



# 1. Executive Summary

## A. DESCRIPTION OF PROPOSED ACTION

This Draft Environmental Impact Statement (“DEIS”) has been completed and accepted by the Town of Poughkeepsie Planning Board as Lead Agency under State Environmental Quality Review Act (SEQRA) and in accordance with the requirements of the Town of Poughkeepsie Town Code. The DEIS analyzes the potential adverse impacts and proposed mitigation associated with the MacDonnell Heights Town Center a proposed development of an approximately 60.87-acre site on Route 44 in the Town of Poughkeepsie (the “Town”) as a mixed-use project with 390 multi-family residential units, approximately 103,500 square feet of commercial use, 18,600 square feet of other nonresidential use, and utilities and infrastructure improvements (the “Project”). The Project also includes the following related actions: site plan approval, subdivision approval, and special permits by the Town of Poughkeepsie Planning Board. The Town Planning Board is the Lead Agency under SEQRA.

## B. REQUIRED APPROVALS AND PERMITS

Project reviews and approvals are listed in the table below.

**Table 1-1 Project Approvals and Reviews**

<b>Involved Agency</b>	<b>Approval/Review</b>
Town of Poughkeepsie Planning Board (Lead Agency)	Site Plan approval Subdivision approval Special Permits (for multi-family residential units, commercial garage and daycare center)
Town of Poughkeepsie Town Board	Sewer Transportation Corp., sewer District Formation or extension, Roadway Dedication, Parkland Dedication, Easements to the Town, and Stormwater Management Agreement
Town of Poughkeepsie Water Department	Water supply connections and acceptance of water mains
Town of Poughkeepsie Sewer Department	Wastewater conveyance and treatment system
Town of Poughkeepsie Highway Department	Town Road Work permit
Dutchess County Department of Public Works	County Road Work permit
Dutchess County Industrial Development Agency	PILOT Approval
Dutchess County Department of Behavior and Community Health	Sanitary sewer Water supply approval



	Subdivision Filing
NYS Department of Environmental Conservation	Stormwater Pollution Prevention Plan ("SWPPP") approval Stormwater SPDES permit RTE Taking Permit Sanitary SPDES Permit
New York State Department of Transportation	Highway Work Permit (NYS Route 44) Signal Occupancy
New York State Department of Health	Water supply approval
NYS Office of Parks Recreation and Historic Preservation	Cultural resources
United States Army Corps of Engineers	Jurisdictional determination letter regarding the filling of Wetland 1

### C. INVOLVED AND INTERESTED AGENCIES

The list of involved and interested agencies for the project includes:

#### Lead Agency

Town of Poughkeepsie Planning Board

#### Interested/Involved Agencies

Town of Poughkeepsie Town Board

Town of Poughkeepsie Zoning Board of Appeals

Town of Poughkeepsie Highway Department

Town of Poughkeepsie Police Department

Town of Poughkeepsie Recreation Department

Town of Poughkeepsie Water Department

William Tatum III, Town Historian

Dutchess County Department of Behavior and Community Health

Dutchess County Department of Planning & Development

Dutchess County Department of Public Works

Dutchess County Industrial Development Agency



New York State Department of Environmental Conservation

New York State Department of Transportation

New York State Office of Parks, Recreation, and Historic Preservation

Arlington Fire District

Arlington Central School District

US Army Corps of Engineers



## **D. STATEMENT OF PROJECT PURPOSE AND NEED**

The Town of Poughkeepsie Master Plan was adopted in 2007. The Master Plan outlines a vision for the Project Site as the MacDonnell Heights Town Center, a compact, pedestrian-oriented development incorporating residential and commercial components and preserved open space to attract new residents while simultaneously serving existing residents. The Site was rezoned in 2007, following the recommendations of the Town Plan, to foster the new mixed-use center. The Master Plan supports the inclusion of higher density housing at a rate of 4-6 units per acre within the MacDonnell Heights Town Center and encourages a variety of housing types and a mix of neighborhood scale retail and commercial uses. The Proposed Project adheres to this vision with a new Town Center that incorporates a variety of housing and commercial types, preserved open space and walking trails, and new community spaces in a compact, pedestrian-oriented development.

## **E. SUMMARY OF SIGNIFICANT IMPACTS AND PROPOSED MITIGATION MEASURES**

### **1. Land Use, Zoning and Public Policy**

#### Potential Impacts

The Town of Poughkeepsie's Town Plan, adopted in 2007, outlines the vision of the MacDonnell Heights Town Center as a compact, pedestrian-oriented development incorporating residential and commercial components while preserving open space. The residential and commercial land uses in the Proposed Action would be compatible with the surrounding area and consistent with the purposes of the MacDonnell Heights Town Center District as discussed in the Town Plan. The Town Plan also acknowledges that development of a higher density is necessary in order to make the proposed Town Center economically and functionally viable.

The Proposed Project would be located within the MacDonnell Heights Center (MHC) zoning district, which was specifically created for the Project Site area upon recommendation of the 2007 Town Plan. The Proposed Action complies with the requirements and provisions of the MHC. The Proposed Action would require Site Plan and Subdivision approval from the Planning Board as well as Special Permits for the multi-family residential units, commercial garages, on-street dining and day care center.

#### Mitigation Measures

In the preferred alternative, development would be concentrated on portions of the Site closer to Route 44. The portion of the Project Site further away from Route 44 and closer to Wappinger Creek would be reserved for passive recreational purposes and remain undeveloped. The Proposed Project advances the goals of the Town Plan and other local and regional policy documents discussed in Chapter 3A, Land



Use, Zoning and Public Policy. The Proposed Action complies with the requirements and provisions of the MHC zoning district. Therefore, no other mitigation measures are required.

## 2. Community Character/Visual Impacts

### Potential Impacts

The Proposed Project would alter the character of Route 44 in front of the Project Site from grass fields to a Town Center. However, the overall character of Route 44 changes as it traverses between towns and hamlet centers with no singular use, density or architectural style. Therefore, no significant impacts to community character are anticipated. Views of the Project Site would be altered in various locations from views of fields or vegetation to two- and three-story structures and landscaped parking lots.

### Mitigation Measures

Mitigation measures to prevent significant adverse impacts have been built into the site design. The architectural materials and scale have been sensitively designed to be compatible with the existing surrounding neighborhood character. Lower building heights are provided along Route 44 and areas adjacent to existing residentially zoned uses, and the bulk of parking would be located behind the main entrance so that parking lots would not be prominent features along Route 44. Landscaping and street trees would be provided throughout the development and on both sides of Route 44.

## 3. Geology – Soils, Topography and Steep Slopes

### Potential Impacts

Most of the development area would be regraded and approximately 34.38 acres would be disturbed. The total acreage of steep slopes to be disturbed is approximately 0.84 acres. No blasting or rock removal are anticipated.

### Mitigation Measures

The proposed development has been designed to minimize overall site impacts. Erosion and sediment controls would be used to protect the soils during construction as described in the conceptual Soil Erosion and Sediment Control Plan. All disturbed soils would be re-used to the extent practicable.

## 4. Surface Water Resources

### Potential Impacts

Two wetlands are located on the Project Site and a portion of the Project Site is within a FEMA mapped flood zone associated with the Wappinger Creek. Wetland 1 is proposed to be filled and Wetland 2 would remain as is. No new development, other than infrastructure and some recreational amenities,



are proposed in the flood zone. The Wappinger Creek abuts the Project Site to the east and no residential or commercial development or construction activities would occur near the Wappinger Creek.

#### Mitigation Measures

The proposed layout plan was designed to avoid development in aquatic resources as much as possible. The Proposed Project includes filling Wetland 1 which is an isolated wetland of 0.04 acres that is not regulated by the Town or State. While Wetland 1 is not expected to fall within the Army Corps of Engineers jurisdiction, the Applicant would request a jurisdictional determination letter from the Army Corps of Engineers for Wetland 1.

## **5. Stormwater Management**

#### Potential Impacts

The proposed development would result in an increase in impervious surfaces, creating a corresponding potential increase in the peak rate of stormwater runoff and pollutants. A conceptual Stormwater Pollution Prevention Plan (SWPPP) has been prepared and includes a system of stormwater management practices (SMP's) designed to capture and treat runoff from the impervious surfaces associated with the proposed buildings, parking areas, and walkways. Stormwater treatment and peak flow attenuation for the Project would be accomplished with a number of different practices including wet ponds and subsurface infiltration systems. It is proposed to maintain the existing drainage patterns on the Site to the maximum extent practical to minimize impact to the existing downstream conveyance systems.

The Proposed Project includes the disturbance of more than one acre, therefore, coverage under the New York State Department of Environmental Conservation (NYSDEC) SPDES General Permit No. GP-0-15-002 would be required. The on-site stormwater management system has been designed to comply with all NYSDEC and local stormwater requirements.

#### Mitigation Measures

Mitigation for the newly created impervious surfaces would be provided in the form of proposed SMP's including wet ponds and subsurface infiltration systems. The stormwater quality and quantity for the proposed development have been mitigated to the maximum extent practicable to minimize the impacts to the existing conditions to each of the downstream receiving conveyance systems. Additionally, an Erosion and Sediment Control Plan would be prepared in accordance with the New York State Standards and Specifications for Erosion and Sediment Control to protect the existing waterbodies and drainage features during construction activities and in the post development condition.



## 6. Water

### Potential Impacts

The Project Site lies within the existing Townwide Water District and would continue to be served by the public water system which collects and treats water from the Hudson River through the Poughkeepsies' Water Treatment Facility. The estimated domestic average daily demand would be approximately 79,825 gallons per day (gpd). It is estimated that the Poughkeepsies' Water Treatment Facility has sufficient capacity to serve the Proposed Project. The existing on-site water supply conveyance system would be upgraded and expanded.

### Mitigation Measures

Water supply is currently available and sufficient capacity exists to service the Project, no mitigation measures are required. Water saving fixtures would be used in the proposed structures to reduce water consumption. The water supply to the Project will be metered and the revenues collected by the District from the Project, as they are from other District users. These revenues would defray the cost of the water consumed by the Project and assist in the payment of any capital debt of the District.

## 7. Sanitary Sewage

### Potential Impacts

The existing private septic systems on-site would be abandoned and removed. The Proposed Project would be served by the Poughkeepsie Corporate Center Wastewater Treatment Plant which is currently located just south of the Project Site and serves the Poughkeepsie Business Park. The Treatment Plant would be upgraded and expanded to accommodate the Proposed Project, the Poughkeepsie Business Park and future growth. A private Sewage Works Corporation would be created to own, operate, and maintain the wastewater collection and treatment facilities. The Treatment Plant would continue to discharge into Wappinger Creek. The estimated sanitary sewage generation of the Proposed Project would be approximately 79,825 gpd.

### Mitigation Measures

Necessary sanitary sewer infrastructure would be installed, including connections to the Poughkeepsie Corporate Center Wastewater Treatment Plant. Site disturbance would be minimized as much as possible. The expansion and upgrade of the Poughkeepsie Corporate Center Wastewater Treatment Plant is anticipated to accommodate the expected sanitary sewer flow of the Proposed Project.



## 8. Solid Waste

### Potential Impacts

At full buildout, it is estimated that the residential uses on the Site would produce approximately 660 tons per year of solid waste, and the commercial and institutional uses would generate approximately 109 tons per year. Solid waste and recyclables would be stored on-site in compliance with all applicable codes, and removed by licensed carters to be disposed of or recycled at licensed facilities.

### Mitigation Measures

The amount of new solid waste is not anticipated to overburden municipal facilities or create adverse impacts. No mitigation is required.

## 9. Vegetation and Wildlife

### Potential Impacts

Approximately 3.19 acres of existing wooded areas would be removed, although no trees would be removed in the forested area near Wappinger Creek. Approximately 21.7 acres of natural wooded areas would remain as is. Suitable habitat for four protected species (Blanding's Turtle, Dwarf Wedgemussel, Indiana Bat and Northern Long-eared Bat) has been found on the Project Site. Potential habitat for Dwarf Wedgemussel would not be impacted. The Proposed Project, however, would remove habitat for Blanding's Turtle and could disrupt or remove habitat for Indiana Bat and Northern Long-eared Bat.

### Mitigation Measures

The Proposed Project was designed to primarily use portions of the Site that were previously disturbed or used as agricultural fields. To help offset the proposed tree removal, a mixture of evergreen trees, shade trees and other flowering plants would be planted throughout the development. Native species would be used as much as possible. Mitigation measures to protect Blanding's Turtle, Indiana Bat and Northern Long-eared bat species and their habitat would be developed and approved by the New York State Department of Environmental Conservation (NYSDEC) prior to construction.

## 10. Traffic, Transportation, Pedestrians and Transit

### Potential Impacts

The Proposed Project at full buildout is estimated to generate approximately 585 new vehicle trips (269 entering and 316 exiting) during the weekday morning peak hour, 436 new vehicle trips (235 entering and 201 exiting) during the weekday evening peak hour, and 397 new vehicle trips (208 entering and 189 exiting) during the Saturday midday peak hour.



Under Build conditions with construction of the proposed project, the following is noted:

- Colonial Knolls westbound approach to US Route 44 drops from LOS E with 44 seconds of average vehicle delay to LOS F with average vehicle delays of 54 seconds during the PM peak hour.
- Hornbeck Road eastbound approach to US Route 44 drops from LOS E with 50 seconds of average vehicle delay to LOS F with average vehicle delays of 51 seconds during the PM peak hour.
- Concord Village Drive eastbound approach would continue to operate at LOS F during the PM peak hour and would drop from LOS E with 47 seconds of average vehicle delay to LOS F with more than 200 seconds of average vehicle delay during the AM peak hour.
- Darrow Place westbound approach to US Route 44 would drop from LOS E with 36 seconds of average vehicle delay to LOS F with 71 seconds of average vehicle delay during the AM peak hour.
- At the US Route 44/Degarmo Road intersection the northbound through and southbound left would continue to operate at LOS F during the PM peak hour and overall intersection will drop to a LOS F with average vehicle delays of 97 seconds. During the AM peak hour, the southbound approach would operate at LOS F and overall intersection would operate at LOS F with average vehicle delays of 95 seconds. The northbound through movement would operate at LOS F during the Saturday midday peak hour with overall intersection operations at a LOS D.
- At the US Route 44 and Cherry Hill Drive/Arlington Square driveway intersection the eastbound and westbound US Route 44 approaches would operate at LOS F during the PM peak hour. The westbound US Route 44 through movement would operate at LOS F during the AM peak hour and Saturday midday peak hour.

#### Mitigation Measures

The following recommendations are provided to mitigate the project impact:

- Colonial Knolls – no mitigation recommended as the LOS F condition is only experienced during the PM peak hour and is a typical condition at an unsignalized intersection on a high volume roadway.
- Hornbeck Road – no mitigation is recommended as the LOS F condition is only experienced during the PM peak hour and is a typical condition at an unsignalized intersection on a high volume roadway.
- Concord Village Drive – encourage the use of the proposed site driveways on Concord Village Drive to access the signalized main site access intersection.



- Darrow Road – no mitigation is recommended as the LOS F condition is only experienced during the AM peak hour and is a typical condition at an unsignalized intersection on a high volume roadway.
- Degarmo Road/Walgreens driveway – coordinate with the Town of Poughkeepsie, Dutchess County, and NYSDOT regarding the appropriate fair share mitigation for this intersection as construction of an additional northbound through lane on US Route 44 or a two-lane roundabout are beyond the ability of a single project and not necessarily the appropriate long term mitigation for the corridor.
- Cherry Hill Drive/Arlington Square driveway – restriping the Cherry Hill Drive and Arlington Square driveway approaches to provide left-turn and share through/right-turn lanes and updated the traffic signal phasing and timing to allow concurrent phasing on these approaches.

Additional recommendations include planning and designing the project based on Complete Streets principles to ensure that all roadway users are accommodated in the completed project. These recommendations include construction of sidewalks, a consideration to lowering the speed limit along route 44, on-street parking, bicycle accommodations, a transit stop, and connections to adjacent roadways.

## **11. Community Services**

### **Demographics**

#### Potential Impacts

It is estimated that the Proposed Project could generate approximately 822 new residents at full buildout and occupancy, representing a 1.84% increase in Town population.

#### Mitigation Measures

The additional population estimated from the new residences is not anticipated to have significant adverse impact to the Town, therefore, no mitigation measures are proposed.

### **Police, Fire and Emergency Services**

#### Potential Impacts

Emergency services in the Town are served by the Town of Poughkeepsie Police Department and the Arlington Fire District. The estimated increase in population would increase demand for police, fire and emergency services.



### Mitigation Measures

Access to the Project Site and internal movements would meet all applicable standards and regulations to accommodate emergency vehicles. All buildings would be constructed with new fire-resistant materials, sprinklers, centrally-monitored fire detections and suppression systems. It is estimated that any adverse impacts to the Police Department and Fire District would be offset by the taxes generated by the Proposed Project.

### **Recreation and Open Space**

#### Potential Impacts

The Project Site would have 21.7 acres of undeveloped open space with walking trails, a pavilion and picnic area, access to Wappinger Creek and a parking lot open to the public via Victory Lane. Open space and recreational amenities for residents, workers, and visitors of the development include: a central green with a pool, playground, picnic area, and lawn; an open space area with a gazebo and a dog park; residential open space with seating areas and lawns; two community green spaces located at the main entrances to the east and west sides of the development with landscaping, pavilions and seating areas; two playgrounds; and two community gardens. In total, approximately 23.3 acres of open space and recreation would be provided.

#### Mitigation Measures

It is anticipated that any adverse impacts to the Town's parks and recreation services would be offset by the taxes generated by the Proposed Project. Further, the availability of various passive and active recreational opportunities on the Project site for the residents of the Project, as well as the general public would further reduce the impact to the Town's parks and recreational areas.

### **Other Community Services and Community Needs**

#### Potential Impacts

The new population is anticipated to increase demand for other community services such as libraries, day care centers, medical facilities and multimodal transit facilities.

#### Mitigation Measures

The Proposed Project would provide an economic benefit and offset potential impacts through taxes and resident spending for the commercial community services.



## Schools

### Potential Impacts

Students residing in the proposed development would be served by the Arlington Central School District and, based on current practices, would attend Overlook Primary School, Titusville Intermediate School, LaGrange Middle School, and Arlington High School. No schools in the School District have reached capacity. The Proposed Project is estimated to generate approximately 56 public school aged children, a 0.7% increase in the School District's enrollment.

### Mitigation Measures

It is anticipated that the schools would have capacity for the new students. The cost of the new students would be offset by taxes generated by the Proposed Project.

## 12. Fiscal and Economic

### Potential Impacts

The Proposed Project would generate property taxes, sales taxes, and new jobs. The Applicant has entered into a Payment in Lieu of Taxes (PILOT) agreement with the Dutchess County Industrial Development Agency. The PILOT tax abatement would not apply to retail or restaurant uses or any special taxing districts.

At full buildout following the expiration of the PILOT program, it is estimated that the Proposed Project would generate approximately \$2,077,878 in annual property taxes, including \$386,076 for the Town of Poughkeepsie, \$250,264 for the Arlington Fire District, and \$1,216,260 for the Arlington School District. The Project Site currently generates approximately \$130,000 in yearly taxes, therefore, the Proposed Project would result in an approximately \$1,948,000 increase in annual tax revenue.

When fully operational, the Proposed Project is estimated to generate approximately 299 full-time jobs, most of which would be related to retail, service and office uses.

### Mitigation Measures

It is anticipated that the generation of property taxes, sales taxes and new jobs would provide beneficial impacts to the Town. Therefore, no mitigation is proposed.

## 13. Historic and Cultural Resources

### Potential Impacts

The Phase I investigations resulted in the identification of seven artifact groups ranging in size from a single, isolated flake to multi-artifact Native American and Euro-American clusters. Phase II site



boundary testing was recommended for each of the artifact clusters to determine the horizontal and vertical extent of the clusters and to determine if the isolated find is indeed a solo item.

No further archaeological investigations were recommended for the remaining areas of the project area. The areas in 935 and 945 Dutchess Turnpike subject to additional investigation are shown on Figure 18 of the Phase I Archeological Report. The areas in 944 Dutchess Turnpike are shown on Figure 17 of the Phase I Archeological Report. The isolated flake in plow strip E2 will be bounded by radial shovel tests (Figure 16 of the Phase I Archeological Report). No further archaeological investigations were recommended for the project locations on PBP because of prior investigation and disturbance. OPRHP accepted the recommendations made in the Phase I archaeological report. The Phase II Work Plan for archaeology has been submitted to the OPRHP on September 13, 2017.

Building #6 is proposed to be adaptively reused for the Project. Building #6 is proposed to be moved, renovated, and reused as a children's center. All other buildings and structures on the Project Site will be demolished to construct the Project. The central location of the Frank Farm complex to the Project precludes preservation of the Frank Farm Complex and still achieve the Town Center identified and detailed in the Town's Comprehensive Plan. All buildings that can be utilized for the proposed Project have been incorporated into the site plan. The Phase II work plan has recommended that resources identified in the Phase I Buildings and Structures Report (Appendix K) as needing further research to determine their eligibility to the State or National Registers. The Phase I Buildings and Structures report recommended that the Frank Farm Complex is eligible but the OPRHP reviewer has requested that Phase II research be completed which is focused on the early D.T. Barnes occupation of the property and the role of dairy operations in local history. The Phase II Work Plan for buildings and structures has been developed and is in review.

#### Mitigation Measure

Phase II archeological investigations are planning to be conducted. A work plan for Phase II has been developed which includes a scheduling framework under which subsequent phases of work can be done within the existing project schedule and the existing June, 2017, conceptual design.

NYORPHP also provided responses to the Phase I Building and Structures report in September 2017 and requested a Phase II for 26 Victory Lane [infrastructure only], 931 Dutchess Turnpike and 932 Dutchess Turnpike) as well as the Frank Farm Complex [935, 944, 945, 947, and 949 Dutchess Turnpike).

The results of the Phase II work will determine the final mitigation required for both the archeological and architectural resources.



## 14. Hazardous Materials – Phase I Environmental Site Assessment

### Potential Impacts

Phase I and Phase II Environmental Site Assessments (ESAs) have been prepared for the Project Site. The ESAs identified two existing above-ground storage tanks. No soil contamination was found on the Project Site.

### Mitigation Measures

The above-ground tanks would be properly decommissioned and disposed of. Any abatement work, if necessary, would be conducted in accordance with all relevant standards and procedures.

## 15. Noise

### Potential Impacts

The new uses proposed on the Project Site would not generate significant new noise sources at full buildout. However, local ambient daytime noise levels would temporarily increase during construction of the Proposed Project. The noisiest period of construction would occur during site clearing and grading activities. Such noise could be intrusive, but would have limited duration during the phases of project construction. It is anticipated that nearby properties would experience temporary elevated noise levels at occasional periods during construction of the Proposed Project. This is a temporary, construction-related, unavoidable impact.

### Mitigation Measures

Construction noise impacts would be temporary, and would be eliminated when construction is complete. The Proposed Project would comply with the Town's noise ordinance (Section 139-4 of the Town Code), as well as using best management practices during construction.

## 16. Air Quality

### Potential Impacts

Construction activities associated with grading and excavation on the Project Site could result in temporary air quality impacts. Air quality in the area is not expected to be substantially affected by project construction because of the temporary nature of the construction and the confined construction area. Emissions from the operation of construction machinery would mostly contain particulate matter.

At full buildout, it is not anticipated that the Proposed Project would cause significant adverse impacts to regional carbon dioxide levels due to mobile sources. The Project, however, would require boilers or other fuel burning sources.



### Mitigation Measures

Short-term impacts to air quality due to construction would be temporary, ceasing upon Project completion. Mitigation measures for short-term impacts during construction include using best management practices as outlined in Chapters 3P, Air Quality, and 3Q, Construction.

## **17. Construction Impacts**

### Potential Impacts

Construction of the Proposed Project is anticipated to include five phases and an overall construction period of five years. Phases 1 and 2 would generally involve construction of the west side of the Project Site and Phases 3, 4, and 5 would develop the east side. Project construction would create temporary impacts to the surrounding area that may include traffic generation, fugitive dust, stormwater, noise and/or erosion.

### Mitigation Measures

Construction would be conducted in accordance with the approved site plan and in accordance with all applicable federal, State, and local codes. Impacts from construction would be temporary and would be mitigated through the management of the construction process.

## **F. SUMMARY OF ALTERNATIVES**

Four alternative concepts for development of the Project Site (Alternatives 2 through 5) were analyzed, along with the "No Action" alternative. The alternatives are compared with the Proposed Action, at a level of detail sufficient to generally compare potential impacts. Table 4-1 summarizes the comparison of the Proposed Action with the "No Action" Alternative and Alternatives 2 through 5.

### Alternative 1: "No Action"

The "No Action" Alternative is required by the SEQRA regulations to be described in a draft environmental impact statement. The "No Action" alternative assumes that no new development would occur on the Project Site. In this scenario, the existing fields, forests and vacant farm buildings would remain. While this alternative would have less potential impacts than the Proposed Action, it would not yield any of the benefits of the Project including additional public parkland, tax revenues, jobs, commercial amenities and housing variety. This alternative would not further the goals of the Town of Poughkeepsie Town Plan.



### Alternative 2: Full Build-out Under Zoning

This Alternative 2 (see Exhibit 4-1) assumes the Proposed Project would be developed at maximum, full build-out conditions permitted by zoning regulations. Under these zoning regulations, Alternative 2 would include a maximum of 416 residential units and 140,000 square feet of commercial space. Table 4-1 summarizes the impacts of this alternative which would generate more residents, public school-age children, and vehicular trips than the Proposed Action. The area of disturbance would increase from 34.36 acres to 42 acres, consuming an additional 7.64 acres of land for development than the Proposed Action, including wooded areas and steep slopes, that were otherwise reserved for flora and fauna habitat or recreational uses and would create more impervious surfaces. It would also create additional sewer and water demand than the Proposed Action.

It is the Applicant's opinion that the benefits of Alternative 2 do not outweigh its potential impacts in comparison with the Proposed Project. This Alternative is anticipated to generate 70 more Project residents and 9 more public school aged children and disturb more wooded habitat than the Proposed Project. The increased impacts that would arise from the development of Alternative 2 do not balance with the benefits of providing more residential units and commercial space than the Proposed Action.

### Alternative 3: Development with Reduced Height

Alternative 3 (see Exhibit 4-2) would incorporate a reduced building height. The building height would be limited to two stories from the Proposed Action's three stories. Table 4-1 summarizes the impacts of this alternative. Although the overall development program remains the same for this alternative (390 residential units and 122,100 gsf of commercial and other nonresidential uses), the footprint of the development would be reconfigured and the number of structures would be increased to accommodate the height reduction. This Alternative eliminates the Townhouse structures that soften the transition from the residential areas to the north to the commercial core of the Project and replaces them with multi-family structures. The area of disturbance would increase from 34.36 acres to 40 acres, consuming an additional 5.64 acres of land for development than the Proposed Action. This would increase the amount impervious surfaces and reduce the amount of open space as is currently proposed in the Proposed Action.

It is the Applicant's opinion that the benefits of Alternative 3 do not outweigh its potential impacts in comparison with the Proposed Action. As discussed in Chapter 2, Community Character and Visual Impacts, the building height of the Proposed Action, which comply with the MacDonnell Heights Center Zone, is not anticipated to create any significant adverse impacts from the existing conditions of the Project Site. Since there are no anticipated significant adverse impacts from the building height of the Proposed Action, the benefit of a reduced building height in this alternative which would increase the land disturbance by 5.64 acres would not exceed the potential for any impacts of the Proposed Action's building height.



#### Alternative 4: Modified Phased Construction

Alternative 4 assumes that the Proposed Action would follow a modified construction plan. At the time of the adoption of the Project's scope, it was anticipated that the Project would be constructed in one phase. However, as noted in Appendix M it is acceptable for the Project to be constructed in multiple phases and still adhere to the zoning regulations. The Proposed Action would now implement a construction plan that would consist of 5 phases. Thus, since phased construction is now being implemented as the Project's construction plan, this alternative is no longer applicable.

#### Alternative 5: Plan Based on Identified Significant Environmental Impacts

In the Applicant's opinion, the Proposed Action would not result in any significant adverse environmental impacts. The potential significant environmental impacts of the Project have been identified and either mitigated, or the Project design was modified such that no significant environmental impact is anticipated. Any unavoidable impacts, such as increased vehicular trips and increased water use and sewer demand, would result from any development on the Project Site of habitable residential, commercial, or other nonresidential uses. It is also the Applicant's opinion that the Project provides more benefits than the alternatives, such as increased tax revenue, greater recreational amenities, publicly accessible open space, and greater secondary economic benefits to the Town of Poughkeepsie. Therefore, the plan provided as the Proposed Action meets the intent of Alternative 5 and no additional plan is proposed or provided.



Summary of Alternatives:

Table 4-1 Comparison of Project Alternatives

	<b>Proposed Action</b>	<b>Alternative 1: No Action (Existing Conditions)</b>	<b>Alternative 2: Full Build-Out Under Zoning</b>	<b>Alternative 3: Development with Reduced Height</b>	<b>Alternative 4: Modified Phased Construction</b>
	<b>Exhibit 4-1</b>		<b>Exhibit 4-2</b>	<b>Exhibit 4-3</b>	
<b># Residential Units</b>	390 new residential units	0 new residential units	416 new residential units	390 new residential units	390 new residential units
<b>Areas of Disturbance</b>	34.36 acres	0 acres	42 acres	40 acres	34.36 acres
<b>New Trip Generation (Peak Hour)</b>	AM Peak Hour: 585 PM Peak Hour: 436 Saturday: 397	AM Peak Hour: 0 PM Peak Hour: 0 Saturday: 0	AM Peak Hour: 909 PM Peak Hour: 538 Saturday: 560	AM Peak Hour: 585 PM Peak Hour: 436 Saturday: 397	AM Peak Hour: 585 PM Peak Hour: 436 Saturday: 397
<b>Water and Sewer Utilization</b>	Water: 79,825 gpd Wastewater: 79,825 gpd	Water: 700 gpd Wastewater: 700 gpd	Water: 89,462 gpd Wastewater: 89,462 gpd	Water: 79,825 gpd Wastewater: 79,825 gpd	Water: 79,825 gpd Wastewater: 79,825 gpd
<b>Residential Population<sup>1</sup></b>	822 new residents	0 new residents	892 new residents	822 new residents	822 new residents
<b>Public School-age Children<sup>2</sup></b>	56 new public school-age children	0 new public school-age children	64 new public school-age children	56 new public school-age children	56 new public school-age children
<b>Tax Generations<sup>3</sup></b>	\$2,077,878	\$131,012	\$2,369,438	\$2,077,878	\$2,077,878

<sup>1</sup> Rutgers University, Center for Urban Policy Research: Residential Demographic Multipliers - Estimates of the Occupants of New Housing, June 2006 (New York, Total Persons in Units, 5+ Units-Rent, More than \$1,100, 1 BR-More than \$1,000, 2 BR-More than \$1,100 and 3 BR-More than \$1,250; Single Family, Attached, 2 BR-More than \$194,500 and 3 BR-More than \$269,500). Multipliers for 1-BR were also used for Studio units.

<sup>2</sup> Rutgers University, Center for Urban Policy Research: Residential Demographic Multipliers - Estimates of the Occupants of New Housing, June 2006 (New York, Public School Children, 5+ Units-Rent, More than \$1,100, 1 BR-More than \$1,000, 2 BR-More than \$1,100 and 3 BR-More than \$1,250; Single Family, Attached, 2 BR-More than \$194,500 and 3 BR-More than \$269,500). Multipliers for 1-BR were also used for Studio units.

<sup>3</sup> Project PILOT is not included in these tax generation calculations.