and banquet hall. The hotel on Lot 1 under the proposed action would be replaced by a large retail use under Alternative 3. Although developed more intensively, the middle and upper portions of the site would only be partly visible from Route 6 due to the site's topography. Views from residential areas to the north would continue to be blocked by the intervening ridge. However, the office buildings and restaurant proposed in the middle portion of the site under Alternative 3 would be less screened by trees given the greater amount of clearing necessary for the Route 6 portion of the project, resulting in slightly greater visual impacts. As with Alternative 2, the lesser amount of tree clearing and grading for the upper hotel under this alternative would visually buffer development on that lot to a greater extent than the senior housing proposed in that location under the proposed action.

Construction: There would be more short-term construction effects compared to the proposed action due to the increase of total construction disturbance.

4.5 Impact Comparisons for Gateway Summit Alternatives

Table 4-4 below summarizes the quantitative impacts associated with the proposed subdivision plan and the alternatives for the Gateway Summit site.

Table 4-4 Gateway Summit Site Alternative Impact Comparisons					
Area of Concern	No Action	Proposed Action	Alternative 1: Reduced Environmental Impact Alternative	Alternative 2: Alternative Road Configuration	Alternative 3: Maximum Buildout Plan
Developed Area					
Residential Units	0	191	0	98	156
Impervious Surfaces (acres)	0.9	24.5	9.1	25.6	26.2
Lawn/ Landscaping (acres)	0	42.8	10.1	48.0	49.7
Water Quality Basins	0	6.3	0.0	0.0	0.0
Open Space Resources (acres)					
Wetlands	1.5	1.5	1.5	1.5	1.3
Woods (uplands)	75.3	13.7	63.8	11.2	11.6
Meadows	12.5	1.4	3.8	2.0	1.4
Natural Resource Impacts (acres)					
Total Construction Disturbance	0	73.6	20.2	73.6	75.7
Total Woodland Disturbance	0	61.6	11.5	62.2	63.7
Wetland Disturbance	0	0.0	0.0	0.0	0.2
Wetland Buffer Disturbance	0	0.9	0.0	0.7	1.2
Disturbance to slopes > 15 percent	0.0	38.6	8.4	41.6	41.9
Community Resources					
Population	0	319	0	127	281
Water Demand/Sewage Flow (gpd)	0	98,690	17,512	101,070	153,042
Revenues to School District	\$15,958.1	\$1,029,246	\$221,897	\$978,434	\$1,301,118
Revenues to County	\$1,417.7	\$111,583	\$19,451	\$91,214	\$122,724
Revenues to Town	\$2,138.5	\$168,319	\$29,340	\$137,593	\$185,124
Traffic					
Traffic Generation ¹ (Total PM Peak Hour Trips/ Total Saturday Peak Hour Trips)	0	514/546	271/365	1403/1811	801/942

Source: Tim Miller Associates, Inc., Putnam Engineering, PLLC.
¹ Includes trips from The Fairways as listed in Proposed Action (see Table 4-5) See Also appendix P for Trip Generation tables.

4.6 Alternative 4: Conventional Subdivision on The Fairways Site

The fourth alternative development scenario includes a conventional single-family residential subdivision on The Fairways site (see Figure 4.-4) with proposed uses on the Gateway Summit site remaining unchanged from the proposed action. This alternative would result in 17 detached single-family homes based on current zoning. Homes would be laid out along a single north-south running roadway ending in two cul de sacs, with access from Kelly Ridge Road.

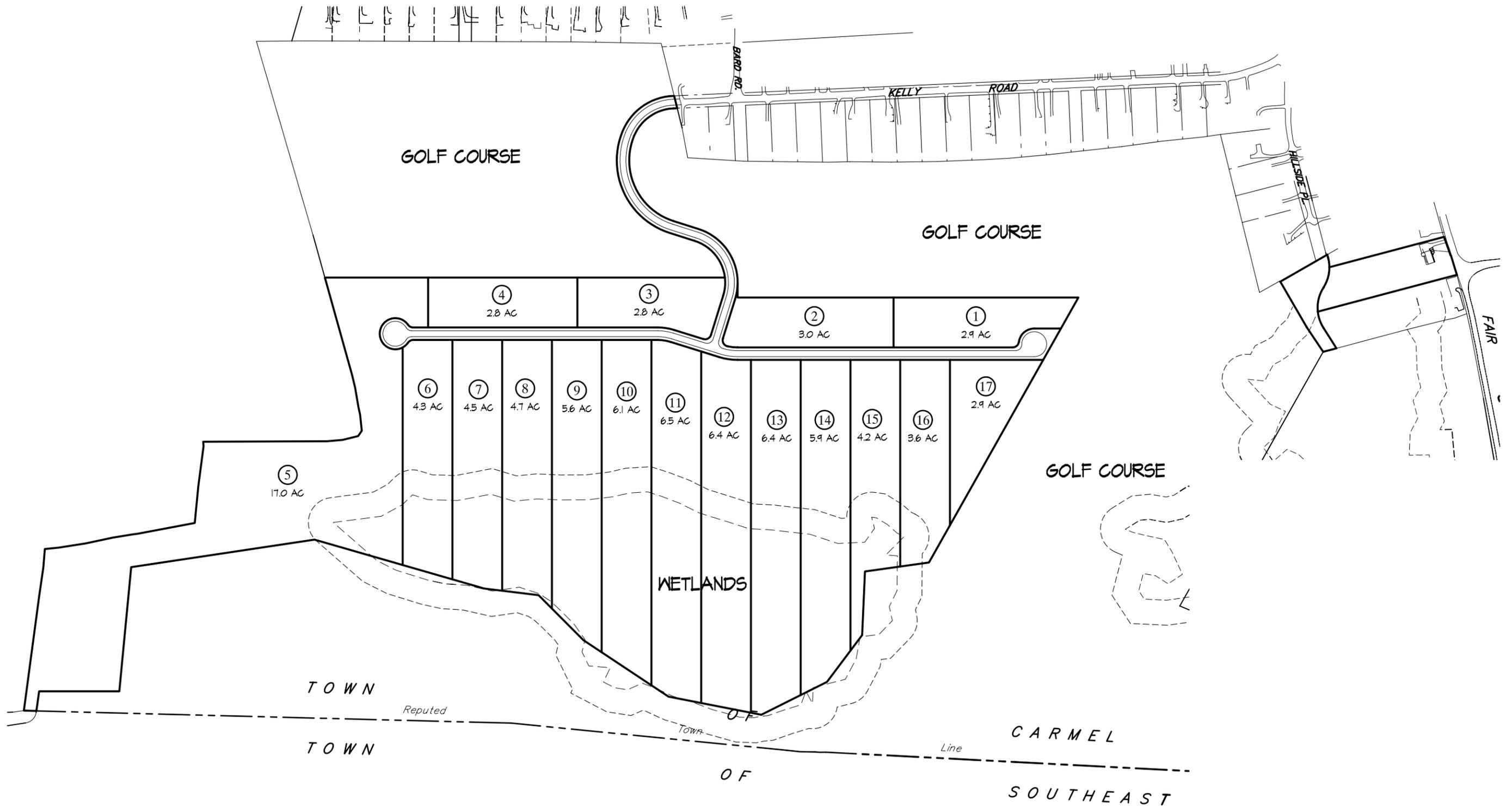
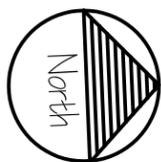


Figure 4-4: Alternate No. 4
 Conventional Subdivision on The Fairways Site

Gateway Summit/The Fairways
 Town of Carmel, Putnam County, New York

Source: Putnam Engineering, P.L.L.C. Revised 09-27-2004

Scale: 1 inch = 400 feet



This large-lot alternative would result in large lot home sites and an increase in preserved open space on the project site in comparison to the proposed action. Lot sizes would range from just under three acres to 17 acres in size. Such development would occur on an as-of-right basis with no requirement for a Special Use Permit.

It should be noted that the level of development resulting from a conventional subdivision on The Fairways site would not be economically feasible 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. 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. A summary of the anticipated impacts of this alternative as compared to the proposed action is presented below.

Land Use, Zoning and Public Policy: As illustrated in Figure 4-4, residential units would be spread over a wider area on The Fairways site under Alternative 4, resulting in a reduced density on the site in comparison to the proposed action. Four lots are located to the west of the on-site roadway, with 12 located to the east, extending over the wetland area, although no construction in the wetland would be expected.

This alternative would comply with applicable existing zoning and subdivision regulations. However, this form of development would not meet Town objectives related to the creation of much needed senior housing. Use of the project site for a conventional residential subdivision would not represent as efficient a use of the project site as the proposed action, which would generate 150 units of senior housing.

Physical impacts of a conventional subdivision would be considerably lower than with the proposed action. The amount of total disturbance would be reduced by 43 percent. The amount of impervious surface created would be reduced to 4.9 acres compared to the 12.8 acres of impervious surfaces resulting from the proposed action.

Traffic: Alternative 4 would be expected to generate approximately half the level of traffic as the proposed action with 22 trips in the a.m. peak hour and 26 trips in the p.m. peak hour. No direct connection to Fair Street would be included. Details of the traffic impacts of this and other alternatives are indicated in Appendix P.

Community Resources: A conventional subdivision would be expected to generate approximately 15 new school age children, increasing demands on the local school district. Overall, development of a conventional subdivision on The Fairways site under Alternative 4 would increase the Town's population by 62 persons, based on standard ULI multiplier rates for four-bedroom single family homes in the Northeast region. This level of development would result in lower demand for community services than the proposed action, aside from impacts to school enrollment.

Water/Natural Resources/Vegetation & Wildlife: There would be less tree clearing required under this alternative on The Fairways site, and less impacts to steep slopes, and upland woods, resulting in lower impacts to wildlife habitat. Impacts to wetlands on The Fairways site would be the same as under the proposed action, with no impacts. There would

be a lower amount of disturbance to woodlands (22.8 acres) under Alternative 4 than with the proposed action (39.2 acres).

Demographics/Fiscal Conditions: With only 17 single family homes constructed at The Fairways site under Alternative 4, resulting revenues to the Town, County and School District would be considerably lower than under the proposed action. Seventeen non-age restricted single family homes would generate approximately one third as much tax revenues for the Town and County as the proposed senior housing. The School District would receive half the level of tax revenues than the proposed action while incurring costs related to a projected 15 new school-age children that would be expected to reside at a conventional subdivision on the project site.¹

Noise: No significant noise impacts would be expected under either the proposed action or Alternative 4.

Air Quality: Impacts to air quality would be similar to the proposed action under Alternative 4.

Visual Resources: The lower density development under Alternative 4 would not result in significant visual impacts to existing homes or nearby public streets. This alternative would result in less disturbance to vegetation and less tree clearing on the western edge of the site than under the proposed action. Less reduction of tree cover would result in lower visual effects for surrounding property owners on Kelly Ridge Road in comparison to the proposed action.

Construction: There would be less construction effects under Alternative 4 compared to the proposed action for The Fairways site due to the decrease in total construction disturbance.

4.7 Alternative 5: Reduced Environmental Impact Alternative For The Fairways Site

The fifth alternative development scenario examines an alternative mix of senior housing on The Fairways site and a revised roadway layout, resulting in lower levels of environmental impacts (see Figure 4.5), 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. The alternative maintains the same number of units, but provides a greater diversity in the type of senior housing proposed.

A summary of the anticipated impacts of this alternative as compared to the proposed action is presented below.

Land Use, Zoning and Public Policy: As illustrated in Figure 4-5, development would be slightly more concentrated on The Fairways site under Alternative 5, leaving some additional amounts of steeply sloping land on the western side of The Fairways site undisturbed. The level of disturbance to wooded land would be lower by approximately an acre, while the amount

¹ Tax projections for Alternative 4 are based on an assumed sales price of \$600,000 for a four bedroom home.

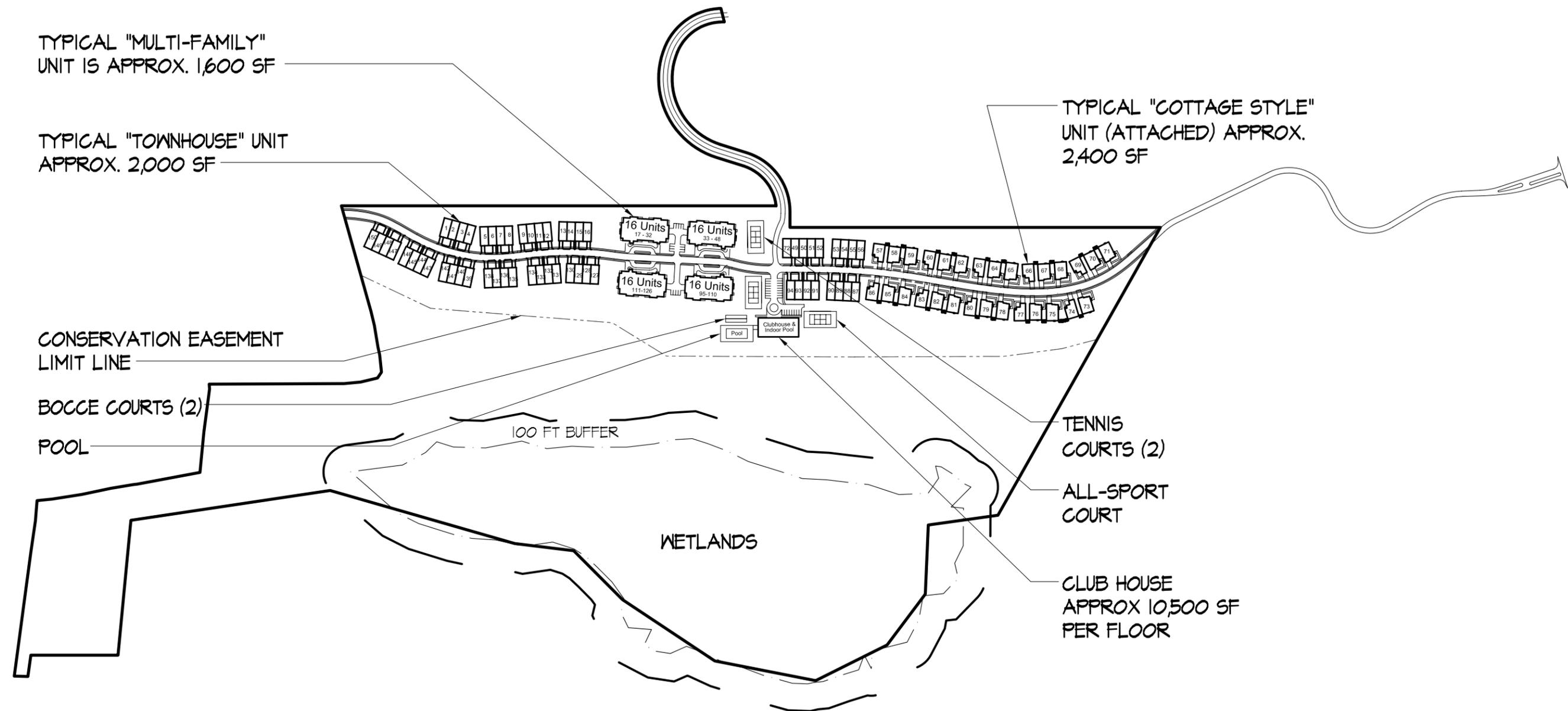
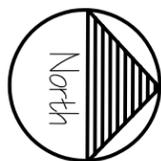


Figure 4-5: Reduced Environmental Impact Alternative for The Fairways Site

Gateway Summit/The Fairways
 Town of Carmel, Putnam County, New York
 Source: Putnam Engineering, PLLC (09-27-04)
 Scale: 1 inch = 400 feet



of impervious surfaces resulting from Alternative 5 would be 2.3 acres less than under the proposed action.

Alternative 5 eliminates the looped roadway configuration of the proposed action. Four multi-family buildings with 16 units each and parking below would be located to the south of the western site entrance, with townhouse units located to the north and south of the multi-family buildings and attached single-family senior residences located further to the north.

Traffic: Traffic generated by Alternative 5 would be 26 percent higher in the a.m. peak hour and approximately the same during the p.m. peak hour due to the different mix of senior housing types provided on The Fairways site. Details of the traffic impacts of this and other alternatives are indicated in Appendix P.

Community Resources: With the same number of senior housing units under Alternative 5 on The Fairways site, impacts to community resources would not change (no significant impacts anticipated).

Water/Natural Resources/Vegetation & Wildlife: There would be less tree clearing required under this alternative on The Fairways site (34.6 acres of woodland disturbance), and less impacts to steep slopes, resulting in slightly lower impacts to wildlife habitat. Impacts to wetlands on The Fairways site would be the same as under the proposed action, with no impacts. There would be a lower amount of impervious surfaces created on The Fairways site under Alternative 5 (10.5 acres) than with the proposed action (12.8 acres).

Demographics/Fiscal Conditions: With lower values of the multi-family and townhouse units in comparison to the attached single-family units, there would be slightly lower benefits from Alternative 5 in terms of tax revenues.² Population growth attributed to the development of the subject site under this alternative compared to the proposed action would be approximately the same, with no children residing on the site.

Noise: No significant noise impacts would be expected under either the proposed action or Alternative 5.

Air Quality: Impacts to air quality would be similar to the proposed action under Alternative 5.

Visual Resources: The alternative mix of senior housing types under Alternative 5 would result in a slightly more compact development on The Fairways site. The partial shift to multi-family units and townhouse units would result in less disturbance to steep slope areas on the western side of the site and associated tree canopy. Retaining the additional tree canopy will help to screen the proposed buildings to a slightly greater degree from residences along Kelly Ridge Road. Due to topographic conditions that limit the extent of views into the site from the north and west, the additional height of the three-story multi-family units would not result in significantly greater visual impacts under Alternative 5.

² Tax projections for Alternative 5 are based on an average rent of \$2,000 per unit for the age restricted 29 attached single-family homes and the 57 senior townhouse units, and an average rent of \$1,500 for the 64 multi-family senior housing units.

Construction: There would be slightly less construction effects under Alternative 5 compared to the proposed action for The Fairways site due to the slight decrease in total construction disturbance.

Table 4-5 below summarizes the quantitative impacts associated with the proposed subdivision plan and Alternatives 4 and 5 for The Fairways site.

Table 4-5 The Fairways Site Alternative Impact Comparisons				
Area of Concern	No Action	Proposed Action	Alternative 4: Conventional Subdivision	Alternative 5: Lower Impact Alternative
Developed Area				
Residential Units	0	150	17	150
Impervious Surfaces (acres)	0.2	12.8	4.9	10.5
Lawn/ Landscaping (acres)	0	26.7	19.1	26.7
Open Space Resources (acres)				
Wetlands	25	25	25	25
Woods (uplands)	71.5	32.3	47.6	36.9
Meadows	1.1	1.1	1.1	1.1
Natural Resource Impacts (acres)				
Total Construction Disturbance	0	41.76	24.0	39.3
Total Woodland Disturbance	0	39.2	22.8	34.6
Wetland Disturbance	0	0.0	0.0	0.0
Disturbance to slopes > 15 percent	0.0	25.9	15.9	23.7
Community Resources				
Population	0	270	62	270
Water Demand/Sewage Flow (gpd)	0	38,500	7,650	38,500
Revenues to School District	0	\$489,019	174,462	\$489,019
Revenues to County	0	\$64,969	\$19,106	\$64,969
Revenues to Town	0	\$98,004	\$28,821	\$98,004
Traffic				
Traffic Generation ¹ (Total PM Peak Hour Trips/ Total Saturday Peak Hour Trips)	0/0	46/46	22/26	58/44
Source: Tim Miller Associates, Inc., Putnam Engineering, PLLC. ¹ For the Proposed Action, the model unit is assumed to be equivalent of one residential unit. With the same number of senior housing units under Alternative 5, the trip generation difference is based on differences in the mix of attached single family, townhouse and apartment type units.				