1.0 REVISED PROJECT DESCRIPTION

Modified Project Plans

Since December 2008, the Applicant has modified its application by making the as-of-right Residential Alternative plan presented and evaluated in the DEIS/DGEIS (Section 5.2) the proposed project plan. This plan is primarily a residential, "as-of-right" subdivision plan designed in accordance with existing zoning. Therefore, this FEIS/FGEIS (referred to hereinafter as the FEIS) presents further description of the current proposed plan and its potential environmental impacts where they differ from DEIS/DGEIS (referred to hereinafter as the DEIS).

Revised project plans accompany this FEIS. See Figure 1-1 for the current concept plan. The Phase 1/Phase 1A areas in the DEIS plan have been modified, with Phase 1, 2 and 3 areas identified in the current proposed plan (Figure 1-2). The subdivision of the project, based on neighborhoods, is presented in Figure 1-3.

Site Area Context

The project site is primarily vacant and wooded, an irregularly shaped property located in the northwest portion of the hamlet of Rock Hill, in close proximity to Exit 109 on NYS Route 17. The site is not presently served by municipal sewer or water utilities, nor is it located within an established sewer or water district.

The existing roadway network within the project vicinity consists of the following major roads: Glen Wild Road (C.R. 58), Rock Hill Drive, Katrina Falls Road, and NYS Route 17 (the Quickway). Access to the project site would be from existing frontage on Glen Wild Road and Rock Hill Drive.

The hamlet of Rock Hill is a small commercial hub of the community, consisting largely of a variety of small commercial businesses that are located mostly on the local streets (Glen Wild Road and Rock Hill Drive). As part of the rural community, the local streets provide significant accessibility to the greater community of Thompson and Fallsburg from Route 17, while passing directly past the project site frontage in several locations.

1.1 Brief Description of the Proposed Action

As-of-Right Residential Plan

As stated in the DEIS, it is the purpose and objective of the project sponsor to construct a high-quality development that would provide varied and affordable\(^1\) (worker) housing opportunities in Sullivan County through the construction of single-family residences, townhomes and multifamily dwellings. The inclusion of a variety of housing types in the development would provide housing for a wide range of people in the community including starter families, seniors, empty nesters, and others. The site is well suited for medium density residential development due to proximity to major transportation corridors and the existing Rock Hill hamlet center.

\(^1\) As used in this document, the term “affordable” means housing that will be affordable to median income persons and refer to new resident owners, not existing residents.
Partially in response to comments received on the original site plan, particularly with regard to potential impacts on the local transportation network and on local commercial businesses, the project sponsor has selected the as-of-right residential plan to proceed in the environmental review. As a primarily residential development, the project would help address an anticipated need in the local area for new housing in the foreseeable future in part resulting from planned redevelopment of The Concord Resort and the expansion of Stewart International Airport. In addition, the reduction in proposed commercial uses in the project would eliminate the potential economic impact to local businesses in the hamlet, and result in a significant reduction in potential impacts on the local transportation network, which would have necessitated extensive mitigation measures outlined in the DEIS.

The Applicant's currently proposed project is an as-of-right Residential Alternative plan, which is a primarily residential subdivision plan designed in accordance with existing zoning. The proposed project, which would be built in three phases, would result in the construction of a total of 1,613 residential units and approximately 60,000 square feet of commercial space. Slightly more than ten percent or 168 units of the total residential units proposed would be age restricted, allowing only adults 55 years of age and older to reside in these units. It has not been determined exactly where these units will be located, although the plan includes a portion within Phase 1 construction. Pricing for age restricted units is contemplated to be market rate. The Rock Hill Town Center development is proposed to be built over a twenty year period and is planned to be completed by 2030.

The residential development would consist of 217 single family dwellings, 1,012 townhome units, and 384 multifamily dwellings, totaling 1,613 dwelling units (see Figure 1-1). The commercial portion of the proposed project would include the development of 60,000 square feet of neighborhood retail adjoining the Rock Hill hamlet at Exit 109 of NYS Route 17.

The Rock Hill Town Center development would be serviced by central (private) sewer and water facilities including a new on-site water storage tank and a new sewage treatment plant (STP) on the west side of Glen Wild Road. Potable water would be taken from on-site groundwater wells and distributed through a community water system that would service the project site alone. The STP would collect and treat sewage from this project alone, discharging treated effluent to the Fowlwood Brook east of Glen Wild Road. The STP, designed to be expanded as future phases are developed, would be built in stages to optimize its operation.

Phase 1, construction of which is anticipated to begin in 2010, would result in 491 residential units and 60,000 square feet of commercial space. This phase, expected to be completed by 2014, would be dependent on market conditions. The residential component of this phase would include single family, townhomes and multifamily units. The commercial portion is planned for neighborhood convenience retail uses (two, three or four separate retailers, or possibly a small supermarket). Access to the proposed development would be taken from Glen Wild Road on the east and Rock Hill Drive on the south via two roads to be offered to the Town for dedication as public roads. Access within the individual neighborhoods in the development would be provided via internal systems of roads to remain privately owned and maintained.

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2 Sullivan County Democrat, March 27, 2009: "In a press release issued this week, [Empire Resorts] stated that it has entered into an agreement with Concord Associates to keep its existing operations at Monticello Raceway while also working with developer Louis Cappelli to create a new racino at the Concord in Kiamesha Lake – barely four miles away."

3 Retail component will not include a gas station.
Table 1-1 summarizes the various components of the entire proposed development program for the Rock Hill Town Center.

<table>
<thead>
<tr>
<th></th>
<th>Lower West Side</th>
<th>East Side</th>
<th>Glen Wild South</th>
<th>Upper West Side</th>
<th>North Side</th>
<th>Totals</th>
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<tr>
<td>Single-Family Dwellings (du)</td>
<td>117</td>
<td>95</td>
<td>5</td>
<td>217</td>
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<td></td>
</tr>
<tr>
<td>One-Family Attached Townhomes (du)</td>
<td>204</td>
<td>320</td>
<td>488</td>
<td>1012</td>
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<tr>
<td>Multifamily Dwellings (du)</td>
<td>192</td>
<td>192</td>
<td>384</td>
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<tr>
<td>Commercial Development (sf)</td>
<td>60,000</td>
<td></td>
<td></td>
<td></td>
<td>60,000</td>
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<tr>
<td><strong>Phase 1</strong></td>
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<tr>
<td>Total Residential (du)</td>
<td>0</td>
<td>396</td>
<td>95</td>
<td></td>
<td>491</td>
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<tr>
<td>Total Commercial (sf)</td>
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<td>0</td>
<td></td>
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<td></td>
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<tr>
<td><strong>Future Phase(s)</strong></td>
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<tr>
<td>Total Residential (du)</td>
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<td>Total Commercial (sf)</td>
<td>0</td>
<td></td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes: Approximately ten percent of the units in each phase are set aside for residents age 55 years and older.

The total population, including the number of school-age children to be generated by the project, was calculated based on student multiplier data available from Rutgers University, Center for Urban Policy Research. According to these multipliers, the Rock Hill Town Center project as a whole could increase the population of the Town of Thompson by 3,825 persons, including 432 school age children. For proposed Phase 1, the projected population increase is 1,149 persons, including 139 school age children.

**Overall Development Concept**

The overall development concept for the current Rock Hill Town Center plan is similar to the original plan in that it proposes a series of residential neighborhoods on the property, but differs in that it includes only a single commercial building off of Rock Hill Drive for convenience retail use. A single family neighborhood is now proposed where previously a regional shopping center was shown and the STP site is now located on the west side of Glen Wild Road, in place of the 60 townhouses previously referred to as the Glen Wild Neighborhood. The plan continues to include no development on the southerly parcel east of Glen Wild Road. The area of this open space lot has not been used in the development capacity calculations.

Refer to Figure 1-3 for an illustration of the current development plan, which shows the five distinct residential neighborhoods, consisting of the following:

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Rock Hill Town Center Development FEIS

1-3
• The Lower West Side neighborhood would consist of a mix of single family detached and two-family dwelling units with access to Rock Hill Drive via the main internal connector road. The commercial component would have access from both the internal Town road and Rock Hill Drive. A club house and recreation facilities are included in the plan. The commercial component and Town road are included in proposed Phase 1; the remainder of development would occur in the future phase.

• The East Side neighborhood would consist of the development of multifamily dwellings and townhomes with access to one of the two internal connector roadways. A club house, outdoor pool, and large commons area are proposed for the East Side neighborhood. This neighborhood is included in proposed Phase 1.

• The Glen Wild South neighborhood would consist of a mix of single family detached and two-family dwelling units with access to Glen Wild Road via the main internal connector road. Glen Wild South is in the location of the Town Center commercial park in the original plan. Recreation facilities, developed with Town input, will be included in this neighborhood. There is no Town Center development proposed in the as-of-right plan. This neighborhood is included in proposed Phase 1.

• The Upper West Side neighborhood would consist of the development of a mix of multifamily and townhome dwelling units with access to the internal connector roadway. A club house, outdoor pool, and large commons area are proposed for the Upper West Side neighborhood. This neighborhood is included in the future phase of development.

• The North Side neighborhood would consist of the development of townhome dwellings with access to Glen Wild Road via the main internal connector road. A club house and recreation facilities are included in the plan. This neighborhood is included in the future phase of development.

Neighborhood Associations

The Rock Hill Town Center Development will operate under multiple homeowner and condominium associations depending on the community component and product type. These associations will be created prior to the offering for sale of each phase, subject to the review and approval by the New York State Attorney General. There will be a "master association" responsible for the sewer and water systems that will serve all components in the entire project, and separate associations for each neighborhood component responsible for its private roads, walks and open space (i.e., one for each multi-family cluster and Commons area, one for each neighborhood townhouse development, one for each neighborhood of single-family/two-family units). It is likely that the master association will also oversee each individual association to facilitate uniformity in management. It is anticipated that the commercial site will remain privately owned and will share water and sewer services through easements.

Neighborhood Design

The basic elements of the neighborhood design in the layout of the Rock Hill Town Center development are outlined below:

• Individual neighborhoods would be created for definitive dwelling unit types - single-family detached homes, townhomes, and multifamily dwellings - along interconnected private streets accessed off of the main connector Town roads. The
individual neighborhoods would be connected to the local transportation network by the two main connector roads.

- The curvilinear pattern of streets is proposed in response to the topography of the site. The curvilinear pattern is better suited to following the natural grade for roads and building sites resulting in less earth cut and fill, and therefore, less site disturbance.
- The project as a whole would provide a variety of dwelling unit types, allowing a mix of younger and older people, singles and families, moderate and higher income households, in a socially and economically integrated development.
- The overall site plan includes sidewalks and cross walks for pedestrian accessibility throughout the interior of the project and connecting to the neighborhood commercial component.
- Neighborhood recreation facilities are proposed in four of the five neighborhoods for use by the project residents.
- A project-wide design for streetscape planting would provide street trees for shade, and site landscaping on individual building sites. Where possible, existing wooded areas will be preserved.
- Multifamily buildings in the East Side and Upper West Side neighborhoods would be located around a multi-use “commons” space approximately four acres in size to provide opportunities for active recreation and leisure use as well as community events.
- Homes are designed on small lots, and architectural elements such as front doors and porches in proximity to the street edge would encourage neighborhood discourse. A sidewalk system would encourage walking in and between the neighborhoods.
- The convenience retail use is proposed on Rock Hill Drive where similar commercial uses exist, and would be readily accessible to project and Town residents via a vehicular connection to Rock Hill Drive and a pedestrian connection to the internal sidewalk system.

**Phase 1 Development**

Rather than Phase 1A and Phase 1 development as described in the original plan, the current plan is proposed in three phases. Phase 1 would include the following components. Refer to Figure 1-2 for illustration of this plan and Table 1-1 for the dwelling unit breakdown.

- A total of 491 dwelling units, including 45 age-restricted units, and 60,000 square feet of neighborhood retail,\(^5\) is proposed in Phase 1.
- A portion of the main north/south connector road and the main east/west connector road to access the East Side and Glen Wild South neighborhoods. The connectors would be built to Town specifications and offered for dedication to become part of the Town road system. A clubhouse and associated recreation facilities as shown on the phasing plan would be built in Phase 1.
- A sidewalk will be constructed along Rock Hill Drive from the commercial driveway of the project to the center of Rock Hill.

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\(^5\) Retail component is planned as two, three or four separate retailers, or possibly a small supermarket (will not include a gas station).
• Sewer and water services throughout the East Side and Glen Wild South neighborhoods, a water storage tank on the north edge of the East Side, and a new sewage treatment plant (STP) on the west side of Glen Wild Road. The community water system would include several on-site groundwater wells that would supply sufficient water for Phase 1. The STP would be built to accommodate Phase 1 and designed to be expanded as future phases are designed.

• A convenience retail facility on Rock Hill Drive serviced by the central sewer and water systems.

• Stormwater management facilities to accommodate the Phase 1 development area, including underground infrastructure and surface water quality treatment basins to meet current stormwater quality requirements.

• An area is set aside on the proposed plan for a future Town amenity (park facility) off of Rock Hill Drive.

Infrastructure (public roads, and sewer and water services) and recreational improvements that service the Phase 1 residences would be built in Phase 1. Subsequent to Phase 1, infrastructure and recreational amenities would be expanded to service the new portions of the project.

Phasing of Development

There are several aspects of phasing that are relevant to the development of the Rock Hill Town Center project. First is the general phasing of improvements including roads, utilities, recreation areas and homes. Second is the NYSDEC SWPPP mandated regulations. Third are traffic related improvements. These are discussed below.

The general phasing of improvements are broken out below by phases as illustrated in the Phasing Plan, Figure 1-2.

Phase 1 will require the following construction:

• Construct a portion of the north/south town road from Rock Hill drive to the north extent of the East Side neighborhood.

• Construct the east/west section of town road connecting the north/south road to Glen Wild Road through the Glen Wild South Neighborhood.

• Construct the water supply system including wells, pump houses, storage tank and all trunk lines between the wells and storage tanks and in the town roads with stubs to private roads.

• Construct adequate sewer capacity for Phase 1 in the proposed plant. Construct all lines in the town roads with stubs for private roads. Construct force main and pump station as necessary for Phase 1.

• Construct private roads in first sales areas with sales models and office.

• Before the first certificate of occupancy for any neighborhood, construct recreational amenity specifically set aside for that neighborhood.

• Add all landscaping including street trees for each home prior to a Certificate of Occupancy being granted except for in winter, when a bonding provision can be made until the spring planting season.
Phase 2 will include the following items:
- Construct the balance of the north/south town road from the north extent of the East Side neighborhood to its connection to Glen Wild Road.
- Construct the necessary water supply system for Phase 2 including any additional wells, pump houses, storage tank and all trunk lines between the wells and storage tanks and in the town roads with stubs to private roads. Construct force main and pump station as necessary for Phase 2.
- Construct private roads in first sales areas with sales models and office.
- Before the first certificate of occupancy for any neighborhood, construct recreational amenity specifically set aside for that neighborhood.
- Add all landscaping including street trees for each home prior to a Certificate of Occupancy being granted except for in winter, when a bonding provision can be made until the spring planting season.

Phase 3 will include the following items:
- Construct the necessary water supply system for Phase 3 including any additional wells, pump houses, storage tank and all trunk lines between the wells and storage tanks and in the town roads with stubs to private roads.
- Construct adequate sewer capacity for Phase 3 in the proposed plant. Construct all lines in the town roads with stubs for private roads. Construct force main and pump station as necessary for Phase 3.
- Construct private roads in first sales areas with sales models and office.
- Before the first certificate of occupancy for any neighborhood, construct recreational amenity specifically set aside for that neighborhood.
- Add all landscaping including street trees for each home prior to a Certificate of Occupancy being granted except for in winter, when a bonding provision can be made until the spring planting season.

The construction aspect of phasing will follow NYSDEC mandated SWPPP regulations for controlling site erosion during construction. The following is a schedule for erosion and sediment control procedures to be followed during construction:
- Install and stabilize temporary gravel construction entrance/exits in accordance with NYS standards.
- Install fabric silt fence.
- Construct temporary drainage swales and temporary sediment traps.
- Demolish any existing buildings and dispose of materials in a legal manner.
- Stockpile any rock from existing old rock walls for future use.
- Clear/grub new Town Road from Rock Hill Drive to Glen Wild Road.
- Construct temporary and/or permanent stormwater basins and swales.
- Construct storm, sanitary, and water line utilities.
- Prepare new Town Road subgrade and construct subbase courses.
- Clear/grub and prepare subgrade and construct subbase courses for private roads and drives.
- Install storm, sanitary, and water lines for private roads and drives.
- Clear/grub home sites.
- Strip and stockpile topsoil, rough grade home sites. Slope cuts greater than 3H:1V shall be protected with soil matting.
- Construct final drainage grassed swales. Grassed swales shall not come on line until contributory areas have been stabilized.
- Construct final surface courses for roads and drives.
- Construct private homes.
- Topsoil; fine grade; and seed, fertilize and mulch all disturbed areas.
- Clean out and convert temporary sediment traps to stormwater ponds.
- Inspect all erosion and sediment controls weekly and after rainfall events; repair as required.
- Water vegetation as required.
- After the sites are stabilized and vegetation has become established, remove all temporary erosion control measures.

Traffic improvements for Phase 1 and future phases are documented below in the traffic subsection of section 1.3 Changes in Impacts from the DEIS.

1.2 Compatibility with Zoning and Land Use

The project site consists of approximately 527 acres of primarily vacant land located in the vicinity of the Rock Hill hamlet in the Town of Thompson. Land uses in the site vicinity include a mix of commercial uses, single family residential dwellings, and vacant land. The hamlet of Rock Hill in the vicinity of the Glen Wild Road / Rock Hill Drive intersection hosts a variety of commercial uses that include restaurants, service stations and office space. Glen Wild Road north of Rock Hill Drive includes commercial uses eventually giving way to residential properties and vacant land within about one-half mile. Some commercial uses occur in converted residential structures and include such businesses as kennels and antique shops. Generally speaking, outside the hamlet area land use takes on a distinctly rural character.

The project site falls in three zoning districts. The southern portion of the site with frontage along Rock Hill Road is zoned Highway Commercial 2 (HC-2), the northern portion is Suburban Residential (SR) and the eastern portion, located along Glen Wild Road, is Rural Residential (RR-1). The eastern portion abuts an HC-2 zone. While the original project plan would have required zoning changes to accommodate commercial land use in the center of the site, the land uses proposed in the as-of-right plan are permitted uses for the applicable districts in which they fall.

In accordance with the Town of Thompson site plan regulations, the proposed plan has taken into consideration the public health, safety, and welfare, the comfort and convenience of the public in general (including the prospective occupants of the proposed development) and of the immediate neighborhood in particular as spelled out in Section 250-50 of the law. The objectives of the project design highlight the following:

- Traffic access - adequate points of access but not excessive in number, and safety considerations at all new intersections, both internal and at access points with existing public roads.
- Circulation and Parking - adequate off-street parking (and loading spaces for commercial uses) to prevent regular parking in streets. The internal circulation pattern will provide safe accessibility within and between the various use areas in the site.
- Landscaping and Screening - all recreation areas, parking and service areas shall be reasonably screened from view of adjacent residential lots and public streets year-round.
- Fire and Police protection - all proposed structures shall be readily accessible for fire apparatus and reasonably visible for police protection.
• Harmony with Community - the proposed project is of such size, location and character to ensure it will be in harmony with appropriate and orderly development of the local area.

1.3 Changes in Impacts from the DEIS

The following descriptions summarize changes in environmental impacts and related mitigation measures associated with the modified project plan.

   Geology, Soils, and Topography

   The approximate area of land disturbance (affecting geology, soils, and topography) to implement the current Residential Alternative plan is similar to the original plan. Like the DEIS plan, the earth cut and fill quantities are projected to be balanced for the current plan under full build out.

   Surface Water

   As with the DEIS plan, the current plan would incorporate stormwater management measures that meet or exceed applicable New York State requirements for treatment of runoff from developed areas (NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activity). Post-development stormwater discharge would meet "zero net increase in rate of runoff" standards or better. An approved Stormwater Pollution Prevention Plan and soil erosion and sedimentation control plan would be required prior to the start of construction.

   As with the DEIS plan, the current plan would discharge effluent from the proposed sewage treatment plant to Fowlwood Brook in accordance with an approved NYSDEC SPDES permit that would stipulate the approved limits on discharge quantity and quality.

   Like the DEIS plan, with the exception of the STP outfall no portion of the current plan would fall within any flood prone area, nor would it disturb the bed and banks of any NYSDEC regulated watercourse.

   Ecology and Wetlands

   The approximate areas of upland disturbance, wetland disturbance and introduction of impervious surfaces (affecting vegetative cover, habitats and wildlife) is similar to the original plan. Like the DEIS plan, the current proposed plan does not necessitate impacts to regulated wetlands, and would necessitate filling of approximately one acre of non-regulated "isolated" wetland. The DEIS descriptions of effects on ecology and wetlands are valid for the current plan.

   As described in the DEIS, as the site plan is advanced and refined there may be opportunities to preserve tree stands within the overall development area. Prior to site plan approval a landscaping plan would be prepared that would identify areas of tree preservation in conjunction with the preparation of the engineer's final grading plans.
Land Use and Zoning

Like the DEIS plan, the current plan would increase the built density in this portion of the Town of Thompson. The current plan, however, would conform to the existing zoning for the property -- require no changes in the zoning map nor zoning text changes -- and provide a limited amount of commercial use on about 9.8 acres rather than expand commercial uses on about 96.9 acres of the site as proposed in the original plan. The commercial component of the project has been reduced from 480,000 square feet to 60,000 square feet, while the number of residential units has been increased from 1,340 to 1,613 households.

An overall comparison of the development density of the original plan versus the current plan is outlined below (using net acreage for the calculation):6

- In the DEIS plan, residential development (in the SR district as rezoned) was proposed to be an overall residential density of approximately 3.9 dwellings per acre (du/ac).
- In the FEIS plan, residential development (in the SR, HC-2 and RR districts) is proposed to be an overall residential density of approximately 3.8 dwellings per acre (du/ac).
- In the DEIS plan, the commercial development in the HC-2 district (as rezoned) was proposed to be an overall coverage of 12 percent.
- In the FEIS plan, the commercial development in the HC-2 district is proposed to be a coverage of 14 percent.

Traffic

Based on input received during the public review process, among other considerations, the Applicant has modified its proposal for Rock Hill Town Center to an as-of-right Residential Alternative under which the commercial component of the project would be reduced by more than 85 percent resulting in a significant reduction in traffic-related impacts. The 480,000 square feet of commercial development proposed off of Glen Wild Road has been reduced to 60,000 square feet of neighborhood convenience located on Rock Hill Drive. A revised Traffic Analysis of the Residential Alternative has been prepared by Adler Consulting, dated February 27, 2009, and is included as FEIS Appendix E.7 This project change has resulted in peak-hour traffic volumes being reduced by up to 60 percent. Peak hour vehicle trips have been reduced from approximately 3,000 to 1,100 trips. Extensive mitigation measures were proposed in the DEIS to offset the anticipated impacts of the original plan. Modified mitigation measures commensurate with the potential impacts of the as-of-right Residential Alternative are now proposed.

As a result of the project modifications, the mitigation measures proposed at the intersection of Katrina Falls Road at Lake Louise Marie Road are no longer necessary (as relates to the effects of this project) or proposed. The realignment of the intersection of Glen Wild Road and Katrina Falls Road is no longer necessary or proposed. The widening of Glen Wild Road at the original commercial site access is also no longer necessary.

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6 The SR zone would permit variable densities based on unit type up to 8.07 du/ac for a 3BR MF unit. The HC-2 zone would permit commercial coverage up to 30 percent.
7 Based upon an interim Phase 1 site plan, the revised traffic analysis utilized a unit mix of 84 single family homes, 265 townhouse units and 192 multifamily units. The currently proposed project includes 95 single family homes, 264 townhouse units and 192 multifamily units. It is not anticipated that this slight discrepancy will have any significant impact upon the conclusions, nor the identified mitigation measures discussed in the traffic analysis.
Phase 1 Improvements

Under the current plan, it is proposed to signalize the following intersections:

- Rock Hill Drive at Glen Wild Road
- Rock Hill Drive at the Route 17 westbound ramps
- Rock Hill Drive at Katrina Falls Road
- Katrina Falls Road at the Route 17 eastbound ramps

In addition to signalization of the intersections listed above, other off-site traffic improvements, as described below, are proposed as part of the modified site plan:

1. Rock Hill Drive at Glen Wild Road/Katrina Falls Road

   - Widen Rock Hill Drive to a three-lane cross section (one lane in each direction with a center turn lane) from Katrina Falls Road to west of the NY Route 17 westbound ramps.
   - Widen the westbound Rock Hill Drive approach to Glen Wild Road to provide three lanes, a westbound through lane, a westbound right-turn lane and an eastbound receiving lane.
   - Widen the eastbound Rock Hill Drive approach to Katrina Falls Road to provide three lanes, an eastbound through-right lane and two westbound receiving lanes.
   - Widen the Glen Wild Road approach to Rock Hill Drive to provide three lanes, a southbound left-turn lane, a southbound right-turn lane and a northbound receiving lane.
   - Widen Katrina Falls Road to a three-lane cross section from Rock Hill Drive to the NY Route 17 overpass. The northbound Katrina Falls Road approach to Rock Hill Drive will provide a northbound left-turn lane, a northbound shared left/right lane, and a southbound receiving lane.
   - As stated above, install and interconnect traffic signals at each of the intersections (Glen Wild Road at Rock Hill Drive and Katrina Falls Road at Rock Hill Drive).

2. NY Route 17 Westbound Ramps at Rock Hill Drive

   - Widen the westbound Rock Hill Drive approach to the NY Route 17 westbound on/off-ramp to provide three lanes, a westbound left turn lane, a westbound through-right turn lane, and an eastbound receiving lane.
   - As stated above, install a traffic signal, provide a presence loop and interconnect signal with Katrina Falls Road and Glen Wild Road signals.

NYSDOT had considered proposed improvements at the westbound ramp prior to the Rock Hill project. Those NYSDOT plans included improvements to Rock Hill Drive which would require the elimination of head-in parking, as access to some of the businesses of concern will be consolidated by the State. The NYSDOT is currently considering alternate plans which would not require the elimination of parking.

3. NY Route 17 Eastbound Ramps at Katrina Falls Road

   - As stated above, install a traffic signal, and coordinate with signals at Rock Hill drive and Glen Wild Road.

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8 Traffic signal warrants are discussed starting on page 63 of the Revised Traffic Impact Study, dated February 27, 2009, included as Appendix E.
• Coordinate with NYSDOT for improvements to this location.

The NYSDOT is contemplating relocation of the eastbound ramp to Holiday Mountain Trail. The Applicant will continue to coordinate its mitigation plans with NYSDOT, and will install the traffic signal at the location designated by the NYSDOT ramp placement.

**Full Buildout Improvements**

In addition to those off-site traffic improvement measures identified for Phase I, the full build condition will require widening the NYS Route 17 westbound off-ramp approach to Rock Hill Drive to provide a separate right turn lane and widening Rock Hill Drive between Glen Wild Road and the NYS Route 17 ramps to provide a four-lane section instead of a three-lane section.

Since traffic impact is primarily a function of added traffic, milestones (or thresholds) for implementation of the mitigation measures have been proposed based on the volume of traffic anticipated to be generated to specifically address potential traffic impacts although milestones can also be identified in terms of residential units or square feet of commercial development with supplemental traffic monitoring. The lead agency's SEQRA Findings will identify specific milestones within Phase 1 that will trigger the construction of specific proposed traffic mitigation measures. The Findings will also identify milestones for future traffic monitoring designed to confirm whether the projected traffic operating conditions are in fact occurring. FEIS Appendix I includes a draft SEQRA Evaluation Form for Site Plan Applications after Phase 1, that would be finalized as part of the SEQRA Findings to identify the milestones/thresholds (for traffic and other mitigation) to be evaluated for any subsequent site plan submission.

Prior to the issuance of building permits, the Applicant will be required to submit an estimate from a qualified professional of the anticipated trip generation that the subject permitted work would generate. These values will be added to the trips of any previous trip generation driveway monitoring completed, to determine the aggregate traffic anticipated. If the next milestone is forecast to be reached, the associated traffic mitigation measures will be constructed. Upon completion of each portion of the permitted project, a trip generation monitoring study will be completed at the site access driveways to confirm the trip generation estimate included with the building permit application.

Should the results of trip generation monitoring exceed the established milestone level, or if anecdotal evidence indicates that stipulated Threshold Performance Measures may be exceeded, a traffic monitoring study will be conducted at specific intersections as identified by the Town. This will insure the projected operating levels of service are achieved. Consistent with the recommendation of NYSDOT (letter dated May 13, 2009 and included in Appendix D), a complete traffic study will be conducted at the conclusion of the construction of Phase 1, upon completion of all identified Phase 1 mitigation measures.

In addition, at no time will queues in the ramps exiting NYS Route 17 be permitted to spill back to the deceleration lanes of that roadway. For the westbound ramps it is recommended that the maximum “back of queue” shall not be permitted to exceed 260 feet, while for the eastbound ramps, maximum “back of queue” shall not be permitted to exceed 490 feet. (As a safety factor, these values are 20 percent less than the storage space available on the ramp before the ramps would reach the deceleration lane.) The new traffic signal to be installed at this location
will include a loop detector located 200 feet back from the stop bar. Should the queue extend to activate this loop, the signal operation will be actuated to clear out the ramp.

Recommendations for specific milestones and the phasing of improvements have been documented in a letter from Adler Consulting, dated May 25, 2009, included in Appendix D, Correspondence. The SEQRA Findings will include a matrix of all items with milestone thresholds, i.e. traffic, wastewater treatment, demographic considerations, etc. Traffic thresholds will be based upon the Adler recommendations which are accepted by or as revised based upon discussion with the Town of Thompson.

**Visual Resources**

The site plan has been designed to work with the topography and is proposed to be phased so that discrete areas of the property would be cleared and developed at any one time. Nevertheless, due to the extent of existing forest on the project site, it is inevitable that extensive areas would need to be removed to develop the property as allowed by zoning and this tree clearing would be visible from identified locations off the site. It is anticipated that the site plans will be further developed during the site plan review process to identify opportunities for preserving areas of the forest between building clusters so that specific limit of disturbance lines will be delineated on the plans to ensure such preservation.

The proposed Phase 1 development area is similar in size and location to the original Phase 1/1A area. The effects of the visual environment described in the DEIS for the original plan are valid for the current plan. In addition, the potential view of the project site from Route 17 eastbound was evaluated in April 2009. The trees on the ridgeline on the property come into view for eastbound traffic approximately 9,300 feet west of the site, in the vicinity of Exit 106, and remain in view to the Bridgeville Bridge approximately 2,500 feet west of the site. Over this 1.3-mile stretch of road, the view from the highway includes a vista toward the west-facing slopes of the subject site, framed by woods and topography on both sides of the highway. The width of the vista actually narrows as the viewer approaches the site, and due to the angle of view, off-site tree cover in the foreground obscures view of the site from the closest potential view point (Bridgeville Bridge).

Like the DEIS plan, a portion of Phase 1 construction would occur on the ridgeline. In relation to the entire length of the ridgeline on the subject site that is visible from the west, the change in the view would encompass less than one-fifth of the ridgeline. Given the prominence of the ridgeline view from Route 17 eastbound, visibility of some of the proposed buildings may be possible from the highway in the short term; ultimately, the proposed landscaping can be expected to soften or hide their visibility. The current engineering plans show a single water tank to be located in the approximate center of the subject property. The approximate top elevation of this tank would be about 82 feet above the existing trees on the ridgeline. Study of sight lines indicates that the possibility of visibility of the upper portion of the tank would only be likely from eastbound Route 17 west of the Bridgeville Bridge. It is anticipated that the water tank would be painted a blue-grey color to minimize its visibility against the sky.

Overall, the change brought about by the developed project to the scenic views of the local landscape including from Route 17, in the Applicant’s opinion, would not significantly affect the viewers’ appreciation of the scenic qualities of Sullivan County in any season of the year.
Historic and Archaeological Resources

The DEIS presented the Phase 1A archaeological studies performed for the project site and identified the need for further evaluation. A Phase 1B investigation was undertaken and has been substantially completed to the extent that it can be determined that no additional investigative work will need to occur on the property and no significant cultural resources have been identified that will necessitate protection. An end-of-field letter setting forth the archaeologist's findings is provided in Appendix G. The report will be reviewed by the NYS OPRHP. Concurrence from the State prior to the initiation of construction activity on the site will be obtained.

Community Facilities and Services

A projection was calculated for the number of permanent residents and school-age children that would be generated by the modified project plan. According to standard demographic multipliers, the Rock Hill Town Center project as currently proposed could increase the population of the Town of Thompson by 3,825 persons, including 432 school age children. For proposed Phase 1, the projected population increase is 1,149 persons, including 139 school age children. These projections compare with a total population of 3,260 persons, including 435 school age children, projected for the original project design, with a Phase 1 projected population of 1,243 persons, including 143 school age children. The change in population numbers is attributed to the change in unit mix of the increased total number of dwelling units. In particular, similar numbers of school-age child population is projected (from the original plan to the current plan) due to the new unit type mix. While it is possible that the population of this project may resemble the seasonal characteristics of the general population of Sullivan County, which is up to 30 percent less, to assess potential impacts on community providers in this discussion the full projected population was used.

Police Protection

While the DEIS did not note any significant impact to the available police protection by the Sullivan County Sheriff's Department and the NYS Police for the project, new fiscal calculations for the project (described further below) indicate the Sullivan County would ultimately receive $1,559,029 annually in property tax revenues at full buildout, from which any added costs for police protection may be offset. This amount is a negligible change (less than one percent) from the DEIS projected revenue.

Fire Protection

As for the DEIS plan, the number of volunteer personnel currently participating in the Rock Hill Fire District exceeds the planning standards for fire service personnel for the entire Town of Thompson, including the projected population from the current full development plan. As noted in the DEIS, the fire district would ultimately require additional equipment to provide adequate fire protection services for the fully built project. As the Fire Chief stated in the DEIS, it is expected that this increase in cost would be funded from the additional tax revenue received from the project, which has been recalculated to be $297,384 for the current project plan. This amount is a negligible change (less than one percent) from the DEIS projected revenue.
Ambulance and Hospital Services

Based on the new population projection for the current project and standard planning multipliers for emergency services, the addition of permanent residents from the fully built project would not have a measurable impact on ambulance and hospital services. As noted in the DEIS, the Rock Hill Volunteer Ambulance Corps would require additional personnel and facilities to provide adequate emergency services to the fully built project. New fiscal calculations for the project (described further below) indicate the Corps would ultimately receive $53,663 annually in additional property tax revenues from which any increase in costs for its services would be offset. This amount is a negligible change (less than one percent) from the DEIS projected revenue.

Schools

The Rock Hill Town Center project as currently proposed is projected to increase the school age population of the Town of Thompson by 432 children, over a span of up to twenty years to full buildout. For proposed Phase 1, the projected school age population increase is 139 children over a four to five year period.

For the currently proposed as-of-right project, the projected tax revenue to the school district is $4,151,486. This amount is a negligible change (less than one percent) from the DEIS projected revenue. The projected cost to the school district is $4,521,312, if all of the units were year round units, resulting in a potential deficit of $369,826. However, to reflect the existing demographic scenario of the Town population where only 70 percent of the units have permanent year round use, the projected cost to the school district from this project would be reduced to $3,160,732, resulting in a positive impact on the school district's budget. Whether a deficit or surplus, the funds generated by the project would be used to offset the cost to the district to service the project.

Mitigation Measures for Community Facilities and Services

The gradual construction of the project and occupancy of units over time (four to five years for Phase 1 and up to twenty years for the entire project) would allow for a gradual increase in population and building development in Rock Hill Town Center, thus potential increases in demand for community services would be introduced gradually over time. Similarly, tax revenues generated would also increase as the project is developed.

These analyses indicate that, to the extent that the proposed project results in impacts to community services, tax revenues generated by the built project can be expected to offset a portion if not all the public costs for those services. As demand for community facilities and services grows over time, the tax rates on the various taxing jurisdictions will change to accommodate the need, with tax payers in this development contributing their fare share for such facilities and services. The subsequent phase(s) of the project, as they are proposed, will need to evaluate and address any additional demand that would be attributable to future development of the project in light of actual local experience information, if available. The Planning Board's Findings will include a SEQRA Evaluation Form to be used to evaluate future site plan applications after Phase 1 (see FEIS Appendix I).
Fiscal Analysis

The current proposed plan will provide 420,000 square feet less commercial development than the original plan. This decrease in on-site commercial development will result in reduced tax revenues generated for the various taxing jurisdictions as compared to the original plan. However, this may be partially offset by anticipated expansion of existing businesses and establishment of new businesses in the Rock Hill hamlet to accommodate the increased population in this project seeking goods and services.

A revised fiscal analysis of the proposed as-of-right Residential Alternative development plan (Proposed Action) has been prepared. The tax rates used remained constant to the rates used in the DEIS in order to allow a direct comparison between the current proposal and the previous plan. Assessment methodologies used are consistent with those used in the DEIS.

At the request of the Town of Thompson, the proposed Residential Alternative assesses the Townhouse development on fee simple lots which affects the projected assessed valuation.

Potential Fiscal Impacts

Projected annual property tax revenues were calculated by estimating the future assessed value of the Proposed Action and multiplying that by the tax rate applicable to each taxing jurisdiction.

To determine costs, the various service providers were contacted and interviewed to determine what demand, if any, would be created by the new development. Impacts associated with community services and facilities are summarized in DEIS Section 3.8.

The development’s projected tax revenues are then compared to anticipated costs to determine the net fiscal effect that would result from construction of the Residential Alternative.

Projected Assessed Value

Table 1-5 provides a summary of the assessed value data for the proposed project. The dwellings would have a market value that ranges between $179,000 for the one-bedroom multifamily dwellings to $269,000 for the four-bedroom single-family detached dwellings. The assessed value of each dwelling was determined by multiplying the market value by the Town equalization rate. The 2008 equalization rate for the Town of Thompson is 72.4 percent. Tables 1-2, 1-3, 1-4 provide the assessed value for the various land use components of Rock Hill Residential Development.
The assessed value for the fee simple single family homes and fee simple townhomes was determined based on the proposed sales value of the dwellings multiplied by the Town's 2008 equalization rate. Source: Tim Miller Associates, Inc., 2009.

Table 1-2
Total Market Value and Assessed Value (Single Family and Townhomes)*

<table>
<thead>
<tr>
<th>Type of Unit</th>
<th>Number of Units</th>
<th>Market Value</th>
<th>Assessed Value per Dwelling Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family Detached, 4-BR</td>
<td>54</td>
<td>$269,000/DU</td>
<td>$194,756</td>
</tr>
<tr>
<td>Single Family Detached, 2/3-BR</td>
<td>163</td>
<td>$249,000/DU</td>
<td>$180,276</td>
</tr>
<tr>
<td>Townhome, 2/3-BR</td>
<td>1,012</td>
<td>$219,000/DU</td>
<td>$158,556</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,229</strong></td>
<td><strong>$277,831,000</strong></td>
<td><strong>$201,149,644</strong></td>
</tr>
</tbody>
</table>

* The assessed value for the fee simple single family homes and fee simple townhomes was determined based on the proposed sales value of the dwellings multiplied by the Town's 2008 equalization rate. Source: Tim Miller Associates, Inc., 2009.

Table 1-3
Total Assessed Value (Multifamily dwellings)*

<table>
<thead>
<tr>
<th>Type of Unit</th>
<th>Number of Units</th>
<th>Assessed Value per Dwelling Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multifamily, 2-BR</td>
<td>192</td>
<td>$105,966</td>
</tr>
<tr>
<td>Multifamily, 1-BR</td>
<td>192</td>
<td>$105,966</td>
</tr>
<tr>
<td><strong>Total Assessed Value</strong></td>
<td><strong>384</strong></td>
<td><strong>$35,030,016</strong></td>
</tr>
</tbody>
</table>

* The assessed value for multifamily residential portion of the development was determined using the rental income approach. Source: Tim Miller Associates, Inc., 2009.

The tax revenues to be generated by commercial component of the Proposed Action were determined by projecting the assessed value for the property, after development, and multiplying that value by the current tax rates for each taxing jurisdiction. The projected assessed value of the project was calculated by using construction costs for the proposed buildings and adding the current land assessed value. This is the method that the Town of Thompson Tax Assessor uses to generate the assessed value for all commercial property in the Town.

Table 1-4
Total Assessed Value (Commercial)

| Total Assessed Value | 60,000 sf Commercial | $4,905,500 |


Table 1-5 summarizes the assessed value of the proposed development. The assessed value of the Rock Hill Town Center development is projected to be $241,085,160.
Table 1-5
Projected Assessed Value

<table>
<thead>
<tr>
<th>Development Type</th>
<th>Projected Assessed Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
</tr>
<tr>
<td>Multifamily Dwellings</td>
<td>$35,030,016</td>
</tr>
<tr>
<td>Townhome Dwellings</td>
<td>$160,458,672</td>
</tr>
<tr>
<td>Single Family Dwellings</td>
<td>$40,690,972</td>
</tr>
<tr>
<td><strong>Total Residential AV</strong></td>
<td><strong>$236,179,660</strong>*</td>
</tr>
<tr>
<td><strong>Total Commercial AV</strong></td>
<td><strong>$4,905,500</strong></td>
</tr>
<tr>
<td><strong>Total Project Assessed Value</strong></td>
<td><strong>$241,085,160</strong></td>
</tr>
</tbody>
</table>

AV = Assessed Value.
* Based on 217 single family dwellings at an average assessed value of $259,000.

Projected Tax Revenues

Consistent with fiscal impact methodology\(^9\), the property tax revenues have been determined by considering what would be generated if the development were completed and occupied today. This approach recognizes that development often requires several years to be completed and that inflation will increase costs and revenues over time. It assumes that the rising costs of public services will be matched by an essentially comparable increase in revenues through increases in the tax rate, all other factors being held constant.

The Rock Hill Residential Development would result in the conversion of vacant land to a mixed use residential and commercial development. The increased market value of the project site with these improvements would result in an increase in property tax revenues. In order to estimate the property tax revenues that would be generated by the Proposed Action, the market value and the assessed value for the proposed housing development must be estimated.

The market value of the project site, with these improvements, would result in an increase in property tax revenues when compared to the revenues generated presently by the project site.

Table 1-6 summarizes the projected tax revenues for the Rock Hill Town Center project.

### Table 1-6

**Projected Tax Revenues**

<table>
<thead>
<tr>
<th>Taxing Jurisdiction</th>
<th>Rate (per $1,000 AV*)</th>
<th>Total Property Tax Revenues</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sullivan County</td>
<td>$6.496040</td>
<td>$1,566,099</td>
</tr>
<tr>
<td>Town General Fund (Outside Village)</td>
<td>$0.031860</td>
<td>$7,681</td>
</tr>
<tr>
<td>Town Highway</td>
<td>$1.390969</td>
<td>$335,342</td>
</tr>
<tr>
<td>Highway (Outside Village)</td>
<td>$1.508657</td>
<td>$363,715</td>
</tr>
<tr>
<td>Library</td>
<td>$0.270344</td>
<td>$65,176</td>
</tr>
<tr>
<td>Rock Hill Fire District</td>
<td>$1.233522</td>
<td>$297,384</td>
</tr>
<tr>
<td>Rock Hill Ambulance</td>
<td>$0.222591</td>
<td>$53,663</td>
</tr>
<tr>
<td>Monticello Central School District</td>
<td>$17.2200</td>
<td>$4,151,486</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>$6,840,546</strong></td>
</tr>
</tbody>
</table>

*Source: Town of Thompson, Tax Receiver’s Office; Tim Miller Associates, Inc.*

* Assessed Value. Values rounded to the nearest dollar.

Note: The total projected property tax revenue does not include the Rock Hill Light Tax for parcels: 32.-1-7 and 32.-1-10.

### Sullivan County and Town of Thompson

Sullivan County would receive $1,566,099 annually in property tax revenues.

Table 1-6 estimates the annual property tax generated by the proposed Rock Hill Town Center residential and commercial development. The Town of Thompson General Fund would receive $7,681 annually. The Thompson Highway Department is anticipated to receive an estimated $699,057 in taxes from the proposed development.

Rock Hill Town Center would also generate $65,176 annually in revenues to the E.B. Crawford Memorial Library.

### Monticello Central School District

Rock Hill Town Center would generate annual property tax revenues of $4,151,486 to the Monticello Central School District. Since school costs typically represents the largest share of costs associated with any residential development, the cost to the school district is calculated.

Based on information published by the Monticello Central School District the District’s adopted budget for the 2007-2008 school year totaled $69,812,716, with $36,296,867 of the budget raised through property taxes. The School District’s enrollment for the 2007-2008 school year was 3,468 students based on information provided by the Superintendent’s office, resulting in a per student cost raised through taxes of $10,466.

The total number of school-age children to be generated by the project was calculated based on student multiplier data available from Rutgers University, Center for Urban Policy Research, Residential Demographic Multipliers, June 2006. The population of school age children projected for the Proposed Action would be approximately 432 children over the fifteen year build out period. The costs associated with a population of this size would be $4,521,312 annually resulting in a net annual deficit of $369,826. However, if the project's population would mirror the Town's population, i.e., 30 percent of all housing units are seasonal, then the school
age children population would be reduced to 302 students over a twenty year build out period. The costs associated with a population of this size would be $3,160,732 annually resulting in a net annual benefit of $990,754.

As noted, the proposed action would be constructed in phases. The first Phase is expected to be completed by 2014. The population of school age children projected for Phase 1 would be 139 school age children. Once complete, Phase 1 would increase the total costs to the District by $1,454,774 compared to school tax revenue projected to be $1,249,827. These children are likely to arrive in the Monticello School District over a four to five year period resulting in an annual school age population increase of approximately 30 new children. If the project's population would mirror the Town's population, i.e., 30 percent of all housing units are seasonal, then the school age children population would be reduced to 97 students over a four to five year build out period. The costs associated with a population of this size would be $1,015,202 annually resulting in a net annual benefit of $234,625.

It is noted, inherent to the budget, are costs associated with capital improvements for facility expansions in the school district in the amount of $9,360,9043 or 14 percent of the total budget. The budget information published by the District does not specifically source the capital expenditures, but State Aid and Property Taxes account for 38 percent and 51 percent, respectively, of the total revenues. The analysis of costs for the students of full-time residents (without factoring in any seasonal development) shows that there would be a net annual benefit to the School District of more than $1,000,000 which could be used to supplement the capital improvement program of the schools.

Other Special Districts

At full build out the total annual tax revenues to the Rock Hill Fire District would be $297,384. The Rock Hill Ambulance Corps would receive $53,663 annually in project-generated tax revenues.

Utilities

Wastewater Treatment and Water Supply

The modified project layout, which increased the number of residential units and reduced the amount of commercial development, is projected to use 426,000 gallons per day (gpd). This usage compares with 410,000 gpd projected for the original plan, or an increase of approximately four percent.

The current proposal incorporates construction of a new sewage treatment plant (STP) on the west side of Glen Wild Road. The STP would collect and treat sewage from this project alone, discharging treated effluent to the Fowlwood Brook east of Glen Wild Road. The STP would be designed to be expanded as future phases are developed, and built in stages to optimize its operation. The facility will require review and approval by NY State to meet specified regulatory limits based on a level of discharge that has been designed to avoid any significant adverse effect on surface waters.

It is anticipated that the level of treatment at the Rock Hill town Center STP will be equal to the existing Emerald Green Treatment Plant. An assimilation study was performed on June 5th, 2009 based on current flows in Fowl Wood Brook. The depth of water in the brook was 6 inches.
which equated to a flow of 32.71 cubic feet per second. The estimated discharge from the proposed plant will be 0.69 cubic feet per second. This dilution ratio then is 1:47.

The relocated STP is depicted on the updated drawing set included with this FEIS. It is important to note that should the location of the STP be approved by the NYSDEC, then the State will require a mitigation plan to offset potential impacts to residences within the recommended 500 foot setback. The State has review and approval authority over that plan.

As with the original plan, water supply for Phase 1 would be from groundwater wells on the project site. Additional wells will need to be installed for the subsequent phase(s) that conform to NYS requirements to demonstrate adequate yield and protection of the groundwater supply without adverse effects.

**Solid Waste**

Solid waste generation for the current project is calculated to be in the same order of magnitude as for the original plan. As with the original plan, existing solid waste facilities and transport systems are projected to be able to accommodate the proposed project without significant adverse effect.

**Construction-Related Air and Noise Impacts**

Effects on air resources and noise during construction of the current project are essentially the same as for the original project. However, the timeframe for project buildout has increased from 15 years to 20 years, thus the duration of construction-related impacts would increase. Mitigation of unavoidable impacts would include adherence to the Town noise ordinance, and implementation of conventional methods of dust control, limitation of the area of disturbance open to construction operations at any one time, and selection of the most appropriate rock removal techniques where rock excavation is needed.

### 2.4 Approvals, Reviews and Permits

There are no changes to the list in the DEIS of reviews, permits and approvals necessary to implement the action, with the exception of the following. There would be no need for the Town of Thompson Town Board to grant zoning map changes relative to commercial uses (RR-1 to HC-2), or residential clustering (HC-2 to SR), or zoning text changes relative to retail parking; and there would be no need for the Town of Thompson Zoning Board to grant a variance in lieu of the zone text change for parking described above. Like the original plan, a Special Permit would need to be granted by the Town of Thompson Town Board to allow multifamily dwellings and the STP in the SR zone.

The following reviews, permits and approvals would be necessary to implement this action:

**Federal**

- **U.S. Army Corps of Engineers**
  - Nationwide Permit (Phase 2 and/or Phase 3)
New York State

New York State Department of Environmental Conservation

- SPDES General Permit for Stormwater Discharges from Construction Activities
- SPDES Permit for Sewage Treatment Plant (STP)
- Permit for New Water Supply
- Water Quality Certification
- Permit to disturb 100-foot Wetland Buffer (utility lines to the STP)
- Permit to disturb Stream Banks (STP outfall)
- Approval of plans for wastewater collection system, pump stations and treatment facility.

New York State Department of Transportation

- Highway Work Permit

New York State Department of Health - Monticello District

- Public Sewer and Water Service

Sullivan County

Sullivan County Planning Department

- 239 GML Review

Municipal

Town of Thompson Planning Board

- Subdivision
- Site Plan Approval
  - Phases 1, 2 and 3
- Special Use Permit Approval
  - STP in SR Zone
  - Multiple dwellings

Regional

Delaware River Basin Commission

- Ground and Surface Water Withdrawal in the Delaware River Basin

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No permit is needed for the sewage collection and pumping station. Permit is only needed when discharging to a stream, which is listed in the DEIS. Source: Keystone Associates, August 2008 via email.