

**DRAFT ENVIRONMENTAL IMPACT STATEMENT
(DEIS)
VILLAGE VIEW CLUSTER SUBDIVISION
VILLAGE OF WARWICK, ORANGE COUNTY, NEW YORK**

Project Name: Village View Cluster Subdivision

Location: Locust Street and Woodside Drive, Warwick, New York.

Tax Map Parcels: Section 201, Block 1, Lots 1.1,1.2,1.3 and 2 (Village of Warwick)
Section 31, Block 2, Lot 85.2 (Village of Warwick)
Section 43, Block 1, Lot 3 (Town of Warwick)

Lead Agency: Village of Warwick Planning Board, Village Hall, P.O. Box 369, Warwick, NY 10990 (845) 986-9888

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DATE OF SUBMISSION 6/05/2018

DATE OF ACCEPTANCE 6/19/2018

DATE OF FILING 6/29/2018

DATE OF PUBLIC HEARING 7/19/2018

COMMENT DUE DATE 7/29/2018 or 10 days after the close of the public hearing

Acknowledgements

The contents of this DEIS is partially based on a previous DEIS prepared on November 21, 2006, for a project known as Village View Estates. Since the properties were identical, some of the information, especially as it relates to Existing Conditions, were reused and updated in this document.

The Project known as Village View Estates received preliminary approval from the Village of Warwick Planning Board on July 17, 2008.

Since some of the background information in this DEIS was originally prepared for the previous DEIS, as a professional courtesy, the consultants involved in the original Village View Estates DEIS prepared in November 21, 2006 are acknowledged below:

Consulting Planner and Preparer of DEIS: Leslie Dotson, Garling and Associates

Wetland Consultants: Robert Torgersen, Nanuet, NY.

Engineering: Kirk Rother, P.E., Rother Engineering, Warwick, NY

Cultural Resources: Alfred Cammisa, Tracker Archeology Services, Inc. Monroe, NY

Traffic: Dr. Phillip Grealy, P.E. John Collins Engineering, Hawthorne, NY

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Section I: Executive Summary

A. Introduction

This Draft Environmental Impact Statement was prepared on behalf of the Village of Warwick Planning Board, acting as Lead Agency for the Project known as “Village View Cluster Subdivision,” located at the corner of Woodside Drive and Locust Street in the Village of Warwick, in Orange County, New York. As required by New York State Law, the approval of this project is subject to the New York State Environmental Quality Review Act in accordance with Part 617 of the Environmental Conservation Laws of the State of New York. This Draft Environmental Impact Statement (DEIS) was prepared pursuant to completion and examination of the potential impacts of this project.

B. Project Description (Also see Section II)

The site is a vacant 20.3-acre parcel of overgrown former agricultural land located at the corner of Woodside Drive and Locust Street in the Village of Warwick at the Town of Warwick boundary. The property is gently sloping and is drained by a small stream located just west of and parallel to Locust Street. The stream is a tributary to the Wawayanda Creek associated with a small federal wetland.

The Action is a residential realty subdivision of 45 lots, using clustering provisions in accordance with provisions of the Village of Warwick Zoning Code to be served by a new proposed internal road network to serve the site accessing Locust Street. **(See Figure I-B-1 Proposed 45-lot Cluster Subdivision)** The road network is proposed to access Locust Street in one location opposite Valley View Estates and in one location off Woodside Drive. The site is to be served by Village water and sewer service districts.

This property was previously examined under another DEIS for a 28-lot subdivision, which received preliminary approval in 2007. Because of the expenses related to construction and the opportunities to preserve more of the naturally sensitive areas, the applicant has submitted a new application for a cluster subdivision allowable under the Village of Warwick’s zoning code, under Section 145-29. The proposed plan has several advantages over the original proposal, including a larger buffer to protect an unnamed tributary that flows into Wawayanda Creek and the adjacent wetlands traversing the property. The new proposed 45-lot plan will be more compact allowing for better community interaction and is more consistent with anti-sprawl and new urbanist development patterns that the Village of Warwick has endorsed in its planning documents and zoning regulations.

C. Required Permits

This action will require permits and approvals from other agencies, and the Lead Agency is conducting a SEQRA review on behalf of these Agencies. The following permits are required for approval of this subdivision are shown on **Table I-C-1**. This table also includes required compliance and reviews.

Table 1-C-1: Required Permit, Approvals and Reviews

Agency	Permit, Approval, or Required Review
Village of Warwick Planning Board (Lead Agency)	Subdivision Approval, site plan approval
Village of Warwick Village Board	Acceptance of dedicated public improvements, Annexation, Special Use Permit (Clustering)
Village of Warwick Department of Public Works	Highway work permit for curb cuts to Locust Street and Woodside Drive.
Orange County Department of Health	Approval of Water Facilities
Orange County Department of Planning	Referral under Section 239 of the General Municipal Law.
New York State Department of Environmental Conservation (NYSDEC)	SPDES Permit for Stormwater Discharge, approval of new sewer facilities, Article 15 for stream crossing.
U.S. Army Corps of Engineers (USACE)	Nationwide Permits for wetland disturbance and wetland road crossing.
Town of Warwick Planning Board	Stormwater Basins – temporary grading permit
Town of Warwick Town Board	Annexation
NYS Office of Parks, Recreation, and Historic Preservation	Compliance with State Historic Preservation Act for action requiring State agency permit.

D. Summary of Existing Conditions, Anticipated Impacts and Proposed Mitigation.

The following is a discussion of the existing conditions, Anticipated Impacts and Proposed Mitigation by each topic as they are presented in the DEIS.

1. Soils, Topography and Geography

Orange County is best characterized by its rolling hills and valleys. The topography was created by glacial advances and retreats starting some 300,000 years ago and ending about 12,000 years ago. According to the United States Department of Agriculture Soils Survey for Orange County, this property is part of the geological region known as the Hudson Mohawk Lowland. The property is dominated Mardin Soils over most of the

property, except for the portion of the property nearest to and running parallel to Locust Street. This small portion of the property is classified as Alden Silt Loam and associated with the wetlands and streams on the property. Soil testing for the previous subdivision proposal confirmed the presence and type of soils on the property.

The Mardin Soils on the property were found to be suitable for the residential construction proposed on the property; and most of the construction occurs on areas identified as Mardin Soils. With exception of a single road crossing, the wetlands and stream (and underlying soils) will remain undisturbed.

Because of the deepness of the soils, it is not anticipated that blasting will be needed to construct this project. There are rock outcroppings and isolated areas with steeper slopes on the site, which will be avoided through design to the greatest extent possible.

The property slopes from the northwest corner toward the portion of the property where the wetland and stream is located. To protect the wetlands and stream and to reduce loss of soil on the property, an Erosion Control Plan has been developed in accordance with New York State standards and is under review by the Village of Warwick. The Erosion Control Plan will successfully mitigate potential environmental impacts caused by erosion due to construction. In addition, this Cluster plan avoids construction on more sensitive and scenic areas on the property than the previously proposed subdivision and preserves about 1/3 of the property as open space. This property will be protected and maintained through an easement owned by the Homeowner's Association, with an easement granted to the Village to enforce its maintenance if necessary. No other mitigation is proposed or required.

2. Ground and Surface Water Resources

A study of the Groundwater resources was prepared in January of 2005 by Leggett, Brashears and Graham. This study describes the abundant water resources available to the Village and Town of Warwick. This abundance is due to a number of important geological features found under the bedrock in this area. In addition, surface waters enjoyed by the residents include the Wawayanda Creek, which is protected in the Town by a parkland reserve. The unnamed stream on the property is a tributary of the Wawayanda Creek, and the rating of the stream as C (t) is derived from the rating of the Wawayanda Creek, even though at times this tributary is dry. Since it is a tributary, however, protecting the stream from pollution is important to the overall health of the Wawayanda Creek.

Anticipated impacts to the water sources during construction mostly center around the possibility that silt could enter the stream during construction. In addition to construction impacts, the final stormwater plan shows that stormwater would be

directed toward the creek, in the same direction it currently flows. When the construction is finished, potentially runoff could degrade the water quality of the stream (and all points downstream) with salts, oils, and other chemicals used by the new residents living in the homes.

Potential pollution from runoff is addressed in the Stormwater Pollution Protection Plan (SWPPP) as required by New York State Law. The proposed SWPPP (**See Appendix E**) was prepared by a licensed engineer and is under review by the Village of Warwick. This plan would use a system of bio-retention areas and dry detention basins to mitigate the water quality and additional quantity of runoff from the site entering the natural watercourse on site, which would eventually discharge into Wawayanda Creek. In addition, this plan places development further away from the wetlands and stream areas than the previously approved plan, providing additional buffering from residential activity. (**Also see Section I.E Project Alternatives Considered**)

The proposed 45-lot subdivision also reduces the wetland and stream crossings from two to one crossing for the construction of the road, and only requires permanent disturbance of .02 acres of wetlands. No other mitigation is proposed or required.

3. Wastewater Management

The Village of Warwick Wastewater Collection and Treatment Plant is located on the west side of the Village of Warwick, south of Wawayanda Creek, where treated water is eventually discharged. The plant has a permitted capacity of 1,000,000 gallons per day (gpd) and currently operates at an average capacity of 799,000 gpd. This project would require commitment of 19,800 gpd for use by the new homes. The current system has the available capacity to serve the project. Improvements to the operations of the system would be paid for by hookup fees to serve the individual homes, user fees, and taxes paid to the Village of Warwick. Sewer connections are available on Locust Avenue and Woodside Drive and would be utilized to extend the system into the property to serve the development. These connections will require approval by the Village of Warwick. No other mitigation is proposed or required. Sewer discharges from Village View are conveyed to the Village Plant via an existing pump station known as the Robin Brae pump station. The Village has indicated that the pump station is in need of improvements and that the flows from Village View may compound the existing deficiencies. To mitigate for this, Village View would be willing to make a fair share contribution to the needed Robin Brae pump station improvements.

4. Water Supply

The Village of Warwick is located within an area well suited to providing high yielding wells that support its future water needs. The Village has three developed wells, one of them (Well#2) provides the water for the needs of the Village, and the treatment capacity at that well is 1,000,000 gpd, which is usually sufficient for its average daily use, which was 647,124 in 2017 according to their latest Water Quality Report.¹ The potable water needs of approximately 19,800 gpd would be provided by this system. There are existing water mains on Woodland and Locust Street that would be available to extend service onto this site. New water lines to the homes would generally be placed in the public right-of-way along the roads. The final design of the water system infrastructure and hookups would be subject to review and acceptance by the Village Board and the Orange County Department of Health. The infrastructure would also be accepted for dedication by the Village as part of its public infrastructure. No mitigation is proposed or required.

5. Storm Water Management Flooding

The drainage from the property currently flows from the Northwest corner of the property and travels toward the lowest point on the site to an onsite creek and wetlands. Run-off then exits the property via a culvert under Woodside Drive to then continue toward Wawayanda Creek. The entire site is within a single drainage basin that extends beyond the property and consists of approximately 71.8 acres.

Stormwater quantity increases with development, as does the chance that the quality of the water leaving the site could degrade during construction because of soils entering the water system during storm events. Post construction, stormwater quality can be reduced with the introduction of oils and salts from roadways, fertilizers used in home gardens, and other common household chemicals.

To attenuate water quantity, a stormwater plan incorporates basins throughout the site during construction and after construction. The rate of flows coming off the property are a minimum of 10% below the existing rates of run-off. Water quality is addressed both during and post construction. The erosion control plan incorporates features designed to hold soil on the property and keep silt from entering the natural water ways. The proposed Stormwater Pollution Protection Plan (SWPPP) (**Located in Appendix E**) was prepared by Kirk Rother, PE in accordance with New York State and Village of Warwick Standards and is currently under review. Post construction, this plan utilizes two stormwater basins off property to detain the rate of stormwater run-off. Three stormwater quality bio-retention areas are proposed on the property to protect

¹ Annual Drinking Water Quality Report for 2017. Accessed online at the Village of Warwick Website on 4/3/2018 at <http://villageofwarwick.org>

the quality of the water entering the wetlands and stream on site. The bio retention areas ownership and maintenance responsibility will be retained by the Homeowners's association, however, Easements to the benefit of the Village will allow for maintenance if necessary as described in the SWPPP.

6. Flora and Fauna

The onsite habitat is best characterized as successional farmland, which has been stripped of its original vegetation for farming purposes, then allowed to regrow. This type of habitat is typical for this area, and the species on the site are generally common species that have adapted to urban areas. Because the site was stripped of its natural vegetation, regrowth is not as diverse, and non-native and invasive species dominate portions of the site. The area with the most value on the site in terms of habitat is the area surrounding the unnamed stream and the wetlands.

The wetlands and streams are being set aside from development and will be dedicated as open space, with the exception of a single road crossing, which requires a .02 acre permanent disturbance. Connectivity between the portions of the wetland and stream will be maintained with piping. The other portions of the land are best used for the development and will not result in loss of significant or pristine habitat and were designed using the current Village provisions for clustering **(See Discussion in Section III-H)**, which provides a method to consider the natural features and beauty of the site. No other mitigation is required or proposed.

This proposed open space will be protected as a separate lot owned by the Homeowners association with a conservation easement imposed over it to prevent future development and providing for it's maintenance. In addition an easement will be imposed over the open space allowing the Village to maintain the open space should it become necessary.

7. Traffic

The Traffic Study indicated that the total new vehicular trips to the site would be a total of 37 AM trips and 47 PM trips. This equates to 12 additional trips in the AM (originally 25) and 9 additional total trips in the PM (originally 38) as compared to the approved 28 lot subdivision plan.

The study examined 5 existing intersections nearby the site, as well as the proposed intersections that would serve the site. **(See Table III-G-3)**, and found that sufficient capacity existed within the existing road system to serve the needs of the project. Site distances to entrances to the new subdivision can also be satisfactorily achieved, and will require stop signs to control traffic coming onto the main roads. In addition, it was recommended that sidewalks be provided at waiting areas for school children picked up

by buses. Sidewalks are included on one side of the street to facilitate safe pedestrian movements and connections. No mitigation is required or proposed.

8. Land Use and Zoning

The current zoning for the property is residential. After the subdivision for 28 lots was approved, the Village adopted a zoning change that permitted additional density under the Section 145-29: Residential Cluster. These provisions are consistent with new adopted policies and plans aimed at discouraging sprawl in favor of walkable communities with connectivity. The discussion in Section III-H is a detailed discussion of the application of this zoning to the property and how the provisions are applied in the design of the new subdivision. The design of the new subdivision follows a four-step process created to highlight areas that are more vulnerable to development and set them aside as open space, while creating compact residential communities that encourage quality of life through connectivity in the new neighborhood and with the Village.

The new design has several advantages over the previously approved 28-lot subdivision, including:

- a. Sensitive Areas, including the wetlands and stream, are preserved as open space, and will provide residents with a larger buffer from Locust Road. The natural view will be continued to be enjoyed along the Road and from the new residences. The buffer is much larger than what was previously proposed in the 28 Lot plan. It has increased from 2.8 acres to 6.8 acres. Areas of steep slope are preserved to the greatest extent possible.
- b. The homes are within walking distance to the Village, as would have been true with any residential development. However, walkable distances to the Village are a finite resource, and the increased density would place more residents within easy reach of the Village by alternative modes of transportation, consistent with planning documents adopted by the Village.

No mitigation is required or proposed.

9. School Services

The site is located in the Warwick Valley Central School District, which serves the entire Village of Warwick, the parts of the Town of Warwick outside the Florida and Greenwood Lake School Districts, and roughly a third of the Town of Chester. The capacity analysis of the School located in **Section III-I** demonstrates unutilized student capacity in the School District, due to declining enrollment. This project is expected to generate approximately 21 school aged students, which would be easily absorbed in the

existing school system. In addition, taxes to the school district from the new homes are estimated to be \$384,535 or \$18,311 per student, which is slightly higher than the current per student amount raised by property taxes for this school district. No mitigation is required or proposed.

10. Fiscal Impacts

As vacant land, the property generates \$14,125 in combined taxable revenue to the Village, School, Town and Orange County Tax Districts. After Construction, the taxes generated by the property are estimated to be \$611,982 in combined taxable revenue. The County is estimated to receive approximately \$65,405 in taxable revenue, the Town of Warwick would receive approximately \$16,804 and the Village would receive \$77,713 for the general fund, and \$54,835 would be received by special districts serving the Village of Warwick residents (such as police, fire, ambulance, library, and open space management. The increase in the number of residents represents a less than 1 percent of the total population of the Village of Warwick and .03 percent increase in the Town of Warwick. It would be unlikely that the Town or the Village would require expansion of services other than those required to maintain infrastructure (water, sewer, and roads) and provide for garbage pickup. These essential residential services are paid through a combination of user fees and taxes generated from the residents. And finally, the residents would also likely contribute to the local economy, and taxes generated from sales would contribute to the ongoing maintenance of services provided within the Village. As mentioned previously, Property taxes collected from the site that benefit the school district are sufficient to cover additional costs of providing education to these students within the existing school system.

This section also discusses an option to include 6 units of affordable housing as defined by the Village of Warwick's Zoning Provisions. It would be assumed that the residents would pay taxes, based on a value that was controlled by regulation, so that the units remain affordable. Under this scenario, there would be three less lots that would be sold as market rate units, and the applicant would create 6 townhouses that would be sold under the provisions of affordable housing. Under this scenario, the revenue received to the taxing districts would be nearly the same, with a small increase in the impact with the few additional residents that would occur with the addition of three new dwelling units. There would be no significant difference in terms of fiscal impacts between the preferred project and the Affordable Housing Alternative.

11. Cultural Resources

The site was previously examined by Tracker Archeological Services under a Phase I and Phase II Archeological Study that was reviewed and cleared by the New York State Historic Preservation Office. The investigation is listed on the New York State Cultural Resource Information System as closed, indicating that the findings were accepted.

The Tracker Archeological System Services Phase II Report, completed in 2007 for the FEIS is located in **Appendix I of this DEIS**. It concludes that the site is not likely to be eligible for the National or State Registers for historical or archeologically important sites. No mitigation is required.

E. Project Alternatives Considered

Project alternatives considered include the following;

- 1. The No-Action Alternative**, which is required to be included and which serves as a benchmark against which to measure the project's future impacts.
- 2. The approved plan of 28 lots**, which was studied in the DEIS for this project written in 2006, entitled Draft Environmental Impact for Village View Estates, written by Garling and Associates and accepted by the Village of Warwick Planning Board in November 16, 2006 and filed on November 21, 2006. The SEQRA for the former project was closed and the site plan received approval on July 17, 2008
- 3. Previous Annexation Proposal:** The proposal would have included the annexation of the adjoining Town of Warwick lands held by the owner to the Village of Warwick. Properties on the project parcel would have been used as a receiving district for development rights. This would have allowed for the creation of a mixed-use residential development. The original proposal was for a mixed density residential project with 145 units. The mix of units included 58 small lot single family detached units, and 28 fourplex condominiums, 42 townhouses, and 19 estate lots. The total site area was 99.56 acres, with approximately 38 acres that would have been retained as open space.
- 4. The Preferred Alternative**, which is the subject of this DEIS. The proposed subdivision would add 45 new single family residential units in the Village of Warwick, using the Clustering provisions available to the applicant through recent changes in the Zoning Code last revised in December of 2016 (Section 145-29 of the current zoning code). This option preserves more acreage around the wetlands and streams on the property and allows for the increase of the allowable lots to 45, based on a four step design process outlined in Section 145-29 of the Village of Warwick's Zoning Code.

The former DEIS examined an alternative layout of the 28-lot subdivision using the code provisions available in 2006. This scenario is no longer applicable and excluded from this discussion but can be found in the original DEIS. **Table 1-E-1**, following this paragraph, provides a summary comparison between the different alternatives as required by the Scoping Document for this DEIS, including the current proposal.
- 5. Affordable Housing Alternative.** This alternative layout was developed after the initial review of the DEIS, and was requested by the Planning Board after they expressed concerns about the affordability of housing in the Village of Warwick. The current code

provisions do to require the applicant to provide affordable housing as defined in 145.29 of the Village of Warwick Zoning Code. The provision of affordable housing units would be voluntary on the part of the applicant.

This alternative would set aside three of the lots in the subdivision to be developed as two-family townhouses on lots that are at least 5000 square feet as required by the Cluster Subdivision Code. These 6 units within the subdivision that would be incumbered according to regulations outlined in Section 145.29 of the Village of Warwick Zoning Code and would never be eligible to be sold as market rate units.

The current layout of the road, infrastructure, and lots would be nearly the same as the preferred layout, except for reconfiguration of lots to allow for a slightly higher density to accommodate additional affordable housing units. The individual sizes of market rate lots may also have to be adjusted, to allow for a layout that would blend the affordable housing units into the neighborhood.

The result would be the creation of the 42 market rate units with 6 affordable housing units for a total of 48 units, which would increase the density slightly, but provide a needed public benefit. The total number of new residents would increase by approximately 8 residents and require additional sewer, water, and other municipal services to accommodate. In addition to services, impervious surfaces would be increased slightly for driveways and residential buildings, creating the need for adjustments in the Stormwater Pollution Protection Plan, and sizing of the water retention areas.

The following **Table I-E-1** provides a summary of the impacts of Alternatives as compared with the Preferred Layout.

Table I-E-1: Comparison of Alternative Layouts with Current Proposal

	No-Action	Annexation Proposal	28 Lot Subdivision	Preferred Alternative	Affordable Housing Alternative
Acreage	20.3	99.5*	20.3	20.3	20.3
Total acreage to remain dedicated open space	20.3	38*	2.8 acres	6.8 acres	6.8 acres
Number of Dwellings	0	145	28	45	48
Estimated new residents, children,	0	217 new residents, 36 school aged**	57 new residents 12 school aged	103 new residents 21 school aged	111 new residents 23 school aged
Water/Sewer Requirements (mgd)***	0	63,800/63,800	12,320/12,300	19,800/19,800	19,800/19,800
Total land disturbance	0	Not Available	17.5	14.8 acres	14.8 acres
Total impervious surface	0	Not Available	4.7	5.5 acres	5.6
Linear Feet of Roadway to Village	0	Not Available	3120 feet	2950 feet	2950 feet
Buffer from unnamed tributary Stream (feet) and Wetlands	Not Applicable	Not Available	Less than 25 feet, building lots encroach on wetlands not all of wetland included in easement	30 to 80 feet from all structures and property lines, depending on location.	30 to 80 feet from all structures and property lines, depending on location.
Wetland Disturbance?	0	Not Available	4342 sq.ft.	1990 sq.ft.	1990 sq. ft.
Assessed evaluation (in 2017 terms)	67,100	Not Available	\$1,568,000 ⁺	\$2,538,000	\$2,538,000
County/Town/Taxes generated	\$2173	Not Available	\$50,790	\$82,210	\$82,210
School District Taxes generated	\$10,166	Not Available	\$237,569	\$384,535	\$384,535
Village Taxes	\$1785	Not Available	\$41,717	\$77,713	\$77,713

Notes: *included other property holdings. **Analysis from DEIS for Village View Annexation Proposal. *** all numbers based on 440 GPD per residential DU. ⁺The original DEIS suggested the average sales price would be between \$500,000 or more per property, and derived the taxes paid based on this number. This DEIS derives evaluation based on an average sales price of \$400,000.

Sources: Census estimates based on the most currently available U.S. Census Data.
Parcel and Tax Information: Orange County, NY Real Property Information.

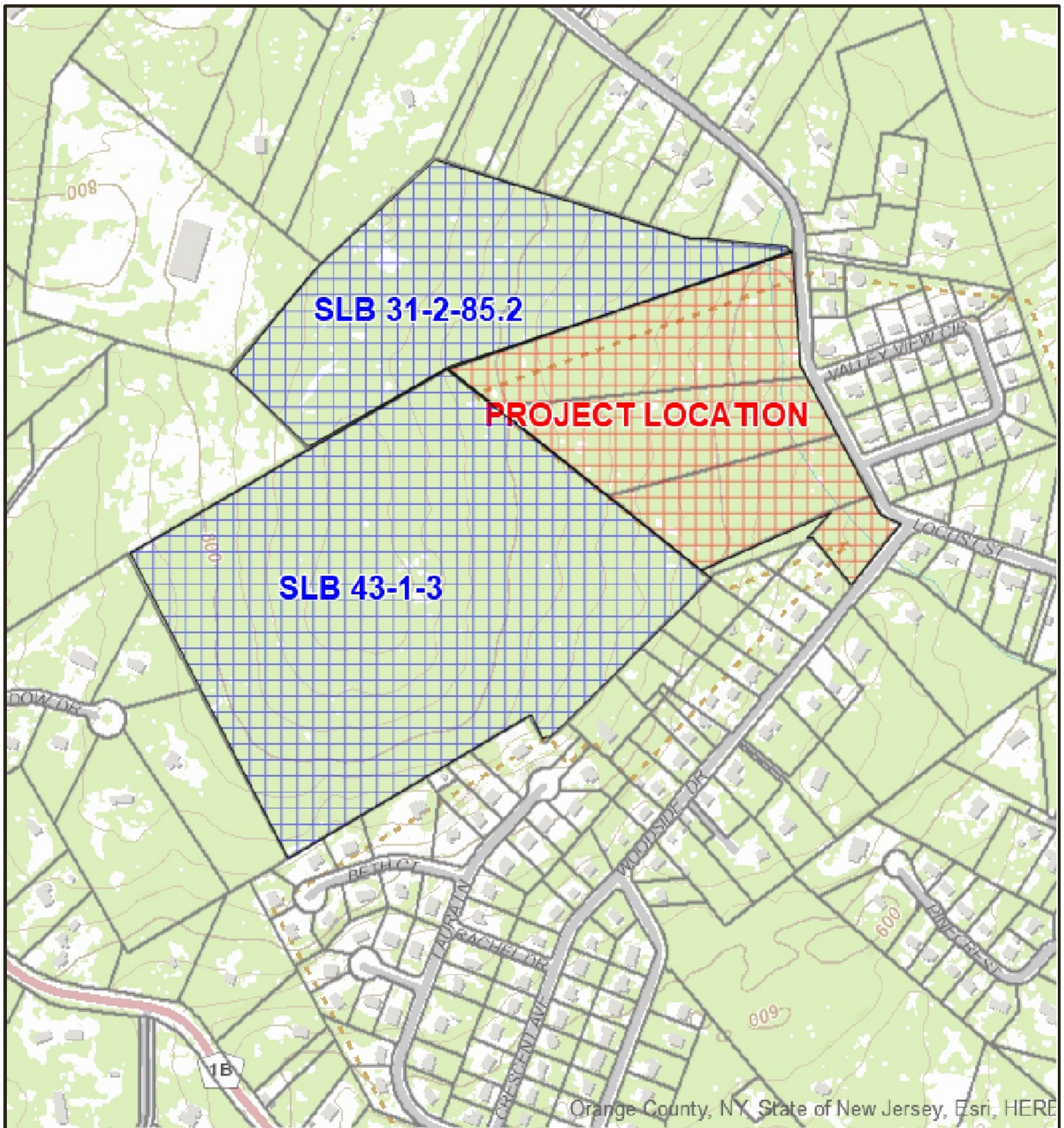
Section II: Description of the Proposed Action

A. Introduction

Village View Estates is a proposed 45-lot cluster residential subdivision of a 20.3-acre tract of land in the Village of Warwick. This property is located at the Village's boundary with the Town of Warwick. The site is composed of four different adjoining tax map parcels Section 201, Block 1, Lots 1.1, 1.2, 1.3, and 2. The site fronts on the corner of Locust Street and Woodside Drive. The project is being proposed as a cluster subdivision under Section 145-29 of the Village of Warwick Zoning Code. **(See Figure II-A-1: Project Location.)**

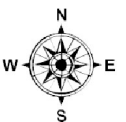
An internal road network is proposed to serve the lots, and would be offered for dedication as public roads to the Village of Warwick. These new roads (shown as "Road A" and "Road B" on the proposed subdivision (Refer to **Figure I-B-1** in previous section) would access Locust Street and Woodside Drive. Likewise, drainage infrastructure to accommodate stormwater needs would also be dedicated to the public to insure maintenance. Water and sewer service for the project would be provided by existing public service districts owned by Village of Warwick. In addition, the proposed drainage improvements that are proposed as part of the site development in the Town of Warwick extend onto parcels within the municipal boundaries of Town of Warwick that are owned by the applicant **(See Section II-B. Site Description)**. This project also includes a minor annexation of land of approximately .60 acres from the Town of Warwick to the Village of Warwick, which would "square-off" a boundary between the two municipalities and put all portions of the proposed roads created for the subdivision within the Village of Warwick Municipal boundaries. The property proposed for annexation is owned by the applicant.

This document, a Draft Environmental Impact Statement (DEIS), was prepared in accordance with state requirements to formally identify and evaluate the potentially significant environmental impacts of the proposed subdivision and provide potential mitigation of those impacts that are found. The section of the New York State law that requires this study is called the New York State Environmental Quality Review Act (SEQRA), enacted under Part 617 of the Environmental Conservation Laws, which requires agencies (including municipalities and their boards) to formally consider environmental impacts of any project and incorporate these findings into their environmental process.



VILLAGE VIEW CLUSTER SUBDIVISION

FIGURE II-A-1 PROJECT LOCATION



Orange County G.I.S. Division 22 Wells Farm Rd Goshen, New York 10924 Phone: 845.615.3790

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Printed: Feb 22, 2018

Agencies require the preparation of an Environmental Impact Statement (EIS), which includes a DEIS like this one², if they deem that an action or approval may have the potential to create a significant harmful environmental impact. The EIS is a tool that creates a systematic means to evaluate the potentially significant areas of harmful environmental impact. If significant harmful impacts that would be generated by the project are disclosed, the SEQRA process provides a means to consider alternatives or mitigating measures that can reduce or avoid such impacts, in a way that is consistent with the applicant's purposes, the community, the zoning and with other rules of law.

This environmental review is known as a "coordinated review," which means the Village Planning Board is conducting the required SEQRA review on behalf of all the other agencies in the approval process. (For a complete list of agencies and approvals see **Table 1-C-1, Required Permits, Approvals and Reviews in previous section.**) To be designated lead agency, the agency declares its intention to be "Lead Agency." SEQRA encourages coordinated reviews, and in the case of subdivisions, the local Planning Board is often designated as the lead agency. All formal review steps undertaken under the SEQRA process are then coordinated by the designated Lead Agency, and all other agencies agree to the conclusions or "findings" of the Lead Agency concerning the environmental impacts when reviewing and issuing their own permits.

The DEIS is just one document that is prepared under this process. In this case, it was preceded by a formally adopted "Scoping Document," which provides a summary listing of the required minimum content of the DEIS. This Scoping Document was subject to a public hearing on February 15th, 2018 prior to its approval by the Planning Board.

The DEIS was then prepared in accordance with the requirements laid out in the approved Scoping Document by the applicant's professional consulting team at the direction of the Village Planning Board, the SEQRA Lead Agency for this proposed subdivision.

The Lead Agency reviews the DEIS to determine if the document is satisfactory in scope, content and adequacy in order to begin public review. When the Lead Agency deems that the document is adequate to begin public review, the Lead Agency formally "accepts" the document as "complete" and begins the public review process. This review process is guided by state SEQRA law, and allows the public and other permit-granting agencies a chance to review and comment on the DEIS. Although the DEIS is accepted for public review, it does not signify that the Lead Agency agrees with everything in the document, rather that the DEIS has addressed the items in the scope

² Other documents included as part of the EIS are discussed later in this section.

sufficiently to open the SEQRA review process to the benefits of public comment. The dates of submission and acceptance are located on the cover page of this document.

A public hearing to receive comments on the DEIS is optional but is commonly required and often coordinated with the required public hearings of the action on the local level if one is required. Because this DEIS is for a subdivision, SEQRA would encourage the subdivision and SEQR public hearing on the DEIS to proceed simultaneously. The public hearing date for this DEIS is also located on the front page of this document. During the public review period, if there are any material comments or questions on the DEIS, a Final Environmental Impact Statement (FEIS) would be prepared as an official response to comments of all Agencies, consultants and the public. After a satisfactory FEIS is prepared and filed for public review, the Lead Agency prepares a “written findings statement” considering the relevant environmental impacts, facts and conclusions. The adoption and filing the Findings Statement with the other Agency required for approval of this project concludes the SEQRA process. Until the SEQRA review process is concluded, no other Agency may issue a discretionary permit or approval.

The intent of SEQRA is to provide better information through the coordinated environmental review to the permitting agencies prior to approvals. This coordination helps to avoid irrevocable decisions that could occur during the permitting phases that could potentially cause unintended or lasting harm to our communities.

B. Site Description

1. Location, Size, Zoning and tax lot numbers

The site is a vacant 20.3-acre tract of land located at the northeast corner of the intersection with Woodside Drive and Locust Street at the Village/Town of Warwick border. The site consists of four different adjoining tax map parcels Section 201, Block 1, Lots 1.1, 1.2, 1.3, and 2. The entire site lies within the R zoning district. The bulk of the site’s road frontage is on Locust Street, roughly 1,100 linear feet from the intersection of Woodside Drive all the way to the Village/Town line. Just over 300 feet of the site fronts directly on Woodside Drive. **(See Figure II-A-1 in previous section)**

The proposed action also includes the need to create off-site drainage improvements on properties that are owned by the applicant. These properties are within the municipal boundaries of the Town of Warwick, and are known on the Town of Warwick Tax maps as Section 31, Block 2, Lot 85.2 (swale and stormwater detention basins) and swales on Section 43, Block 1, Lots 3, 4.12, and 4.2, which would be incorporated into the plan as they would require grading approval from the Town of Warwick Planning Board. **(See Figure II-B-1)**

The applicant also owns Town of Warwick tax map parcels Section 31, Block 2, Lots 84.1, 84.2, 84.3, and 85., all of which have frontage of Sleepy Valley Road.

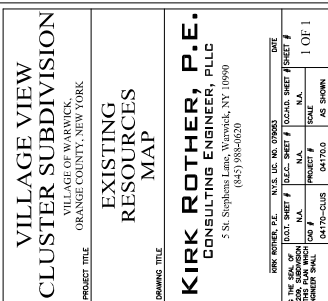
2. Existing Character of Site and Surrounding Area

Currently, the site is a vacant parcel of abandoned agricultural land that drops sharply to the west from Locust Street to a narrow wetland and drainage course, rising moderately to the north and west. The site consists of more than 19 acres of scrub and shrub land, with just under an acre (0.85 acre) of wetlands. It is dominated by Mardin Series Soils. The wetlands are associated with a small unnamed stream that drains to the Wawayanda Creek, which flows into the Wallkill River. There is also a natural spring on the property proposed to be protected from future development. **(See Figure II-B-2, Existing Conditions)**

A prominent feature at the site's boundary on Locust Street is the guardrail that extends virtually the entire length of the site's frontage within the Village at the edge of the street. On the other side of the guardrail, there are a few notable large deciduous trees that are located on the edge of the road, and there are also remain several massive stumps left over from similar trees that were removed several years ago.

The character of the surrounding area is residential. The site is located nearly a mile from the Village's commercial areas. Opposite the site's Locust Street frontage (to the east), there are residential homes lining the street. Some of the homes are older and there are mature trees lining the east side of the road. Valley View Estates subdivision extends east of Locust Street on a looped road known as Valley View Circle. Valley View Estates is a recently developed subdivision, and accordingly this area is more open and does not contain mature trees along its road. A water supply tank is located east of the site by the Village/Town line. The water tank is a prominent feature that is most visible in leaf-off conditions. On the south, the site fronts on the corner of Woodside Drive for just over 300 linear feet. The stream drains in a southerly direction under Woodside Drive close to the intersection with Locust Street. Woodside Drive, like Locust Street, is a residential area lined with homes, and this is a maturely wooded street. There are no sidewalks either on Locust Street or on Woodside Drive in the vicinity of the site.

The Village/Town line divides the rear of the parcels fronting on Woodside Drive, protruding into a portion of the site just east of the Eddy parcel, the occupied lot adjacent to the site's Woodside Drive frontage. A small wedge of land in the Town (consisting of tax map parcels Section 43 Block 1 Lots 4.12 and 4.2 owned by the applicant) separates proposed lot 1 from stormwater pond 4 on the site. Although the Village/Town line divides the existing neighboring parcels that front on Woodside Drive, there is currently no development extending from these Village lots into the Town. All of the residential improvements on the Woodside Drive lots are located wholly within the



Village. The land within the Town is wooded, and this reinforces the character of Woodside Drive in the site area.

Locust Street runs in a northwesterly - southeasterly direction. Approximately 1,700 feet southeast of the site, Locust Street intersects with Maple Avenue, one of the Village's primary thoroughfares, also designated as NY State Route 94/17A. Northwest of the site, in the Town of Warwick, Locust Street becomes Sleepy Valley Road. Woodside Drive runs in an east-west direction. From one end at the Locust Street intersection, Woodside Drive runs nearly 3,000 feet west to its other end at Grand Street, incorporating a sharp northward jog at its halfway point. Just a few hundred feet north of the intersection of Woodside and Grand Street, Crescent Avenue runs parallel with Woodside, intersecting with Woodside where it jogs north. Grand Street runs roughly parallel to and west of Locust Street, becoming Pine Island Turnpike in the Town of Warwick. Route 94/17A goes directly into the Village of Warwick for bus transportation to New York City and points south, and extends north to Goshen and Route 17, the nearest divided highway. **(See Figure II-B-3: Aerial View of Site and Surrounding Areas)**

3. Former Uses and Previous Land Use Approvals

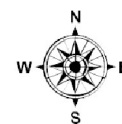
Now vacant, the site was formerly used for agricultural purposes in the 1940's, though no use of the site has been made since the 1980's. There are remnants of a silo on the site, which suggests it had once been part of a dairy farm. The location of the farm remains are shown on **Figure II-B-2**.

In the early 2000's, the applicant had sought to annex adjoining land to this property within the Town of Warwick to the Village, along with the possibility of using the site as a "receiving" area for Purchased Development Rights (PDR). The process of annexation would have resulted in the awkward boundary between the Village and Town being eliminated and shifting the Village-Town boundary north of the powerlines on Sleepy Valley Road. The resulting PDR development had proposed to leave a portion of the wooded hillside west of the current Village boundary undeveloped, place a water tower on the hill, and to create a mixed residential development with both attached and detached units and a road network connecting Woodside Drive and Sleepy Valley Road. That annexation proposal ultimately lacked support from the Village Board, and the applicant opted to pursue an as-of-right development only on land that is currently within the bounds of the Village.



Village View Cluster Subdivision

Figure II-B-3 Aerial View of Site



Orange County G.I.S. Division 22 Wells Farm Rd Goshen, New York 10924 Phone: 845.615.3790

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Printed: Feb 28, 2018

The applicant sought subdivision approval for a 29-lot subdivision in 2004, which was subject of DEIS prepared in 2007 by Garling Associates. This SEQRA process was closed, and subdivision approval for 28 lots was received in 2008. After review of the costs associated with the public improvements, coupled with the onset of a recession, the subdivision was not built. More detailed information is contained in the DEIS, FEIS, and Findings Statement on file at the Village Hall for this property.

The approval of this action (45 lot cluster subdivision) discussed in this DEIS would replace that prior approval (28 lot subdivision).

The only other outstanding land use issue relates to the construction of stormwater basins, which require grading approval from the Town of Warwick Planning Board for the stormwater basins (all of basin B and part of basin A). There are no other structural improvements proposed within the Town.

4. Easements

A ten foot wide Orange and Rockland utilities easement ran diagonally across the property, from roughly the middle of the site's frontage on Locust Street, to a point about 640 feet west of Locust Street along the Village-Town north boundary of the site. This easement is not in use and was abandoned by O&R.

It is noted that there is at least one utility pole carrying overhead wires located within the site on the west side of Locust Street outside the village road right-of-way, though most of the existing utility poles are located on the east side of Locust Street closer to the homes that they serve. Another existing utility pole appears to be directly adjacent to the site, within the Locust Street right-of-way. There is no easement that has been recorded to provide for the presence of these poles and wires on or adjacent to the site. There is no plan to move any poles on the east side of the road across from the site.

The proposed subdivision plan would create several drainage easements to the Village for the stormwater management facilities, in addition to utility easements and dedication of land for widening and improvements to Locust Street. The maintenance of the drainage areas will be the responsibility of the Homeowners association. Easements will be created in the Town in favor of the Village to protect stormwater management facilities including the swale, if necessary and charge back the homeowners with a tax levy to recover the costs of the maintenance.

The project incorporates a conservation easement to protect the stream and wetlands on the property. This easement will encompass 6.8 acres of the site, and is achieved using clustering provisions in Section 145-29 of the Zoning code of Village of Warwick. The area to be conserved represents approximately 30% of the site, and will be preserved as permanent open space. This property will be protected and maintained through an easement owned by the Homeowner's Association. In addition, easements will be granted to the Village to enforce its maintenance if necessary.

Other than on-site soils testing and subsurface sampling and investigation necessary to complete the SEQRA environmental review and engineering reports, there has been no work on the site for this proposed subdivision. Work completed has been minimally invasive.

C. Project Description

1. Current Proposal

Village View Estates is a proposed 45-lot subdivision of a 20.3-acre tract of land in the R residential district in the Village of Warwick, located at the Village's boundary with the Town of Warwick. The site is composed of four different adjoining tax map parcels Section 201, Block 1, Lots 1.1, 1.2, 1.3, and 2. The site fronts on the corner of Locust Street and Woodside Drive, and the subdivision involves the need to construct an internal road network to serve the lots. This internal road network involves a proposed road system that creates two entrances to the subdivision, one from Locust Street, and one from Woodside Drive. This road system includes two cul-de-sac roads that will eventually provide internal road connectivity to the applicant-owned parcel to the North of the proposed project currently in the Town of Warwick (SBL 31-2-85.2). Utilities will be installed within the roadway rights-of-ways with the exception of one segment of water and sewer main, and will be accessible to the home lots for connection once home building begins. Until the projects on the properties within the Town of Warwick are completed, temporary easements will allow the Village of Warwick to maintain the cul-de-sac turnaround and for snow storage. The total road system within the subdivision will be approximately 2,950 linear feet. Drainage improvements proposed as part of the site development extend onto Town of Warwick tax map parcels Section 31, Block 2, Lot 85.2 (swale and stormwater detention basins) and swales on Section 43, Block 1, Lots 3, 4.12, and 4.2, which would be incorporated into the plan as they would require grading approval from the Town of Warwick Planning Board. **(See Figure II-C-1 Proposed Cluster Subdivision)** The applicant also owns Town of Warwick tax map parcels Section 31, Block 2, Lots 84.1, 84.2, 84.3, and 85.1 having frontage on Sleepy Valley Road.

The project is anticipated to involve the disturbance of approximately 17.5 acres of land to construct the development. To protect the environment from possible contamination from exposed soil during storm events during construction, a full Stormwater Pollution Protection Plan (SWPPP) has been developed and is under review. The SWPPP includes a design to minimize soil erosion caused by rain events while soil is exposed. Best Practices for erosion control during construction are detailed in this plan, and are approved prior to implementation.

In addition to the Erosion Control Plan, the design of the SWPPP includes a plan to attenuate post construction increases in water flows generated from the site because of the increase of impervious surface. The SWPPP under review has been designed to State and Village Standards and incorporates two detention ponds above the development off-site on properties owned by the applicant. These detention ponds will prevent exacerbating existing drainage problems downgrade of the property, and three stormwater quality management basins on the property will protect the quality of stormwater issuing from the site. Easements to protect these ponds from future development and allow for their maintenance are proposed as part of the overall design plan.

The proposed 45 lots are to be used for the construction of single family detached dwellings, projected to have 4 bedrooms. Consistent with the latest census data³, the project would generate approximately 2.29 persons per home, or 103 new residents, of which 21 would be school-aged children.

2. Project Construction and Phasing

Hours of construction would be typically during weekdays, from 8:00 to 5:00 Monday through Friday. Construction-related traffic to the site will be short term. The most intense phase will occur during the road construction phase of the site, when road sub-base material will be trucked into the site. Conservative calculations assume the need for 18 truckloads of stone per day for a 10-day period, or approximately 2 trucks per hour for two weeks. When the roads are paved, there will be approximately 120 trucks to the site in a two- to three-day period. It is anticipated that the total period of construction would last 60 months.

After necessary approvals and permits are received, construction would begin. The general sequence of construction is summarized below:

Construction of Infrastructure:

- 1) Pre-construction meeting with applicable regulatory agencies
- 2) Delineate limits of clearing and disturbance: Open Space areas, and individual trees to be saved would be protected with perimeter fencing.
- 3) Install stabilized construction entrance at intersection of Proposed Road A and Woodside Drive.
- 4) Excavate temporary sediment traps. Install diversion swales and culverts as required.

³ American Community Data Estimates from U.S. Census Bureau for Village of Warwick NY for 2016, accessed 2-20-2018, available online at <https://factfinder.census.gov>



LEGEND

- EXISTING PROPERTY LINE
- EXISTING TAX PARCEL
- 10' CONTOUR LINE
- EXISTING STONEWALL
- EXISTING WIRE FENCE
- EXISTING TREELINE
- USDA SOILS BOUNDARY
- EXISTING FEDERAL WETLAND LIMIT
- EXISTING STREAM
- EXISTING SLOPES 15% OR GREATER

FIGURE II-C-1
NOT TO SCALE

VILLAGE VIEW
CLUSTER SUBDIVISION

VILLAGE OF WARWICK,
ORANGE COUNTY, NEW YORK

PROPOSED 45 LOT
CLUSTER SUBDIVISION

DRAWING TITLE

KIRK ROTHER, P.E.
CONSULTING ENGINEER, PLLC
5 St. Stephen Lane, Warwick, NY 10990
(845) 789-0025

DATE	REVISIONS	DATE	REVISIONS	DATE	REVISIONS
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04/17/20	90	04/17/20	90	04/17/20	90
04/17/20	91	04/17/20	91	04/17/20	91
04/17/20	92	04/17/20	92	04/17/20	92
04/17/20	93	04/17/20	93	04/17/20	93
04/17/20	94	04/17/20	94	04/17/20	94
04/17/20	95	04/17/20	95	04/17/20	95
04/17/20	96	04/17/20	96	04/17/20	96
04/17/20	97	04/17/20	97	04/17/20	97
04/17/20	98	04/17/20	98	04/17/20	98
04/17/20	99	04/17/20	99	04/17/20	99
04/17/20	100	04/17/20	100	04/17/20	100

- 5) Perform clearing and grubbing activities as required for construction of proposed Roads and rough grading of lot sites. Site disturbance shall not exceed beyond the disturbance limit line depicted on the subdivision plans. At no time shall the total area under disturbance exceed five acres. Areas which will remain disturbed for a period of more than 14 days shall be stabilized with rye grass in accordance with the temporary seeding schedule shown on the subdivision plan.
- 6) Strip and stockpile topsoil, stabilize with rye grass seed and perimeter silt fence.
- 7) Complete rough-grading of roadways.
- 8) Complete stormwater conveyance systems, sewer and water service utilities. Install rip-rap lined inlet and outlet protection. Stabilize drainage ditches with appropriate channel protection measures such as rip-rap, grass, or hydro-seed.
- 9) Install road-stream crossing.
- 10) Install roadway curbs and sidewalks.
- 11) Install road sub-base. Place base course of pavement if possible.
- 12) Complete fine grading of disturbed areas and right-of-way embankments, amend soils as required and seed, and stabilize with mulch, jute netting or hydroseed.
- 13) Excavate, fine grade and stabilize detention ponds located in the Town of Warwick. Install all drainage items associated with ponds.
- 14) Review detention pond construction checklist. Construct wet detention ponds to permanent size and geometry. Remove trapped sediment and fines particulate soil matter from bottom of basin and discard off-site. Ensure conformance with checklist.
- 15) Upon final grading, placement of rip-rap line channels and establishment of vegetative slope stabilization, install bio retention areas and planting.
- 16) Upon vegetative stabilization of the site, remove erosion control measures beginning at the most upstream points and then working downstream.
- 17) Perform any touch up fine grading and seeding as required. Maintain and repair washouts as required and after each storm event until all permanent erosion control and water quality treatment measures are fully established.

Upon completion of the roadways and utilities, individual home construction would begin.

Construction of homes on Individual Lots

The following will be the general construction sequence for the individual lots as they are developed. All homes would be constructed as they are sold. Final finishes of the home would be based on individual preferences of the homeowner, and based on sales of company prepared design packages.

- 1) Install stabilized construction entrances at proposed driveway locations.

- 2) Install silt fence at downstream portions of the lot as shown on the subdivision plans. Silt fence to be installed parallel to contours downgradient of disturbed areas such as a house or driveways and utility line installations.
- 3) Perform clearing and grubbing activities not to exceed the limits of disturbance shown on the subdivision plan.
- 4) Strip and stockpile topsoil, stabilized with rye grass seed and perimeter silt fence.
- 5) Perform rough grading of lot and install house, utility lines and driveway. Areas to remain disturbed for more than 14 days shall be stabilized with rye grass in accordance with the temporary seeding schedule shown on the subdivision plan.
- 6) Fine-grade and amend soils as required, and seed in accordance with permanent seeding schedule.
- 7) Upon establishing permanent vegetative cover, remove erosion control measures beginning at the most upstream point and then working downstream.
- 8) Maintain and repair washouts as required and after each storm event until all erosion control and water quality treatment measures are fully established.

3. Prior Alternatives

The following are a list of prior development proposals that included this property.

a. **The 28-Lot Subdivision, which has preliminary approval.** Preliminary approval for this proposed subdivision approval was granted on July 17, 2008. This approval received an extension on its preliminary approval until May 19, 2018th by the Village of Warwick Planning Board⁴. It was originally studied as a 29-lot subdivision in the prior DEIS, called "Village View Subdivision." This property has received subdivision approval for 28 single family lots. This approval included a plan to improve a section of Locust Street along the site's frontage, which would have involved widening the road from 2 to 4 additional feet, relocating utility poles and the guardrail, and clearing in the vicinity of the Locust Street/Woodside Drive intersection. The cost estimates for this improvement were deemed not to be feasible. The standard requirements for the Locust Street improvements were originally documented in a letter from the Village's consulting engineers in a letter dated February 27, 2006, and included in Appendix B of the prior DEIS adopted for Village View Subdivision⁵. The widening of Locust Street is no longer proposed with this application.

b.) **Prior Annexation Project.** This project that involved annexing 72 acres of adjoining land within the Town of Warwick to the Village, along with using the site as a "receiving" area for Purchase of transferred Development Rights (PDR) to increase the density on

⁴ Minutes from Village of Warwick Planning Board, dated 2-16-2018, Minutes from the meeting located in Appendix C.

⁵ Draft Environmental Impact Statement, Village View Subdivision, Garling and Associates, prepared November 2006. Available at Warwick Village Hall by FOIA request.

the site. The process of annexation would have eliminated the awkward boundary between the Village and Town and would have shifted the Village-Town boundary North of the power lines on Sleepy Valley Road. The resulting PDR development proposed to leave a portion of the wooded hillside west of the current Village boundary undeveloped, and to create a mixed residential development with 17 estate lots, 58 small single family detached lots, 42 townhouses, and 28 patio homes, for a total of 145 units. The unit mix was projected to generate 217 additional residents, of which 36 were estimated to be school-aged children.

The concept layout would have preserved 41 acres of open space, including a wide swath of land along Locust Street, as well as the hilltop on the western part of the site. The road network was proposed to connect between Woodside Drive and Sleepy Valley Road. That proposal ultimately lacked support from the municipal boards that would both have had to act to complete the annexation and authorize the use of Purchased Development Rights. As a result, the sponsor opted to pursue development only on land that is currently within the bounds of the Village.

D. Purpose and Need

The need for the project is to provide for the existing and future region-wide housing demand. The objectives of the project sponsor are to provide for this need in a way that promotes sound planning and community development goals, to create an attractive residential neighborhood in a manner that is consistent with the zoning requirements while earning a reasonable return on his labor and investment.

E. Summary of Beneficial and Potential Adverse Impacts

The implementation of the proposed action, or the construction of the proposed 45-lot single family subdivision as proposed, would be like other single-family subdivisions in the area, and its impacts are detailed in the following section.

Beneficial Impacts include the following:

- The community would benefit from having these new homes as attractive addition to the community, especially since they would be constructed in a way that is consistent with adopted community policy, plans and regulations. In the case of this project, the proposed action also creates an opportunity to create a wide buffer on this property to help protect a tributary to the Wawayanda Creek. This buffer will help to protect water quality and the natural beauty of the area. New homes also help to control the cost of living in popular communities like the Village of Warwick, by providing for a housing demand that could eventually put upward pressure on all housing costs as new residents seek homes. Increased demand on available housing

results in making homes less affordable for everyone and pricing out more price-sensitive members of their community, such as the young adults that grew up in Warwick, and now would like to establish home in this community.

Potential adverse impacts associated with the action include:

- The disturbance of approximately 14.8 acres of land, including .04 acre of federal wetland disturbance, .02 acre of which is temporary. The wetland disturbance is required for an entrance to the subdivision on Locust Street, shown on the current proposal as "Road B." This disturbance does not reach the threshold required for a Federal Wetlands Disturbance permit. The previous subdivision was approved for two entrances, and the current proposal only has one entrance crossing the stream and wetlands, and thus a reduction of disturbance under the previously approved proposal. In addition, the newer design places homes and other construction further away from wetlands than what was proposed in the 28-lot subdivision.
- Increase in runoff due to construction of an additional 2950 linear feet of roadway, and other impervious surfaces (roofs, pavement and driveways) totaling approximately 5.5 acres. These impacts will be mitigated through an approved Stormwater Pollution Protection Plan prepared by a licensed engineer, and reviewed at the local, county, state and federal levels in order to obtain necessary permits prior to any disturbance or construction. The Cluster proposal decreases the total length of roadway required to serve these homes over the previously approved plan but provides access for 17 more homes, which will reduce the costs related to maintenance if those homes were built elsewhere, without significant impacts related to the construction or commitment of resources.
- Temporary generation of noise and dust and sporadic additional truck traffic, particularly during preliminary grading and road construction. These impacts would be managed through the maintenance of a construction schedule approved by the Village.

Unavoidable impacts include the following:

- Dedication of service from existing public utilities of Water and Sewer owned by the Village of Warwick. The Village of Warwick is served by a public Sewer Treatment Plant and a public water system. Both these systems are owned by the Village. The project will require the dedication of 19,800 gallons per day (GPD) of capacity for each service. The capacity of both systems were analyzed and found to have sufficient available capacity. Costs to the service district are paid through initial

hookup fees, user fees and taxes, which allow for the ongoing maintenance and future improvements to the district.

- Costs of providing public services to the estimated 103 additional residents, of which 21 would be schoolchildren. The analysis in Section III-J indicate that these homes would pay their fair share of taxes to support these services, and also help to fill available capacity of the Warwick Valley School District, which has suffered from shrinking enrollment over the last 10 years. It is also likely that these residents would also support the robust local business community in Warwick and would add to the retail tax revenue captured by the Village of Warwick.
- Since public transportation only offers service a few times a day to local connections within Warwick, personal passenger cars would be the primary means of transportation for most residents. The traffic study indicated that a total of 37 new vehicle trips would be generated in the morning peak hour, and 47 new vehicle trips in the evening peak hour. The Traffic analysis demonstrates sufficient capacity in the existing roadway system to serve the additional trips coming from this subdivision.
- Likewise, the expansion of other services on the site for heating, electrical connections, cable, household garbage pickup would also need to be expanded to include these homes and are paid for by fees to the service provider or taxes generated for the existing local taxing districts overlaying the site.

Once all homes are built, the project would increase the Village's assessed property values by approximately \$2,470,900 and increase Village property tax revenues by approximately \$77,714. The school property tax revenues are estimated to be \$384,535 offsetting an increased local school budget increase needs paid for by local taxes estimated to be \$345,345 per year.

F. Involved and Interested Agencies and Required Approvals and Reviews

This action will require permits and approvals from other agencies, and the Lead Agency is conducting a SEQRA review on behalf of these Agencies. The following permits are required for approval of this subdivision are shown on **Table II-F-1**, which is repeated from the previous section.

Table II-F-1 Required Permits, Approvals, and Reviews

Agency	Permit or Approval
Village of Warwick Planning Board (Lead Agency)	Subdivision Approval Site plan Approval
Village of Warwick Village Board	Acceptance of dedicated public improvements, Annexation, Special Use Permit (Clustering)
Village of Warwick Department of Public Works	Highway work permit for curb cuts to Locust Street and other improvements to Locust Street.
Orange County Department of Health	Approval of Water Facilities
Orange County Department of Planning	Referral under Section 239 of the General Municipal Law.
New York State Department of Environmental Conservation (NYSDEC)	SPDES Permit for Stormwater Discharge, approval of new sewer facilities, Article 15 for stream crossing.
U.S. Army Corps of Engineers (USACE)	Nationwide Permits for wetland disturbance and wetland road crossing.
Town of Warwick Planning Board	Stormwater Basins – grading permit
Town of Warwick Town Board	Annexation.
New York State Office of Parks, Recreation and Historic Preservation	Compliance with State Historic Preservation Act for action requiring State agency permit

Interested agencies are defined in SEQRA as other official governing or permitting bodies that have expressed an interest in commenting on the DEIS or the project's impact but have no permitting authority. At the date of the writing of the DEIS, no other agency has expressed interest in becoming an interested agency for this project.

Section III: Environmental Setting: Existing Conditions, Anticipated Impacts and Proposed Mitigation

A. Soils, Topography and Geology

1.0 Existing Conditions

According to the U. S. Department of Agriculture Soil Conservation Service, Soil Survey of Orange County, New York, the Geology of this area was last affected by Glacial advances and retreats, starting some 300,000 years ago, and ended about 12,000 years ago. This left Orange County with a complexed geology and spectacular natural views. This area is best characterized by its rolling hills and valleys, some of which had been used for productive farming surrounding the Village of Warwick. According to the Soil Survey, the Northern part of Warwick sits within the Geological area known as the Hudson Mohawk Lowland.

As shown in **Figure III-A-1**, the site topography is generally sloped from the northwest to the east property line where the site is closest to the stream running parallel to Locust Street. The highest point on the site is 806 feet (above mean sea level point). The lowest elevation on the site is approximately 636 feet near the site's frontage on Woodside Drive, where the stream discharges south from the site under Woodside Drive. Although most of the site contains slopes no steeper than 15%, there are several small scattered areas of the site that are steeply sloped (25% or more). These areas are shaded on **Figure III-A-1**.

The locations of the soils types are also shown on **Figure III-A-1**. A brief description of each soil type, its characteristics and limitations follow, derived from the U. S. Department of Agriculture Soil Conservation Service, Soil Survey of Orange County, New York:

Alden silt loam (Ab): is a deep, very poorly drained, nearly level soil formed in glacial till. The water table is at or near the surfaces for extended periods and may be ponded in the spring. This soil is poorly suited to most urban uses due to extended wetness and low permeability. This soil is found in and near the wetlands and stream on the property, and is proposed to be maintained as part of the open space in the subdivision plan.

Mardin Gravelly Silt Loam (MdB and MdC) The other two types of soils are variants of the classification known as the Mardin gravelly silt loam, within two sub classifications shown as MdB and MdC on Figure III-A-1. These two classifications are similar in properties, with the exception of typical slopes. (MdB at 3-8% slopes; and MdC, at 8-15% slopes). Mardin soils are deep,

moderately well drained, gently sloping glacial till soil with a dense fragipan⁶ in the subsoil. Gravel fragments are abundant in both the surface layer and subsoil. There may be a seasonally perched water table above the fragipan in spring or other wet seasons, and the dense fragipan also tends to restrict root penetration. These soils are commonly found in pastures. Erosion can be a hazard on long slopes. Seasonal wetness and low permeability through the hardpan need additional design consideration to mitigate soil erosion and may increase construction costs, depending on the types of structures.

On-site soils testing was carried out in 2006 in order to verify the soils characteristics and determine their suitability for the proposed development. The soil test logs are contained in **Appendix D** confirming the characterization of the site to be Mardin soils and that that are suitable for the proposed residential development. The Mardin Soils continue off the property to the locations of the proposed stormwater basin locations located within the Town.

2.0 Anticipated Impacts

No impact to the most saturated area of the site is planned except for disturbance required to construct the road entrances into the subdivision. Because of the deepness of the soils, it is not anticipated that blasting would be required to construct the homes on the site. If there were an area that had thinner soils over bedrock, or there were outcroppings on site, the rock would be tested prior to removal and the removal plan would be submitted to the Village for review.

In addition, creation of the roads and the homes on the site will require stripping of the vegetation, thus exposing the soils to erosion, and grading of the site, which will require the stockpiling of materials on site.

The project is not anticipated to require retaining walls

3.0 Proposed Mitigation

Modification of the property to construct the residences will be completed in accordance with an approved Stormwater Pollution Protection Plan, which has been prepared by the Project Engineer, Kirk Rother, P.E. This plan is required to address the potential impact caused by erosion on the property, which is a required element of the SWPPP.

The Erosion Control Plan includes a combination of silt fencing, seeding and the application of hay, and building of temporary silt ponds placed in areas as specified in the plan to collect stormwater runoff as necessary. The plan is designed to control erosion during storm events

⁶ A Fragipan is a subsurface soil layer that restricts water flow and root penetration. In soil descriptions, they are commonly denoted by a Bx or Btx symbol in U.S.D.A. soil surveys.

and includes cleaning stations at the construction entrances for vehicles. The intent is to keep exposed soils on the property during storm events when construction occurs. This will protect the surrounding environment and protect the integrity of the water courses on the property to the greatest extent possible. The Erosion Control Plan is required to be reviewed for compliance with New York State standards, is reviewed by NYSDEC and the Village, and enforced by the Village Engineer.

B. Ground and Surface Water Resources

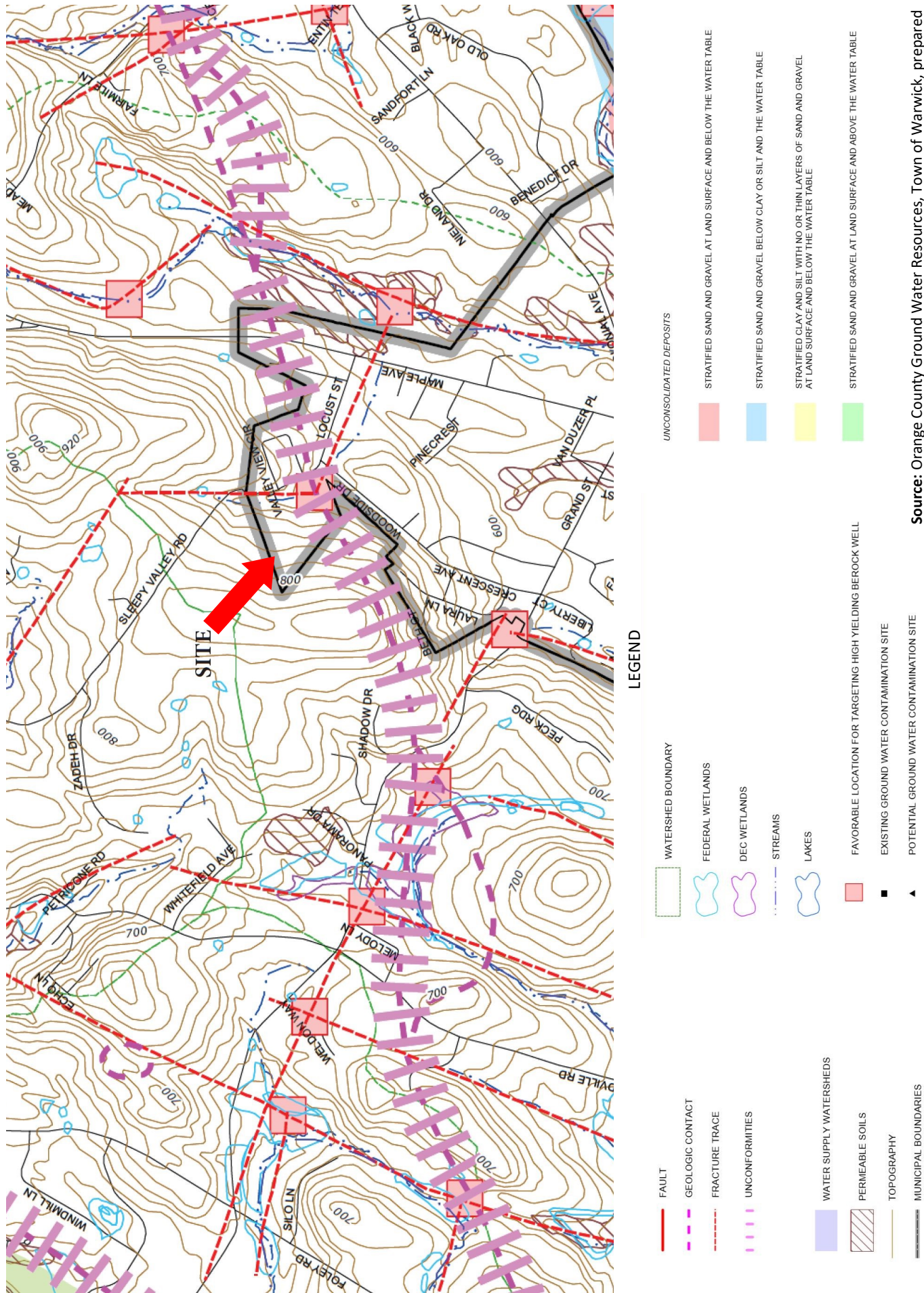
1.0 Existing Conditions

Leggett, Brashears and Graham prepared a Groundwater Resources Study for the Village in January 2005. This study provided a map which illustrates the geological features important for the understanding of the water resources in the area. A portion of this map appears as **Figure III-B-1: Water Resources**. This map illustrates an important geological feature, called a fracture trace underlying the site, roughly in the location nearest to the stream in the north-south direction, and intersects with a fracture on the southwest corner of the site, which goes in a southeast direction. Fracture traces indicate the presence of sub surface bedrock fractures, even though they may be covered with hundreds of feet of soil material. The presence of these fractures indicate points where high yielding water wells may be found. A point identified as having conditions suitable for a high yielding well is shown on the southwest corner of the map as a box. The large line in the center of the map that is crossed with the shorter orange lines is unconformity, which is an area where the underlying bedrock shows signs of erosion when it was first formed (12,000 to 300,000 years ago.) These erosions also indicate locations where high yielding wells are likely to be found.

Several sites that have the potential for high yielding wells, like the one that exists on the property, are also found within the Village of Warwick or close to their boundaries. These include one in the heart of the Village 1000 feet southeast of the intersection of Maple Street and Colonial Avenue, three located northwest and south of Factory Street, three located in Veteran's Memorial Park, one at the Village's Southern Boundary near Lawrence Avenue, and another located at the Village's northwestern boundary north of Grand Avenue. Because of the underlying water geology, water resources appear to be plentiful and provide the Village many options for establishing and protecting future productive wells.

Overland water resources on the site include an unnamed stream across the eastern edge of the property (**See Figure III-B-2 Hydrological Resources**), which flows into another unnamed stream off the property, then into the Wawayanda Creek. This creek has been rated C (t) by the New York Department of Environmental Conservation. This rating indicates that the water is high quality and suitable for recreation and could support fish propagation. The unnamed

Figure III-B-1: Water Resources



Source: Orange County Ground Water Resources, Town of Warwick, prepared by Orange County GIS division.

tributaries share the same classification when they are tributaries, however it does not mean that there are fish in the streams or function in the same way as the Wawayanda Creek, which is deeper and broader than the streams. However, these hydrological connections are important to the health of the Wawayanda and the other waterways downstream, which eventually flow into the Hudson River. The protection of the small waterway on-site helps to maintain and improve water quality overall, and the health of downstream habitats, which may be of higher quality than what is found on site.

The unnamed Stream on site is within a federally protected wetland. Wetlands generally provide protection to the stream from on-site pollutants, which also help to protect all the downstream resources. This wetland is .85 acres in size on the property. This area is also shown on **Figure III-B-2**. This wetland was delineated by Peter Torgersen in October of 2004 and submitted to the Army Corps of Engineers with a request for a Jurisdictional Determination. This determination letter was originally requested for the prior 28-lot subdivision and was issued on April 17, 2006. (A copy of letter can be found in **Appendix E of this DEIS**.) The determination letter confirmed the presence and boundaries of the federally regulated wetlands on site.

This wetland is fed by water on the site that flows overland to the existing stream running along the eastern edge of the property. Once it enters the stream, it then discharges at a single point to a culvert under Woodside Drive. After the stream passes the culvert, the stream continues to flow as an open stream in a direction roughly parallel to Locust Street, through the backyards of houses along Locust Street. The stream passes under Route 17A via another culvert and eventually flows into the Wawayanda Creek.

The stream on the site is a tributary of the Wawayanda Creek and part of the Roundout River-Roundout Creek-Walkkill River drainage basin. The index number is HI 39-13-61-9-21-1, and its classification is C(t). The stream on the property and wetland is mapped on **Figure III-B-2: Wetlands and Stream on Property**

With exception of a small natural spring located on the site, there are no other watercourses and water resources directly adjacent to the sites that are not part of the same tributary to the Wawayanda Creek.

There are no mapped floodplain areas present on the site. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map for the Village of Warwick shows the entire area west of NYS Routes 94/17A and north of West Street to be in zone "X", which is outside of the 100-year flood zone. There are no any floodplain areas mapped in any of the adjoining lands in the Town.

2.0 Anticipated Impacts

Impacts during construction to water resources on site would be limited to the possibility that silt could enter the stream during storm events, and with the minor disturbances required to

construct the road crossing and stormwater basins. In addition, the project requires that stormwater be directed toward the stream, which would increase because of the increase in impervious surface on the property. Pollution from ordinary residential uses include trace oils deposited on the road and other containments from cars, and use of fertilizer, pesticides in yards, and accidental spilling of water from swimming pools into yards (which often contain chemicals), which then flow through the natural drainage system into the stream and into downstream resources.

3.0 Proposed Mitigation

The project includes most of the wetlands and the stream into a conservation easement. These areas will be preserved as part of the cluster plan, and provides a larger buffer from the wetlands and stream than the previous plan. The previously approved subdivision placed housing on the edge of the wetlands, and would have required a small amount of fill in some cases. The newer plan, which preserves at least 30 percent of the site, places housing no closer than 60 feet of the edge of the wetlands, and 30 feet from the edge of a wetland and a residential lot boundary. In both plans, road crossings over the wetlands are necessary to reach the homes, and this is an unavoidable impact. However, the current plan reduces the crossings to one instead of two. A culvert under the roads will ensure hydrologic continuity of the wetlands. The new cluster plan only requires .04 acres of disturbance, of which .02 acres is permanent. This planned disturbance does not require a permit from the Army Corps of Engineers.

A Stormwater Pollution Protection Plan (SWPPP) was prepared in accordance with New York State Regulations, by the Project Engineer, Kirk Rother, P.E. The SWPPP is prepared to meet state acceptable standards for mitigation of potential pollution related to construction, and post-construction, in order to protect the water resources that would be affected on site and downstream from the site. The SWPPP is described more fully in **Section E**.

C. Wastewater Management

1.0 Existing Conditions

The Village of Warwick Wastewater Collection and Treatment Plant is located on the west side of the Village of Warwick, on the south side of Wawayanda Creek. It is accessed from River Street and discharged into the Wawayanda Creek. The plant provides tertiary treatment and has a permitted capacity of 1,000,000 gallons per day (gpd). Current Average daily flows to this plant are 799,000 gpd, leaving an excess available capacity of 201,000 gpd for this project.

The applicant's engineer has been working with the Village Department of Public Works and the Village Engineer in order to determine the nature and capacity of the lines, pump stations and related wastewater transmission facilities serving the site. The surrounding sewer service area flows to the Robin Brae pump station, which was most recently replaced in 2017. The Village acknowledges that the storage and pump station have design flaws and is currently examining

solutions for correcting flaws, including bypassing the pump station altogether and constructing a gravity feed. This would increase the reliability of the system used to convey the sewage to the treatment plant. The costs of the improvements would be borne by all residences hooked up to the Robin Brae pump station and may be paid for through the general fund, bonds or grants (or a combination of these) once final costs are determined. Depending on the timing of the improvements, the applicant may contribute a fair share to the costs of the improvements, if they occur after the approval, and prior to the sale of the residential units in exchange for releasing new residents from the bond assessment. No indications of problems were uncovered for the rest of the collection lines serving the area.

After consultation of the Village's sewer service map, which shows the limits of the areas discharging to the Robin Brae pump station. An estimated 133 houses currently discharge to this pump station.

2.0 Anticipated Impacts

With the additional 45 dwellings, the pump station discharge would increase to 178 homes. The sewerage requirements for these homes would add 19,800 gallons per day to the system.

The proposed sewer design is gravity fed into an existing main located in Woodside Drive. All connections and designs would be approved the Village of Warwick, Orange County, and NYSDEC.

3.0 Proposed Mitigation

The analysis of the system by the project engineer indicates that satisfactory capacity remains within the system to serve the sewer needs of the residential homes that will be constructed on the site. The design and connections of the residences to the existing sewer system is subject to review and approval by the Village of Warwick, Orange County, and the New York Department of Environmental Conservation. No other mitigation is required.

D. Water Supply

1.0 Existing Conditions

As described in Section III-B, Water Resources, the Village of Warwick is located within an area well suited to providing high yielding wells that support its future water needs. Currently the Village's Water System has the capacity to treat 1,000,000 gallons per day for Well #2, which is the primary source of water. There are two other wells that are in reserve as backup, and two reservoirs that can feed treated water into the water system as needed. The Village of Warwick provided an average of 647,123 gpd of treated water to the residents in 2017.⁷

⁷ Annual Drinking Water Quality Report for 2017. Accessed online at the Village of Warwick Website on 5/30/2018 at <http://villageofwarwick.org>

2.0 Anticipated Impacts

The project will require the dedication of 19,800 gpd of water to serve the needs of the new homes that will be established on this property. Individual hookups will be provided via an expansion of the system from existing water mains located on Locust Street or Woodland Drive. The lines will generally be located within the right of ways of the roads serving the homes. All new lines and connections will be subject to review by the Village and the Orange County Health Department prior to final design and being placed into service. A booster pump station will serve the Village View development to bring pressures to acceptable levels for the homes located in the higher elevations of the development.

3.0 Proposed Mitigation

No other mitigation is required or proposed.

E. Stormwater Management

1.0 Existing Conditions

A drainage study, completed by the Project Engineer, Kirk Rother is contained in **Appendix E**. This study indicates that the entire site is located within a single drainage basin that extends beyond the property boundaries and consists of a total of approximately 72 acres. This drainage basin is a defined area in which the water flows during storm events overland into an on-site stream. **(See Figure III-E-1: Pre-Development Drainage)**

The unnamed Class "C" Stream, Index #H139-13-61-9-21-1 flows to the south under Woodside Drive via and 8 ft. wide by 4 ft. high reinforced concrete box culvert. For the purposes of stormwater analysis, this box culvert was taken as the analysis point. Flows continue in a south westerly direction, roughly parallel to Locust Street, through the backyards of homes located along Locust Street. The stream then passes under Route 17A via another culvert and eventually flows into the Wawayanda Creek.

The site is currently brush land and woodland with the exception of the stream, which is and associated wetlands that lie parallel to the stream edges. For the purpose of the hydrologic analysis, all vegetation is taken to be in good hydrologic condition. Soils on the site are found to be entirely Group D soils having poor infiltration capacity.

2.0 Anticipated Impacts

Anticipated impacts to stormwater would occur during construction and post construction. Impacts during construction would be the introduction of soils into the water courses and wetlands during storm events. The SWPPP includes an erosion control plan to attenuate stormwater pollution during storm events. The proposed SWPPP erosion control plan is required to be approved by the Village and its application would be enforced by a qualified engineer throughout the construction process.



NOT TO SCALE

DATE	REVISIONS	NYS. LIC. NO. 079003				DATE
<p>UNAUTHORIZED ATTRIBUTION OR ADDITION TO A DOCUMENT BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER IS A VIOLATION OF SECTION 2209, SUBSECTION 2, OF THE ENGINEERING COUNCIL LAW. ANY VIOLATION OF THIS LAW WHICH DOES NOT MEET THE CRITERIA OF A VIOLATION OF SECTION 2209, SUBSECTION 1, OF THE ENGINEERING COUNCIL LAW, SHALL BE CONSIDERED INVALID.</p>						
		D.O.T. SHEET #	D.E.C. SHEET #	O.C.D. SHEET #	SHEET #	
		N.A.	N.A.	N.A.	OF 1	
		PROJECT #			SCALE	
		04170 - CLUS			04170.0	AS SHOWN

Post Construction, impacts to Stormwater include an increase in volume of stormwater because of the increased impervious surface on the site and the potential for pollutants to enter the natural water courses during storm events. New pollutants would be related to home use, such as oils from driveways, and an increased use of fertilizers on lawns and landscaping, and accidental spills of household chemicals.

3.0 Proposed Mitigation

The SWPPP report can be found in **Appendix E of this DEIS**. The SWPPP has detailed discussion of pre and post developed drainage impacts and proposed mitigation measures. The SWPPP is under review by the Village of Warwick Planning Board and has been designed to State and Village Standards. It incorporates an erosion control plan to mitigate the quality of stormwater runoff during construction.

Post construction, the SWPPP incorporates two dry detention ponds above the development off-site on properties owned by the applicant. These detention ponds will attenuate storm water run-off to rates that are 10% below pre-developed levels as required by Village Zoning. A table summarizing the pre and post developed flow rates at the analysis point for various storm events can be found in the SWPPP. **(See Figure III-E-2: Post Development Drainage)**

Storm water quality and run-off reduction will be accomplished by means preserving natural vegetation, preserving the riparian buffer along the stream and wetlands. Three large bio-retention areas are proposed that will capture and treat run-off from impervious areas before entering the on-site stream. Easements to protect these ponds from future development and allow for their maintenance by the Village of Warwick Department of Public Works is proposed as part of the overall design plan.

F. Flora and Fauna

1.0 Existing Conditions

a. Habitat

Ecological communities on site were examined in the prior DEIS for the 28-lot subdivision that received preliminary approval and has not changed, since there has been no activity on the site. The site visits and mapping were results of an onsite study that was carried out at multiple dates in April and September of 2005. The areas studied are inclusive of the adjacent properties that will be used for off property improvement, since the habitats were substantially the same. The pages of the DEIS that included this study are summarized and updated in this section.

New York uses the Reschke classification system to describe ecological communities, in order to provide a method of determining the impact. This system was developed by Carol Reschke in 1990, and was updated in 2014 by a committee of experts formed by the New York Heritage

Program.

Most of the site is characterized as “Successional” habitat. This means that the natural habitat had been stripped from the land for farming, logging, or some other purpose. These habitats often lack the natural understory plants and mature trees necessary to support endangered species, although they can sometimes be found on sites.⁸ **Figure III-F-1** illustrates the location of the habitats on site discussed in this section.

New York formally adopted the “New York State Wildlife Action Plan.” This document provides foundation for policy pertaining to wildlife and habitat in New York State. This document describes “Successional” habitats as “Plantation/Pioneer forests.” This subgroup is defined as habitats that lack sufficient cover from the native hardwoods and understory plants, and are often inundated by invasive species.⁹

Using the Reschke system, the bulk of the site would be characterized as Successional Shrubland. This means that the ecological community is found on sites that have been previously cleared for farming, and then been abandoned. The rankings (G4, S4) indicate that the habitat on site is “Apparently Secure” (for ranking 4) for both classifications mean that the site is common globally (G) and Statewide (S)¹⁰. This community includes at least 50% of shrub cover, including gray dogwood, eastern red cedar, raspberries, and the invasive multiflora rose. In the case of this site, a vast and nearly impenetrable thicket dominated by multiflora rose populates the center of the site, with a scattering of red cedar and gray dogwood. This ecological community extends northward into the Town of Warwick to encompass the areas outside of the wetland proposed to be used for drainage detention purposes.

A small area of Successional Old Field (rank G4, S4) was identified on the lower part of the site. This ecological community is dominated by herbaceous flowering plants (forbs) and grasses and contains less than 50% shrubs, on sites that have been more recently cleared for farming. This is the first stage in succession after a cleared site is no longer being regularly mowed, and it is a short-lived community that succeeds to a shrubland and eventually to a woodland or forested community. In the case of this site, it contains common cinquefoil, ragweed, Queen Anne's lace, a mix of goldenrods including tall and rough goldenrod, and calico aster, English and common plantain, Virginia knotweed, spotted knapweed, quackgrass and other common forbs. There are scattered black walnut trees, all less than 6 inches dbh present in this area.

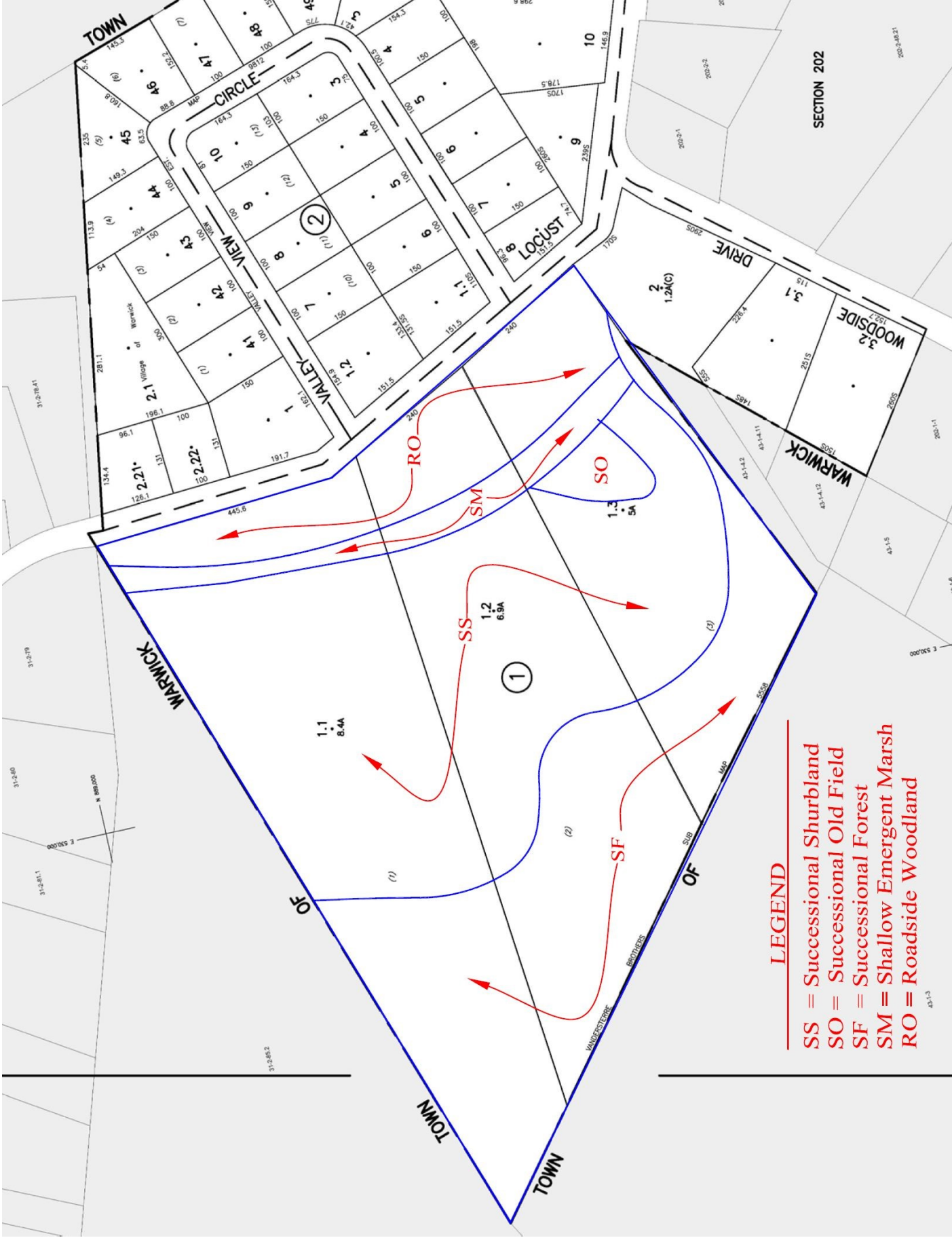
⁸ Ecological Communities of New York State, Second Edition: A Revised and Expanded edition of Carol Reschke's Ecological Communities of New York State. Edited by Gregory J. Edinger, et al. Published by New York Natural Heritage Program. Page Accessed online on February 28th, 2018 at the NYSDEC website <http://www.dec.ny.gov>

⁹ New York State Wildlife Action Plan, adopted 2015, Terrestrial Habitats Accessed online February 28, 2018 at the NYSDEC website <http://www.dec.ny.gov>

¹⁰ Ecological Communities of New York State, Appendix A: Heritage Program Element Ranks, page 145.

LEGEND

- SS = Successional Shrubland
- SO = Successional Old Field
- SF = Successional Forest
- SM = Shallow Emergent Marsh
- RO = Roadside Woodland



An area of Successional Southern Hardwood Forest (rank G5 S5) exists on the upper west part of the site, continuing west into the Town. Ranking 5 means that the site is “demonstrably secure.”¹¹ The Successional Southern Hardwood Forest is described as a hardwood or mixed woodland on sites that have been cleared or disturbed, and is a broadly defined community dominated by light-requiring species that are adapted to establish themselves following disturbance. In the case of this site it is co-dominated by red maple and red cedar. Reschke reports that shrub layer and ground layer dominants may include species that are characteristic of the old field community, or species that occurred prior to disturbance. In the case of this site, the successional forest has a sparse ground layer dominated by invasive garlic mustard, and the shrub layer is limited to pole stage growth of the dominant trees.

There is a small area of Successional Southern Hardwood Forest at the lower end of the site by Woodside Drive. This area is more diverse than the woodland in the Town of Warwick and contains white oak, sugar maple, and cherry along with red maple, with most trees ranging from 3 to 4 inches dbh, with a few larger specimens between 12 and 18 inches.

The wetland on the site that is associated with the stream is classified as Shallow Emergent Marsh (rank G5 S5). The stream itself may be a perennial stream, with water depths ranging from six inches to fourteen inches, and the marsh community includes the saturated lands associated with the stream. Dominant vegetation in the upper part of the marsh includes a mix of sedges and herbs such as curled mint, wild iris, smartweed, yellow nutsedge, tall meadowrue, beggar ticks, soft rush, and yellow green sedge. In the lower part of the marsh the conditions are more degraded and the vegetation is dominated by purple loosestrife.

The area of the site between Locust Street and the wetland is a distinct ecological community transitional between the Successional Shrubland and the road. It is beginning to succeed to woodland in the manner of Successional Forest, but it is clearly influenced by the roadway.

Reschke has no classification that fits this exactly, for although it is clearly a terrestrial cultural community (that is, one which is influenced by man-made elements/activities) it does not precisely fit into the nearest category of "Mowed roadside/pathway" nor "Herbicide-sprayed roadside/pathway", as it does not appear that the habitat is influenced by mowing or spraying due to its steepness and inaccessibility. This area also contains the remains of former farm structures such as silos and other platforms and walls. Roadside pathway communities, whether maintained or not, are narrow strips of vegetation along the side of the road, typically dominated by grasses, sedges and rushes or forbs, vines and low shrubs. Street trees are cultural features, but additional tree growth is also beginning to become established in this area.

There are large, individual old trees lining the west side of Locust Street ranging from 33 inches in diameter to 56 inches. The bulk of these are white ash, though one is a sugar maple, two are black walnut, and one is a white oak. Some of the large street side trees have suffered crown

¹¹ Ibid.

dieback and have lost numerous branches. The presence of stumps of comparable street trees indicates that others had been removed due to ill health or hazard. There is an understory of white ash shrubs, sugar maple, and other young trees, poison ivy, and a ground layer that includes an abundance of common ragweed, with pokeweed, wild lettuces, common groundsel, common sowthistle, and toadflax. On the east side of Locust Street, there are developed residential lots; and while there are street trees on these lots, they are considerably younger than on the west side, and in better condition. Only one plant was found on the adjacent property that was listed as protected. This plant was the New York Fern, which is protected to help prevent illegal harvesting by trespassers.

b. Wildlife

The original report indicated that this area of Orange County may have a variety of endangered and/or State Protected species of animals. However, none of these were found on site, and the conclusion of the report was that the site was unsuitable for most species because of the relative size, location, and habitat.

The study included observations and identification of the fauna found on site. Species that were expected to be on site, or observed are listed in **Appendix F**. None of the species found were listed as endangered, and are typical of low quality habitat that has evidence of over browsing by deer. In addition, fish were not present in the stream on the property.

2.0 Anticipated Impacts

Construction of the property will require the removal of most of the successional habitats on the site. Housing, driveways, and access roads would be constructed in these areas on the site, and these areas would no longer be available for habitat for the local wildlife. Wildlife found on the properties after construction and reestablishment of lawns and landscaping would be varieties that are adaptable to an urban environment, such as deer, robins, toads, skunks, and woodchucks. Depending on the individual plantings of the homeowners, other species may be attracted to the flora and fauna on the site (such as butterflies and hummingbirds). This is a typical situation that occurs in any residential development, and highlights the importance of planning development on properties, like this one, that are less likely to support endangered and threatened species.

The Part I EAF submitted for this project located in the Appendix A provides a breakdown of the type of land cover onsite and indicates that the site currently has 7.79 total acres of wooded areas on site, of which 5.24 would be removed for the development. Trees would be removed in accordance with DEC regulations.

3.0 Proposed Mitigation

This plan preserves more open conservation space than the original plan, thereby better protecting the wetlands and stream that crosses the front of the property. This will allow for the natural systems in place on the site to better protect the quality of water flowing through the site to Wawayanda Creek, and allow for wildlife to find sources of food, water and shelter

on the site.

Current plans demonstrate that at approximately 30% of the site (6.8 Acres) will be preserved as open space. This allows for a more significant buffer from the stream and wetland on the site, than the previous plan, which planned to set aside only 2.8 acres. It also helps to maintain the natural beauty of the site from views along Locust Street, since the watercourse is found adjacent to the road.

G. Traffic

1.0 Introduction and Project Description

The traffic report was prepared by Creighton and Manning, LLP. Their report has been modified only to facilitate flow of the DEIS in terms of heading and table numbering.

The project includes the construction of a residential subdivision with 45 single family homes on a site previously approved for 28 units. Access to the site is proposed via one full access roadway located on Locust Street approximately 1,000 feet north of Woodside Drive and an additional access road on Woodside Drive located approximately 250 feet south of Locust Street. The proposed project is expected to be completed and fully occupied in 2021. The study area is shown in **Figure III-G-1**, and the proposed subdivision layout, dated March 29, 2017, that was provided for this analysis is located in **Appendix G-1**. This layout was updated and appears in this document as **Figure I-B-1**.

2.0 Existing Conditions

a. Roadways Serving the Site

Locust Street is an urban local road that runs primarily in an east-west fashion from NY Route 17A/94 to the Village line, continuing into the Town of Warwick as Sleepy Valley Road. Locust Street is a two-lane road with one 11 to 12-foot wide travel lane in each direction and no paved shoulders. There are no sidewalks on this section of Locust Street and the posted speed limit is 25-mph. The pavement condition on Locust Street is generally good in the vicinity of the site with minor edge cracking and longitudinal cracking.

Woodside Drive is an urban local road traveling in a north-south direction between Grand Street (CR-1) and Locust Street. In the project vicinity, Woodside Drive is a two-lane road with one 12-foot wide travel lane in each direction and no paved shoulders. No sidewalks are provided on Woodside Drive and the posted speed limit is 25-mph. The pavement condition on Woodside Drive is generally good in the vicinity of the site with minor edge cracking and longitudinal cracking.

b. Study Area Intersection

The Locust Street/Woodside Drive intersection is a three-leg intersection operating under stop control on all approaches. A single lane is provided on all approaches for shared travel movements. No sidewalks or crosswalks are provided.

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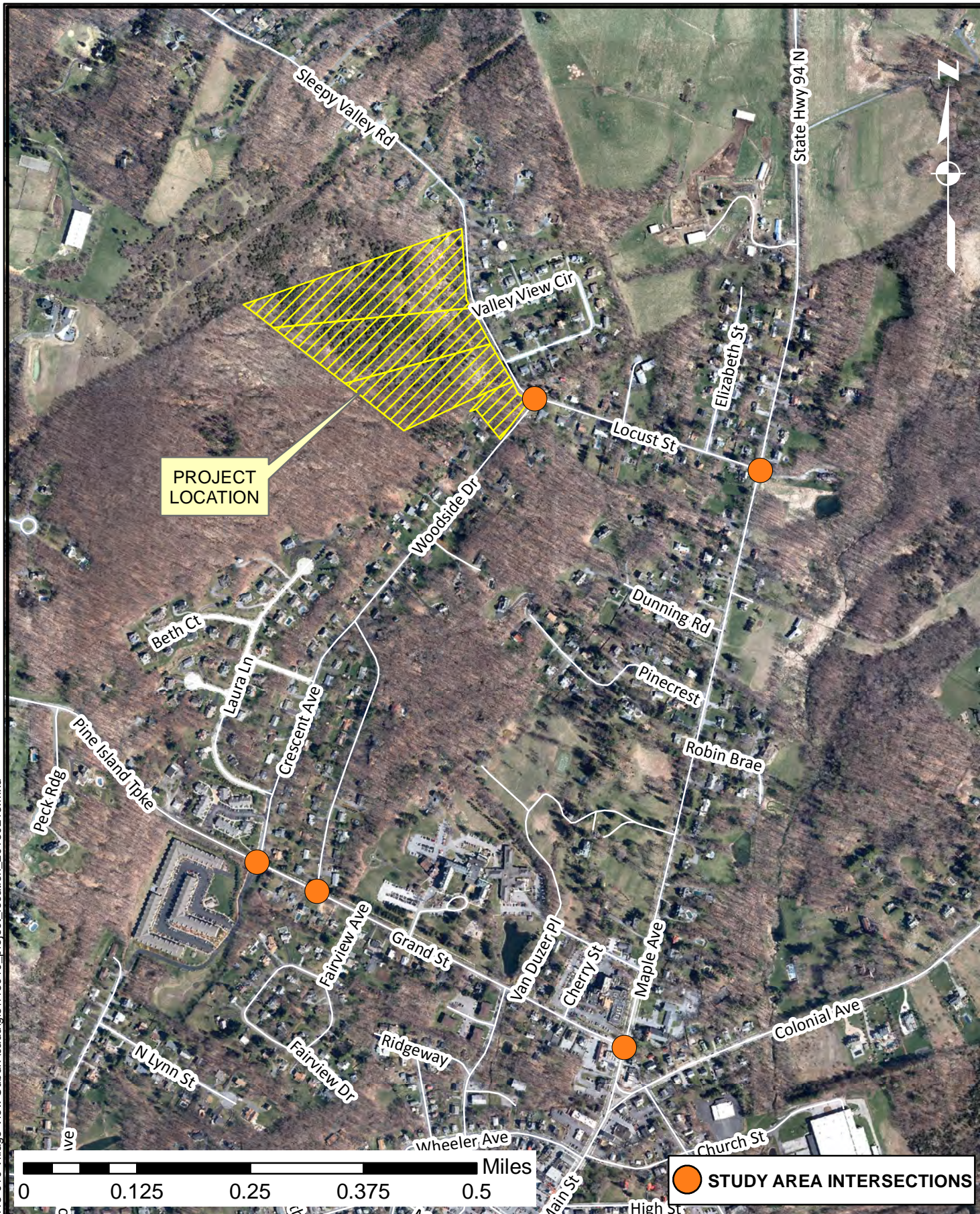


Figure III-G-1: STUDY AREA INTERSECTIONS

VILLAGE VIEW SUBDIVISION
VILLAGE OF WARWICK, NEW YORK



PROJECT: 118-010

DATE: 2/2018

FIGURE G-1

The Locust Street/NY Route 17A/94 (Maple Avenue) intersection is a three-leg intersection operating under stop control on the eastbound Locust Street approach. A single lane is provided on all approaches for shared travel movements. No sidewalks or crosswalks are provided.

The Grand Street (CR-1)/NY Route 17A/94 (Maple Avenue) intersection is a three-leg intersection operating under stop control on the eastbound Grand Street (CR-1) approach.

A single lane is provided on all approaches for shared travel movements. Sidewalks are provided on both sides of NY Route 17A/94 (Maple Avenue) as well as the south side of Grand Street (CR-1). A marked crosswalk with curb ramps and detectable warning is provided across Grand Street (CR-1); there are no accommodations to cross NY Route 17A/94 (Maple Avenue).

The Grand Street (CR-1)/Woodside Drive intersection is a three-leg intersection controlled by a stop sign on the Woodside Drive approach. A single lane is provided on all approaches for shared travel movements. A sidewalk is provided on the north side of Grand Street (CR-1) with a marked crosswalk across the Woodside Drive approach.

The Grand Street (CR-1)/Crescent Avenue intersection is a four-leg intersection operating under all way stop control. A single lane is provided on all approaches for shared travel movements. Sidewalks are provided on the west side of Crescent Avenue and north side of Grand Street (CR-1). A marked crosswalk is present across the west leg of the intersection, but we believe the north leg also had a marked crosswalk at one time, but has since worn away.

c. Transit

Transit service in the study area is provided by the Town of Warwick which provides a local shuttle bus through the Town including the Villages of Warwick, Florida, Greenwood Lake, and Pine Island. Service is available seven days a week with three to five shuttle trips per day.

d. Data Collection

Turning movement counts were conducted at the study area intersections on Thursday January 25, 2018 and Thursday February 1, 2018 during the morning peak period from 7:00 to 9:00 a.m. and on Wednesday January 24, 2018 and Thursday February 1, 2018 during the afternoon peak period from 4:00 to 6:00 p.m. which coincides with peak operating conditions of the site and adjacent street traffic. The raw turning movement count data is included under **Appendix G-2**. The existing peak hour traffic volumes are shown on **Figure III-G-2** and form the basis for all traffic forecasts.

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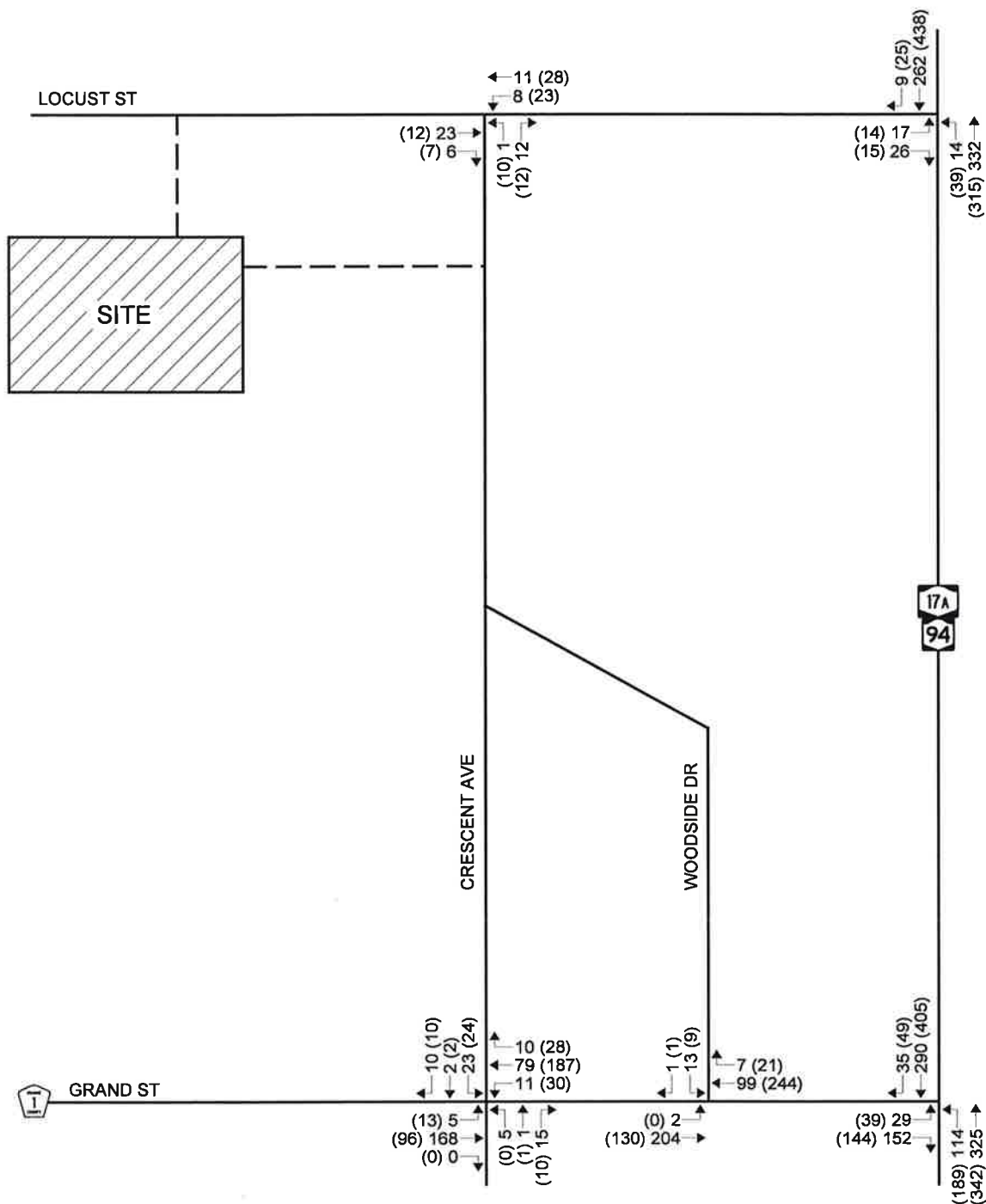


FIGURE G-2

2018 EXISTING
TRAFFIC VOLUMES

VILLAGE VIEW SUBDIVISION
VILLAGE OF WARWICK
ORANGE COUNTY, NEW YORK



e. Accident Analysis

Accident data was requested from NYSDOT to determine accident trends at the study area intersections and on the roadway segments within the study area. Accident summaries and details were provided by the NYSDOT Safety and Information Management System for the latest five years of available data from the period between September 1, 2012 and August 31, 2017 and are included in Attachment C. The accidents were reviewed to quantify the number of accidents and identify any abnormal accident patterns or concentrations. The predominant accident types for the study area intersection and roadway segments are summarized in **Table III-G-1**.

Table III-G-1– Accident Location and Type

Intersections and Segments	Collision Severity				Collision Type									
	Non-Reportable	Property Damage	Injury	Fatality	Rear-End	Right Angle	Left Turn	Right Turn	Head On	Overtaking/Sideswipe	Fixed Object/Animal	Pedestrian	Other	Total
<i>Locust Street/Woodside Drive Intersection</i>	0	1	1	0	0	0	0	0	0	1	1	0	0	2
<i>Locust Street – Rt 17A/94 to Fern Place</i>	0	0	1	0	0	0	0	0	0	0	1	0	0	1
<i>Locust Street/NY Route 17A/94 Intersection</i>	1	4	1	0	2	1	0	0	0	1	2	0	0	6
<i>NY Route 17A/94 – Locust St to Grand St</i>	11	44	16	0	26	7	6	3	1	11	12	3	2	71
<i>Grand Street (CR-1)/NY Route 17A/94 Intersection</i>	5	17	3	0	12	5	1	0	0	5	1	0	1	25
<i>Grand Street – Rt 17A/94 to Crescent Ave</i>	5	4	2	1	3	0	1	0	0	2	3	1	2	12
<i>Grand Street (CR-1)/Woodside Drive Intersection</i>	2	0	1	0	1	0	0	0	0	0	2	0	0	3
<i>Grand Street (CR-1)/Crescent Avenue Intersection</i>	0	2	1	0	0	0	0	0	0	0	1	1	1	3
<i>Woodside Drive Locust St to Grand St</i>	1	2	0	0	0	0	0	0	0	1	1	0	1	3
Total	25	74	26	1	44	13	8	3	1	21	24	5	7	126

As shown in the table, there were 126 total accidents within the study area, most of which occurred on NY Route 17A/94 given the higher traffic volumes. Rear end collisions were the predominant collision type, accounting for 44 of the 126 crashes (35%) with driver inattention and following too closely being the common contributing factors. There were five pedestrian crashes in the study area of which three occurred on NY Route 17A/94 (Maple Avenue), two on Grand Street (CR-1). There was one fatal crash in the study area, which occurred on Grand Street west of Van Duzer Place, presumably at or near the mid-block crossing, due to the driver's failure to yield the right of way. In the other cases, failure to yield on the part of the driver was cited in two cases, while pedestrian's error/confusion was cited in the remaining two cases.

3.0 Traffic Assessment

a. Trip Generation

Trip generation determines the quantity of traffic expected to travel to and from a given site. The Institute of Transportation Engineers' (ITE) *Trip Generation*, 10th Edition, is the industry standard used for estimating trip generation for proposed land uses based on data collected at similar uses. The trip generation for the proposed project was estimated using land use code (LUC) 210 for Single Family Detached Housing. **Table III-G-2** summarizes the trip generation estimate for the AM and PM peak hours. It is noted that the site received approval for construction of 28 units in 2006. The estimated trip generation has been included in **Table III-G-2** for comparison purposes.

Table III-G-2 –Trip Generation Summary

Land Use	LUC	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Approved Village View Subdivision – 28 Units	210	6	19	25	19	11	30
Proposed Village View Subdivision – 45 Units	210	9	28	37	30	17	47
Net Increase		+3	+9	+12	+11	+6	+17

Table III G-2 shows that the site will generate 37 new trips during the AM peak hour (9 entering and 28 exiting) and 47 new trips during the PM peak hour (30 entering and 17 exiting). When compared to the approved 28 unit subdivision, this equates to 12 additional trips (3 entering and 9 exiting) during the AM peak hour and 17 additional trips (11 entering and 6 exiting) during the PM peak hour.

Further, this magnitude of traffic is less than the NYSDOT and ITE threshold of 100 site generated vehicles on any one approach for off-site intersection analysis. This guidance was developed as a tool to identify locations where the magnitude of traffic generated has the potential to impact operations at off-site intersections and screen out locations from requiring detailed analysis that do not reach the 100-vehicle threshold and are unlikely to require mitigation. Although the trip generation is well below the NYSDOT and ITE threshold, the detailed traffic evaluation for this project included the above five study area intersections in addition to the proposed site driveway intersections.

b. Future Traffic Volumes

To evaluate the impact of the proposed development, traffic projections were prepared for the expected year of completion. Full build-out of the project is expected in the year 2021. Traffic volume data from the 2005 John Collins Engineers, P.C. report was compared to the 2018 existing traffic volumes at the study area intersections. The data indicates that traffic volumes at the Grand Street (CR-1)/NY Route 17A/94 (Maple Avenue) intersection have increased by 1.0% per year during the AM peak hour and decreased by 1.3% per year during the PM peak hour, an average decrease of 0.2%. Volumes at the Locust Street/NY Route 17A/94 (Maple Ave) intersection have increased by 0.37% per year during the AM peak hour and decreased by 0.53% per year during the PM peak hour, average decrease of 0.1%. To provide a conservative

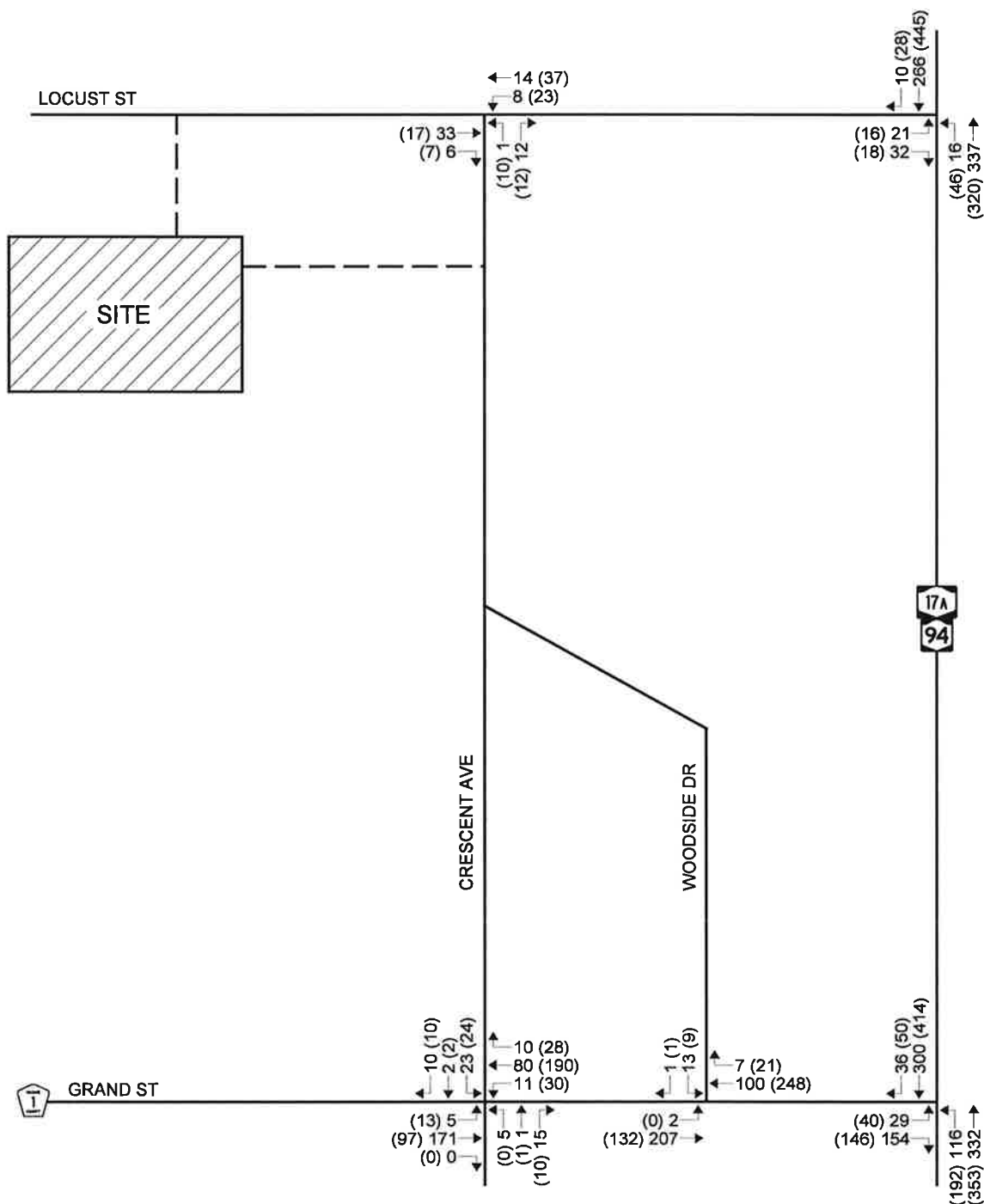
estimate, traffic projections were prepared for the anticipated year of completion (2021) by applying a ½ percent per year growth rate for three years to the 2018 existing traffic volumes.

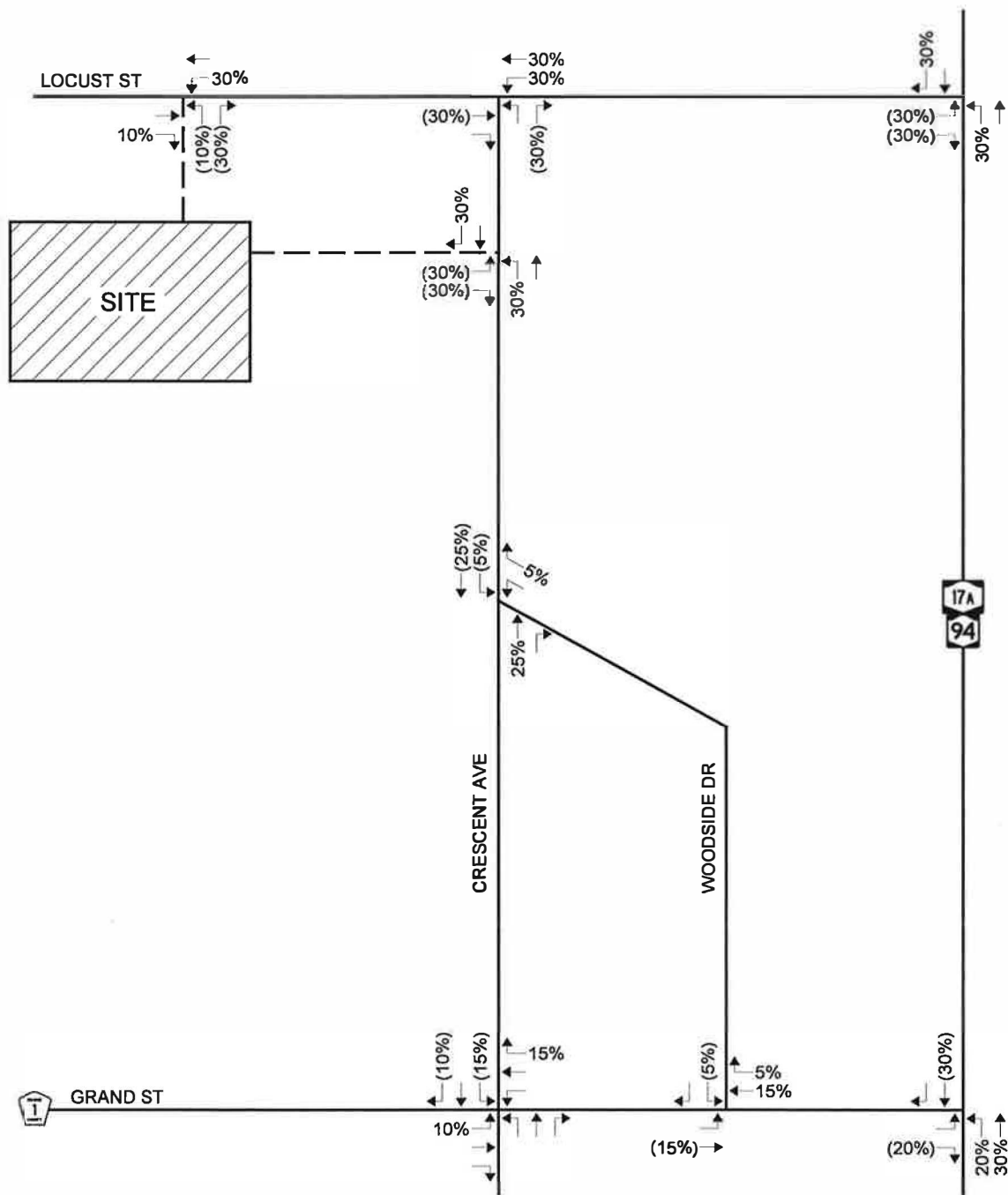
In addition to general background traffic growth, vehicle trips associated with other developments in the project area were considered. Traffic volumes associated with a previously approved 16 unit residential subdivision (single family homes) located south of the W. Ridge Road/Sleepy Valley Road intersection were included in the future traffic volume projections. No other developments were noted by the Village or Town in this area.

The 2021 No-Build traffic volumes are shown on **Figure III-G-3** and represent expected traffic volumes in 2021 without construction of the *Village View Subdivision*.

Traffic generated by the proposed project was distributed to the adjacent roadways based on existing observed travel patterns in the project area and probable travel routes for residents of the proposed development. Based on the existing regional travel patterns, it is expected that approximately 30 percent of the proposed development traffic will travel to and from the north on NY Route 17A/94 while approximately 50 percent will travel to and from the south on NY Route 17A/94. The remaining 20 percent of site generated traffic will travel to and from the west with 10 percent using Locust Street and 10 percent using Grand Street (CR-1). The trip distribution patterns and associated site-generated traffic volumes for the proposed development are shown on **Figures III-G-4 and III-G-5**. The site-generated trips were added to the 2021 No-Build traffic volumes, resulting in the 2021 Build traffic volumes for the weekday AM and PM peak hours (**Figure III-G-6**).

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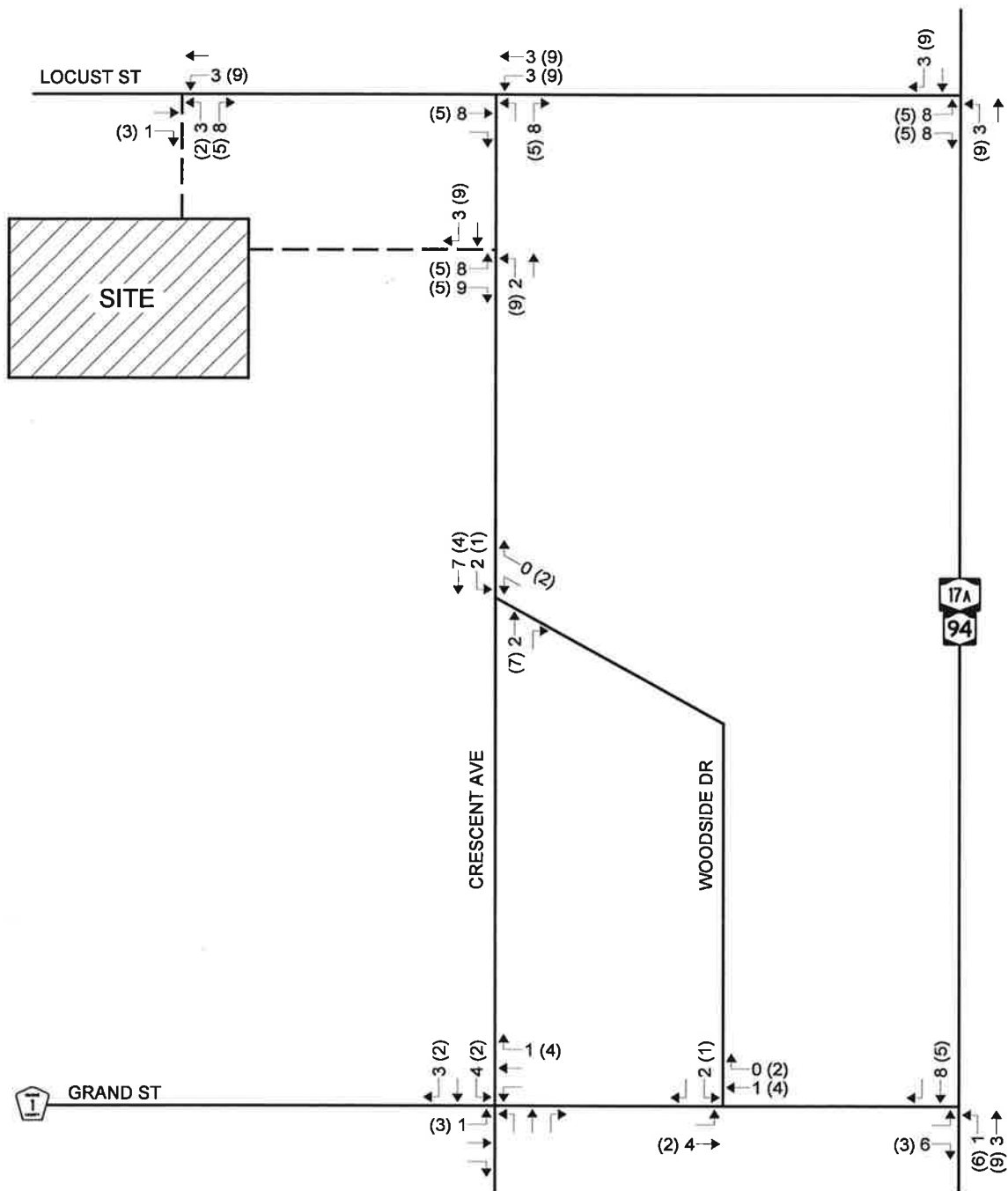


ENTER (EXIT)

FIGURE G-4 TRIP DISTRIBUTION

VILLAGE VIEW SUBDIVISION
VILLAGE OF WARWICK
ORANGE COUNTY, NEW YORK



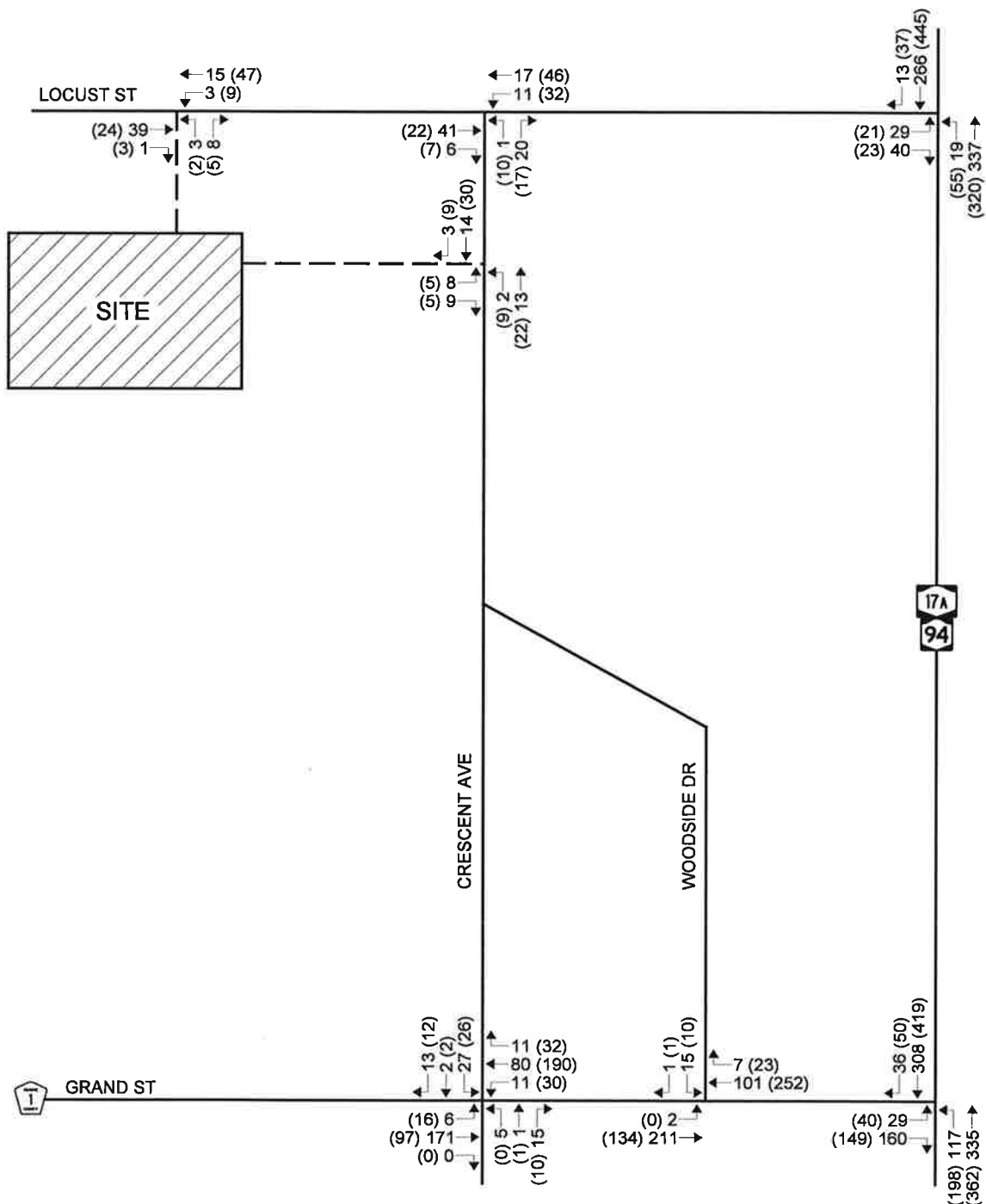


AM PEAK HOUR (PM PEAK HOUR)

FIGURE III-G-5 TRIP ASSIGNMENT

VILLAGE VIEW SUBDIVISION
VILLAGE OF WARWICK
ORANGE COUNTY, NEW YORK





c. Traffic Operations

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Intersection evaluations were made using Synchro Software Version 10 which automates the procedures contained in the *Highway Capacity Manual* (HCM-6th edition). Table G-3 summarizes the results of the level of service calculations for the proposed project. The detailed level of service analyses are included in **Appendix G-2**.

Table III-G-3 – Level of Service Summary

Intersection	Control	AM Peak Hour			PM Peak Hour		
		2018 Existing	2021 No-Build	2021 Build	2018 Existing	2021 No-Build	2021 Build
Locust Street/ Woodside Drive	U						
Locust Street EB TR		A (7.0)	A (7.1)	A (7.2)	A (6.9)	A (7.0)	A (7.1)
Locust Street WB LT		A (7.6)	A (7.6)	A (7.7)	A (7.4)	A (7.5)	A (7.6)
Woodside Drive NB LR		A (6.5)	A (6.6)	A (6.6)	A (7.2)	A (7.2)	A (7.2)
Locust Street/NY Route 17A/94 (Maple Avenue)	U						
Locust Street EB LR		B (11.1)	B (11.3)	B (11.7)	B (13.9)	B (14.3)	B (14.9)
NY Route 17A/94 NB LT		A (8.1)	A (8.1)	A (8.2)	A (8.6)	A (8.6)	A (8.7)
Grand Street (CR-1)/NY Route 17A/94	U						
Grand Street EB LR		C (16.3)	C (16.7)	C (17.2)	D (26.5)	D (28.7)	D (30.7)
NY Route 17A/94 NB LT		A (8.6)	A (8.6)	A (8.6)	A (9.1)	A (9.2)	A (9.2)
Grand Street (CR-1)/Woodside Drive	U						
Grand Street (CR-1) EB LT		A (7.4)	A (7.4)	A (7.4)	A (7.9)	A (7.9)	A (7.9)
Woodside Drive SB LR		B (10.6)	B (10.6)	B (10.7)	B (11.3)	B (11.3)	B (11.4)
Grand Street (CR-1)/Crescent Avenue	U						
Grand Street (CR-1) EB LTR		A (8.3)	A (8.3)	A (8.4)	A (8.0)	A (8.0)	A (8.1)
Grand Street (CR-1) WB LTR		A (8.2)	A (8.2)	A (8.2)	A (8.8)	A (8.8)	A (8.9)
Crescent Avenue NB LTR		A (7.7)	A (7.7)	A (7.7)	A (7.4)	A (7.4)	A (7.4)
Crescent Avenue SB LTR		A (7.9)	A (7.9)	A (8.0)	A (8.0)	A (8.0)	A (8.0)
Woodside Drive/Site Driveway	U						
Site Driveway EB LR				A (8.6)			A (8.8)
Woodside Drive NB LT				A (7.3)			A (7.3)
Locust Street/Site Driveway	U						
Locust Street WB LT				A (7.3)			A (7.3)
Site Driveway NB LR				A (8.7)			A (8.7)

EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches

L, T, R = Left-turn, Through, and Right-turn movements

X (Y.Y) = Level of service (Average delay in seconds per vehicle)

The impact of the project can be described by comparing the analysis of the No-Build and Build operating conditions. The following observations are evident from this analysis:

- Locust Street/Woodside Drive – The level of service analysis indicates that all approaches will operate at LOS A through Build conditions during both peak hours with an increase in average delay of one second or less.
- Locust Street/NY Route 17A/94 (Maple Avenue) – The level of service analysis indicates that the northbound NY Route 17A/94 (Maple Avenue) left turn movement will operate at LOS A and the eastbound Locust Street approach operates at LOS B through Build conditions during both peak hours with an increase in delay less than one second during both peak hours.

- Grand Street (CR-1)/NY Route 17A/94 (Maple Avenue) – The level of service analysis indicates that the northbound NY Route 17A/94 (Maple Avenue) left turn movement will operate at LOS A through Build conditions during both peak hours. The eastbound Grand Street (CR-1) approach currently operates at LOS C during the AM peak hour and LOS D during the PM peak hour. This approach will continue to operate at the same level of service through build conditions with an average increase in delay of two seconds or less as a result of the project.
- Grand Street (CR-1)/Woodside Drive – The level of service analysis indicates that the eastbound Grand Street (CR-1) left turn movement will operate at LOS A through build conditions during both peak hours. The southbound Woodside Drive approach will operate at LOS B during both peak hours through the Build conditions with an increase in delay less than one second during both peak hours.
- Grand Street (CR-1)/Crescent Avenue – The level of service analysis indicates that all approaches will operate at LOS A through Build conditions during both peak hours with an increase in average delay of one second or less.
- Site Driveways – After construction of the *Village View Subdivision*, the site driveways are expected to operate at LOS A during both peak hours with average vehicle delays of approximately nine seconds or less. It is recommended that the Site Driveway operate under stop sign control with a single lane entering and exiting the site. Left turn movements into the site will also operate at LOS A during Build conditions for both peak hours.

Based on the expected intersection operations, the area roadways will have sufficient capacity to accommodate the projected traffic volumes. Sidewalks are proposed within the site to accommodate pedestrians. It is unknown whether the districts school buses will enter the site to pick up children, which may depend on the students' grade level; regardless, we recommend that the sidewalks terminate at Locust Street and Woodside Drive to provide a waiting area for school children.

d. Approved vs Proposed Subdivision

The property was previously approved for a 28-lot subdivision, but is now proposed as a 45 lot subdivision, consistent with new Zoning Regulations adopted in December of 2016. Under the 45-lot conditions, the study area intersections all operate adequately for peak hour conditions with delay increases of 2 seconds or less. Therefore, if the 28-lot subdivision were constructed, trip generation would be approximately 35% less than the proposed subdivision, and drivers at the study area intersections would experience a smaller delay increase. As proposed, the delay increase at most intersections is less than one second; therefore, there will be little to no perceivable difference in traffic operations when comparing the approved 28-lot and proposed 45-lot subdivisions.

e. Future Road Connections

The site plan currently accommodates the potential for one connection to the adjacent property to the north via “Road A.” A cul-de-sac is provided via an easement on the adjacent property, but continuation of the road would likely remove the turnaround. The record owner (Village View Estates, LLC), owns five contiguous properties totaling approximately 27 acres, with frontage along Sleep Valley Road. There are no plans to develop the property at this time, but it is reasonable to consider that a future project may propose to extend Road A into the adjacent site with a connection to Sleep Valley Road. Residences that are close to the proposed *Village View* subdivision may utilize Road B to access Locust Street, while other residents further north would favor the entrance directly on Sleep Valley Road. If the northern property were developed with a comparable amount of homes, the proposed roads within *Village View* would be adequate to accommodate the additional traffic.

The cross connection is supportive of good planning and access management principles and serves to decrease the reliance on cars to travel between neighborhoods by extending the pedestrian and bicycle network within the neighborhood. To preserve the connection as a future possibility, we recommended that the potential continuation of Road A to future development be made clear to would-be residents of *Village View* by way of a recitation in all deeds for the lots in the subdivision.

4.0 Conclusions

The project includes the construction of a residential subdivision with 45 single family residential homes. Access to the site is proposed via one full access roadway located on Locust Street approximately 1,000 feet north of Woodside Drive and an additional access road on Woodside Drive located approximately 250 feet south of Locust Street. The proposed project is expected to be completed and fully occupied in 2021. The following is noted regarding the proposed project:

- The proposed project is expected to generate 37 new vehicle trips during the AM peak hour and 47 new vehicle trips during the PM peak hour. This magnitude of traffic does not call for detailed evaluation of off-site intersections based on NYSDOT and ITE guidelines; however, the detailed traffic evaluation for this project included five study area intersections in addition to the proposed site driveway intersections.
- The level of service analysis at the study area intersections indicates that all approaches will operate at the same level of service through Build conditions with no approach experiencing an increase in delay greater than two seconds. The existing traffic control at each intersection will accommodate traffic associated with the proposed site development. No mitigation is recommended.
- The Site Driveway on Woodside Drive and the Site Driveway on Locust Street are both expected to operate at LOS A during both peak hours. It is recommended that the Site Driveways operate under stop sign control with a single lane entering and exiting the site.
- Given the very low delay increases, traffic from the proposed 45-lot subdivision will have little to no noticeable increase over the approved 28-lot subdivision.

- The cross connection of Road A to lands to the north is in keeping with good planning and access management techniques. Would-be residents of *Village View* should be advised of the potential future development and continuation of Road A.
- We recommend that the site sidewalk terminate at Locust Street and Woodside Drive to provide waiting areas for school children.

5.0 Proposed Mitigation

No other Mitigation is proposed at this time.

H. Land Use and Zoning

1.0 Existing Conditions

The property is currently vacant, undeveloped land, that was formally used for agricultural purposes. There are remains of a silo on the site, which suggested that the land within the Village had once been part of a dairy farm, however, this parcel is likely representative of only a portion of the original farm. The remains of the former farming activities are located on the front portion of the property close to Locust Street.

The site is adjacent to previously developed single family homes. Some of these homes are within the Village of Warwick (as is the property proposed for housing) and some are within the Town of Warwick. Except for more developed areas within the Village of Warwick to the southeast of this parcel, most of the area can be best described as former farmlands that have transitioned to low and mid density single family housing.

The transition of this area to residential use has been affected by the Zoning Laws. This parcel is within the Village of Warwick and is subject to its zoning requirements. The former 28-Lot plan was designed pursuant to the zoning regulations applicable in 2006. After its approval, the Village of Warwick has adopted new zoning regulations, called the Residential Cluster Development regulations (Section 145-29) of the zoning code, and this analysis compares the current plan to this new code provision. A copy of Section 145-29 is included in **Appendix H** of this document.

The adoption of these provisions were in fulfillment of provisions in the Warwick Comprehensive Plan, adopted in 2004, which expresses the Villages interest in providing for new housing, and preserving the natural beauty of the area.

There is a previous subdivision approval for the property for 28 lots. This project was the subject of a previous environmental review that concluded in early 2007. This approval is ongoing, but will be abandoned once the Cluster Subdivision is approved. The zoning for this property is Residential, according to the latest update of the zoning map available on the Village of Warwick's website. The Zoning for the parcels in the Town of Warwick that will be used for the drainage structures is Suburban Residential Low Density. Since there are no buildings for use planned on this property, this discussion does not include an analysis of the

zoning as it relates to these properties.

2.0 Anticipated Impacts

a. Proposed Annexation

The project includes an annexation request from the Town of Warwick to the Village of Warwick of approximately .25 acres to the Village of Warwick. This annexation will “square off” an existing irregular lot boundary and put all proposed lots and roads within the municipal boundaries of the Village of Warwick. This proposed annexation is not used to create additional density for the project, and is only meant to facilitate a better layout.

b. Compatibility with Provisions of Section 145-29 Residential Cluster

This section goes through each provision in the code as it appears in the current code. **(See Appendix H for a copy of the provisions).** It was adopted in December 8th, 2015. For the convenience of the reader, the section follows the provision headings as they are presented in the code.

Section 145-29, A. Purposes

This section sets up the purpose of the zoning code and the parcels for which it applies. It applies to all residentially zoned properties in the village. In addition, the code provides guiding principles for the application of the design. Below is a discussion of each of the numbered items in this section. The provisions are in the same font style as the original code, and responses are in this type font.

1. To provide greater economy, efficiency and convenience in the siting of services and infrastructure, including the opportunity to reduce road lengths, utility runs, and the amount of paving required;

The new plan provides for 45 proposed lots, which will be clustered in the areas of greatest developability, thereby preserving at least 30 percent of the property for conservation purposes. The overall layout results in homes being placed closer together where they can be served by public and private utilities more efficiently. The cluster plan provides access to the 17 additional homes while reducing the total length of roadways by approximately 200 linear feet over the original 28-lot plan.

2. To conserve important unique and sensitive natural features such as steep slopes, floodplains, stream corridors, and wetlands by permanently setting them aside from development;

The cluster subdivision layout achieves this provision by setting aside the areas that are most scenic and sensitive in a conservation easement. These areas include a stream that is an unnamed tributary of the Wawayanda Creek, and steep slopes between the existing road and the stream on the eastern edge of the property. The area being preserved is the stream,

wetlands, and forested setting around the wetlands with a buffer that ranges from 30 to 80 feet, as measured from the edge of the individual home lots. This plan increases the conservation areas from 2.8 acres to 6.8 acres, and places homes and lots further away from the stream and wetlands than what was previously approved in the 28-lot subdivision.

3. To provide multiple options for landowners to minimize impacts on environmental resources and natural or cultural features such as mature woodlands, hedgerows and tree lines, critical wildlife habitats, historic buildings and sites, and fieldstone walls;

The proposed cluster design achieves this goal with the proposed open space and is preferable to the 28-lot subdivision. The total preserved open space is increased from 2.8 acres to 6.8 acres. The previous design had more encroachment on the wetlands and stream, thereby increasing the potential of disturbance and inappropriate use by residents. The advantage of the open space cluster design over the previous plan is that it allows for areas that are more developable to be used for smaller home sites, in trade for a plan that better preserves the natural beauty of the stream habitat, which is the most in need of protection. This stream is enjoyed by residents in the Town and in the Village, and the conservation of this land will be an asset to the residential community. In addition, it will allow for the corridor to continue to act as a place where local fauna can use for foraging and shelter, and help maintain the quality of water in this stream and the Wawayanda Creek, even though the property does not have mature forests.

4. To create neighborhoods with a traditional Village character as discussed in the Village's Comprehensive Plan;

The new cluster design achieves this goal with the addition of new residences that are closer together, so that new residents will have a feeling of a neighborhood setting rather than one that is characterized by larger single-family lots. This encourages residents to interact with one another within the subdivision. The proposed home styles are such that they reflect traditional neighborhood architecture being narrow homes with front porches. Garages are located to the rear of the house, out of view from the street. This property is within a mile of the downtown center of Warwick. It's possible that the new residents will choose alternative transportation (other than personal passenger cars) when going into the Village. The design is consistent with the Village of Warwick's goals of encouraging new development to align with principals of walkable communities and discourage large lot development and sprawl.

5. To provide for a balanced range of lot sizes, building densities, and housing choices to accommodate a variety of age and income groups and residential preferences, so that Warwick's population diversity may be maintained;

If this statement is interpreted to mean the whole of Warwick's housing stock, the creation of new homes within the community in accordance with zoning help to create diversity within the community, if the community allows for different densities and lot sizes. For example, in the previous approval, there are only 28 lots, and the cost of each home would reflect the costs of infrastructure, lot size, and home size built on the lot. With less homes on the lot, the cost of

shared infrastructure would have to be spread over less buyers. With the new 48 lot subdivision, however, the costs of infrastructure is spread over more buyers, which reduces the overall costs of each home within a new subdivision. Both a conventional subdivision and a cluster subdivision are permitted on this property and adjacent properties building in the potential for diversity on undeveloped property. The choices made by the development community as they apply the zoning code are intended to create this diversity.

In addition, an indirect benefit of adding more housing stock to Warwick is that it will reduce the cost pressure of all the homes, since more homes are available to meet the demand for housing within a community. Demand for housing pushes up the price of all the housing stock in popular communities such as Warwick. Addressing demand helps to keep costs of housing affordable, as more established residents move out of older homes and buy new homes in the community.

6. To implement policies to conserve a variety of irreplaceable and environmentally sensitive resource lands as set forth in the Village Comprehensive Plan, including provisions to create a greenway trail system and other areas for active or passive recreational use for the benefit of present and future residents;

The new cluster plan will achieve this goal with the additional protection of the unnamed stream and wetlands on the property, and their conservation as dedicated open space. There are no potential trail connections or other environmentally sensitive features on the site. Preservation of this corridor provides protection to the water sources and highest quality habitat on the site.

7. To conserve scenic views;

The cluster plan will achieve this goal with the conservation of 30 percent of the property along Locust Street, which is a public right of way. Views from Locust Street into the stream and wetland habitat be continued to be enjoyed by travelers of the street and residents of this subdivision.

8. To promote development in harmony with the goals and objectives of the Village Comprehensive Plan; and

The Village's Comprehensive Plan places emphasis on the value of a walkable and historic community, and specifically states that one of the major concerns of the residents was the effects of sprawl created by the development of strip malls and large lot subdivisions. It recommends changes in the zoning to counteract the impacts of less dense development, including disconnection in the community, and higher costs to serve residents. The Comprehensive plan also indicated that with more compact development, there are more opportunities to set aside permanent green spaces for the enjoyment of the entire community. The cluster provisions in this code are in response to this change in the focus of development patterns for the Village of Warwick. This Cluster Plan aligns with this goal by fulfilling the Village's needs for new housing within a design that is more efficient, preserves more scenic areas on the property, and is still within a reasonable walking distance to the Village.

9. To mitigate identified environmental impacts under the State Environmental Quality Review Act (SEQR).

This provision is self-explanatory, since this review is conducted in fulfillment of the SEQRA.

Section 145-29, B. Authorization

This Section discussion conditions for authorization of the use of the Cluster Subdivision and provides conditions where the Planning Board can compel the applicant to submit a cluster subdivision. It also indicates that there is a fee schedule that applies to the application for the use of the provisions.

Section 145-29. C. Permitted, Accessory, and Special Use Permits.

This Section indicates that Permitted uses, Accessory Uses and Special Permit uses are the same as the underlying zoning, since this is an overlay provision. In addition, it provides for flexibility of the type of residential dwelling unit, and indicates that common areas are permitted, as long as ownership and maintenance is shared by all residents in the development. In this case, all homes are proposed as single family homes, and no shared facilities are proposed. The protection of the proposed open space would be created in accordance with provisions stated in 145.29, J. of the Zoning Code. This property will be protected and maintained through an easement owned by the Homeowner's Association, with an easement granted to the Village to enforce its maintenance if necessary.

145.29, D. Density

This section provides instructions on how to determine the underlying density for the proposed cluster subdivision project. The method for establishing underlying density is with a yield plan designed in accordance with the zoning regulations in the underlying district, with sufficient detail to demonstrate its approvability without the use of the clustering subdivisions.

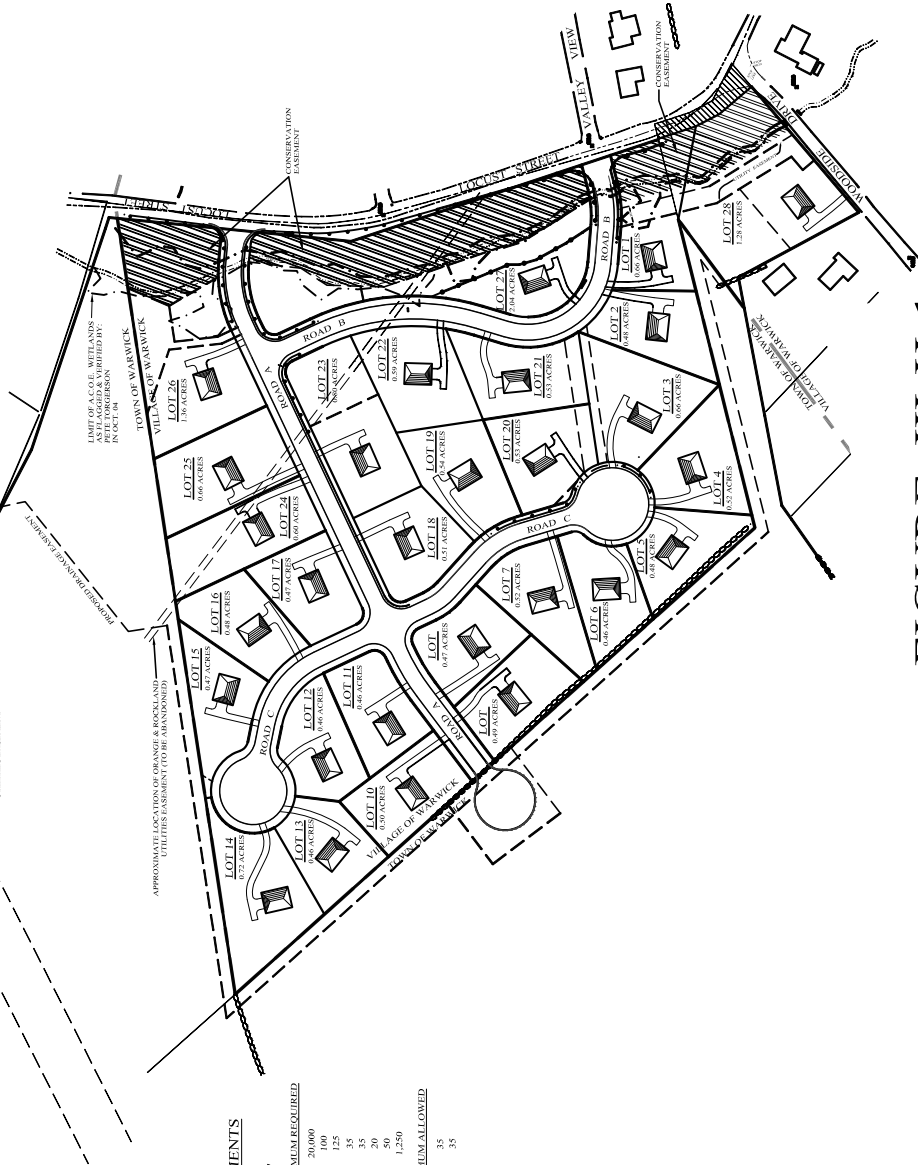
The Planning Board has agreed to allow the applicant to use the previously approved 28 lot subdivision to substitute as the yield plan for this property. This plan is shown in **Figure III-H-1**.



VILLAGE VIEW

VILLAGE OF WARWICK

ORANGE COUNTY, NY



BULK REQUIREMENTS

R-1 ZONE	
USE GROUP "B"	
	MINIMUM REQUIRED
LOT AREA (S.F.)	20,000
LOT WIDTH (FT.)	100
LOT DEPTH (FT.)	125
FRONT YARD (FT.)	35
REAR YARD (FT.)	20
ONE SIDE YARD (FT.)	20
BOTH SIDE YARDS (FT.)	50
FLOOR AREA (S.F.)	1,250
MAXIMUM ALLOWED	
BUILDING HEIGHT (FT.)	35
LOT COVERAGE (%)	35

FIGURE III-H-1
NOT TO SCALE



LOCATION MAP

SHEET INDEX

- SHEET #1 COVER SHEET
- SHEET #2 SURVEY SHEET
- SHEET #3 SUBDIVISION PLAN
- SHEET #4 SUBDIVISION PLAN
- SHEET #5 ROAD PROFILES
- SHEET #6 EROSION CONTROL PLAN
- SHEET #7 LANDSCAPE ARCHITECTURE
- SHEET #8 DETENTION POND DETAILS
- SHEET #9 STORM WATER QUALITY POND DETAILS
- SHEET #10 DETAILS
- SHEET #11 DETAILS
- SHEET #12 STORM WATER MAINTENANCE PLAN

GENERAL NOTES:

- VILLAGE OF WARWICK TAX MAP DESIGNATION: SIC 200-BUL, LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 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1838, 1839, 1840, 1841, 1842, 1843, 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2

The Plan received preliminary approval, and is developed beyond the requirement of 145.29, and sufficiently demonstrates the yield under the standard provisions of the Warwick Zoning Code. This density was 28 lots.

Once the initial density is established, the total number of lots are based on the “maximum number of units that will fit on a parcel while maintaining all setback required and maintaining a lot area of 10,000 square feet.” Additional units over the number established by the Yield Plan are subject to Special Use Permit of the Village Board.

In accordance with the provisions above, the applicant has submitted a request for 45 lots, which is 17 lots over the original approved yield.

Section 145-29, E. Cluster Subdivision Design Process

This section states that the cluster subdivision must go through a sketch plan review, and provides a list of minimum information that must be provided in order to have an effective review. These items include:

- a. The information required by the Village Subdivision Regulations;
- b. 100-year floodplain limits, and approximate location of State and/or Federal wetlands, if any;
- c. Topographical and physical features, including existing structures, wooded areas, hedgerows and other significant vegetation, steep slopes (over 15%), soil types, ponds, streams within two hundred (200) feet of the tract, and existing rights-of-way and easements;
- d. Schematic layout indicating a general concept for land conservation and development ("bubble" format is acceptable for this delineation of conservation areas); and
- e. In the case of land development plans, proposed general layout, including building locations, parking lots, and open spaces.

All these items appear on the proposed subdivision map, which has been developed into a full sketch plan. In accordance with these provisions, the current plan developed exceeds the minimum requirement for a “Sketch Plan,” as it is defined in this section.

In addition to the sketch layout, the code requires a Site Context map. The purpose of this map is to allow the Planning Board to evaluate the property in context with its surroundings. The map is to show all features within 2000 feet of the site, and include the Topography, Streams, Federal and State wetlands, woodlands over one-half acre in size, ridgelines, public roads and trails, utility easements and rights of way, public land and land protected under conservation easements. This map was made part of the Plan Sheets, and a reduced copy is shown as **Figure III-H-2**. This map illustrates resources further than the 2000 feet required in the code.

In item 145.29 E.2, the minimum requirements for the preliminary plan are described, and these provisions are meant to “supplement or replace” the requirements of the Village of Warwick Subdivision regulations. It provides minimum standards for all of the elements on the plan, including topography, locations of water elements, vegetation, soils types, ridgelines, public roads, geologic formations, existing and proposed roads, historically significant sites or structures, public trails and easements. The current plan has been reviewed by the Planning Board and shows the required elements as described under this provision.

145.29 E.3 Describes the “4-Step process for designing Cluster Developments. The first step in this process is to identify all slopes that are greater than 25 percent on the property, the wetlands, and the 100 year floodplain. These are labeled “Primary Conservation Areas.” “Secondary Conservation areas” that are to be delineated on the map include mature forested areas, significant habitat areas, and historic or archeologically sensitive sites. **Figure III-H-3: Step 1 - Primary and Secondary Conservation Areas** illustrates the primary and secondary conservation areas that were presented on this map.¹² In the case of this property, the Primary and Secondary Conservation areas include a few places where the slopes exceed 25%, and the wetlands. The area of the wetlands, and immediately surrounding the wetlands have the highest potential to be “high quality” habitat and are more ecologically sensitive. The wetlands on the property are federal wetlands, and associated with the unnamed stream that is a tributary to the Wawayanda Creek. The nearest State Regulated wetland is about 2 miles east of the site and is not hydrologically connected to this stream. This site is also not within the 100-year floodplain. As former farmland, the site has been cleared of all its natural vegetation, used for farming purposes, then naturally occurring vegetation was allowed to regrow. No mature trees are located on the site, except for a few trees that are located at the edge of the property near Locust Street. A Phase I and Phase II report accepted by the New York State Office of Historic Preservation, archeological unit indicates that there is no potential for the site to yield significant historical resources. However, these resources were identified on **Figure III-H-2** as Secondary Conservation Areas.

The result of this process identifies the potential development areas. **(See Figure III-H-4: Step 2 Potential Development Areas)**

Step 2 of this process is to provide the location of the potential houses on the site, using the identified conservation areas as open space. The regulation states that in general, dwelling units should not be closer than 100 feet from Primary Conservation Areas, and 50 feet from Secondary Conservation areas, and their locations should take into consideration the negative impacts of residential uses on these sensitive areas and the aesthetic value of the conserved areas, and provide attractive views for homes. **(See Figure III-H-5: Step 3 Potential Locations of Homes)**

Step 4 of this process is to draw in Lot lines for the proposed homes in order to delineate individual home areas. **(See Figure III-H-6: Step 4 Potential Lot Lines.)**

¹² The Planning Board was provided with a map in the required scale, maps provided in the DEIS are for discussion purposes and not to scale.

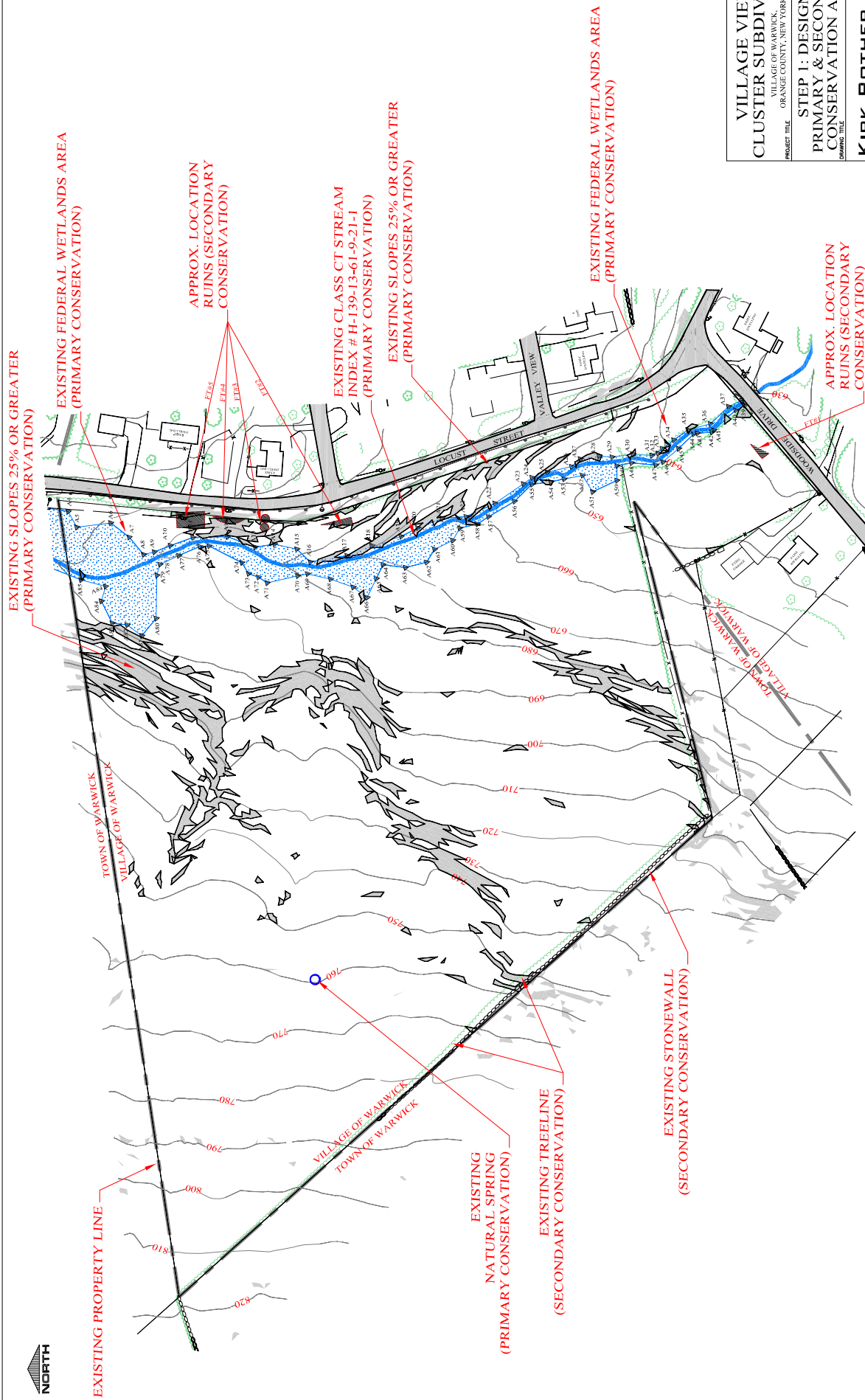


FIGURE III-H-3

NOT TO SCALE

VILLAGE VIEW
CLUSTER SUBDIVISION
VILLAGE OF WARWICK,
ORANGE COUNTY, NEW YORK

PROJECT TITLE

STEP 1: DESIGN
PRIMARY & SECONDARY
CONSERVATION AREAS
DRAWING TITLE

KIRK ROTHER, P.E.
CONSULTING ENGINEER, PLLC
5 St. Stephen Lane, Warwick, NY 10900
(845) 789-0025

DATE	REVISIONS	DATE	BY	DATE	BY

DATE	BY	DATE	BY	DATE	BY

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DATE	REVISIONS	DATE	BY	DATE	BY

DATE	BY	DATE	BY	DATE	BY

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Section 145-29, F. Dimensional Standards

This provision provides the authorization to modify the lot standards, providing that minimum standards described in this section are met. Minimum Standards include a requirement that 20% of the total area of the lot be set aside as open space, a minimum lot width of 50 feet, front yard requirements of 15 feet, rear yard of 25 feet, and a minimum side yard of 10 feet. In addition, the section requires a minimum lot size of 10,000 per single family unit. The minimum standards have been met for the proposed Valley View Cluster Subdivision.

Section 145-29, G. Open Space Standards.

This section provides standards for laying out the required open space on the lot. The section requires that the primary conservation areas identified in Step 1 (shown on Figure III-H-3) be within the dedicated open space, and where practical, secondary areas also be included. In addition, this section indicates that where possible, if the open space can link to other contiguous areas off site, it would be preferred, and may be required by the Planning Board.

In the case of the Valley View Cluster Layout, the area identified as the Primary Conservation area around the stream is entirely within the conservation easement areas, with the exception of the small amount of area needed to establish road crossings to the subdivision. The stream and wetland represent the highest quality of on-site habitat, and, as such, most important to protect because of the impact it has on waters flowing into Wawayanda Creek.

The stream enters the property from the adjacent lots next to the road. The lot to the north of this stream is owned by the applicant (31-2-85.2) and has not been developed and could be protected when development is proposed. The stream then traverses across the property proposed for development closest to Locust Street. The stream continues off this property through a culvert to property that has been subdivided into single lot homes. The stream appears to be in the back yards of these large lots.

The proposed location of the easement, does, to the greatest extent possible preserve the Primary Conservation Areas identified during this design process (**Section 145.29 G.E.3**) and shown in **Figure III-H-2**. Other areas identified as the secondary conservation easement areas (such as the slopes) are proposed to be under private ownership on individual residential lots. To the greatest extent practicable, steep slopes are avoided, and the layout takes advantage of the slopes to provide views. This will help to preserve the views of the property for the enjoyment of the residents. In addition, the undisturbed wetlands and habitat and the front of the property will create a natural buffer from Locust Street.

This section also indicates that recreational fees will be required for each property, unless the property can demonstrate that it can be connected with the large network of Village Recreational trails. If it is found that the property can be used for expansion of the trails, up to 10% of the property would be dedicated for that purpose. Trail expansion is not proposed on this property.

This section also addresses the use and maintenance of active farms that would be credited to the required open space. No active farms exist on the site, so this provision does not apply. It also indicates that home lots cannot be counted toward the open space, unless there is an easement filed on the lot with a conservation restriction. In this case, this provision would not apply, since the conservation easement is proposed as a separate property.

Section 145.29, H. House Lot Standards

This section provides the minimum standards for individual house lots, depending on the underlying zoning district, and the uses that would occur on the lot as follows:

1. House lots shall not encroach upon Primary Conservation Areas and their layout shall respect Secondary Conservation Areas.
2. All new dwellings shall meet the following setback requirements to the greatest extent practicable:
 - a. From agricultural lands either bordering or within the tract 75 feet
 - b. From buildings or barnyards housing livestock 300 feet
 - c. From active recreation areas such as courts or playing fields (not including tot lots) 150 feet
3. House lots shall, to the greatest extent practical, be accessed from interior streets, rather than from roads bordering the tract.
4. Dwellings should be generally orientated towards the street. Front setbacks should be similar to those in surrounding existing neighborhoods, but in no case should exceed 40 feet unless specifically authorized by the Planning Board.
5. Maximum lot development coverage shall remain that which is required for the particular use in the zone as shown the Table of Bulk Requirements in Section 145-41.

The house lot design and placement of the homes are further away from the open space easement than what was is currently approved in the 28-lot subdivision. The design of the lots and placement of homes on the lots, avoid, to the greatest extant possible, intrusion on other Primary and Secondary Conservation areas not included within the easement. All other minimum standards have been met on this proposed cluster layout design.

Section 145.29 Streets and Driveways.

This section provides minimum standards for access roads and driveways to individual houses, which mirror the State and Local Law requirements for Village Roads. Minimum Design Standards have been met for this subdivision proposal.

Section 145.29, J. Permanent Protection of Open Space

This section indicates that Open Space will be restricted from any future development, and a maintenance agreement is required by the Village. It indicates that the Village expects to have the right of enforcement of the maintenance of the open space, and provides limits on the use of the open spaces, should they be proposed. In the case of the Valley View Cluster Subdivision, the areas proposed under the Conservation areas are not proposed for active recreation and meant to be preserved as natural wildlife habitat.

Section 145.29, K. Ownership of Open Space Land and Common Facilities.

This section provides instructions on the type of easement and ownership dedication that would be acceptable to the Village. The open space areas in the Village View Cluster Subdivision Plan would not be eligible for future development, and appropriate legal instruments to achieve the goals of its maintenance would be approved by the Village. (See **Figure III-H-7: Proposed Open Space**)

Section 145.29, L. Maintenance

This section indicates that unless otherwise agreed upon by the Village Board, the cost and responsibility of maintaining open spaces shall be borne by the Homeowners Association, a Conservation Organization, private owner, or Municipality depending on the proposed final ownership that is accepted by the Village.

3.0 Proposed Mitigation

The above discussion demonstrates compliance with the minimum requirements and intent of this flexible zoning provision. It preserves more of the sensitive areas within a conservation easement than what was originally proposed under the 28-lot subdivision, which has received Preliminary Approval from the Village Planning Board. In addition, it represents a better use of land overall, by providing more compact lots that will provide a better community experience for the residents and reduce sprawl. No mitigation is proposed.

I. School Services

1.0 Existing Conditions

The site is located in the Warwick Valley Central School District, which serves the entire Village of Warwick, the parts of the Town of Warwick outside the Florida and Greenwood Lake School Districts, and roughly a third of the Town of Chester. Warwick Central School District has two elementary schools in operation, serving grades K-4, one middle school for students in the 5-8 grades, and one high school serving students in the 9-12 grades. The rated capacities and recent enrollments for the different grade levels are as follows:

Table III-I-1 School Capacity and Enrollment Data — Warwick Valley Central School District

School	Rated Capacity	2016-2017 Enrollment
2 Elementary Schools K-4	2, 100	1 ,109
Warwick Valley Middle School (5-8)	1 ,125	1,081
Warwick Valley High School (9-12)	1 ,600	1 ,335

Source: New York State Department of Education, BEDS data for 2016-2017 available online at the NYSDE website, www.nysde.gov.

The school's enrollment has declined since the DEIS for the 28 Lot subdivision was completed, and one of the schools, Pine Island Elementary School has been closed due to declining enrollment in 2011, and Kings Elementary School was closed in 2013. It is assumed that the School District could reopen these schools if needed and therefore they were included in the available capacity shown in Table III-I-1 above. The Pine Island Elementary School is currently occupied by the Warwick Hope Chest, a non-profit organization that supports economically challenged residents. The Kings Elementary School is currently being used by a church.

Stanfordville Elementary School is located on Sanfordville Road south of the Village of Warwick, Kings Elementary is on 199 Kings Highway outside the Village, Park Avenue Elementary is located at 10 Park Avenue in the Village. The Warwick Valley Middle School is located on 225 West Street, and the High School is located on 89 Sanfordville Road in the vicinity of Sanfordville Elementary School.

2.0 Anticipated Impacts

The current available Census Data indicates that the average household size in the Village of Warwick is 6777 people (**See Appendix J**). The total number of people 18 and over were deducted from this number, arriving at 1414 people (children). This number was further

refined by deducting children 4 and under (266 reported on the table) for total of 1148 children (1414-266), which represents approximately 17 percent of the total population.

The population of the proposed project living within the homes was projected to be 103 people based on a project 2.29 people per household calculated using these same census figures. The total population of 6777 people (shown on the table) would be divided by 2960 housing units (also listed on this table.) Therefore, 17 percent of the 103 residents would yield approximately 18 students. Using a different method from this same table, the total percentage for age cohorts from 5 to 19 years of age (3 cohorts) is 20 percent of the population, or 21 potential students generated from this subdivision. The latter number was used in this analysis to be conservative.

Based on the existing rated capacities of the schools shown in the **Table III-I-1**, there is excess capacity of 1300 students, including the capacity of the closed elementary schools. If the closed elementary schools are discounted, the estimated excess capacity is approximately 400 students for all schools, with less available capacity in the elementary school grades.

The total school district budget for the fiscal year 2016-2017 was \$88,202,636, with the amount raised by property taxes being \$57,970,526. If the total budget is divided by the total most recent enrollment of 3525, this yields a total per-student cost of \$25,022, with the amount actually to be raised by property taxes of \$16,445 per student. With a projected 21 additional school-aged students, assuming that all attend public schools, this would result in a projected additional expenditure of \$525,462 if expenditure are estimated only on a straight line analysis of costs per student for the entire budget, including portions not funded by taxes. This project is estimated to generate approximately \$384,535 in school taxes, paid by the future home owners, which results in approximately \$18,311 per student per year, which is more than the average ratio of property taxes per student generated from the current property tax base. In addition, the following conditions are true:

1. It is unlikely that the school would need to expand to serve the 21 students. The population of students served by the Warwick Central Valley School District is shrinking, and there is significant excess capacity in the classrooms that would allow these students to attend classes without significant costs to the district. In fact, costs per student have been rising partly because the student population is shrinking, since there are basic shared costs for all students would be divided into the whole budget in this analysis.

2. This analysis does not account for tax revenue paid by the commercial properties within the district, which provides a significant source of revenue to the school district.

In conclusion, the 21 students projected to be enrolled as the result of building 45 homes on this property will be easily absorbed into the existing school district.

3.0 Proposed Mitigation

No mitigation is required. The students will be able to attend the Warwick Valley School District without the need for expansion to serve approximately 21 students.

J. Fiscal Impacts

1.0 Existing Conditions

The property currently pays property taxes to the Village of Warwick, Town of Warwick, and to Orange County. Taxes are based on the assessed value of the property, which does not always reflect the actual value of the property. The assessed value, which is determined by the Town Assessor, is used as basis for the tax liability and totals \$67,100 for all four development parcels.¹³ The tax assessment and taxes paid to each district are shown in **Table III-J-1 below**. The property is currently exempt from taxes paid to the General Fund of the Village of Warwick because it is vacant property and is not shown on this table as a line item.

Table III-J-1: Existing Tax Rates and tax liability for Village View Cluster Subdivision Parcels.

Tax District	Tax Rate 2017 (per \$1000 of assessed value)	2017 Taxes Paid
County	25.7703	\$ 1,729.19
Town	6.6212	\$ 444.28
Open Space-PDR	1.1449	\$ 76.82
General Police SVC	15.1979	\$ 1,019.78
Warwick Ambulance	1.3339	\$ 89.50
Warwick Fire	3.9286	\$ 263.61
Warwick School	151.51093	\$ 10,166.38
Library Tax	3.91096	\$ 262.43
Library Building	1.08904	\$ 73.07
Total		\$ 14,125.07

Source Orange County Real Property Image Mate Online. Note: as Vacant Property the owner is exempt from taxes levied on the property benefitting the general fund.

2.0 Anticipated Impacts

a. Estimated Taxes

Once the homes are constructed, the value of the property will change, reflecting the additional value of the property as single family homes. This increase in value results in additional taxes owed by the owners of the property and pays for services offered by each one of the taxing districts.

¹³ For the purposes of this discussion, the parcels within the Town are excluded.

The applicant estimates that the properties will be sold for an average price of \$400,000, depending on the customization requested by the new buyers. Flexibility with the type of home and finishes allow the new buyers to be able to negotiate with the builder to provide a home that they can afford and is tailored to the individual needs of each of the buyers. Using \$400,000 as an average price, the total commercial value of all 45 homes, once completed would be \$18,000,000. However, according to the assessment office, the assessment would be 14.1 percent of the total retail value of the home. Therefore, the total value of the assessment was estimated to be \$2,538,000. Applying the estimated total assessment to each taxing district, the estimated taxes are shown in **Table III-J-2** below. Note that when the property is subdivided to residential lots, individual properties would begin paying into the General Fund of the Village of Warwick.

Table III-J-2: Estimated Taxes Based on 2017 Tax Rates

	(Based on 2017 Tax Rates)	Estimated Taxes
County	25.7703	\$ 65,405.02
Town	6.6212	\$ 16,804.61
Village	30.62	\$ 77,713.56
Open Space-PDR	1.1449	\$ 2,905.76
General Police SVC	15.1979	\$ 38,572.27
Warwick Ambulance	1.3339	\$ 3,385.44
Warwick Fire	3.9286	\$ 9,970.79
Warwick School	151.51093	\$ 384,534.74
Library Tax	3.91096	\$ 9,926.02
Library Building	1.08904	\$ 2,763.98
Total		\$ 611,982.18

b. Impacts on Services funded by Tax Districts

County Services

County Services are those government services that are enjoyed by all residents of Orange County, regardless of location. These include the DMV, County Legislature Offices, the County Court House and Jail, family support services, and more. Some of these services are funded partly by Federal and State Sources. According to the analysis above, the county would be collecting approximately \$65,405 for County Services needed by 103 people, for an average of 635 per person. The current portion of the Orange County budget estimated to be funded by taxes raised by property taxes is \$115,971,173.¹⁴ On a per capita basis, the amount paid per person is approximately \$306 per person, if this amount is divided by the latest population

¹⁴ County Executive Proposed Budget for 2018, accessed online on March 8th, 2018 on the Orange County Website at <https://www.orangecountygov.com/ArchiveCenter/ViewFile/Item/657>

estimate¹⁵ of 379,210 people. Based on this analysis, there is sufficient revenue to cover the cost of the additional cost born by the County to serve the residents.

Village Services

The Village receives approximately \$89,594,537 raised by property taxes.¹⁶ This amount goes into the general service fund, which pays for Village Municipal Government Services not specifically paid for by special service districts (such as the Library Tax, Fire Service, Village Police, etc.) When completed, it is anticipated that the new residents would be paying \$77,714 to the Village in Property taxes to the general fund.

Special Service Districts within the Village would also receive funding from the new owners of the homes developed within these subdivisions. The residents would pay taxes assessed on a special districts as follows: a tax of \$2905 to the "Open Space PDR" of \$2906 for the maintenance of Village wide shared open space, \$38,572 to the Village Police, \$3385 to the Ambulance Corps, and \$9971 to the Warwick Fire District (All numbers rounded to the nearest dollar).

It is unlikely that the Village Municipal government or the service districts would need to expand to serve the 103 residents of this subdivision, since it only represents a 1.5 percent increase in the population of the Village of Warwick.

Town Services

The Town receives a total of approximately \$641,368 from Village residents' property taxes.¹⁷ This amount includes all commercial and residential properties. The property is served by a combination of Town and Village services, including road maintenance and other infrastructure service, garbage hauling, and emergency services.

When completed, it is anticipated that the new residents would be paying \$16,805 total to the Town. It is also unlikely that the service districts would need to expand to serve the residents of this subdivision, since it only represents a .03 percent of the Town's population.

School District

As discussed in **Section III-I** of this DEIS, the site is served by the Warwick Valley School District. The population of the School District has been declining in the last few years, which has the

¹⁵ U.S. Census Quickfacts for Orange County, NY. Accessed online at the U.S. Census website on March 8, 2018 at <https://www.census.gov/quickfacts/fact/table/orangecountynewyork/PST045216>

¹⁶ Village of Warwick 2017-2018 Adopted budget, accessed online on the Village of Warwick website, on March 8th, 2018 at <http://villageofwarwick.org>

¹⁷ Town of Warwick 2018 Adopted Budget, accessed online on the Town of Warwick municipal website on March 8th, 2016 at <http://www.townofwarwick.org>

effect of raising the cost per student if calculated from the budget's contribution from property tax divided by total number of students. It is estimated that the school district would receive approximately \$385,535 in property taxes from the subdivision, or \$8,545 per home to serve the estimated 21 students that would be entering the school system. (This amount excludes the estimated property taxes of \$12,690 that would be collected for the public library). The total amount divided into the estimated number of students is approximately \$18,311. The financial contribution of the property taxes per child for the Warwick Valley School District is \$16,445 per student, which is more than the average amount generated from the current property tax base. **(Also See Section III-I. School Impacts).**

Affordable Housing Alternative

An alternative layout was developed after the initial review of the DEIS, and was requested by the Planning Board after they expressed concerns about the affordability of housing in the Village of Warwick. The current code provisions do not require the applicant to provide affordable housing as defined in 145.29 of the Village of Warwick Zoning Code. The provision of affordable housing units would be voluntary on the part of the applicant.

This alternative would take three of the lots in the subdivision that were to be developed as two-family townhouses on lots that are at least 5000 square feet as required by the Cluster Subdivision Code. **(See Figure V-1 in Section V Alternatives)** These 6 units within the subdivision that would be incumbered according to regulations outlined in Section 145.29 of the Village of Warwick Zoning Code and would never be eligible to be sold as market rate units.

The current layout of the road, infrastructure, and lots would be the same as the preferred layout, except for reconfiguration of lots to allow for a slightly higher density to accommodate additional affordable housing units. The final result would be the creation of the 42 market rate units with 6 affordable housing units for a total of 48 units, which would increase the total proposed housing density to by three units. This alternative would provide a needed public benefit for existing residents in Warwick.

The taxes generated by this scenario would be nearly the same as the taxes generated by the Preferred Plan discussed throughout this DEIS. However, there would be slight increases in municipal services provided to the three additional residences, which would be funded through tax districts. The discussion in this section detailing the impacts of the residents demonstrate that sufficient capacity exists in all service districts to handle the needs of the residents of this community, and the slight increase of 8 residents living in three additional homes would not significantly change the outcome of the Fiscal Impact Analysis

3.0 Proposed Mitigation

No mitigation is required or proposed.

K. Cultural Resources

1.0 Existing Conditions

The prior DEIS contained a request for information regarding any known Historically Significant Properties, and the State Historic Preservation Officer indicated that there were no listed properties or records. Since this finding, there have been not changes to the historic resources that would be adjacent to, or visible from the site.

Because of the remains of a silo and other farm buildings on the site (**See Figure III-K-1: Farm Building Remains**), a Phase I Archeological Study was recommended by the New York State Historic Preservation Office. This study was conducted by Tracker Archeological Service for the 28-Lot Subdivision DEIS for this property. This report consisted of a review of the literature and mas and preliminary shovel testing. This report indicated that the site warranted further investigation of the ruins between the road and the stream for potential of being archeologically significant. In response to this finding, a Phase II Archeological study was completed for the FEIS for the former project. The findings of this second study indicates that the site is not likely to be eligible for the National or State Registers for historical or archeologically important sites, and the file was closed. The study reference can be found on the New York State Cultural Resource Information System for this property. The Phase II Archeological Study, completed in June of 2007 is located in **Appendix I of this DEIS**.

2.0 Anticipated Impacts

Since the prior studies indicated that the site does not contain historical or archeologically significant resources, and files have been closed by the NYS Historic Preservation Officer, no impacts to cultural resources are anticipated from the proposed action.

3.0 Proposed Mitigation

No mitigation is required or proposed.

Section IV: Adverse Impacts that could not be avoided

The Valley View Cluster subdivision would not result in any impacts that could not be satisfactorily mitigated through careful design. The project is being proposed consistent with the current zoning laws and policies of the Village of Warwick, and in several areas of potential impact studied in the DEIS, has less impact than the previously approved 28-lot subdivision, most notably, the most sensitive and valuable wetlands and stream have been included in a larger buffer that will be preserved as open space.

Section V: Alternatives

The following alternatives were considered as part of this project, and summarized in a table at the beginning of the document in Section I.E. **(See Table I-E-1)**

1. The No-Action Alternative, as described in this DEIS, means that the property would remain as is, in its undeveloped state. Taxes and benefits of the property would also be the same, and the Village would have not realized the benefits of having new homes in the community built consistent with zoning, or new taxes paid to the Village and the School District. In addition, without new housing stock, the existing housing stock would experience upward pressure in value as demand to live in this popular community increased beyond the available housing stock.

2. The Approved plan of 28 lots, which was studied in the DEIS for this project written in 2006, entitled Draft Environmental Impact for Village View Estates, written by Garling and Associates and accepted by the Town of Warwick Planning Board in November 16, 2006 and filed on November 21, 2006. The SEQRA for the former project was closed and the subdivision plan received preliminary approval on July 17, 2008. This project approval included two crossings over the wetlands, and permanent loss of about a half-acre of wetland overall. In addition, homes were closer to the wetland areas, increasing the potential for inadvertent pollution or filling by the homeowners, even with enforcement rights granted to the Village. The lots are larger and more spread out, and not consistent with the connectivity policies recently adopted by the Village. It is likely that the cost of the homes would be higher, since the cost of the infrastructure on the site would be spread over fewer homeowners.

3. Previous Annexation Proposal: The proposal would have included the annexation of the adjoining Town of Warwick lands held by the owner to the Village of Warwick. Properties on the project parcel would have been used as a receiving district for development rights. This would have allowed for the creation of a mixed-use residential development. The original proposal was for a mixed density residential project with 145 units. The mix of units included 58 small lot single family detached units, and 28 fourplex condominiums, 42 townhouses, and 19 estate lots. The total site area was 99.56 acres, with approximately 38 acres retained as

open space. This proposed project required cooperation between the two municipalities for approval and was not well supported, and therefore was abandoned.

4. The Preferred Alternative, which is the subject of this DEIS. The proposed subdivision would add 45 new single family residential units in the Village of Warwick, using the Clustering provisions available to the applicant through recent changes in the Zoning Code last revised in December of 2016 (Section 145-29 of the current zoning code). This option preserves more acreage around the wetlands and streams on the property and allows for the increase of the allowable lots to 45, based on a four-step design process outlined in Section 145-29 of the Village of Warwick's Zoning Code. The advantage of this alternative would be to provide more housing on a highly developable property at a density that would encourage connectivity within the newly built neighborhood. In addition, while being close enough to the Village Center to allow residents to take alternative transportation, such as biking or walking did not change with the 28-lot proposal, properties within walking distance of the Village are a finite resource. Therefore, building more homes within walking distance benefits the new homeowners, the environment, and the Village commercial areas, and is consistent with new urbanist policies expressed in planning documents adopted by the Village. The DEIS demonstrates that that schools, the area road network, and other public services have sufficient capacity to absorb the new residential requirements, and have sufficient tax revenue paid by the new homeowners to support improvements and maintenance of these services. Costs of the homes would be more likely to be affordable because the costs of the infrastructure would be spread over more homes.

5. Affordable Housing Alternative (See Figure V-1) This alternative layout was developed after the initial review of the DEIS, and was requested by the Planning Board after they expressed concerns about the affordability of housing in the Village of Warwick. The current code provisions do not require the applicant to provide affordable housing as defined in 145.29 of the Warwick Zoning Code. The provision of affordable housing units would be voluntary on the part of the applicant.

This alternative would set aside three of the lots in the subdivision to be developed as two-family townhouses on lots that are at least 5000 square feet as required by the Cluster Subdivision Code. **(See Figure V-1 in Section V Alternatives)** These 6 units within the subdivision that would be incumbered according to regulations outlined in Section 145.29 of the Town of Warwick Zoning Code and would never be eligible to be sold as market rate units.

The current layout of the road, infrastructure, and lots would be nearly the same as the preferred layout, except for reconfiguration of lots to allow for a slightly higher density to accommodate additional affordable housing units. The final result would be the creation of the 42 market rate units with 6 affordable housing units for a total of 48 units, which would increase the total proposed housing density to by three units. This alternative would provide a needed public benefit for existing residents in Warwick.

The total number of new residents would increase by approximately 8 residents and require additional sewer, water, and other municipal services to accommodate the needs of the residents.

In total, the need for sewer and water would increase to 21,120 gallons per day for each service, which is available with the existing capacity of the Villages public systems. The number of new school children would increase from 21 to 23, which would help to fill existing capacity with no significant cost to the district. The number of new traffic trips generated in the peak A.M. would increase slightly, however the existing road system has sufficient capacity. Impervious surfaces would be increased slightly for the three additional driveways and slight increase in the size of the Townhouse buildings, creating the need for minor adjustments in the Stormwater Pollution Protection Plan, and sizing of the water retention areas. All other areas of potential impacts would be the same as the Preferred Project Plan

Section VI: Irretrievable and Irreversible commitment of Resources

The proposed subdivision would add 45 new single family residential units in the Village of Warwick. The building of these homes would require permanent modification of the property used to create the homes and access to the individual homes. This property is well suited for the development of homes, since it does not contain high quality habitat or mature hardwood forests. The most environmentally sensitive habitat is proposed to be preserved as open space.

The project would also require services that would benefit the residents, including commitment of public resources to serve the new owners, the absorption of the addition of the traffic on the existing road network, the education of 21 additional students, and the dedication of an estimated 19,800 gpd of public water and sewer resources. Costs to service districts are inevitable and are required for any residential development and would be fully supported by user fees and taxes paid by the new homeowners.



EXISTING PROPERTY LINE
EXISTING TAX PARCEL
10' CONTOUR LINE
2" CONTOUR LINE
EXISTING EDGE OF PAVEMENT
EXISTING FEDERAL WETLAND LIMIT
EXISTING STREAM
EXISTING SLOPES 15% OR GREATER

FIGURE V-1
NOT TO SCALE

NOT TO SCALE

DATE		ISSUE NUMBER		DATE	
REVISIONS		NO. REVISED		DATE	
<p>UNAPPROVED ALTERATIONS OR ADDITIONS TO A DOCUMENT BEARING THE SEAL OF A PROFESSIONAL ENGINEER OR ARCHITECT ARE UNLAWFUL. ANY PERSON WHO VIOLATES THIS PROVISION OF THE PROFESSIONAL ENGINEERING AND ARCHITECTURE ACT SHALL BE CONSIDERED TO BE VIOLATING THE PROFESSIONAL ENGINEERING AND ARCHITECTURE ACT. ANY PERSON WHO VIOLATES THIS PROVISION OF THE PROFESSIONAL ENGINEERING AND ARCHITECTURE ACT SHALL BE CONSIDERED TO BE VIOLATING THE PROFESSIONAL ENGINEERING AND ARCHITECTURE ACT.</p>					
DATE		ISSUE NUMBER		DATE	
REVISIONS		NO. REVISED		DATE	

Section VII: Growth Inducing Impacts

The addition of these homes would house approximately 103 residents and represents a 1.5 percent increase in the total current estimated population of the Village of Warwick. The owner of this property also has two adjacent property holdings in the Town of Warwick of approximately 78.75 acres that could also be developed in accordance with the Town of Warwick zoning laws. These parcels have access to public roads and could be developed independently of the proposed subdivision, although it would be highly unlikely that the roads would not be connected because of the advantages related to safety and service of public infrastructure.

Section VIII: Effects on use and conservation of energy

The homes will require electrical and heating services, typical of single family homes. The service providers have available capacity and are willing to provide service. Conduits in the roads will bring services to the individual homes from existing service lines in Locust Street and Woodside Drive. All homes will be built to incorporate energy saving water fixtures and be insulated in accordance with the building codes to be energy efficient.

In addition, the homes are consistent with the goals of the Village (as expressed in their comprehensive plan) to create a community that is compact, walkable, and encourages community interaction. These goals are compatible with the conservation of public resources, for example, providing opportunities for residents to walk to destinations instead of depending on cars.

Section IX: Sources and Bibliography

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“Draft Environmental Impact Statement for Village View Estates, Village of Warwick, Orange County, New York” Prepared November 21, 2006, Garling Associates.

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New York State Wildlife Action Plan, adopted 2015, Terrestrial Habitats Accessed online February 28, 2018 at the NYSDEC website <http://www.dec.ny.gov>

New York State Department of Education, BEDS data for 2016-2017 for Warwick Valley School District. Available online at the NYSDE website, www.nysde.gov.

Parcel information obtained at Orange County Real Property Image Mate Online, accessed at <http://propertydata.orangecountygov.com>

For these properties:

- Section 201, Block 1, Lots 1.1,1.2,1.3 and 2 (Village of Warwick)
- Section 31, Block 2, Lot 85.2 (Village of Warwick)
- Section 43, Block 1, Lot 3 (Town of Warwick)

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Village of Warwick 2017-2018 Adopted budget, accessed online on the Village of Warwick website, on March 8th, 2018 at <http://villageofwarwick.org>

Section X: Appendices