

1.0 EXECUTIVE SUMMARY

Introduction

This Draft Generic Environmental Impact Statement (DGEIS) has been prepared in response to a Positive Declaration issued by the Town of Carmel Planning Board in connection with two projects on adjacent properties in the Town of Carmel proposed by Hudson Valley Realty Corp., referred to as "The Fairways" and "Gateway Summit". The Fairways project is located on 100.2 acres situated generally within the boundaries of the existing Centennial Golf Club, south of Fair Street and east of Kelly Ridge Road. This acreage includes the main area proposed for development and lands to the north that are to be used for access. The Gateway Summit site abuts The Fairways to the south and consists of 88.3 acres. In addition, there is a 1.9-acre easement over The Fairways site that will be used for drainage improvements. The site has existing access to Route 6 and abuts the Centennial Golf Club property to the north and east. The applicant proposes to construct a 150-unit senior housing development on The Fairways project site, and a nine-lot subdivision on the Gateway Summit site that will accommodate a mixture of commercial, semi-public, open space and assisted living and senior housing uses.

This DGEIS evaluates possible environmental impacts associated with these two projects and has been prepared in accordance with the State Environmental Quality Review Act (SEQRA) and Part 617 of the implementing regulations. Under the provisions of SEQRA, "Generic EISs may be broader, and more general than site or project specific EISs and should discuss the logic and rationale for the choices advanced. They may also include an assessment of specific impacts if such details are available.... They may present and analyze in general terms a few hypothetical scenarios that could and are likely to occur." Generic EISs and their findings should set forth specific conditions or criteria under which future action will be undertaken or approved, including requirements for any subsequent SEQRA compliance.

The contents of this DGEIS were established by a scoping outline presented to the Town of Carmel Planning Board, acting as lead agency, in cooperation with all other involved agencies and interested parties. The Planning Board conducted a public scoping meeting on March 26, 2003, and maintained an open public comment period for an additional 30 days. For the purpose of SEQRA, these two projects are being reviewed simultaneously under one DGEIS to avoid segmentation. Site Plan submissions for each of the proposed lots will be made either during this SEQRA process or after the conclusion of SEQRA, depending on the applicant's ability to secure specific development agreements.

Purpose and Overview

The developer of the proposed project, Hudson Valley Realty Corp., which is managed by Paul Camarda, has experience in developing numerous sites in the area, including in Mahopac, Carmel and Southeast. Representative residential developments include Laurel Farms, Willow Ridge, and Centennial Ridge. In all, the company has developed more than 220 homes in Putnam County.

The applicant intends to subdivide the combined existing lots of the 90.2-acre Gateway Summit site and utilize the existing 100.2-acre site of The Fairways for the installation of required infrastructure and development of these sites for senior housing and assisted living housing and a mix of commercial, open space and semi-public uses. Putnam County and the Town of Carmel are areas of steadily growing population and continuing demand for senior housing. The

applicant proposes 150 senior housing units on The Fairways project site, and 143 units of senior housing with an additional 48 units of assisted living or more modestly priced senior housing on the Gateway Summit project site to help to meet this growing demand. The proposed project would provide a high-quality residential neighborhood for seniors wishing to move to the Town of Carmel, or local senior residents seeking senior housing options that would allow them to remain in the town.

In addition to substantial property tax benefits, the two projects would also generate a variety of employment opportunities in the Town and would result in other benefits for Town residents. As described in Chapter 3.7 of this document, the Gateway Summit development is expected to generate approximately 352 new permanent jobs from the operations of proposed non-residential uses, including a hotel, an auto dealership, a restaurant, office space, convenience retail, and a YMCA. Additionally, the project would include preservation of over seven acres of the site as dedicated open space. The proposed YMCA facility would include various fitness and educational programs as well as an indoor pool and outdoor field. The applicant proposes to secure approvals for construction of this facility by the YMCA. In addition to the conservation area on the Gateway Summit site, the project includes 63.8 acres of landscaped or natural surfaces (lawn, landscaping and water quality basins) on the Gateway Summit site, and 87.4 acres of landscaped or natural surfaces on The Fairways site.

A key objective of the project sponsor for Gateway Summit and The Fairways is protection of the environment and area water resources through proper site design techniques. In order to minimize effects from runoff, the projects have been designed in an environmentally friendly manner using the latest Best Management Practices. These include use of environmentally sensitive roadway standards, placement of parking for the senior and assisted living housing underneath the proposed buildings, stormwater management techniques, and a range of proposed maintenance measures that reflect the latest concepts related to controlling pollutants and treating runoff from paved surfaces and building areas.

The Gateway Summit project has been designed in conformance with current bulk regulations of the Town of Carmel Zoning Code and meets all setback and coverage requirements. The Town has long contemplated a hotel on the subject site, but existing zoning does not permit this use in the C/BP District. Therefore, a zoning amendment, and potentially a height variance, would be required from the Carmel Town Board and/or Zoning Board to permit the hotel use. Either a zoning text amendment or zoning mapping action would also be required for the proposed auto dealership, which is not a permitted use in the C/BP District.

The proposed projects conform to policies of the Town's Land Use Plan and the Town's 2000 Draft Comprehensive Plan. The 1978 Land Use Plan for the Town of Carmel recognized the need to attract viable light-impact industries to Carmel to help offset the costs of providing municipal services to the residents of the community. The 2000 Draft Comprehensive Plan recommends that the Gateway Summit site be developed for commercial/business park use and that The Fairways site be developed for residential use. The proposed development is consistent with these policies.

The project sponsor intends to facilitate appropriate development in an area where infrastructure and roadway networks are capable of handling such development. The two projects would be compatible with the character of the community, relevant zoning and land use regulations, and the long-range plans for the area. They would increase the Town's senior housing stock to balance local housing choices, and to help satisfy the growing demand for

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senior units in the Town and region in an area of the Town able to support such a use. The non-residential components of the project would provide for the increasing public demand for commercial facilities (including a hotel with a conference center and banquet hall, an auto dealership, a restaurant, and office space with associated convenience retail), and for recreational facilities including a YMCA.

The applicant proposes to construct 150 for sale, market-rate single-family, attached dwelling units on The Fairways site. The dwelling units are anticipated to have two bedrooms each in sizes ranging from 1,400 square feet to 2,400 square feet. In today's market, the dwelling units are anticipated to have sales prices ranging from the mid to upper \$200,000's to the mid to upper \$400,000's. For Gateway Summit, the applicant proposes 143 units of senior housing with an additional 48 units of assisted living or senior housing, size. The pricing of units at Gateway Summit would be similar to The Fairways.

The senior housing on The Fairways site and the senior and assisted living on the Gateway Summit site would be allowed by a special exception use permit granted by the Town of Carmel Planning Board. As outlined in Town of Carmel Local Law 9 of 1998, the applicant is required to submit a recent survey indicating that there is a sufficient number of households in the area that would occupy the proposed number of housing units in the proposed price range. In addition, the Planning Board will assess the suitability of the proposed project. Demographic data used in the senior housing market analysis prepared for this project was drawn from a study entitled *Senior Life Report*, prepared by Claritas Inc. Specific projections for the projects' build year of 2008 for the Town of Carmel and Putnam County indicate the following:

- In 2008, the Town of Carmel will have 4,951 senior households, which will be 41 percent of all households (12,085) in the town.
- In Putnam County there will be 14,606 households headed by someone 55 years and over. This represents 40 percent of the projected 36,536 households.
- The median household income of Carmel (2008) is \$94,906.
- The median income for senior households is as follows: \$103,177 for age 55-64, \$65,273 for age 65-74, and \$32,561 for age 75 and above.
- The median home value in Putnam ranged from \$350,000 to \$390,000 in 2003 and 2004.
- In 2008, 68 percent of Carmel senior households will have \$50,000 or more in annual income.
- Carmel and Putnam County senior households have high levels of home equity.
- The Senior Housing Market Study demonstrates the suitability of the proposed projects for area seniors with moderate to high levels of home equity and modest to median or above income levels.

The Senior Housing Market Study prepared for these projects can be found in Appendix C. As stated above, it demonstrates the strong need for a large number of senior housing units in the Town of Carmel and Putnam County that meet the suitability criteria for this marketplace.

Description of Proposed Action

At the present time, the subject property consists of a total of seven tax lots - three lots are on The Fairways site (with one being separated into two parcels for the purpose of School District assessment only) and four lots are on the Gateway Summit site.

For The Fairways, site access (in the form of a new road) will be taken from Fair Street across two small existing tax parcels and an easement over the lands of the Centennial Golf Club. One of these lots that abuts Fair Street contains an occupied single family home. The main Tax lot, which consists of approximately 98 acres, would be developed for a senior housing project and would require no further subdivision. For the Gateway Summit site, the four existing tax lots will be merged and resubdivided with a new Town road and nine new tax lots.

The general design concept for the sites focuses on preserving existing wooded wetlands and buffer areas. For Gateway Summit, a curvilinear road system is proposed to extend from Route 6 to Fair Street, approximately 100 feet to the west of Hill and Dale Road. Emergency access only is proposed between the Gateway Summit and Fairways sites. Alternatively, the project sponsor is requesting that the road system connecting the two sites have an automated gate at the top of the Gateway Summit internal road in order to prevent through traffic, except for residents of the senior units and emergency vehicles.

The proposed internal road system would have a maximum gradient of ten percent. Where possible, interior roads other than the main roadway will be limited to 18 feet in width and would be designed without curbs to allow stormwater to deconcentrate and seep into the ground gradually, rather than immediately being captured and conveyed off-site. Limiting impacts to steep slopes and further advancing the environmental objectives of the project sponsor, the proposed buildings are proposed in locations where the existing topography provides the most favorable opportunities for construction.

The Fairways Project Site

For The Fairways, the applicant proposes a 150-unit senior housing project to be built in conformance with the Town's "Multi-Family Dwellings for Elderly" ordinance (Section 63-10.Y, Note 25 of the Town Code). Under this ordinance, a special exception use permit is required. The use is permitted in all zoning districts with lots that meet specific criteria, including a minimum lot size of 50,000 square feet, required setbacks, a maximum of 150 units per lot, and availability of municipal sewer and water, among others. The proposed Fairways development has been designed to conform with all applicable standards set forth in the Town Code.

The Fairways senior units are situated along a looped road system with one cul de sac, with access to Fair Street and emergency access only to Kelly Ridge Road. The project consists of 46 two-bedroom residential tri-plexes and three residential quadplexes, with recreational facilities in the central portion of the site. The proposed recreational facilities include a club house, pool and tennis courts. A small parking area is also proposed near the recreational facilities. The looped road and cul de sac for The Fairways project site will be owned and maintained by a homeowners association.

The developed portion of the site and its access easement area will occupy approximately 41.8 acres (approximately 42 percent). The remainder of the site would remain undeveloped

woodlands, fields, or wetlands that would be covered by a conservation easement (approximately 60 acres).

Of the 41.8 developed acres, approximately 12.8 acres would become building areas and pavement for roadways and parking. Tennis courts, a swimming pool and a clubhouse are proposed as recreational facilities for the future residents. The remaining 29 acres would become landscaped open space or water quality basins maintained by a condominium association.

Use of rain barrels and rain gardens are proposed around the senior buildings to capture and treat stormwater from the roof gutters. The use of pervious pavers is proposed to reduce runoff in some areas. It is anticipated that use of such pervious pavers would decrease the amount of runoff from these paved areas by approximately 50 percent, resulting in an environmental benefit.

The Gateway Summit Project Site

The applicant proposes a nine lot subdivision with a mix of commercial, public and permitted residential uses, as summarized below.

Potential Uses and Intensities: Gateway Summit & The Fairways			
Parcels	Uses	Acres	Intensities
The Fairways	Senior Housing	97.66*	150 Units
Gateway Summit	Lot 1: Hotel with banquet hall and conference center	7.06	150 rooms and 12,000 SF conference center and banquet hall
	Lot 2: Restaurant	4.33	7,000 SF, 1 story
	Lot 3: Retail	7.57	45,000 SF, 2 story Auto Dealership
	Lot 4: Office	4.12	10,000 SF, 2 stories
	Lot 5: Senior Housing	26.02	143 units
	Lot 6: Assisted Living or Senior Housing	8.19	48 Units
	Lot 7: Professional office and Convenience Retail	5.00	7,600 SF Office with 400 SF Convenience Retail
	Lot 8: YMCA with ballfield	13.85	68,000 SF
	Lot 9: Open space	7.36	---
SF = square feet			
*Not including 2.5-acre access easement			
Source: Putnam Engineering			

The Gateway Summit development includes a 150-room hotel with a 12,000-square foot banquet and conference facility on Lot 1. This hotel would have the exposure and convenience of Route 6 frontage. It is anticipated that this hotel would primarily service travelers and people doing business in Putnam County.

The larger of the proposed senior housing complexes at Gateway Summit is situated at the top of the hill adjacent to the 27-hole Centennial public golf course. This complex would include 143 units of 2-bedroom condominiums in 21 groups of four attached buildings, 9 groups of three attached buildings, and two larger multiple family buildings. The three and four unit

buildings would be accessed from a common double loop roadway while the two larger buildings would be directly accessed from the proposed Town Road.

The Gateway Summit development also includes the potential development of an auto dealership and an office building on Lots 3 and 4, respectively. The two-story auto dealership would have a total size of 45,000 square feet, and would include service and repair facilities. This use would require Special Permit Use approval by the Town of Carmel Planning Board. The two-story office building on Lot 4 would include a total of 10,000 square feet of office space. This lot will hopefully house a small business with less than 20 employees.

The Gateway Summit development also includes a 68,000-square foot YMCA for Lot 8. The applicant proposes to secure approvals for construction of this facility by the YMCA. The YMCA would be offered Lot 8 for purchase, subject to the terms of a five-year option contract that would allow the YMCA to secure funds for construction. This facility would provide a variety of recreation, exercise, and educational opportunities, and would include an indoor pool, classrooms, fitness center and an outdoor field.

A 7,000-square foot restaurant is proposed for Lot 2, which is adjacent to Route 6 and the proposed hotel. It is anticipated that this site would attract a full service restaurant. A pedestrian bridge is proposed to connect the restaurant to the proposed hotel on Lot 1.

Proposed for Lot 6 are 48 units of assisted living or senior housing. Each two bedroom unit would be approximately 1,500 square feet in size. Lot 6 is located near the top of the hill adjacent to The Fairways portion of the development.

Approximately 22.9 acres of the total Gateway Summit project site will remain undeveloped following construction under the proposed plan as submitted. Of the developed area, approximately 24.5 acres would become building areas and pavement for roadways and parking. The remaining 49.1 acres would become landscaped open space or stormwater management facilities. No disturbance to the existing on-site town, state or federally regulated wetlands are anticipated from the proposed development. The remainder of the site (approximately 16.6 acres) would remain undeveloped woodlands, fields, or wetlands.

The Gateway Summit project site would have access in two locations on Route 6. The primary access road is located near the southeastern corner of the property and would extend from Route 6 to The Fairways parcel. This road would be constructed to Town standards and would be offered to the Town for dedication upon completion of the project.

The driveway for Lots 2 and 3 is situated at the existing driveway to the Town garage building and would consist of a boulevard style roadway with a landscaped center median island. This driveway would remain privately owned and maintained.

The primary access road would first provide direct access to the proposed development on Lots 1, 4, 5, 6, 7, and 8. As previously noted, emergency access only is proposed for the connection to The Fairways site at the upper portion of the road. Alternatively, to achieve added convenience for future site residents, to divert traffic from Fair Street, and to direct some site-generated traffic to a traffic light on Route 6 that is seen as beneficial for a hotel operator, an automated guard gate is proposed that would limit passage to only the senior residents' vehicles from Lots 5 and 6, and The Fairway residents. The automated guard gate would only open if a vehicle is equipped with an electronic transponder.

Significant Beneficial and Adverse Impacts

Geology, Soils and Topography

The project site occupies the southern and eastern slopes of a broad hillside, locally known as Mount Pisgah. The Fairways project area slopes mostly to the east, while the Gateway Summit project site mostly slopes toward the south and Route 6. The high point of the site is near an off-site water tower at the western edge of the Gateway Summit site, with an elevation of approximately 757 feet. The lowest elevations on the site are found in a depression in the southwest corner of the Gateway Summit site, with an elevation of approximately 300 feet. Based upon a slopes analysis described herein, 26.3 acres or 29 percent of the Gateway Summit site contains slopes of 15 to 25 percent, and approximately 11.7 acres or 28 percent of the site contains slopes greater than 25 percent.

Multiple soil types are found on the Gateway Summit and Fairways sites due to their varied topography and the size of the two sites. Charlton and Paxton soils, which comprise the majority of the area proposed for development, are rated with slight to severe limitations for the construction of pavements and buildings, and for excavations for utilities, depending on the slope. To the extent possible, development is proposed for areas on the site with the least amount of slopes.

Modification of topography on the site has occurred. It included excavation of soil used for the capping of a former landfill on an adjacent parcel. Vegetation on a portion of the site in the vicinity of the former Town Highway building had been cleared and soil removed for use as fill for the capping of the adjacent landfill. Investigations described in Chapter 3.1 of this DGEIS have found no indications of impact from the former landfill in the testing of soil and groundwater on the Gateway Summit site.

On the Gateway Summit site, grading on steep slopes will occur largely with the construction of the access road and stormwater management facilities in the north-central portion of the site. Grading will occur in areas of slope greater than 15 percent on The Fairways site for the road network, a portion of the residences, and the stormwater management facilities.

Impacts from disturbance to steep slopes are directly related to the potential for soil erosion during construction. Exposing soils on steep slopes during construction increases the potential for erosion in the short term. This potential impact will be mitigated by adherence to soil erosion and sedimentation control practices. Following construction, soil erosion from the property is expected to be minimal since developed areas will be stabilized with lawn and landscaping, and storm water management features will be fully functional. The majority of construction on both The Fairways site and the Gateway Summit site will occur within soils mapped as Paxton and Charlton loam, soils with limitations primarily due to slope and wetness (Paxton loam). Only limited grading will occur in areas of mapped Ridgebury and Leicester soils, and no grading will occur in Sun loam wetland soils. With proper construction techniques, such soil limitations will not impact the project.

Detailed erosion and sedimentation control plans have been developed for each of the project sites by the project engineer, Putnam Engineering, PLLC. The erosion control plans were developed in accordance with the Erosion and Sediment Control Guidelines in the NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activities (Permit No. GP-93-06), and the Westchester County "Best Management Practices Manual for Erosion and

Sediment Control (1991)". The plan includes a construction sequencing schedule, limitations on the area of disturbance, limitations of the duration of soil exposure, criteria and specifications for placement and installation of erosion control devices, and a maintenance schedule.

The absence of substantial areas of bedrock outcrops on the sites indicate that blasting may not be required for project construction, or if required, it will be limited. The need for blasting has not yet been established. However, it is possible that rock removal may be necessary at two locations for the entrance road and in a storm water retention basin. Subsurface investigations will be conducted prior to construction to confirm the actual depths to bedrock. If bedrock is found, other construction methods that can be used in lieu of blasting will be evaluated, such as cutting, ripping, or chipping. Any blasting that is required will be done in full conformance with New York State Code and the Town of Carmel Blasting and Explosives regulations.

Wetlands

The majority of this site is upland woods, but there are some wetlands on the property. Most prominent is a New York State wetland (LC-27) on The Fairways parcel. Most of New York State DEC Wetland LC-27 (approximately 30 acres) is located on this site. This wetland is a drowned marsh area that is now permanently inundated as the result of a beaver dam. Wetland LC-27 provides a number of environmental and public benefits and values, including wildlife habitat, stormwater quality and quantity management (including flood control) and providing a diversity in the vegetative community.

Another New York State wetland, Wetland LC-26, is situated south of Fair Street, mostly on the Centennial Golf Club property. A small portion of LC-26 (0.16 acres) is located on The Fairways site, as well as a 0.88-acre portion of the 100-foot buffer for this wetland. This wetland is primarily a wooded swamp, dominated by red maples with spicebush and redosier dogwood in the understory. Groundcover within the central portion of this wetland is characterized by dense growth of tussock sedge and skunk cabbage. Hydrology to LC-26 is provided by shallow lateral flow and stormwater runoff from the adjacent slopes to the east, north and west, and runoff from Fair Street.

An area of groundwater seepage, made up of the surface discharge of shallow lateral flows, exists in the east-central portion of the Gateway Summit parcel and is located almost entirely on proposed Lot 8. Consisting of approximately 1.5 acres, this wetland is regulated by the Town of Carmel and the Army Corps of Engineers. With a moist substrate and occasional standing water, this area provides diverse habitat for the property, including habitat for reptiles and amphibians. The wetland also provides sheet flow as well as some shallow braided channels that convey water to the stream channel that borders the wetland on the east. However, this wetland is too small to provide diverse habitat for large numbers of wetland dependent species that are less common to the property. This wetland drains overland and through shallow braided channels to a riparian corridor that flows from north to south on the project site. This stream is identified by the New York State DEC as an un-named tributary to the Middle Branch reservoir. The New York State DEC has classified the stream as a Class C waterbody.

Construction of the subdivision road for the Gateway Summit project will require a crossing of the riparian corridor. This activity will require a permit from the Town of Carmel and possibly the Army Corps of Engineers. Permission for the impervious surfaces associated with this proposal

will be required from the New York City DEP as part of a stormwater pollution prevention plan for activities within 100 feet of a perennial stream. An Article 15 permit from the New York State DEC is not required for the proposed road crossing. A large box culvert or oval pipearch is proposed for the stream crossing, and will allow the continued unimpeded flow of water from north to south and movement of wildlife.

The proposed location of the stormwater quality basins for the subdivision road will require some encroachment into the 100 foot buffer of the Town-regulated wetland on Lot 8. This will consist of clearing trees in the area, regrading for the basins, then re-planting to stabilize the site. A similar approach will be taken to mitigate buffer impacts associated with water quality basins for the development on Lots 1, 2 and 7.

On the site of The Fairways, the construction of a stormwater quality basin and the access road from Fair Street will require activities within the 100 foot buffer to Wetland LC-26, which will require approvals from the NYSDEC and the Town of Carmel. These activities are unavoidable due to access restrictions and the requirement to treat runoff from this section of the road. Some grading for the road access and stormwater management basin may encroach within 50 feet of the wetland. A retaining wall is proposed to minimize the grading and prevent any further encroachment. With the exception of this wall, no impervious surfaces are proposed within 100 feet of the wetland. Total buffer impacts are approximately 0.63 acres. These impacts would be temporary in nature, due to grading, basin and wall construction activities. Following construction of the access road from Fair Street, the side slopes and water quality basin will be seeded and re-planted. This will restore the buffer function, and protect LC-26 in the long term.

No activities associated with The Fairways project will disturb the wetland or the wetland buffer to LC-27.

Terrestrial and Aquatic Ecology

Based on available aerial photography, much of the Gateway Summit portion of the subject property was used as farmland through the 1950s. Since that time, increased areas of the property became covered in second growth forest. There are two general vegetation types present on the parcels: successional woodland and old field. Some of these second growth woods include wet areas that were delineated as federal and Town wetlands. There are also some open water and marsh areas located within the New York State DEC wetlands on, and adjacent to the properties, as described above.

Correspondence from the New York State DEC Natural Heritage Program indicates that there are no known occurrences of rare or unusual habitat types on this parcel. This was confirmed during a number of site visits conducted during 2003. However, this same correspondence indicates the presence of a rare plant species in the vicinity. A record of shining bedstraw (*Galium concinnum*) reported in 1938 showed up on DEC's database search. Populations of *Galium concinnum* in New York State are at the Northeastern extent of this species range, which extends westward from New York into Ontario Canada and Minnesota and southward to Oklahoma and Virginia. This species is, however, more common in the westward part of its range. This fact may account for shining bedstraw's listing as an endangered species in New York. Shining bedstraw seems to prefer well drained soils, and heavily shaded conditions over those of partial to full sun. While the Gateway Summit and Fairways parcels meet the criteria

for canopy density, these sites do not support applicable soils, and do not meet the habitat requirements for this species.

Potential impacts to terrestrial and aquatic ecology are described in Chapter 3.3 of this DGEIS. For Gateway Summit, upland forest and meadow vegetation would be removed as a result of the proposed project. For the construction of the proposed commercial subdivision, approximately 52.0 acres of woodland and 10.9 acres of meadow habitat would be disturbed; 21.1 acres would become impervious surfaces. This represents 23 percent of the overall site and its easement area. Ultimate development of the Gateway Summit site would result in the alteration of portions of this site from successional forest and meadow to impervious surfaces and managed landscaped areas. Approximately 23.3 acres of woodlands would remain. These woodland areas would occur in blocks ranging in size from .75 to 11.2 acres; two of the preserved areas are larger than 10 contiguous acres. The preservation of Lot 9 alone for open space results in the preservation of 7.36 contiguous acres of woodland habitat and rocky hillside.

The existing stream corridor would not be significantly impacted by this proposal, although there would be disturbance associated with the proposed stream crossing for the road. Approximately 1,900 square feet (.04 acres) of the stream bed would be affected by the crossing. This activity would require a permit from the Army Corps of Engineers and the New York City Department of Environmental Protection (DEP). No direct wetland impacts are expected.

For The Fairways, upland forest vegetation would be removed as a result of the proposed project. Approximately 39.2 acres of woodland would be affected; 12.8 acres would be converted to impervious surfaces. This represents 12.8 percent of the overall site and its access easement. Approximately 2.3 densely wooded acres of the site will be cleared for the construction of stormwater quality basins. A total of 42 percent of the site and its access easement area will be disturbed under the current proposal, all in one contiguous area on the western side of the property.

Ultimate development of the site would result in the alteration of the western portion of the site from successional forest to impervious surfaces and managed landscaped areas. Approximately 32 acres of woodlands would remain in one contiguous block adjacent to DEC Wetland LC-27.

For the overall Gateway Summit & The Fairways development, large blocks of woodland habitats will be preserved if this property is developed in a manner consistent with the proposed plans. Lot 9 of the Gateway Summit subdivision will be dedicated as open space. During this SEQR and site plan review process, it is also likely that significant landscaping and screening vegetation would be required for each parcel, and if approached in an ecologically sensitive way, can further mitigate the loss of habitat, cover and food sources for wildlife. Cleanup and future maintenance of the perennial stream and Town yard areas on site also represents mitigation provided with development of this property.

The applicant is proposing to landscape the proposed stormwater basins for both projects as wetland/transitional areas. Appropriate plantings with aesthetic and wildlife values, chosen based on basin hydrology, will be used to provide additional water quality treatment, provide visual relief and create new wildlife habitat opportunities when the vegetation has matured and

the site activities have stabilized after construction. In many instances, stone walls will be rebuilt as part of the landscaping treatment.

Water Resources

Under agreement with the New York State DEC, the New York City DEP has review and approval authority over stormwater management plans proposed within the New York City watershed. The quantity and quality of stormwater discharge resulting from this proposal has been analyzed pursuant to the Watershed Rules and Regulations.

Because this parcel is within the Croton Falls Reservoir watershed, identified by the DEP as a "phosphorus restricted basin," this plan must include a provision for the capture and treatment for water quality for all storms through the 2-year (3.5 inches) event.

The applicant has developed a stormwater management system for this project as outlined herein that meets the criteria set forth in the New York City Regulations. Stormwater basins are provided for both detention and stormwater quality treatment to serve the proposed Town road. The plans include those areas required to provide stormwater management for the development of each individual parcel. The stormwater management plan and related issues are analyzed in Section 3.4 of this DGEIS (Water Resources).

The applicant proposes use of a variety of construction and maintenance techniques reflecting the latest Best Management Practices in order to limit impacts of stormwater runoff. No fertilizers containing phosphorous would be utilized in order to limit pollutants from the project to the maximum extent possible. Practices would be employed to minimize the amounts of salt applied to roads during winter months. Use of rain barrels and rain gardens around senior buildings are proposed to remove pollutants and attenuate stormwater runoff, including treating stormwater from roof gutters. Rain gardens may include bioretention elements such as grass buffer strips, sand beds, ponding areas, planting soils and vegetative plantings to remove pollutants and reduce runoff velocity. Additionally, as described above, use of pervious pavers for driveways and some parking areas are proposed to reduce the amount of runoff from these areas.

The result of these combined measures would be a more sensitive development related to natural resources and groundwater protection. The proposed stormwater management system has been designed to accommodate runoff from development utilizing a conventional stormwater management approach and therefore represents a conservatively sized system for treating the amount of runoff that would result from the proposed project design, which will incorporate Low Impact Development (LID) measures. Use of LID techniques such as pervious pavers and reduced disturbance areas would result in lower amounts of runoff and smaller required detention areas. With the use of these measures, there would be potential for redesigning proposed detention basins to further minimize areas of disturbance.

Land Use and Zoning

The Fairways project site is generally encompassed by the Centennial Golf Course and contains an existing single family home abutting Fair Street on its northern end. Single-family houses are located further west and to the immediate north and northwest, across Fair Street. The pattern of residential development in this area has generally been characterized by single-family lots of approximately one-third acre or more. With an overall density of

approximately one half acre per senior unit, the proposed 150-unit senior housing would be of similar density to most other existing residential development located to the north of the subject site beyond the golf course. Multi-family dwellings for the elderly is a Special Permit Use in the Residential District in which The Fairways project site is located, subject to approval by the Planning Board under certain conditions.

The proposed Fairways development has been designed to conform with all applicable standards set forth in the Town Code. The proposed residences are well set back from the nearest residential development on Kelly Ridge Road and are not expected to interfere with any operational aspects of the Centennial Golf Course.

The applicant proposes a nine lot subdivision on the Gateway Summit site for a mix of commercial, open space, semi-public and permitted residential uses. Four existing tax lots are proposed to be merged and resubdivided with a new Town road and nine new tax lots created.

The nine proposed lots on the Gateway Summit site meet the applicable bulk and dimensional requirements of the Commerce/Business Park district in which it is located. The building setback, height and coverage requirements are evaluated in this DGEIS. The actual building setback, height and coverage requirements will be evaluated at the time of the respective site plan submissions for each of the proposed lots. The Gateway Summit Schematic Plan does not comply with zoning requirements related to the height of the proposed hotel and the amount of parking provided on Lot 4. Since its height would exceed the 40-foot limit set by the Zoning Code by several feet, a variance related to building height would be required. Either a zoning text amendment or zoning mapping action would be required for the proposed hotel and auto dealership, which are not permitted uses in the C/BP District.

Development of the Gateway Summit site would increase the built density of Route 6 in this vicinity. The new retail and commercial space, and YMCA would introduce a greater mix of uses to this area. Surrounding topography and the existing ridge located to the west of the project site would limit views of the development in the interior portions of the site from surrounding areas to the north. This includes views of the 143 units of senior housing from the residential areas to the north and northwest, although some views of new development on the higher portions of the site from Route 6 to the south will occur. All of the proposed uses at the Gateway Summit site are expected to be compatible with the surrounding area in terms of their use and scale. No abutting land uses would experience operational impacts from the Gateway Summit project.

Traffic and Transportation

The subject site is ideally situated at the confluence of a number of major arterials and highways. U.S. Route 6 forms the southern boundary of the project site (Gateway Summit portion). The Fairways has access through Centennial Golf Course to Fair Street (County Road 60) near Hill and Dale Road (County Road 44).

The traffic study found in Chapter 3.6 of this DGEIS reviews 2003 Existing Conditions, based on recent traffic counts and historic data. The existing data forms the basis of the year 2008 No Build Condition (the scenario without the proposed action) and the year 2008 Build Condition (with the proposed action).

The following intersections were evaluated in this traffic capacity review:

1. U.S. Route 6 and NYS Route 312, Town of Southeast,
2. U.S. Route 6 and John Simpson Road, Town of Southeast,
3. U.S. Route 6 and NYS Route 52, Town of Carmel
4. U.S. Route 6 and Church Street (east), Town of Carmel
5. U.S. Route 6 and Stoneleigh Avenue (CR 35) and Putnam Plaza, Town of Carmel
6. NYS Route 52/Fair Street (CR 60), Town of Carmel
7. Fair Street (CR 60)/ Hill and Dale Road (CR 44), Town of Carmel
8. Fair Street (CR 60)/ John Simpson Road (CR 57), Town of Carmel
9. U.S. Route 6/Site access, Town of Carmel

The applicant proposes to create three access points: one from Fair Street to The Fairways, and two from US Route 6 to Gateway Summit. Two emergency access drives are also proposed, including one to Kelly Ridge Road and one between The Fairways and Gateway Summit. The Fairways senior units are situated along a looped road system with one cul de sac. No on-street parking is proposed on the new roads. The northern access point is proposed as a three-lane (two lanes in and one lane out) stop sign controlled access drive to Fair Street. The northern access point would serve The Fairways senior housing.

A total of 314 parking spaces are proposed for The Fairways project consisting of 150 two-car garages (one in each of the proposed senior residences) and 14 off-street parking spaces. A total of 300 additional spaces will be available in the driveways to the garages. Some off-street parking areas would be paved with pervious pavers to limit the effects of stormwater runoff. This provides an average of approximately 2.1 spaces per dwelling unit, excluding driveway parking, and affords an additional level of environmental protection consistent with the latest Best Management Practices and recommendations of the Draft 2000 Town of Carmel Comprehensive Plan. Based on the Town regulations, The Fairways development is required to provide a minimum of 225 total spaces (1.5 per dwelling unit). The Code requires that a minimum of two percent of the total number of parking spaces be for handicapped persons.

A total of 1,194 parking spaces are proposed at Gateway Summit. A second access drive onto Route 6 is proposed at Gateway Summit for Lots 2 and 3 in approximately the same location as the existing driveway to the former Town of Carmel Highway Department facility. This driveway is located approximately 260 feet west of the intersection of Route 6 and Root Avenue. No vehicular connection is proposed from Lots 2 and 3 to the primary access road that serves the rest of the Gateway Summit parcel. A pedestrian bridge crossing an onsite stream is proposed to connect the proposed hotel and restaurant located on Lots 1 and 2, respectively.

The combined proposed uses at Gateway Summit and The Fairways are expected to generate 514 p.m. peak hour trips and 546 Saturday peak hour trips at full build out and occupancy. This level of traffic would result in a decline in levels of service at certain intersections. Mitigation measures have been considered for both unsignalized and signalized intersections to address these traffic impacts. While such requirements for subsequent site development are highly dependent upon the timing of such development and the proposed use associated with it, a series of potential mitigation measures are discussed in Chapter 3.6 for review and consideration by the Lead Agency and officials with review and permitting authority over local, County and State transportation infrastructure.

Potential mitigation measures at unsignalized intersections described herein include providing alternative through access for future site residents via automatic transponder access to remove some site generated traffic from Fair Street, John Simpson Road and U.S. Route 6 and other local roads to the north, and directing additional site generated traffic to U.S. Route 6 where a traffic light is proposed and is necessary from the standpoint of a future hotel operator on the site. Under a scenario with alternative through access, residents' trips between the Gateway Summit and The Fairways sites would be reduced from about three miles to one half mile. In addition to reducing trip length, four traffic signals would be avoided for a total travel time savings of about five minutes each way.

Another potential traffic mitigation measure could include grading and intersection design to accommodate future widening of U.S. Route 6 to four lanes. Coordination with the Old Route 6/US Route 6 signal would need to be provided to allow smoother operation of the secondary US Route 6 access. Coordinating the recent installation of a new signal at U.S. Route 6/ Old Route 6 and the new installation at the primary access could also be considered to provide gaps for traffic exiting the secondary access point. Mitigation is also considered for impacts at the Church Street/U.S. Route 6 intersection.

For signalized intersections, mitigation measures considered include signal timing changes, since traffic volume changes necessitate the need to shift green time to intersection approaches with growing traffic flows. However, the signalized improvements outlined in this DGEIS do not eliminate all existing and anticipated levels of service E (delays of 55 to 80 seconds) and F (delays greater than 80 seconds).

Some changes in signal timing are suggested at the intersection of U.S. Route 6 and NYS Route 52 to provide additional green time to the U.S. Route 6 westbound right turn and southbound NYS Route 52 movements and reduce green time from U.S. Route 6 westbound. The stop light at the intersection of Stoneleigh/U.S. Route 6/ Putnam Plaza may need to be re-timed to reflect increases in U.S. Route 6 traffic. At the northern end of The Fairways site, a traffic signal at Hill and Dale Road/ Fair Street would assist vehicles entering onto Fair Street. This improvement could be funded as part of Fair Street improvements and by developments with direct or indirect access to either Fair Street or Hill and Dale Road. Finally, the U.S. Route 6 at John Simpson Road and NYS Route 312 intersections are in need of additional capacity as indicated by No Build levels of service. Eventually, U.S. Route 6 and NYS Route 312 may need to be widened to accommodate four lanes past the project site. As part of this effort, the project frontage should be altered to accommodate such a future widening.

Tax Base and Community Services

The proposed senior housing units at Gateway Summit and The Fairways are projected to increase the Town's population by 589 persons when fully occupied. The proposed senior housing units and assisted living units would be age restricted. Thus, no school age children are anticipated from the proposed development.

As stated previously, the proposed project will address strong market demand for senior and assisted living housing in the Town of Carmel. In addition to the housing benefits of the project, tax revenues to the various taxing jurisdictions in which the project sites fall will take the form of increased property tax and increased sales tax revenues, providing considerable economic benefit. For The Fairways, the approximate net increase between the total current tax revenues

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generated by the site and the total future project-generated revenues for The Fairways (\$803,897) is projected to be approximately \$736,402. The total projected revenues from The Fairways project represents an increase in revenues of over 11 times the revenues generated currently by the property. For Putnam County, The Fairways project is projected to generate approximately \$64,969 per year in County revenues, or just over 43 times tax revenues generated currently by the property. Similarly for the Town of Carmel, the estimated net increase between the total current tax revenues generated by the site for the Town of Carmel (\$2,260) and the total future project-generated tax revenues for The Fairways project (\$98,004) is projected to be approximately \$95,744, or just over 43 times the tax revenues generated currently by the property. With no new school age children or significant additional costs to the School District, the net increase between the total current school tax revenues for the Carmel Schools generated by the site and the total future project-generated school tax revenues is projected to be approximately \$489,019, or over 27 times the amount of school tax revenues generated currently.

The Gateway Summit project would result in even greater revenues to local taxing jurisdictions. The estimated net increase between the total current tax revenues generated by the site for Putnam County (\$1,418) and the total future project-generated tax revenues for the subdivision (\$111,583) is projected to be approximately \$110,165, or just over 78 times tax revenues generated currently by the property. The estimated net increase between the total current tax revenues generated by the site for the Town of Carmel (\$2,139) and the total future project-generated tax revenues for the subdivision (\$168,319) is projected to be approximately \$166,181, also just over 78 times tax revenues generated currently by the property. The net increase between the total current school tax revenues for the Carmel and Brewster Schools generated by the Gateway Summit site and the total future project-generated school tax revenues for the project are projected to be approximately \$467,056 and \$546,931, or over 57 and 72 times the level of school tax revenues generated currently by the site for these school districts, respectively.

Future sales taxes generated from the proposed development are expected to be in the order of magnitude of \$2.7 million. The project would also increase employment in the area by approximately 352 permanent jobs.

In addition to direct economic benefits of the proposed project resulting from increases in property and sales tax revenues generated by the project site itself, the proposed project will result in secondary economic benefits as a result of the increase in visitors to the area, particularly from the proposed hotel development. The hotel proposed would provide businesses and residents of the surrounding region with lodgings and associated banquet and conference facilities that do not currently exist in Putnam County, allowing the Town of Carmel and Putnam County to capture sales associated with conferences and events that would otherwise go to adjacent counties and municipalities. While it is difficult to quantify the amount of revenues generated by sales at establishments that would potentially be utilized by hotel guests at Gateway Summit -- such as entertainment venues and other area restaurants -- the secondary economic benefits of attracting hotel guests and conferences to Putnam County would likely be substantial. Local service and sales establishments would also likely receive increased patronage from attendees at events held at the proposed conference center and banquet hall. The addition of these facilities in Putnam County would also improve the quality of life for local and County residents, who would be given the option of not having to drive longer distances to access venues for events such as receptions for weddings.

Cultural Resources (Visual Quality and Historical and Archeological Resources)

The project site is located in a setting of rolling topography and rural/suburban development, where views are generally limited by nearby hills, woods vegetation and the curvilinear roadway network. The project area consists of a heavily used transportation corridor (Route 6) to the south of the site, developed with commercial/retail uses and surrounded by wooded hillsides with a pattern of low density rural residential development. The moderate density developments that exist in the immediate project vicinity -- single family residential development including Kelly Ridge Road and Everett Road and Centennial Golf Club to the northwest, golf course to the north and east, and predominantly commercial to the south (including US Route 6) -- all have very limited views of the site due to the existing vegetation and topography.

Visual resource field surveys were conducted from local roads in the project area in September and December 2003 to identify locations in the vicinity where the project site may be visible from roads and properties with public access. No visually prominent land forms or land cover types were identified in the site vicinity. Land in the site vicinity is characterized by its rural/suburban development within a backdrop of wooded hillsides and numerous lakes and reservoirs. The project site, which is predominantly wooded at the present time, is a typical part of this regional landscape. No officially designated aesthetic resources were identified in the project area. No natural areas of significant scenic value were identified within the site viewshed that would be sensitive to changes in the visual environment.

The changes in views of the site from the proposed construction will not result in a stark contrast in visual character as compared with the surrounding landscape, either in terms of type of use or in the makeup of buildings and landscape treatment. The project as proposed will not dominate the rural/suburban view from any publicly accessible location. To the contrary, the combination of residential development, subdivision of lots for commercial uses and semi-public facilities, and intertwining areas of wooded open space will complement the developed residential and commercial character that exists in the project vicinity. Additionally, the innovative development plan proposed incorporates a variety of measures and development styles, including clustering of developed areas and protection of wooded hillsides as open space, and a conservation area located to the north and east of the primary site entrance off Route 6, addressing important goals of the Town of Carmel.

As no significant adverse changes to visual character of the project sites have been identified from local roads or from other publicly accessible land, these projects are not expected to have adverse visual impact. No views from significant aesthetic resources have been identified that will be adversely affected. The rural/suburban character of the area will be maintained by preserving vegetation at the perimeter of the sites and in large contiguous areas in the center and the higher elevations of the property. The proposed development will be visually compatible with surrounding developed and undeveloped land.

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

As no historical or archeological resources are known or suspected on the project site, no impacts to historical or archeological resources are anticipated due to development of the site.

Project Alternatives

The New York State Environmental Quality Review Act (SEQRA) calls for a description and evaluation of the range of reasonable alternatives to the proposed action which are feasible, considering the objectives and capabilities of the project applicant. Besides a No-action alternative, six alternatives are analyzed in this DGEIS -- three for the Gateway Summit project, two for The Fairways, and a Through Road Alternative.

The first alternative examined entails a reduced environmental impact alternative for the Gateway Summit site. 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. All of the Route 6 frontage would be developed with commercial uses. This alternative substantially reduces the amount of development proposed and eliminates the YMCA (a semi-public use) that is 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 recreational benefits of the proposed plan.

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. 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.

Alternative 3A does not change the proposed use or layout of Gateway Summit or The Fairways, but replaces the gated roadway connection between the two sites with 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. The applicant 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 this proposed senior residential community.

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 and 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, and a 112-unit Senior Housing complex oriented around a cul de sac located closer to the access roadway. 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 proposed action. There would also be a significantly greater increase in traffic in the Saturday peak hour in comparison to the proposed action.

The fourth alternative development scenario includes a conventional single-family residential subdivision on The Fairways site with proposed uses on the Gateway Summit site remaining unchanged from the proposed action. 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 an increase 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.

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.

The fifth alternative development scenario 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. The alternative maintains the same number of units, 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 proposed action.

Required Permits and Approvals, Involved Agencies and Interested Parties

The following agencies are considered to be Involved Agencies under SEQRA, and will ultimately have approval authority over various aspects of this proposal:

Subdivision Approval, Special Permit Use Approval and Site Plan Approval (including tree removal and steep slopes)

- Town of Carmel Planning Board, as Lead Agency
60 McAlpin Avenue
Mahopac, NY 10541

Zoning Amendment

- Town of Carmel Town Board
60 McAlpin Avenue
Mahopac, NY 10541

Architectural Review

- Town of Carmel Architectural Review Board
60 McAlpin Avenue
Mahopac, NY 10541

Town Wetland Permit

- Town of Carmel Environmental Conservation Board
60 McAlpin Avenue
Mahopac, NY 10541

Town Board of Appeals for Variance for Height of Hotel

- Town of Carmel Board of Appeals
60 McAlpin Avenue
Mahopac, NY 10541

State Wetland Permit for Buffer Impact from Fairways Access Road near Fair Street

- New York State Department of Environmental Conservation
21 South Putt Corners Road
New Paltz, NY 12561

Stormwater Management/Sewer Connection/Stream Piping and Diversion

- New York City Department of Environmental Protection
465 Columbus Avenue, Suite 350
Valhalla, NY 10595

SPDES General Permit for Stormwater (GP-02-01)

- New York State Department of Environmental Conservation
21 South Putt Corners Road
New Paltz, NY 12561

Highway Work Permit

- Putnam County Department of Highways & Facilities
842 Fair Street
Carmel, NY
- New York State Department of Transportation, Region 8
4 Burnett Boulevard
Poughkeepsie, NY

Connection to Sewage Treatment Plant

- Putnam County Department of Health
4 Geneva Drive
Brewster, NY

The following agencies and groups are considered to be Interested Parties under SEQRA:

- **Putnam County Department of Planning and Development**
841 Fair Street
Carmel, NY
- **Town of Southeast Planning Board and Town Board**
1 Main Street
Brewster, NY 10509
- **Riverkeeper / Pace University Environmental Litigation Clinic**
78 North Broadway
White Plains, NY 10603
- **Croton Watershed Clean Water Coalition, Inc. c/o James Bryan Bacon**
169 Main Street
New Paltz, NY 12561
- **New York State Office of the Attorney General**
Attn.: James Tierney, NYC Watershed Inspector General
The Capitol
Albany, NY 12224
- **Coalition for the Preservation of Rolling Greens**
Attn.: Mathew Bennett, President
7 Gleneida Boulevard
Mahopac, NY 10541

The proposed Fairways development has been designed to conform with all applicable standards set forth in the Town Code. The Gateway Summit project has been designed in conformance with current bulk regulations of the Town of Carmel Zoning Code and meets all setback and coverage requirements. However, the project includes a slight exceedance of permitted building height for the proposed hotel. This aspect of the project will require a zoning variance. Either a zoning text amendment or zoning mapping action would be required for the proposed hotel and auto dealership, which are not permitted uses in the C/BP District.

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The extent of impacts that may occur as a result of the proposed projects would be limited by the implementation of various mitigation measures described in this DGEIS. Some of these impacts will be temporary or short term impacts associated with the construction of the projects, while others will be long term impacts associated with the use of the two sites. Short term impacts can be expected from soil disturbance, steep slopes disturbance, and potential erosion; disturbance to wetland buffer, and associated wildlife habitats; increased traffic associated with construction on the site and on local roads; and increased local noise from construction activities. Long term impacts may include increases in impervious surfaces with concomitant decreases in vegetated land cover; loss of woodland vegetation and associated wildlife habitat; increases in solid waste generation and sewer and water demand; increases in traffic to the area network; and increases in local noise levels from site-generated traffic. In all cases, the applicant has put in place measures to fully mitigate all of these concerns.

The proposed projects respond to the continuing demand for senior housing in the area and would facilitate the development of much needed hotel space and other commercial, public and semi-public uses, including a YMCA. In addition to a 7.36-acre conservation area on the Gateway Summit site, the projects include 63.8 acres of landscaped or natural surfaces (lawn, landscaping and water quality basins) on the Gateway Summit site, and 87.4 acres of landscaped or natural surfaces on The Fairways site. An approximately 60-acre conservation easement is proposed on the eastern portion of The Fairways site.

The combined residential and commercial uses proposed at Gateway Summit and The Fairways would be expected to generate \$266,323 in annual tax revenues to the Town and \$1,518,965 in annual tax revenues to the Carmel and Brewster School Districts. The two projects would also generate a variety of employment opportunities in the Town including approximately 352 new permanent jobs from the operations of proposed non-residential uses, including a hotel, an auto dealership, a restaurant, office space, convenience retail, and a YMCA. Aside from these fiscal benefits, the proposed projects will strengthen Carmel as a place in which to live and do business, and will expand the range of commercial services available to area residents. The projects have been designed to protect the environment and area water resources through proper site design techniques using the latest Best Management Practices.

The following Volume 1 of the Gateway Summit and The Fairways DGEIS examines a range of potential impact areas and, where necessary, proposes mitigation measures to address potential impacts. Volume 2 includes technical studies and data referenced in Volume 1. Large scale drawings accompany this DGEIS, including materials in support of the proposed Stormwater Management and Pollution Prevention Plans.