PB# 86-89

Hilltop Estates

35.1-41-1 & 2

86-89

4-11-90

Approved

Applicant: Hilltop 782-0373
Rep: Shaw Eng - 561-3695

General Receipt

11333

TOWN OF NEW WINDSOR
555 Union Avenue
New Windsor, N. Y. 12550

April 25 19 90

Received of Hilltop Estates or Hudson $2,616.70 XX

Two Thousand Six hundred Sixteen — 70/100 DOLLARS

For Planning Board Engineering Fee $2,516.70
Site Plan Approval #100.00 #86-89

DISTRIBUTION

FUND	CODE	AMOUNT
Ck# 1079		$2,616.70

By Darlene G. Tarrant es
Town Clerk
Title

Williamson Law Book Co., Rochester, N. Y. 14609

General Receipt

8589

TOWN OF NEW WINDSOR
555 Union Avenue
New Windsor, N. Y. 12550

Jan. 29 19 87

Received of Andrew Krieger Esq (86-89) $ 125.00

One Hundred Twenty Five and 00/100 DOLLARS

For Application Fee $25.00 Re-Preliminary Fee $100.00

G. Tarrant
Clerk

County File No. NWT 6-87 M

COUNTY PLANNING REFERRAL
(Mandatory County Planning Review under Article 12-B, Section 239, Paragraphs 1, m & n, of the General Municipal Law)

Application of Hilltop Estates

for a site plan review - Rt. 32

County Action: Local Determination

LOCAL MUNICIPAL ACTION
The Above-cited application was:

Denied ..... Approved .....

Approved subject to County recommendations

....
(Date of Local Action) (Signature of Local Official)

This card must be returned to the Orange County Department of Planning within 7 days of local action.

86-89

. Windsor

Title: Windsor Crest Condominiums I

Dated: 6-5-91 Filed 2-7-92

General Receipt

11333

TOWN OF NEW WINDSOR
555 Union Avenue
New Windsor, N. Y. 12550

April 25 19 90

Received of Hilltop Estates or Hudson $2,616.70/xx

Two Thousand Six hundred Sixteen — 70/100 DOLLARS

For Site Plan Approval #100.00 #86-89 Planning Board Engineering Fee #2,516.70

DISTRIBUTION

FUND	CODE	AMOUNT
CK# 1079		#2,616.70

By Paulette G. Townsend es
Town Clerk
Title

Williamson Law Book Co., Rochester, N. Y. 14609

General Receipt

8589

TOWN OF NEW WINDSOR
555 Union Avenue
New Windsor, N. Y. 12550

Jan. 29 19 87

Received of Andrew Krieger Esq (8689) $ 125.00

One Hundred Twenty Five and 00/100 DOLLARS

For application Fee $25.00 Re-Preliminary fee $100.00

G. Tamsen
Clerk

County File No. NWT 6-87 M

COUNTY PLANNING REFERRAL
(Mandatory County Planning Review under Article 12-B, Section 239, Paragraphs 1, m & n, of the General Municipal Law)

Application of Hilltop Estates

for a site plan review - Rt. 32

County Action: Local Determination

LOCAL MUNICIPAL ACTION
The Above-cited application was:

Denied ..... Approved .....

Approved subject to County recommendations

....
(Date of Local Action) (Signature of Local Official)

This card must be returned to the Orange County Department of Planning within 7 days of local action.

86-89

. Windsor I

Title: Windsor Crest Condominiums

Dated: 6-5-91 Filed 2-7-92

Approved by Ronald Landers

on 6-19-91

Record Owner Windsor Crest I

(3 Sheets)

MARION S. MURPHY
Orange County Clerk

* Approval not needed for Condo. (SBH OK)

R.A. Van Ethan Co.

PROPOSAL
(FORM OF QUOTATION)
(Page 1 of 3)

Pursuant to and in compliance with this Request for Quotations and the Information for Bidders provided, the undersigned hereby offers to furnish all plant, labor and materials, supplies, equipment and other facilities and things necessary for the complete and proper construction of the Windsor Crest Condominiums (Phase I & II) Finish Paving Work in accordance with the Scope provided, General Conditions and specific requirements noted herein, for the following prices bid:

BASE BID QUOTATION:

.....

Payment Item #1 (Lump Sum)

For the complete preparation of the work area (described under scope item #1), placement of tack coat (scope item #5) and placement of the asphalt concrete top course (scope item #6) for the roadways as defined on the attached work plan (base plan by Shaw Engineering).

Payment Item # 1 (Lump Sum Quotation):

$ 49,500 . 00 (figures)

Forty Nine Thousand Five Hundred Dollars

and Zero Cents

.....

Payment Item #2 (Unit Price)

For the replacement of failed base course paving sections (described under scope item #2). This item not to include any subbase replacement. (estimated quantity 400 s.y.)

Payment Item # 2 (Unit Price Quotation):

$ 30 . 50 (figures)

Thirty Dollars

and Fifty Cents

Per Square Yard

.....

R.A. VanEtten Co.

PROPOSAL
(FORM OF QUOTATION)
(Page 2 of 3)

.....

Payment Item # 3 (Unit Price Quotation)

For the furnishing and placement of NYSDOT Item #4 subbase under failed pavement sections. (estimated quantity 50 c.y.)

Payment Item # 3 (Unit Price Quotation):

$ 25 . 00 (figures)

Twenty Five Dollars

and Zero Cents

per Cubic Yard

.....

Payment Item # 4 (Unit Price Quotation)

For the replacement, in kind, of damaged water valve boxes, installed complete, in place. (estimated quantity 5 ea.)

Payment Item # 4 (Unit Price Quotation):

$ 350 . 00 (figures)

Three Hundred Fifty Dollars

and Zero Cents

per Each.

.....

Payment Item # 5 (Lump Sum Quotation)

For the removal and replacement of the existing catch basin (scope item #4) where noted on the plan including the 12" HDPE connection with the adjacent catch basin.

Payment Item # 5 (Lump Sum Quotation)

$ 3,500 . 00 (figures)

Three Thousand Five Hundred Dollars

and Zero Cents

per Lump Sum

.....

PROPOSAL
(FORM OF QUOTATION)
(Page 3 of 3)

ACKNOWLEDGMENT

The undersigned being authorized to sign and submit this quotation for the Windsor Crest Condominiums (Phase I & II) Finish Paving Work:

R.A. VanEtten Co.
Bidder's Company Name

P.O. Box 488
Company Address

Cornwall-on-Hudson, NY 12520
City State Zip

914-534-2434
Telephone Number

14-1633183
Bidder's Tax I.D.

Michael J. Kelly
Authorized Representative

Pres
Title

Signature

SWORN TO BEFORE ME THIS
Notary
15th DAY OF JULY 1998

KEVIN V. BRENNAN
Notary Public, State of New York
Qualified in Orange County
Commission Expires August 31, 1998

PROPOSAL
(FORM OF QUOTATION)
(Page 1 of 3)

Pursuant to and in compliance with this Request for Quotations and the Information for Bidders provided, the undersigned hereby offers to furnish all plant, labor and materials, supplies, equipment and other facilities and things necessary for the complete and proper construction of the Windsor Crest Condominiums (Phase I & II) Finish Paving Work in accordance with the Scope provided, General Conditions and specific requirements noted herein, for the following prices bid:

BASE BID QUOTATION:

.....

Payment Item #1 (Lump Sum)

For the complete preparation of the work area (described under scope item #1), placement of tack coat (scope item #5) and placement of the asphalt concrete top course (scope item #6) for the roadways as defined on the attached work plan (base plan by Shaw Engineering).

Payment Item # 1 (Lump Sum Quotation):

$ 25812.00 (figures)

Twenty five Thousand eight hundred twelve Dollars

and no Cents

.....

Payment Item #2 (Unit Price)

For the replacement of failed base course paving sections (described under scope item #2). This item not to include any subbase replacement. (estimated quantity 400 s.y.)

Payment Item # 2 (Unit Price Quotation):

$ 6600.00 (figures)

Six Thousand six hundred Dollars

and no Cents

Per Square Yard

.....

[redacted]

PROPOSAL
(FORM OF QUOTATION)
(Page 2 of 3)

Payment Item # 3 (Unit Price Quotation)

For the furnishing and placement of NYSDOT Item #4 subbase under failed pavement sections. (estimated quantity 50 c.y.)

Payment Item # 3 (Unit Price Quotation):

$ 4250.00 (figures)

Four thousand, two hundred fifty Dollars

and no Cents

per Cubic Yard

Payment Item # 4 (Unit Price Quotation)

For the replacement, in kind, of damaged water valve boxes, installed complete, in place. (estimated quantity 5 ea.)

Payment Item # 4 (Unit Price Quotation):

$ 1950.00 (figures)

One thousand, nine hundred fifty Dollars

and no Cents

per Each.

Payment Item # 5 (Lump Sum Quotation)

For the removal and replacement of the existing catch basin (scope item #4) where noted on the plan including the 12" HDPE connection with the adjacent catch basin.

Payment Item # 5 (Lump Sum Quotation)

$ 7000.00 (figures)

Seven thousand Dollars

and no Cents

per Lump Sum

PROPOSAL
(FORM OF QUOTATION)
(Page 3 of 3)

ACKNOWLEDGMENT

The undersigned being authorized to sign and submit this quotation for the Windsor Crest Condominiums (Phase I & II) Finish Paving Work:

ARGENIO BROS. INC.
Bidder's Company Name

POBOX 2068
Company Address

NEWBURGH, N.Y. 12550
City State Zip

914-561-5102
Telephone Number

14-1497715
Bidder's Tax I.D.

GENARO J. ARGENIO
Authorized Representative

PRESIDENT
Title

Signature

Notary

JEANETTE B. SMITH
Notary Public, State of New York
No. 01SM5018540
Qualified in Ulster County
Commission Expires September 27, 1999

McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

RICHARD D. McGOEY, P.E.
WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.
JAMES M. FARR, P.E.

☐ **Main Office**
45 Quassaick Ave. (Route 9W)
New Windsor, New York 12553
(914) 562-8640

☐ **Branch Office**
507 Broad Street
Milford, Pennsylvania 18337
(717) 296-2765

REQUEST FOR QUOTATION

WINDSOR CREST CONDOMINIUMS (PHASE I & II)

FINISH PAVING WORK

Town of New Windsor
Orange County, New York

June 1998
Town of New Windsor
555 Union Avenue
New Windsor, N.Y. 12553

McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

RICHARD D. McGOEY, P.E.
WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.
JAMES M. FARR, P.E.

☐ **Main Office**
45 Quassaick Ave. (Route 9W)
New Windsor, New York 12553
(914) 562-8640

☐ **Branch Office**
507 Broad Street
Milford, Pennsylvania 18337
(717) 296-2765

WINDSOR CREST CONDOMINIUMS
Phase I & II Finish Paving Work
Town of New Windsor
(June 1998)

General Scope:

The Town of New Windsor requests quotations for finish paving and related work for the Windsor Crest Condominium project on NYS Rt. 32 as part of required compliance with the approved site plan work. The general scope of the work involves, in general, preparation and placement of a 1 1/2" Type 6F finish course of pavement for Phases I and II of the project, together with miscellaneous work as listed herein. All work is intended to meet the minimum standards and requirements of the Town of New Windsor Code and site plan approval. Work shall include the following:

1. Preparation of the work area including, but not limited to, removal of all debris and waste on paved surfaces; mechanical sweeping and cleaning of existing pavement; adjustment to required grade of all sewer and stormwater castings, valve boxes, etc. within the roadway; removal of all temporary pavement "shims" at driveways; cleanout all water valve boxes and verify operation with water department personnel; and install rebates (keys) at all end points of new pavement.

2. Replace failed sections of existing base course by cutting and removing existing and placing new subbase as required, followed by placement of 4" Type 3 binder flush to existing pavement profile.

3. Replace, as necessary, damaged top section of water valve boxes and damaged catch basin grates and set to grade.

4. Remove existing and install new catch basin where indicated together with 12" dia. HDPE smooth-lined double-wall drainage pipe as indicated.

5. Apply emulsion tack coat (0.5 gal/sy min.) for all areas to be paved.

6. Following the preparation of the area for paving, place 1 1/2" Type 6F top course hot mix asphalt concrete pavement.

WINDSOR CREST CONDOMINIUMS - PAVING WORK
Town of New Windsor

MISCELLANEOUS REQUIREMENTS:

The Contractor is expected to maintain a safe, clean and orderly work area, with daily cleanup to be performed. Contractors will be responsible for providing their own on-site equipment and materials storage facilities, if so required, with the location to be as acceptable to the Town.

The Contractor must understand that the use of the adjoining residential units will continue. As such, the Contractor must maintain safe ingress and egress the site, placing all necessary barricades and delineation to direct both vehicular and pedestrian traffic on the site.

Prices quoted shall reflect cost for all work, complete, including all demolition, proper disposal of waste materials, new construction materials, labor, plant and/or equipment as necessary for satisfactory completion.

The Contact Person for the Town shall be Mark Edsall, P.E., Town Consulting Engineer (562-8640). All scheduling, arrangements for access, coordination with operations and activities, etc. shall be made with Mr. Edsall or his designated representative. Review of work in progress will be made by Mr. Edsall or his designated representative.

GENERAL CONDITIONS
(page 1 of 2)

SUBMITTAL OF PROPOSALS: All quotations must be submitted in sealed envelopes addressed to the Town of New Windsor, 555 Union Avenue, New Windsor, N.Y. 12553 to the attention of the Town Clerk and must be received prior to 4:30 pm on 15 July 1998. Envelopes should be identified as "Windsor Crest Site Paving Work Quotation".

OWNERS RIGHTS RESERVED: The Town of New Windsor reserves the right to reject any or all Quotations and to waive any informality or technicality in any Proposal in the interest of the Town. The Town reserves the right to award the work as described or any portion of the work, whichever best suits its needs.

CONTRACT PERIOD: The time for completion of the work shall be twenty (20) consecutive calendar days total for the entire project. Time shall commence at date of notice to proceed.

PROJECT CONDITIONS: Each Bidder must inform himself fully of the conditions relating to the construction and labor under which the work is to be performed. Each Bidder shall have visited the site and shall have familiarized himself with all conditions, prior to making his bid. Failure of any Bidder to fully inspect the project site conditions, receive or examine any form, instrument or document shall in no way relieve any Bidder from his obligation to complete the work in a manner acceptable to the Town, in accordance with his Quotation.

SAFETY STANDARDS AND ACCIDENT PREVENTION: The Contractor shall comply with the safety provisions of applicable laws, building and construction codes and the "Manual of Accident Prevention in Construction", the requirements of the Occupational Safety and Health Act of 1970 (PL 91-596) and all other standards (latest revisions). The Contractor shall exercise every precaution at all times for the prevention of accidents and the protection of persons and property.

GENERAL CONDITIONS
(page 2 of 2)

INSURANCE: The Contractor, prior to the start of work, furnish the Town with proof of carriage of insurance with a limit of liability not less than $1,000,000.00 for all property damage or damages arising out of bodily injury, at any time resulting therefrom, sustained by only one person in any one accident. The Town, their Consulting Engineer and the Windsor Crest Homeowners Association shall be named as additional insured on the policy. The Certificate of Insurance shall be in a form acceptable to the Town.

INDEMNIFICATION: The Contractor will indemnify and hold harmless the Town and their Consulting Engineer and their agents and employees from and against all claims, damages, losses and expenses including attorneys fees arising out of or resulting from the performance of the work.

PROJECT SCOPE: The project under consideration by the Town involves the work described in the attached.

TAXES: Bid prices shall include sales and compensating use taxes of the State of New York or of any City and County in the State of New York for any materials which are to be incorporated into the work.

LAW AND REGULATIONS: The bidders attention is directed to the fact that all applicable State Laws, municipal ordinances and the rules and regulations of all authorities having jurisdiction over the execution and construction of the project shall apply to the Contract throughout, and they will be deemed included in the Contract the same as though herein written out in full. These shall include, but not be limited to, all New York State Labor Laws, Executive Law 296 and Part 53 Title 12 (12NYCRR53). The Contractor shall post the schedule of minimum wage rates and each employee engaged in work on the project shall be paid in accordance with the Schedule and all applicable regulations related to same.

BIDDERS QUALIFICATIONS: Deleted for this RFQ.

PROPOSAL
(FORM OF QUOTATION)
(Page 1 of 3)

Pursuant to and in compliance with this Request for Quotations and the Information for Bidders provided, the undersigned hereby offers to furnish all plant, labor and materials, supplies, equipment and other facilities and things necessary for the complete and proper construction of the Windsor Crest Condominiums (Phase I & II) Finish Paving Work in accordance with the Scope provided, General Conditions and specific requirements noted herein, for the following prices bid:

BASE BID QUOTATION:

.....

Payment Item #1 (Lump Sum)

For the complete preparation of the work area (described under scope item #1), placement of tack coat (scope item #5) and placement of the asphalt concrete top course (scope item #6) for the roadways as defined on the attached work plan (base plan by Shaw Engineering).

Payment Item # 1 (Lump Sum Quotation):

$ 24,380.00 (figures)

Twenty Four Thousand Three Hundred + Eighty Dollars

and NO Cents

.....

Payment Item #2 (Unit Price)

For the replacement of failed base course paving sections (described under scope item #2). This item not to include any subbase replacement. (estimated quantity 400 s.y.)

Payment Item # 2 (Unit Price Quotation):

$ 8700.00 (figures) @ 21.75 per cu yd.

Eight Thousand + Seven Hundred Dollars

and NO Cents

Per Square Yard

.....

PROPOSAL
(FORM OF QUOTATION)
(Page 2 of 3)

Payment Item # 3 (Unit Price Quotation)

For the furnishing and placement of NYSDOT Item #4 subbase under failed pavement sections. (estimated quantity 50 c.y.)

Payment Item # 3 (Unit Price Quotation):

$ 42.00 . _____ (figures)

Forty two Dollars

and No Cents

per Cubic Yard

Payment Item # 4 (Unit Price Quotation)

For the replacement, in kind, of damaged water valve boxes, installed complete, in place. (estimated quantity 5 ea.)

Payment Item # 4 (Unit Price Quotation):

$ 250.00 . _____ (figures)

Two Hundred & Fifty Dollars

and NO Cents

per Each.

Payment Item # 5 (Lump Sum Quotation)

For the removal and replacement of the existing catch basin (scope item #4) where noted on the plan including the 12" HDPE connection with the adjacent catch basin.

Payment Item # 5 (Lump Sum Quotation)

$ 1500.00 _____ (figures)

Fifteen Hundred Dollars or, One Thousand, Five Hundred

and NO Cents

per Lump Sum

PROPOSAL
(FORM OF QUOTATION)
(Page 3 of 3)

ACKNOWLEDGMENT

The undersigned being authorized to sign and submit this quotation for the Windsor Crest Condominiums (Phase I & II) Finish Paving Work:

Frank Lander Paving
Bidder's Company Name

Ronald F. Lander
Authorized Representative

278 Windsor Hy
Company Address

Vice Pres.
Title

New Windsor N.Y. 12553
City State Zip

Ronald F. Lander
Signature

914-561-2379
Telephone Number

Notary

14-1647746
Bidder's Tax I.D.

McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

RICHARD D. McGOEY, P.E.
WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.

☐ **Main Office**
45 Quassaick Ave. (Route 9W)
New Windsor, New York 12553
(914) 562-8640

☐ **Branch Office**
400 Broad Street
Milford, Pennsylvania 18337
(717) 296-2765

19 October 1992

MEMORANDUM

TO: James Petro, Planning Board Chairman

FROM: Mark J. Edsall, P.E., Planning Board Engineer

SUBJECT: WINDSOR CREST (HILLTOP) CONDOMINIUM PROJECT
PAVING CONSTRUCTION WORK

Please be advised that the Developer's representative, Bill Press, advised our office that the finish paving work for the south roadway and lower cross-connection roadway would begin on 13 October 1992. Our office scheduled field personnel for that date and, as well, coordinated with the Design Engineer Greg Shaw for a co-visit to the site. On said date, representatives visited the site, noting that no preparatory work was in progress, with the roadway non-cleaned and unsuitable for begin of the pavement work. Following our visit, the design engineer was contacted and he was again advised that our office should be notified at least forty-eight (48) hours prior to commencement of work. I indicated that we would appreciate the contractor not only giving notification of the work, also advising us if they cancel or postpone the work (as was done for 10/13, without notification).

Late on the morning of 14 October 1992 I received a telephone call from Greg Shaw indicating that the developer had contacted him and indicated that they desired to start the paving work. At that time, I advised that our office did not have any personnel available to make an inspection immediately; however, if the roadway was cleaned, we could schedule a visit for the morning of 15 October 1992 to make a review of the conditions and review T & L work which could begin at that time. Finish paving work could then be scheduled for the morning of 16 October 1992. Greg indicated that he would contact the developer and discuss the schedule of the work.

19 October 1992

MEMORANDUM

Just prior to noon on same date, I was contacted by Greg Shaw who advised me that the paving work was already in progress. Further, he advised that the T & L work and the first run of overlay had already been completed. I affirmed with Greg that this work had definitely begun with no prior notification, thereby creating an opportunity for the developer to install the work with no inspection or review. He acknowledged same. I advised Greg Shaw that this is contrary to the direction of the Town officials and is unacceptable. He indicated that he would have Mr. Press contact my office.

While on the telephone with another call, our office received a call from Mr. Press. I returned his call, being unable to contact him due to a busy signal. Approximately 1/2 hour later, I was able to contact the construction office, but was only able to leave a message on the phone recorder. The message which I left Mr. Press indicated that it was my understanding that construction was already in progress and further advised him that their proceeding with the work prior to notification, and installation of the work without the opportunity of the Town to review same, was unacceptable and indicated that I would be advising the Town accordingly. As such, I advised him that the work in progress was unacceptable. Further, it should be noted that at the time of this notification via telephone recorder, the weather conditions were approximately 55 degrees (which is acceptable); however, it was raining.

Respectfully submitted,

Mark J. Edsall, P.E.
Planning Board Engineer

MJEmk

A:10-19-3E.mk

SUPPLEMENTAL

TRAFFIC IMPACT STUDY

HILLTOP ESTATES

New Windsor, New York

Prepared By: Parish & Weiner, Inc.

July 1989

TRAFFIC IMPACT STUDY

HILLTOP ESTATES

New Windsor, New York

Hilltop Estates is a proposed townhouse development on a 24 acre parcel west of Windsor Highway (NY 32) in the town of New Windsor. This study was undertaken to evaluate the possible impacts of site generated traffic on the adjacent street network.

For the purposes of the study, proposed development in the area has been described as follows:

Hilltop Estates - Townhouse	151 units
Epiphany College Site*	
Residential	161 units
Neighborhood Retail	30,000 square feet
Municipal Complex	12 employees
Foxwood*	117 units
Washington Green*	210 units
Windsor Square* - Single Family	31 units
Winshire*	44 units

*Note: These developments were included in the analysis in order to properly account for future volume conditions in the affected area.

The study methodology included the following procedures:

1. Conduct field surveys to establish existing volume and geometric conditions (i.e., turning movement counts and physical inventory).

2. Determine appropriate trip generation rates used to estimate the new traffic volumes attributed to the development.

3. Distribute the new traffic from both on-site and off-site generators on to the street network.

4. Analyze the level of operation at key intersections under existing and full build conditions.*

5. Identify locations where traffic congestion or safety conditions would be unacceptable and suggest mitigation measures.

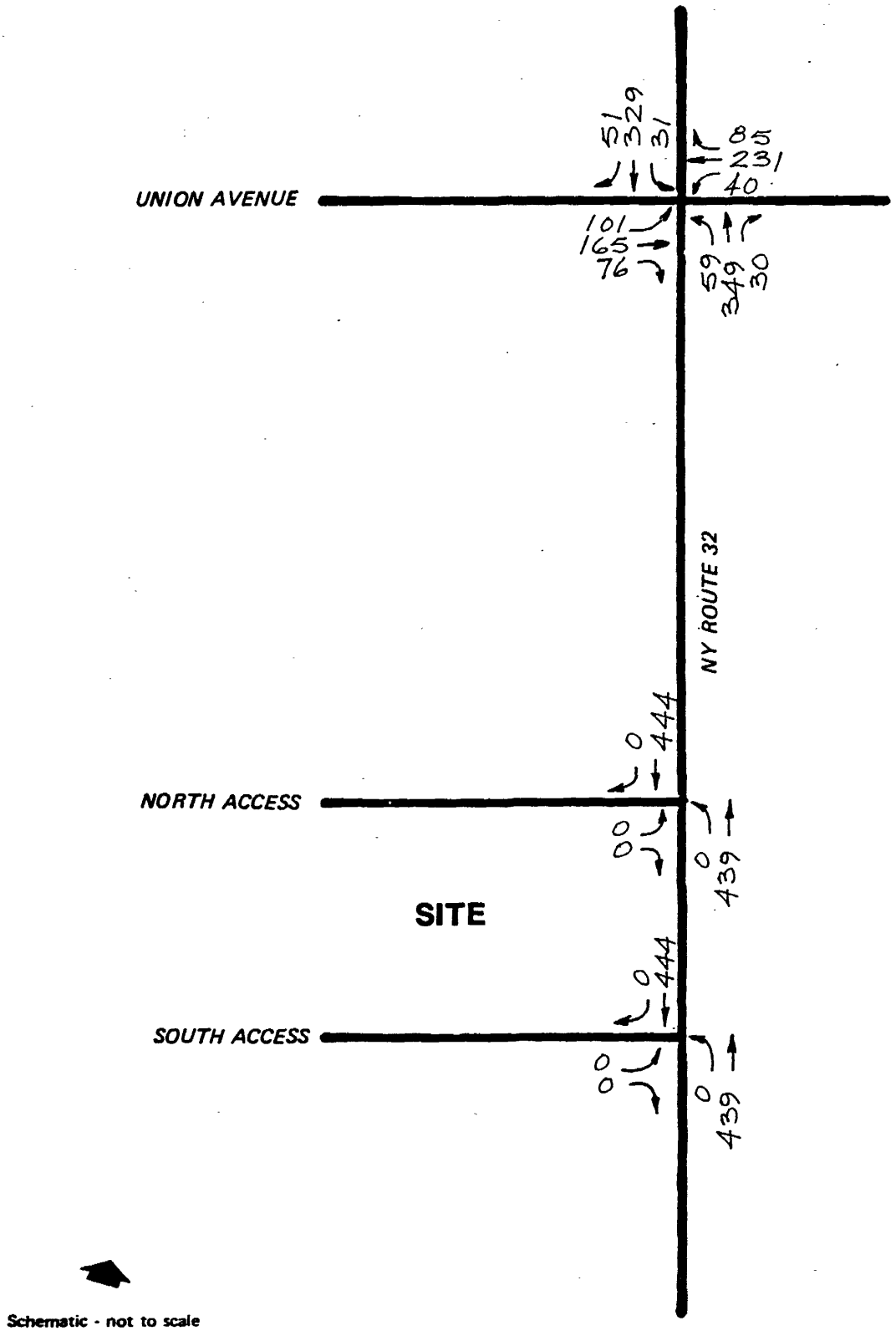
Peak hour turning movements counts were conducted at the Route 32-Union Avenue intersection during the 7 to 9 AM and 4 to 6 PM time periods. The AM and PM peak hours are identified as 7:30 to 8:30 and 4:30 to 5:30 respectively. The results of the counts are shown in Figures 1 and 2.

The trip generation rates used for Hilltop Estates have been based on information developed by the Institute of Transportation Engineers (ITE)** and on Parish & Weiner experience with residential developments in similar areas. The rates and resulting new traffic volumes are shown in the following table:

---

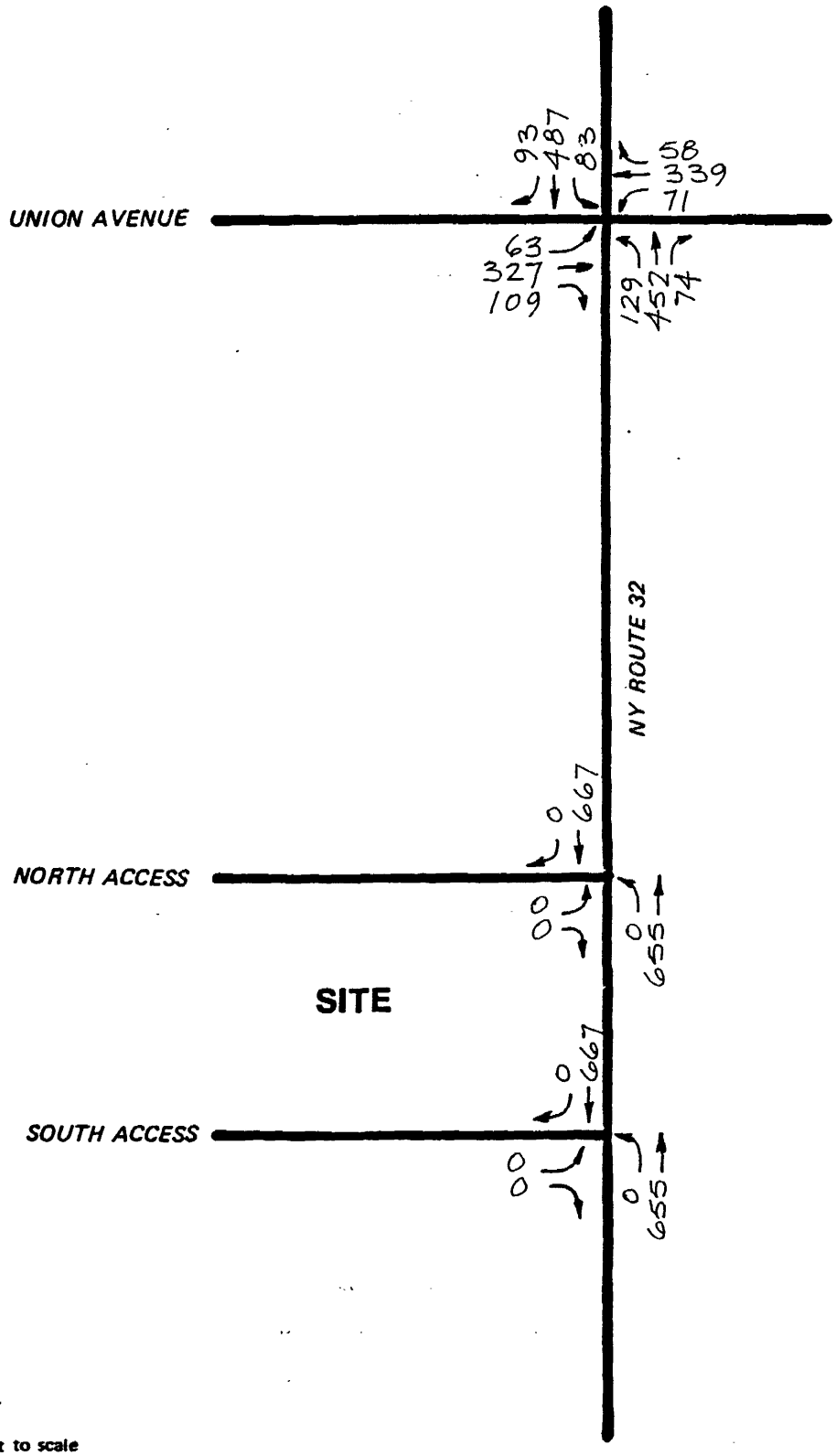
* Detailed work sheets analyzing the level of operations at the key intersections studied are contained in the appendix to this report.

** Trip Generation - An Informational Report (Fourth Edition), Institute of Transportation Engineers, Washington, D.C., 1987.



Schematic - not to scale

Figure 1
AM EXISTING VOLUMES
HILLTOP ESTATES
New Windsor, New York
Parish & Weiner Inc. 7/89



Schematic - not to scale

Figure 2
PM EXISTING VOLUMES
HILLTOP ESTATES
New Windsor, New York
Parish & Weiner Inc. 7/89

Table 1

RESIDENTIAL VEHICLE TRIP GENERATION
Hilltop Estates

	Trip Rate (Vehicles per dwelling unit per hour)		Traffic Volume (Vehicles per hour)	
	Inbound	Outbound	Inbound	Outbound
AM	0.14	0.53	21	80
PM	0.46	0.27	69	41

Likewise, trip generation rates used for other area developments was based on ITE trip generation rates and Parish & Weiner experience with similar developments. The following table lists the other area developments included in this analysis, as well as their corresponding generated traffic volumes.

Table 2

NEW TRAFFIC VOLUMES

	AM		PM	
Development	In	Out	In	Out
Epiphany College Site	65	97	158	123
Foxwood	8	40	40	20
Washington Green	32	107	122	63
Windsor Square	7	17	20	11
Winshire	3	15	15	7
Total	115	276	355	224

Trip distribution was based on existing, measurable traffic patterns and the proposed site layout and points of access. The trip distribution percentages shown in Figures 3 and 4 were used for traffic generated by the proposed Hilltop Estates development. The distribution of additional traffic generated other nearby developments was based on the same logic used to develop distribution patterns for the proposed site.

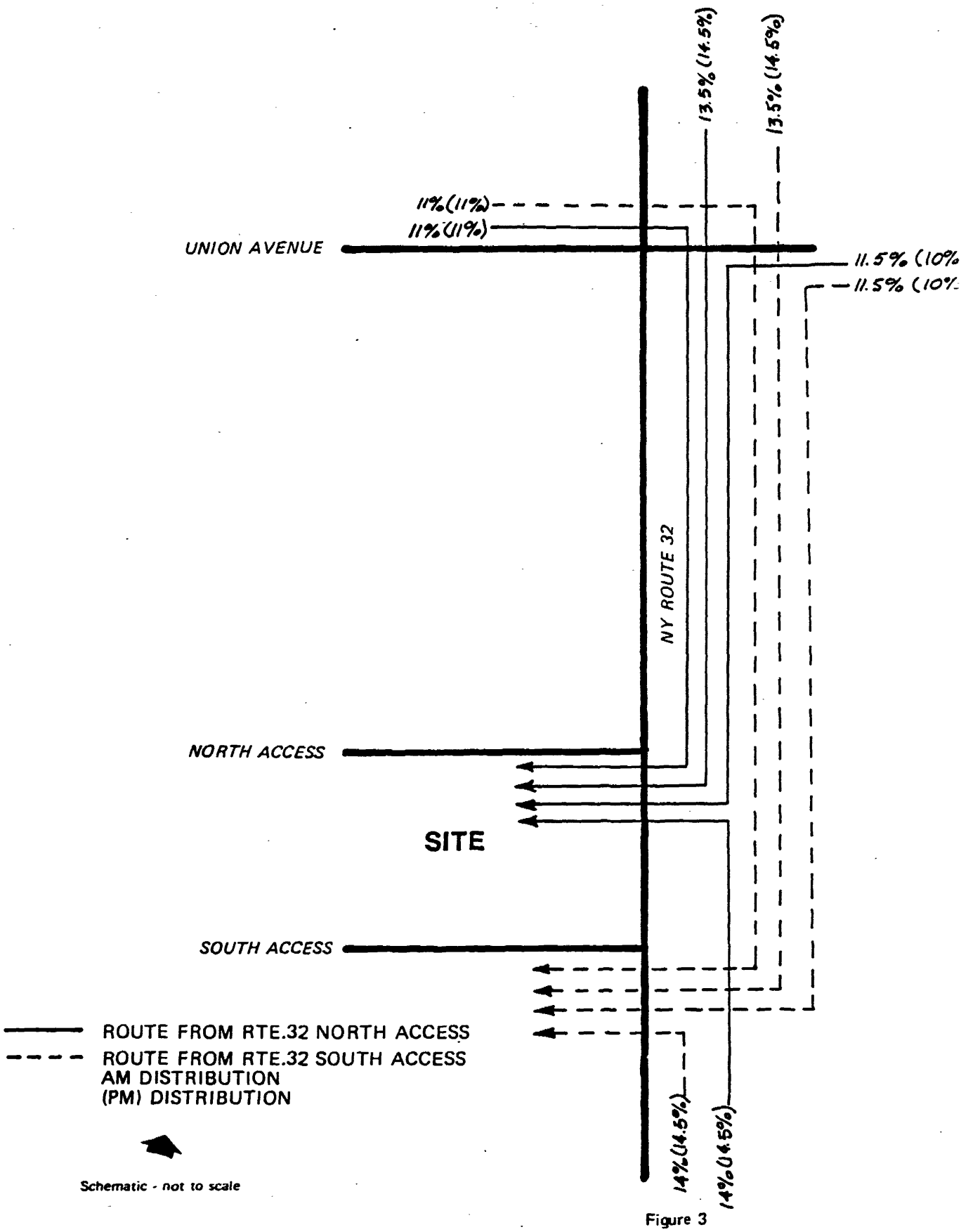


Figure 3

AM & PM INBOUND TRIP DISTRIBUTION

HILLTOP ESTATES

New Windsor, New York

Parish & Weiner Inc. 7/89

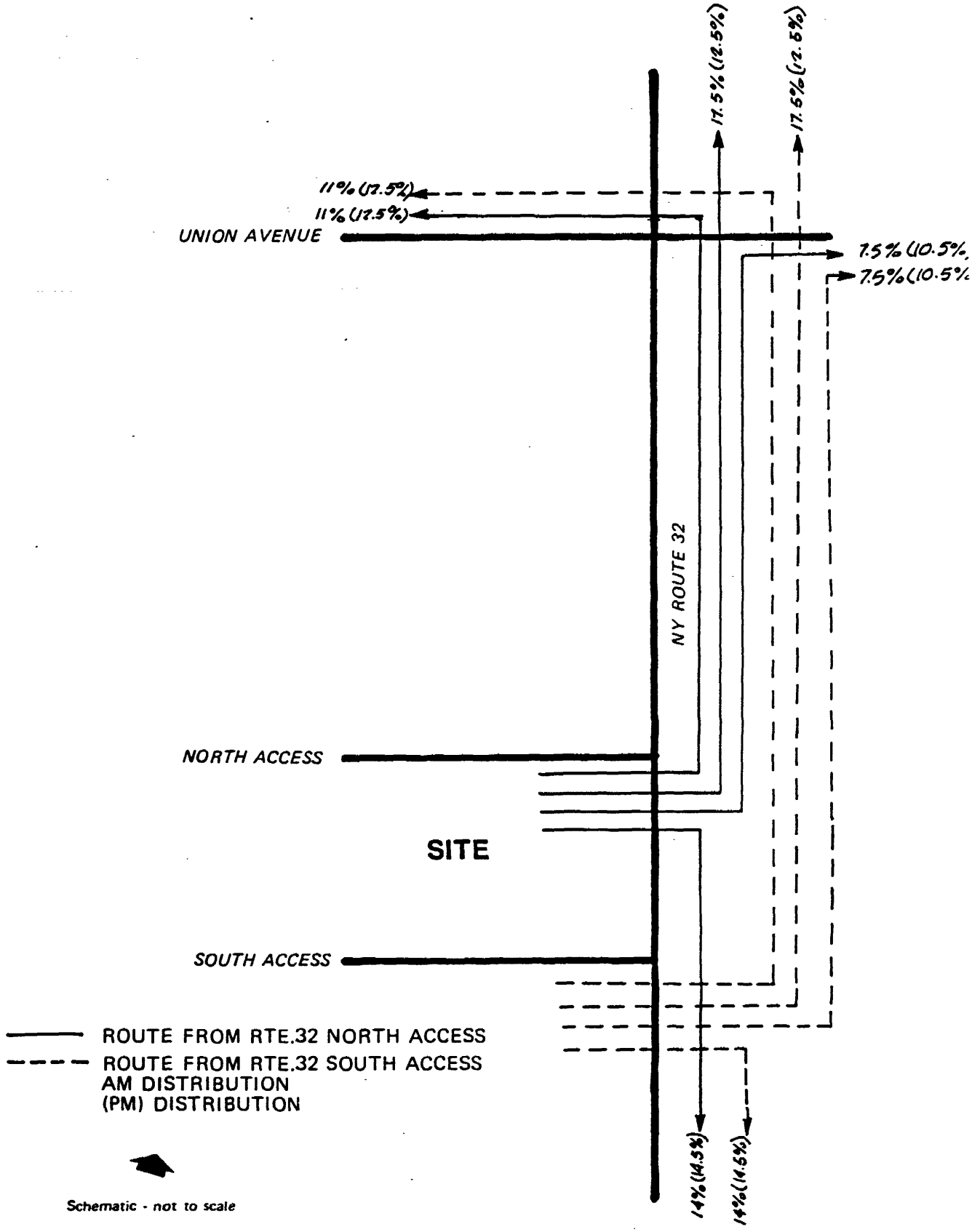


Figure 4

AM & PM OUTBOUND TRIP DISTRIBUTION

HILLTOP ESTATES

New Windsor, New York

Parish & Weiner Inc. 7/89

The AM and PM base year (1991) traffic volumes are shown in Figures 5 and 6 and are comprised of 1989 existing volumes increased at a rate of two percent per year* plus traffic generated by the other developments included in this analysis. Figures 7 and 8 show only site generated traffic as it affects various individual movements at the key intersections. Figures 9 and 10 illustrate the combined 1991 build volumes which now include traffic generated by the development on the Hilltop Estates site.

The analysis of traffic operations at the key affected intersections under existing, base year and build volume conditions was based on methodology developed in the 1985 Highway Capacity Manual** for signalized and unsignalized intersections.

The signalized intersection methodology uses two criteria--capacity and level of service--to define the operation of an intersection. These relative criteria are based on a number of common factors, but because they measure different aspects of intersection operation, they must be computed separately.

Capacity is defined as the maximum volume of traffic which may pass through the intersection during a specific period of time (rate of flow) subject to prevailing (or assumed) traffic, roadway and signalization conditions. By

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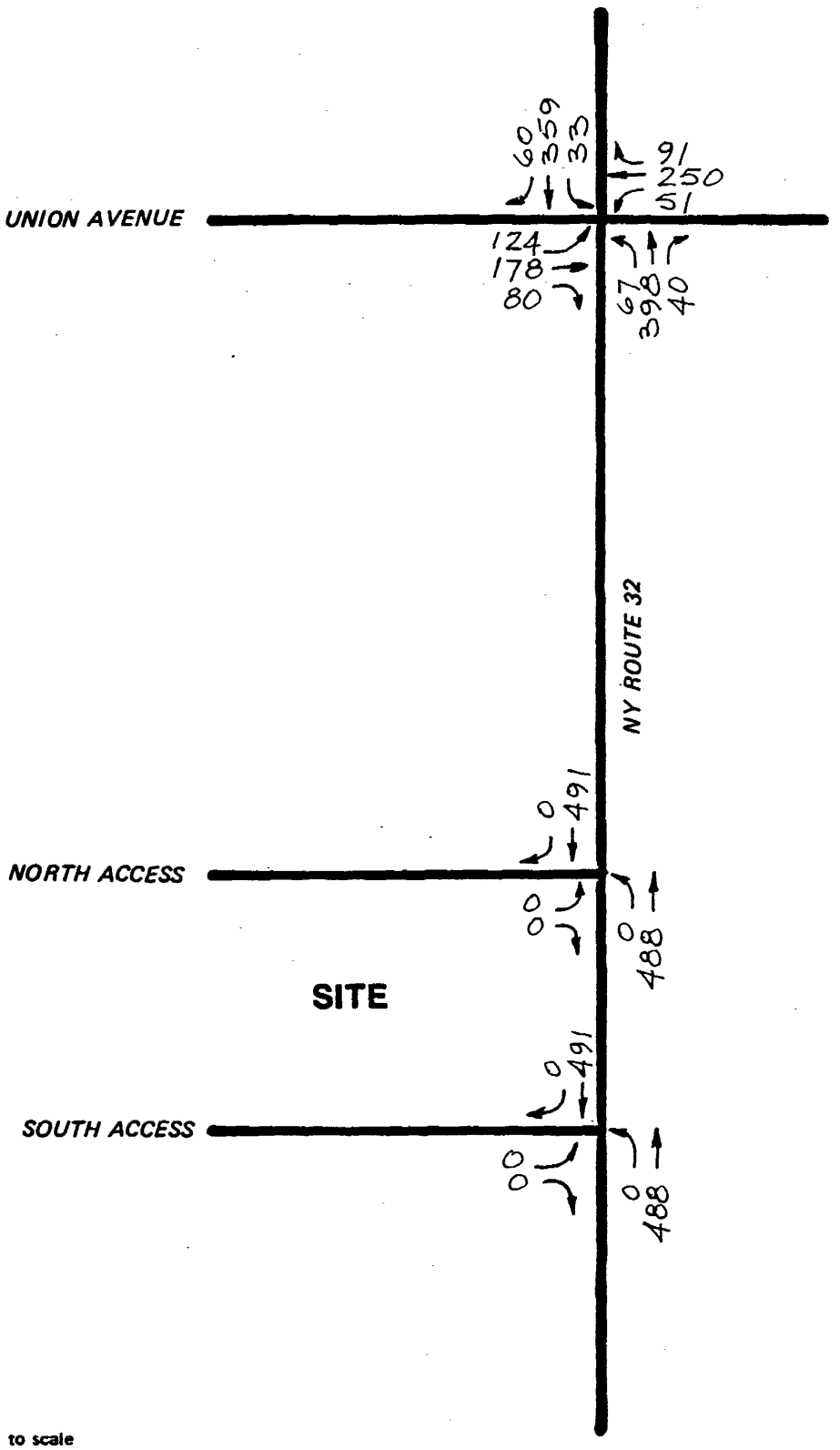
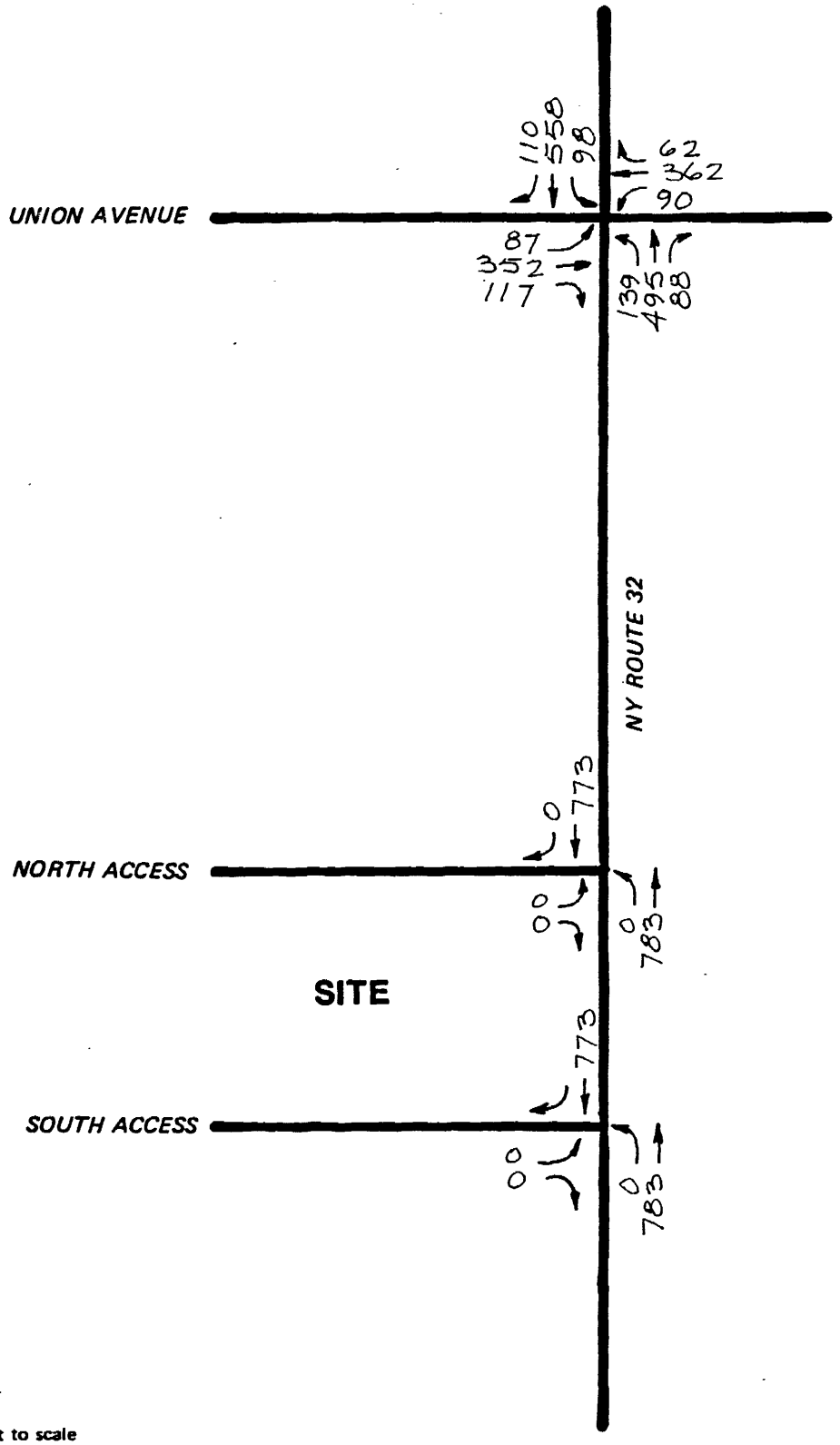
* To account for general increases in area traffic.

** 1985 Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington, D.C., 1985.



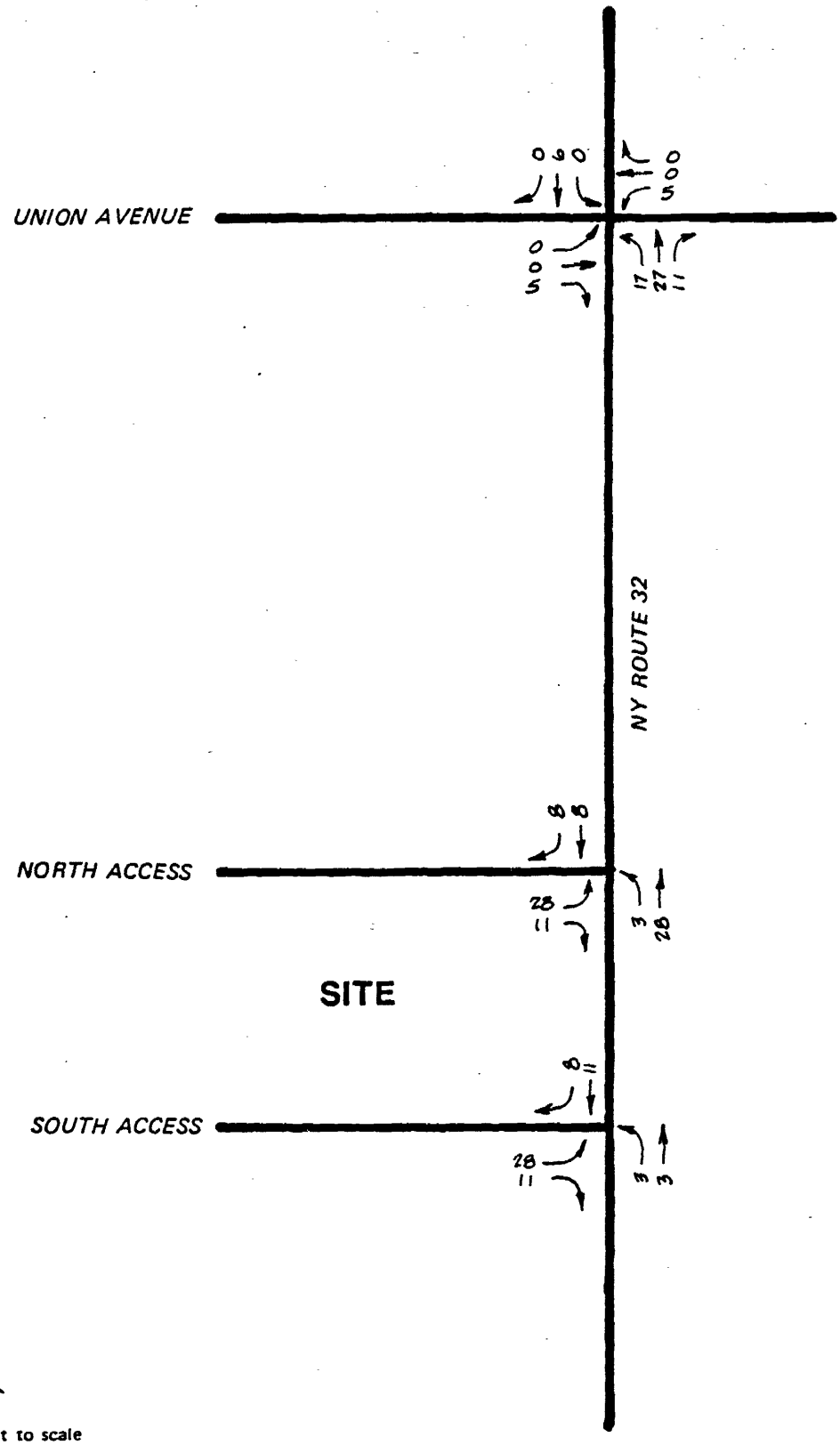
Schematic - not to scale

Figure 5
AM NO–BUILD VOLUMES
HILLTOP ESTATES
New Windsor, New York
Parish & Weiner Inc. 7/89



Schematic - not to scale

Figure 6
PM NO–BUILD VOLUMES
HILLTOP ESTATES
New Windsor, New York
Parish & Weiner Inc. 7/89



Schematic - not to scale

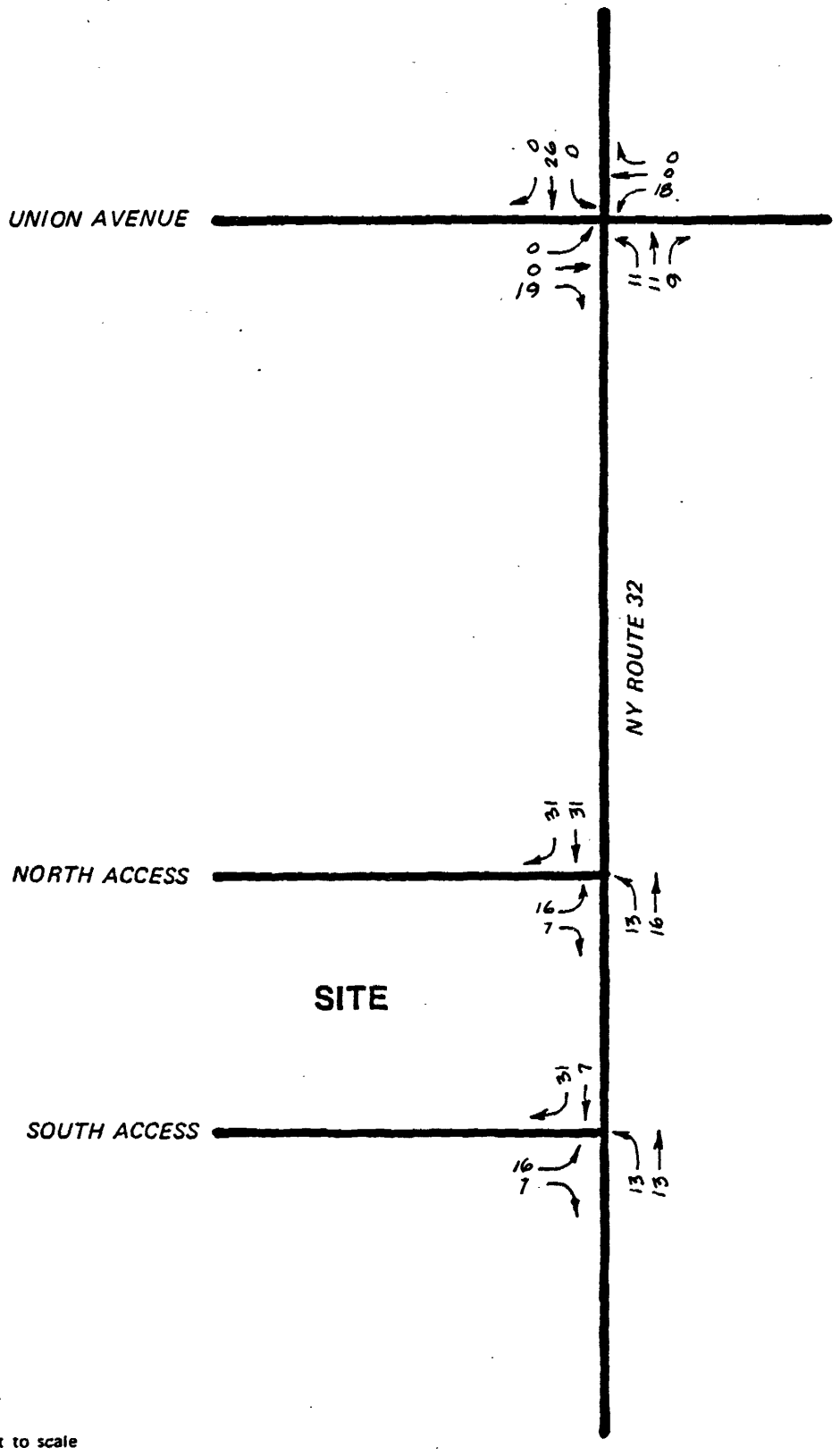
Figure 7

AM GENERATED VOLUMES

HILLTOP ESTATES

New Windsor, New York

Parish & Weiner Inc. **7/89**



Schematic - not to scale

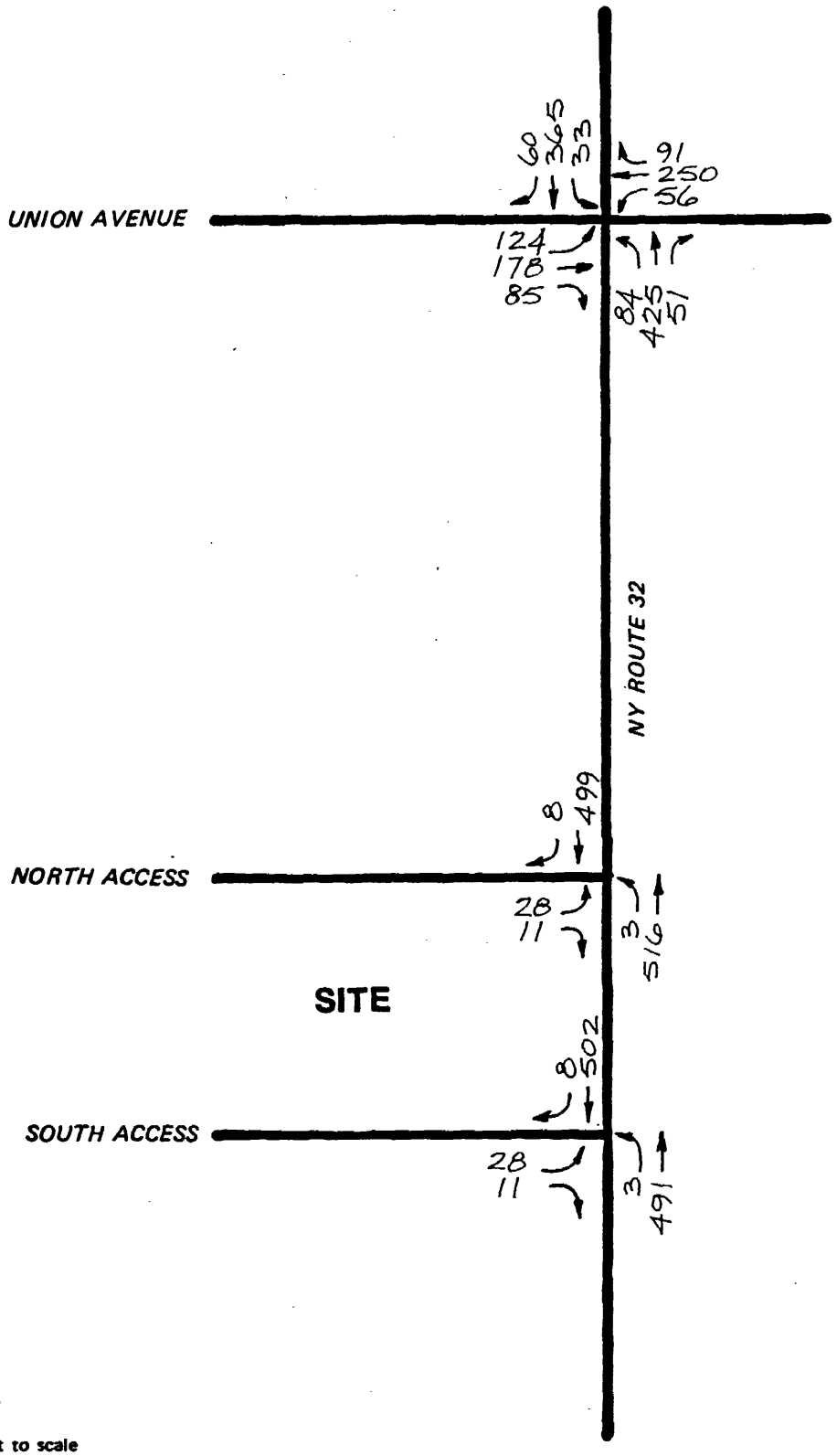
Figure 8

PM GENERATED VOLUMES

HILLTOP ESTATES

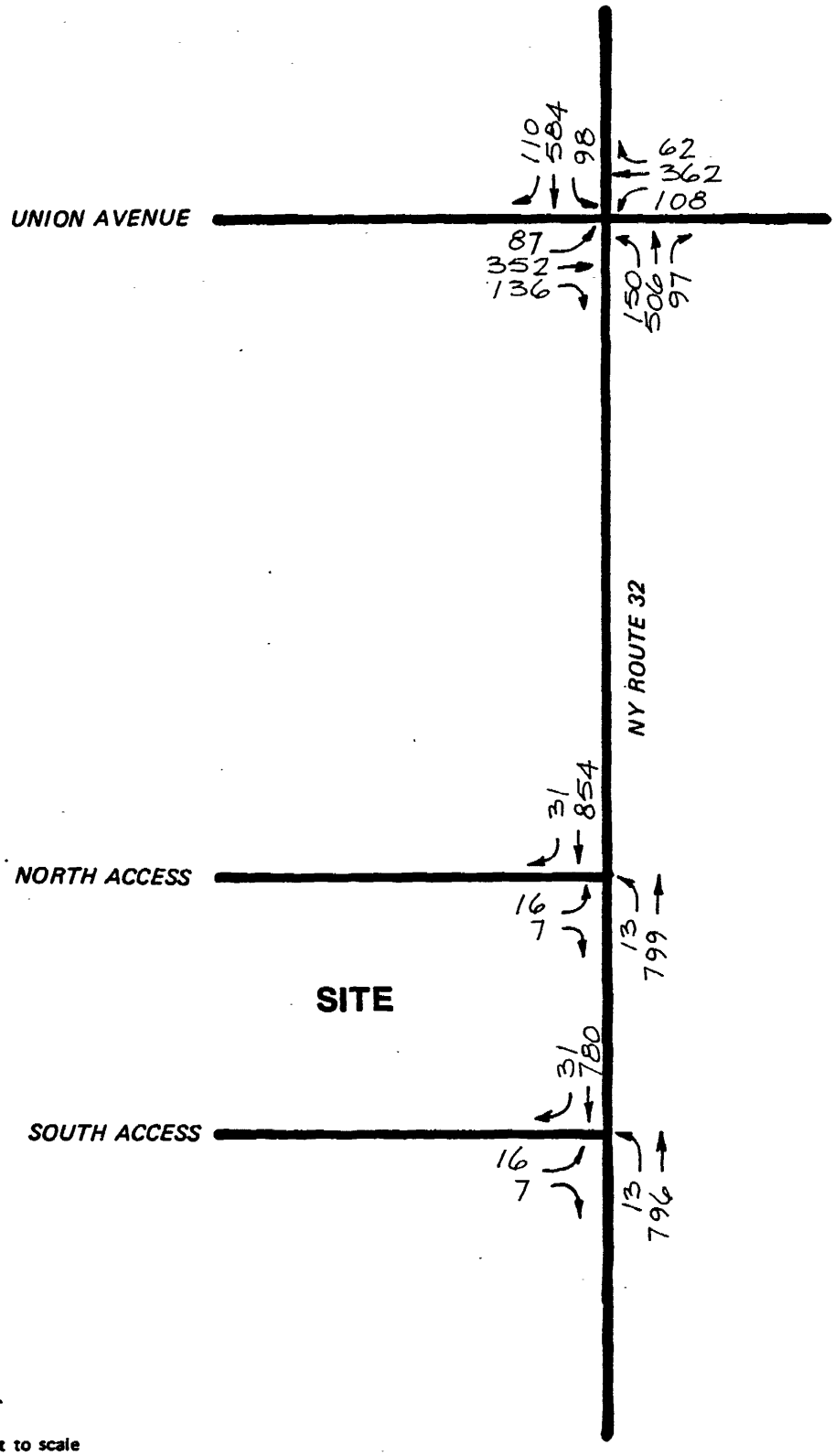
New Windsor, New York

Parish & Weiner Inc. **7/89**



Schematic - not to scale

Figure 9
AM BUILD VOLUMES
HILLTOP ESTATES
New Windsor, New York
Parish & Weiner Inc. 7/89



Schematic - not to scale

Figure 10
PM BUILD VOLUMES
HILLTOP ESTATES
New Windsor, New York
Parish & Weiner Inc. 7/89

this criterion, the operation of an intersection is expressed as the ratio of the traffic volume to the capacity (V/C ratio). The V/C ratio is the actual or projected rate of traffic flow divided by the capacity. The capacity and V/C ratio are calculated separately for each approach or group of lanes. The intersection V/C ratio is determined by the weighted average of the V/C ratios of the individual intersection approaches. A V/C ratio of less than 1.0 means that the traffic volume is, or will be, below the capacity of the intersection.

Level-of-service for a signalized intersection is defined in terms of time, or the average stopped delay per vehicle during a peak 15 minute analysis period. Six levels of service, from A to F, have been established in the Highway Capacity Manual as measures of vehicle delay. These levels and their related delay times are as follows:

Level of Service	Stopped Delay Per Vehicle (Sec.)
A	Less than or equal to 5.0
B	5.1 to 15.0
C	15.1 to 25.0
D	25.1 to 40.0
E	40.1 to 60.0
F	Greater than 60.0

These levels of service are analyzed for the peak traffic hours in the morning and afternoon. It is obvious that if traffic flows smoothly during those periods then it will certainly flow even better during the off-peak hours. In surburban areas such as New Windsor, intersections operating at Levels of Service A through D are generally found to be acceptable. Level

of Service E would indicate some congestion, perhaps having to wait through a second signal phase in order to move through the intersection. Level of Service F generally would be deemed to indicate a congested intersection, with drivers exasperated with the delays during the peak hours.

Both the V/C ratio and the level of service are used to describe the operating conditions at a signalized intersection during specific analysis periods--usually the peak traffic hours.

A different procedure is used to analyze the quality of traffic operations relative to capacity at intersections which are not controlled by a traffic signal, but where the minor road approaches are controlled by a stop sign or a yield sign, or by an implied stop condition. This method generally assumes that major street traffic is typically not affected by movements to and from the minor street. This assumption is valid for periods when traffic operation can be described as smooth and uncongested.

For an unsignalized intersection, the level of operation of individual traffic movements turning in and out of the minor road is analyzed -- not the operational characteristics of the intersection as a whole.

The quality of operating conditions during peak traffic hours of turning movements at an unsignalized intersection is expressed in terms of the reserve capacity on the individual movements; i.e., the additional traffic volumes which can be accommodated beyond the volume already assigned to the specific movement. The relationships between reserve capacity ranges and levels of service are as follows:

RESERVE CAPACITY
LEVEL OF SERVICE RELATIONSHIP

Reserve Capacity (Passenger Cars Per Hour)	Level of Service
More than 400	A
300 - 399	B
200 - 299	C
100 - 199	D
0 - 99	E
0	F

If side street volumes and delays become excessive (generally Level F as described above), drivers start to utilize shorter gaps. Safety conditions and traffic flow on the main road can then be affected. In particular, when left turns into the minor street are relatively high, it is likely that with any resulting congestion, major street flows will experience some temporary impedance, such as a reduction in travel speed or an occasional stoppage. However, because resumption of typical uninterrupted flow conditions on the major street is expected, the levels of operation of through movements on the major street are described as uniformly better than those computed for the same direction left turn movements into the minor street.

The results of this analysis for key intersections used by site generated traffic are shown in the following tables. The existing, base and build conditions assume that State sponsored improvements at the Route 32 - Union Avenue intersection are complete.

TABLE 3

SIGNALIZED INTERSECTION OPERATION ANALYSIS

Intersection	Volume/Capacity AM	Volume/Capacity PM	Delay (Sec.) AM	Delay (Sec.) PM	Level of Service AM	Level of Service PM
1989 Existing Conditions (after State DOT intersection improvements)						
Route 32 at Union Avenue						
EB left	0.40	0.31	14	15	B	B
thru	0.40	0.72	14	19	B	C
WB left	0.13	0.42	12	16	B	C
thru	0.53	0.66	15	18	C	C
NB left	0.18	0.47	8	11	B	B
thru	0.47	0.70	10	16	B	C
SB left	0.09	0.26	8	8	B	B
thru	0.47	0.77	10	18	B	C
Overall	0.50	0.64	12	17	B	C
1991 Base Conditions						
Route 32 at Union Avenue						
EB left	0.47	0.52	14	18	B	C
thru	0.40	0.80	13	23	B	C
WB left	0.16	0.68	12	25	B	D
thru	0.54	0.73	15	21	B	C
NB left	0.24	0.60	10	15	B	B
thru	0.53	0.75	12	16	B	C
SB left	0.12	0.35	9	9	B	B
thru	0.55	0.86	12	21	B	C
Overall	0.54	0.72	13	20	B	C
1991 Build Conditions						
Route 32 at Union Avenue						
EB left	0.53	0.48	16	17	C	C
thru	0.44	0.81	15	23	B	C
WB left	0.19	0.81	13	36	B	D
thru	0.57	0.70	16	19	C	C
NB left	0.28	0.65	9	18	B	C
thru	0.59	0.80	11	19	B	C
SB left	0.13	0.35	8	9	B	B
thru	0.53	0.92	11	27	B	D
Overall	0.58	0.76	13	22	B	C

TABLE 4

UNSIGNALIZED INTERSECTION OPERATION ANALYSIS

Intersection	Volume AM	Volume PM	Reserve Capacity AM	Reserve Capacity PM	Level of Service AM	Level of Service PM
Build Conditions						
Route 32 at Site Access Drive (North)						
Left from driveway	28	16	239	96	C	E
Right from driveway	11	7	239	96	C	E
Left from Route 32	3	13	707	477	A	A
Route 32 at Site Access Drive (South)						
Left from driveway	28	16	246	106	C	D
Right from driveway	11	7	246	106	C	D
Left from Route 32	3	13	707	487	A	A

Based on the preceding analysis, it is shown that the intersection of Route 32 and Union Avenue, recently reconstructed by the NYSDOT, will have sufficient excess capacity to adequately accommodate peak hour traffic volume demands. Additional improvements at this intersection are not required.

The single lane approach, dual access driveways will effectively split the newly generated traffic and each will have sufficient reserve capacity during the peak hours to adequately accommodate the demand. The low turning volumes and the nearby NY 32 traffic signals will combine to minimize any impediment to through traffic on the State road.

Sight distances from the dual access drives on NY 32 were field checked for adequacy. Observations indicated that proper sight distances could be achieved in both directions at both driveways.

APPENDIX

SIGNALIZED INTERSECTION CAPACITY ANALYSIS — COMPUTATION SUMMARY

Intersection: NY 32 & UNION AVE
Time Period: AM PEAK HOUR — Date: 07/10/89
Conditions: EXISTING
WITH STATE IMPROVEMENTS
0
File Code..... 32UNAXH

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
VOLUME ADJUSTMENT												
Volume	101	165	76	40	231	85	59	349	30	31	329	51
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Flow Rate (VPH)	119	194	89	47	272	100	69	411	35	36	387	60
Flow Rate in Ln Grp	119	284	0	47	372	0	69	446	0	36	447	0
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Utilization Factor	1	1	0	1	1	0	1	1	0	1	1	0
Adjusted Flow	119	284	0	47	372	0	69	446	0	36	447	0
SATURATED FLOW												
Ideal Group Sat Flow	1800	1800		1800	1800		1800	1800		1800	1800	
Lane Width	0.97	1.1		0.97	1.1		0.97	1.1		0.97	1.1	
Heavy Vehicles	0.98	0.98		0.98	0.98		0.98	0.98		0.98	0.98	
Grade	1.02	1.02		1	1		1	1		1	1	
Parking	1	1		1	1		1	1		1	1	
Bus Blockage	1	1		1	1		1	1		1	1	
Area Type	1	1		1	1		1	1		1	1	
Right Turn	1	0.95		1	0.95		1	0.98		1	0.97	
Left Turn	0.45	1		0.56	1		0.45	1		0.45	1	
Calibration Factor	1	1		1	1		1	1		1	1	
Adj. Sat. Flow Rate	797.	1885		958.	1862		777.	1917		779.	1901	
CAPACITY ANALYSIS												
Adj. Flow Rate	119	284		47	372		69	446		36	447	
Adj. Sat. Flow Rate	797.	1885		958.	1862		777.	1917		779.	1901	
Flow Ratio	0.14	0.15		0.04	0.19		0.08	0.23		0.04	0.23	
Critical Flow Ratio	-	-		-	0.19		-	-		-	0.23	
Effective Green	30	30		30	30		40	40		40	40	
G/C Ratio	0.37	0.37		0.37	0.37		0.5	0.5		0.5	0.5	
Capacity	299	707		360	698		389	959		390	951	
V/C Ratio	0.40	0.40		0.13	0.53		0.18	0.47		0.09	0.47	
Sum of Critical Flow Ratios				0.43								
Overall V/C Ratio for Critical Movements							0.50					
LEVEL OF SERVICE												
First Term Delay	13.9	13.9		12.4	14.8		8.34	9.90		7.97	9.93	
Second Term Delay	0.47	0.20		0.00	0.63		0.02	0.26		0.00	0.28	
Progression Factor	1	1		1	1		1	1		1	1	
Lane Group Delay	14.4	14.1		12.4	15.4		8.36	10.1		7.97	10.2	
Lane Group LOS	B	B		B	C		B	B		B	B	
Approach Delay	*	14.2		**	15.1		**	9.92		**	10.0	*
Approach LOS	*	B		**	C		**	B		**	B	*
Intersection Delay	****	12.1	****									
Intersection LOS	****	B	****									

SIGNALIZED INTERSECTION CAPACITY ANALYSIS — DATA INPUT SUMMARY
Based on 1985 Highway Capacity Manual, TRB Special Report #209

Date: 07/10/89

Intersection: NY 32 & UNION AVE
Time Period: AM PEAK HOUR
Conditions: EXISTING
WITH STATE IMPROVEMENTS
0
File Code..... 32UNAXH

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght
VOLUME AND GEOMETRICS												
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Width of Lanes	11	15	0	11	15	0	11	15	0	11	15	0
Type of Lane Group	2	2	5	2	2	5	2	2	5	2	2	5
% Left Turn in Group	100	0		100	0		100	0		100	0	
% Rght Turn in Group		100	0		100	0		100	0		100	0
TRAFFIC VOLUME	101	165	76	40	231	85	59	349	30	31	329	51
LT in Permit Phase							60			23		
SIGNAL TIMING AND PHASING												
Time												
31	G	G	G	G	G	G						
4	Y	Y	Y	Y	Y	Y						
41							G	G	G	G	G	G
4							Y	Y	Y	Y	Y	Y
Effective Green	30	30	30	30	30	30	40	40	40	40	40	40

Cycle Length 80
Lost Time Per Phase 5 sec
Lost Time Per Cycle 10 sec
Signal Type Semiactuated/N-S Major Street

TRAFFIC AND ROADWAY CONDITIONS	EB	WB	NB	SB
C.B.D.	No	-	-	-
Grade	-4	0	0	0
Percent Heavy Vehicles	5	5	5	5
Adjacent Parking Lane	No	No	No	No
Number Parking Maneuvers Per Hour	0	0	0	0
Number of Buses Stopping Per Hour	0	0	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85
Conflicting Pedestrians per Hour	0	0	0	0
Pedestrian Signal Button	No	No	No	No
Minimum Left Turns Per Cycle	2	2	2	2
Arrival Type	3	3	3	3
Lane Utilization Factor	Yes	-	-	-

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SIGNALIZED INTERSECTION CAPACITY ANALYSIS — COMPUTATION SUMMARY

Intersection: NY 32 & UNION AVE
Time Period: PM PEAK HOUR — Date: 07/10/89
Conditions: EXISTING
WITH STATE IMPROVEMENTS
0
File Code..... 32UNPXH

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
VOLUME ADJUSTMENT												
Volume	63	327	109	71	339	58	129	452	74	83	487	93
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Flow Rate (VPH)	69	359	120	78	373	64	142	497	81	91	535	102
Flow Rate in Ln Grp	69	479	0	78	436	0	142	578	0	91	637	0
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Utilization Factor	1	1	0	1	1	0	1	1	0	1	1	0
Adjusted Flow	69	479	0	78	436	0	142	578	0	91	637	0
SATURATED FLOW												
Ideal Group Sat Flow	1800	1800		1800	1800		1800	1800		1800	1800	
Lane Width	0.97	1.1		0.97	1.1		0.97	1.1		0.97	1.1	
Heavy Vehicles	0.98	0.98		0.98	0.98		0.98	0.98		0.98	0.98	
Grade	1.02	1.02		1	1		1	1		1	1	
Parking	1	1		1	1		1	1		1	1	
Bus Blockage	1	1		1	1		1	1		1	1	
Area Type	1	1		1	1		1	1		1	1	
Right Turn	1	0.96		1	0.97		1	0.97		1	0.97	
Left Turn	0.36	1		0.30	1		0.95	1		0.95	1	
Calibration Factor	1	1		1	1		1	1		1	1	
Adj. Sat. Flow Rate	628.	1904		530.	1897		1625	1699		1625	1893	
CAPACITY ANALYSIS												
Adj. Flow Rate	69	479		78	436		142	578		91	637	
Adj. Sat. Flow Rate	628.	1904		530.	1897		1625	1699		1625	1893	
Flow Ratio	0.11	0.25		0.14	0.22		0.03	0.30		0.01	0.33	
Critical Flow Ratio	-	0.22		-	-		0.03	-		-	0.30	
Effective Green	28	28		28	28		6	35		6	35	
G/C Ratio	0.35	0.35		0.35	0.35		0.07	0.43		0.07	0.43	
Capacity	220	667		186	664		122	831		122	829	
V/C Ratio	0.31	0.72		0.42	0.66		0.47	0.70		0.26	0.77	
Sum of Critical Flow Ratios				0.56								
Overall V/C Ratio for Critical Movements								0.64				
LEVEL OF SERVICE												
First Term Delay	14.4	17.1		15.0	16.6		9.07	13.8		7.92	14.4	
Second Term Delay	0.28	2.60		0.93	1.66		2.03	1.77		0.25	3.09	
Progression Factor	1	1		1	1		1	1		1	1	
Lane Group Delay	14.7	19.7		15.9	18.3		11.1	15.6		8.17	17.5	
Lane Group LOS	B	C		C	C		B	C		B	C	
Approach Delay	*	19.1	*	**	17.9	**	**	14.7	**	**	16.4	*
Approach LOS	*	C	*	**	C	**	**	B	**	**	C	*
Intersection Delay	****	16.8	****									
Intersection LOS	****	C	****									

SIGNALIZED INTERSECTION CAPACITY ANALYSIS DATA INPUT SUMMARY
Based on 1985 Highway Capacity Manual, TRB Special Report #209

Date: 07/10/89

Intersection: NY 32 & UNION AVE
Time Period: PM PEAK HOUR
Conditions: EXISTING
WITH STATE IMPROVEMENTS
0
File Code..... 32UNPXH

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght
VOLUME AND GEOMETRICS												
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Width of Lanes	11	15	0	11	15	0	11	15	0	11	15	0
Type of Lane Group	2	2	5	2	2	5	3	3	5	3	3	5
% Left Turn in Group	100	0		100	0		100	0		100	0	
% Rght Turn in Group		100	0		100	0		100	0		100	0
TRAFFIC VOLUME	63	327	109	71	339	58	129	452	74	83	487	93
LT in Permit Phase							85			60		
SIGNAL TIMING AND PHASING												
Time												
29	G	G	G	G	G	G						
4	Y	Y	Y	Y	Y	Y						
3							<G			<G		
4							<G			<G		
36							G	G	G	G	G	G
4							Y	Y	Y	Y	Y	Y
Effective Green	28	28	28	28	28	28	42	35	35	42	35	35

Cycle Length 80
Lost Time Per Phase 5 sec
Lost Time Per Cycle 10 sec
Signal Type Semiactuated/N-S Major Street

TRAFFIC AND ROADWAY CONDITIONS	EB	WB	NB	SB
C.B.D.	No	-	-	-
Grade	-4	0	0	0
Percent Heavy Vehicles	5	5	5	5
Adjacent Parking Lane	No	No	No	No
Number Parking Maneuvers Per Hour	0	0	0	0
Number of Buses Stopping Per Hour	0	0	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91
Conflicting Pedestrians per Hour	0	0	0	0
Pedestrian Signal Button	No	No	No	No
Minimum Left Turns Per Cycle	2	2	2	2
Arrival Type	3	3	3	3
Lane Utilization Factor	Yes	-	-	-

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SIGNALIZED INTERSECTION CAPACITY ANALYSIS — COMPUTATION SUMMARY

Intersection: NY 32 & UNION AVE
Time Period: AM PEAK HOUR — Date: 07/10/89
Conditions: 1991 NO-BUILD
WITH STATE IMPROVEMENTS

File Code..... 32UNAMH

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
VOLUME ADJUSTMENT												
Volume	124	178	80	51	250	91	67	368	40	33	359	60
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Flow Rate (VPH)	146	209	94	60	294	107	79	433	47	39	422	71
Flow Rate in Ln Grp	146	304	0	60	401	0	79	480	0	39	493	0
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Utilization Factor	1	1	0	1	1	0	1	1	0	1	1	0
Adjusted Flow	146	304	0	60	401	0	79	480	0	39	493	0
SATURATED FLOW												
Ideal Group Sat Flow	1800	1800		1800	1800		1800	1800		1800	1800	
Lane Width	0.97	1.1		0.97	1.1		0.97	1.1		0.97	1.1	
Heavy Vehicles	0.98	0.98		0.98	0.98		0.98	0.98		0.98	0.98	
Grade	1.02	1.02		1	1		1	1		1	1	
Parking	1	1		1	1		1	1		1	1	
Bus Blockage	1	1		1	1		1	1		1	1	
Area Type	1	1		1	1		1	1		1	1	
Right Turn	1	0.95		1	0.95		1	0.98		1	0.97	
Left Turn	0.44	1		0.54	1		0.39	1		0.41	1	
Calibration Factor	1	1		1	1		1	1		1	1	
Adj. Sat. Flow Rate	770.	1687		939.	1862		682.	1911		703.	1898	
CAPACITY ANALYSIS												
Adj. Flow Rate	146	304		60	401		79	480		39	493	
Adj. Sat. Flow Rate	770.	1687		939.	1862		682.	1911		703.	1898	
Flow Ratio	0.18	0.16		0.06	0.21		0.11	0.25		0.05	0.25	
Critical Flow Ratio	-	-		-	0.21		-	-		-	0.25	
Effective Green	32	32		32	32		38	38		38	38	
G/C Ratio	0.4	0.4		0.4	0.4		0.47	0.47		0.47	0.47	
Capacity	308	755		376	745		324	908		334	902	
**********												
V/C Ratio	0.47	0.40		0.16	0.54		0.24	0.53		0.12	0.55	
**********												
Sum of Critical Flow Ratios				0.47								
**********												
Overall V/C Ratio for Critical Movements								0.54				
**********												
LEVEL OF SERVICE												
First Term Delay	13.5	13.0		11.6	13.9		9.47	11.1		8.86	11.3	
Second Term Delay	0.88	0.19		0.01	0.61		0.08	0.47		0.00	0.54	
Progression Factor	1	1		1	1		1	1		1	1	
**********												
Lane Group Delay	14.3	13.2		11.7	14.5		9.55	11.6		8.67	11.8	
Lane Group LOS	B	B		B	B		B	B		B	B	
**********												
Approach Delay	*	13.6		**	14.1		**	11.3		**	11.6	*
Approach LOS	*	B		**	B		**	B		**	B	*
**********												
Intersection Delay	****	12.5	****									
Intersection LOS	****	B	****									

SIGNALIZED INTERSECTION CAPACITY ANALYSIS — DATA INPUT SUMMARY

Based on 1985 Highway Capacity Manual, TRB Special Report #209

Date: 07/10/89

Intersection: NY 32 & UNION AVE
Time Period: AM PEAK HOUR
Conditions: 1991 NO-BUILD
WITH STATE IMPROVEMENTS

File Code..... 32UNAMH

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght
VOLUME AND GEOMETRICS												
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Width of Lanes	11	15	0	11	15	0	11	15	0	11	15	0
Type of Lane Group	2	2	5	2	2	5	2	2	5	2	2	5
% Left Turn in Group	100	0		100	0		100	0		100	0	
% Rght Turn in Group		100	0		100	0		100	0		100	0
TRAFFIC VOLUME	124	178	80	51	250	91	67	368	40	33	359	60
												0
SIGNAL TIMING AND PHASING												
Time												
33	G	G	G	G	G	G						
4	Y	Y	Y	Y	Y	Y						
39							G	G	G	G	G	G
4							Y	Y	Y	Y	Y	Y
Effective Green	32	32	32	32	32	32	38	38	38	38	38	38
Cycle Length 80												
Lost Time Per Phase 5 sec												
Lost Time Per Cycle 10 sec												
Signal Type	Semiactuated/N-S Major Street											

TRAFFIC AND ROADWAY CONDITIONS	EB	WB	NB	SB
C.B.D.	No	-	-	-
Grade	-4	0	0	0
Percent Heavy Vehicles	5	5	5	5
Adjacent Parking Lane	No	No	No	No
Number Parking Maneuvers Per Hour	0	0	0	0
Number of Buses Stopping Per Hour	0	0	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85
Conflicting Pedestrians per Hour	0	0	0	0
Pedestrian Signal Button	No	No	No	No
Minimum Left Turns Per Cycle	2	2	2	2
Arrival Type	3	3	3	3
Lane Utilization Factor	Yes	-	-	-

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SIGNALIZED INTERSECTION CAPACITY ANALYSIS — COMPUTATION SUMMARY

Intersection: NY 32 & UNION AVE
Time Period: PM PEAK HOUR — Date: 07/10/89
Conditions: 1991 NO-BUILD
WITH STATE IMPROVEMENTS
0
File Code..... 32UNPNH

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
VOLUME ADJUSTMENT												
Volume	87	352	117	90	362	62	139	495	88	98	558	110
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Flow Rate (VPH)	96	387	129	99	398	68	153	544	97	108	613	121
Flow Rate in Ln Grp	96	515	0	99	466	0	153	641	0	108	734	0
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Utilization Factor	1	1	0	1	1	0	1	1	0	1	1	0
Adjusted Flow	96	515	0	99	466	0	153	641	0	108	734	0
SATURATED FLOW												
Ideal Group Sat Flow	1800	1800		1800	1800		1800	1800		1800	1800	
Lane Width	0.97	1.1		0.97	1.1		0.97	1.1		0.97	1.1	
Heavy Vehicles	0.98	0.98		0.98	0.98		0.98	0.98		0.98	0.98	
Grade	1.02	1.02		1	1		1	1		1	1	
Parking	1	1		1	1		1	1		1	1	
Bus Blockage	1	1		1	1		1	1		1	1	
Area Type	1	1		1	1		1	1		1	1	
Right Turn	1	0.96		1	0.97		1	0.97		1	0.97	
Left Turn	0.31	1		0.25	1		0.95	1		0.95	1	
Calibration Factor	1	1		1	1		1	1		1	1	
Adj. Sat. Flow Rate	543.	1905		432.	1897		1625	1896		1625	1892	
CAPACITY ANALYSIS												
Adj. Flow Rate	96	515		99	466		153	641		108	734	
Adj. Sat. Flow Rate	543.	1905		432.	1897		1625	1896		1625	1892	
Flow Ratio	0.17	0.27		0.22	0.24		0.04	0.33		0.02	0.38	
Critical Flow Ratio	-	0.23		-	-		0.04	-		-	0.35	
Effective Green	27	27		27	27		6	36		6	36	
G/C Ratio	0.33	0.33		0.33	0.33		0.07	0.45		0.07	0.45	
Capacity	183	643		146	641		122	853		122	852	
V/C Ratio	0.52	0.80		0.68	0.73		0.60	0.75		0.35	0.86	
Sum of Critical Flow Ratios				0.63								
Overall V/C Ratio for Critical Movements							0.72					
LEVEL OF SERVICE												
First Term Delay	16.1	18.2		17.3	17.6		9.57	13.8		8.01	15.0	
Second Term Delay	2.13	5.01		7.95	2.88		5.39	2.61		0.73	6.38	
Progression Factor	1	1		1	1		1	1		1	1	
Lane Group Delay	18.3	23.3		25.2	20.5		14.9	16.4		8.74	21.4	
Lane Group LOS	C	C		D	C		B	C		B	C	
Approach Delay	*	22.5		**	21.3		**	16.2		**	19.7	*
Approach LOS	*	C		**	C		**	C		**	C	*
Intersection Delay	****	19.6	****									
Intersection LOS	****	C	****									

SIGNALIZED INTERSECTION CAPACITY ANALYSIS — DATA INPUT SUMMARY

Based on 1985 Highway Capacity Manual, TRB Special Report #209

Date: 07/10/87

Intersection: NY 32 & UNION AVE
Time Period: PM PEAK HOUR
Conditions: 1991 NO-BUILD
WITH STATE IMPROVEMENTS
0
File Code..... 32UNPMH

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght
VOLUME AND GEOMETRICS												
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Width of Lanes	11	15	0	11	15	0	11	15	0	11	15	0
Type of Lane Group	2	2	5	2	2	5	3	3	5	3	3	5
% Left Turn in Group	100	0		100	0		100	0		100	0	
% Rght Turn in Group		100	0		100	0		100	0		100	0
TRAFFIC VOLUME	87	352	117	90	362	62	139	495	88	98	558	110
LT in Permit Phase							80			65		
SIGNAL TIMING AND PHASING												
Time												
28	G	G	G	G	G	G						
4	Y	Y	Y	Y	Y	Y						
3							<G			<G		
4							<G			<G		
37							G	G	G	G	G	G
4							Y	Y	Y	Y	Y	Y
Effective Green	27	27	27	27	27	27	43	36	36	43	36	36

Cycle Length 80
Lost Time Per Phase 5 sec
Lost Time Per Cycle 10 sec
Signal Type Semiactuated/N-S Major Street

TRAFFIC AND ROADWAY CONDITIONS	EB	WB	NB	SB
C.B.D.	No	-	-	-
Grade	-4	0	0	0
Percent Heavy Vehicles	5	5	5	5
Adjacent Parking Lane	No	No	No	No
Number Parking Maneuvers Per Hour	0	0	0	0
Number of Buses Stopping Per Hour	0	0	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91
Conflicting Pedestrians per Hour	0	0	0	0
Pedestrian Signal Button	No	No	No	No
Minimum Left Turns Per Cycle	2	2	2	2
Arrival Type	3	3	3	3
Lane Utilization Factor	Yes	-	-	-

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SIGNALIZED INTERSECTION CAPACITY ANALYSIS — COMPUTATION SUMMARY

Intersection: NY 32 & UNION AVE
Time Period: AM PEAK HOUR — Date: 07/10/89
Conditions: 1991 BUILD
WITH STATE IMPROVEMENTS
0
File Code..... 32UNAEH

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
VOLUME ADJUSTMENT												
Volume	124	178	85	56	250	91	84	425	51	33	365	60
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Flow Rate (VPH)	146	209	100	66	294	107	99	500	60	39	429	71
Flow Rate in Ln Grp	146	309	0	66	401	0	99	560	0	39	500	0
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Utilization Factor	1	1	0	1	1	0	1	1	0	1	1	0
Adjusted Flow	146	309	0	66	401	0	99	560	0	39	500	0
SATURATED FLOW												
Ideal Group Sat Flow	1800	1800		1800	1800		1800	1800		1800	1800	
Lane Width	0.97	1.1		0.97	1.1		0.97	1.1		0.97	1.1	
Heavy Vehicles	0.98	0.98		0.98	0.98		0.98	0.98		0.98	0.98	
Grade	1.02	1.02		1	1		1	1		1	1	
Parking	1	1		1	1		1	1		1	1	
Bus Blockage	1	1		1	1		1	1		1	1	
Area Type	1	1		1	1		1	1		1	1	
Right Turn	1	0.95		1	0.95		1	0.98		1	0.97	
Left Turn	0.42	1		0.52	1		0.40	1		0.35	1	
Calibration Factor	1	1		1	1		1	1		1	1	
Adj. Sat. Flow Rate	738.	1883		906.	1862		697.	1909		608.	1879	
CAPACITY ANALYSIS												
Adj. Flow Rate	146	309		66	401		99	560		39	500	
Adj. Sat. Flow Rate	738.	1883		906.	1862		697.	1909		608.	1879	
Flow Ratio	0.19	0.16		0.07	0.21		0.14	0.29		0.06	0.26	
Critical Flow Ratio	–	–		–	0.21		–	0.29		–	–	
Effective Green	30	30		30	30		40	40		40	40	
G/C Ratio	0.37	0.37		0.37	0.37		0.5	0.5		0.5	0.5	
Capacity	277	706		340	699		349	955		304	950	
V/C Ratio	0.53	0.44		0.19	0.57		0.28	0.59		0.13	0.53	
LEVEL OF SERVICE												
First Term Delay	14.7	14.2		12.8	15.1		8.85	10.7		8.11	10.3	
Second Term Delay	1.49	0.29		0.03	0.86		0.12	0.69		0.01	0.44	
Progression Factor	1	1		1	1		1	1		1	1	
Lane Group Delay	16.2	14.5		12.8	16.0		8.97	11.4		8.12	10.7	
Lane Group LOS	C	B		B	C		B	B		B	B	
Approach Delay	*	15.0		**	15.5		**	11.0		**	10.5	*
Approach LOS	*	B		**	C		**	B		**	B	*
Intersection Delay	****	12.7	****									
Intersection LOS	****	B	****									

Sum of Critical Flow Ratios 0.51

Overall V/C Ratio for Critical Movements 0.58

SIGNALIZED INTERSECTION CAPACITY ANALYSIS DATA INPUT SUMMARY
Based on 1985 Highway Capacity Manual, TRB Special Report #209

Date: 07/10/89

Intersection: NY 32 & UNION AVE
Time Period: AM PEAK HOUR
Conditions: 1991 BUILD
WITH STATE IMPROVEMENTS
O
File Code..... 32UNABH

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght
VOLUME AND GEOMETRICS												
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Width of Lanes	11	15	0	11	15	0	11	15	0	11	15	0
Type of Lane Group	2	2	5	2	2	5	2	2	5	2	2	5
% Left Turn in Group	100	0		100	0		100	0		100	0	
% Rght Turn in Group		100	0		100	0		100	0		100	0
TRAFFIC VOLUME	124	178	85	56	250	91	84	425	51	33	365	60
LT in Permit Phase							60			23		
SIGNAL TIMING AND PHASING												
Time												
31	G	G	G	G	G	G						
4	Y	Y	Y	Y	Y	Y						
41							G	G	G	G	G	G
4							Y	Y	Y	Y	Y	Y
Effective Green	30	30	30	30	30	30	40	40	40	40	40	40

Cycle Length 80
Lost Time Per Phase 5 sec
Lost Time Per Cycle 10 sec
Signal Type Semiactuated/N-S Major Street

TRAFFIC AND ROADWAY CONDITIONS	EB	WB	NB	SB
C.B.D.	No	-	-	-
Grade	-4	0	0	0
Percent Heavy Vehicles	5	5	5	5
Adjacent Parking Lane	No	No	No	No
Number Parking Maneuvers Per Hour	0	0	0	0
Number of Buses Stopping Per Hour	0	0	0	0
Peak Hour Factor	0.85	0.85	0.85	0.85
Conflicting Pedestrians per Hour	0	0	0	0
Pedestrian Signal Button	No	No	No	No
Minimum Left Turns Per Cycle	2	2	2	2
Arrival Type	3	3	3	3
Lane Utilization Factor	Yes	-	-	-

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SIGNALIZED INTERSECTION CAPACITY ANALYSIS — COMPUTATION SUMMARY

Intersection: NY 32 & UNION AVE

Time Period: PM PEAK HOUR — Date: 07/10/89

Conditions: 1991 BUILD
WITH STATE IMPROVEMENTS
0

File Code.:... 32UNPBH

	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
VOLUME ADJUSTMENT												
Volume	87	352	136	108	362	62	150	506	97	98	584	110
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Flow Rate (VPH)	96	387	149	119	398	68	165	556	107	108	642	121
Flow Rate in Ln Grp	96	536	0	119	466	0	165	663	0	108	763	0
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Utilization Factor	1	1	0	1	1	0	1	1	0	1	1	0
Adjusted Flow	96	536	0	119	466	0	165	663	0	108	763	0
SATURATED FLOW												
Ideal Group Sat Flow	1800	1800		1800	1800		1800	1800		1800	1800	
Lane Width	0.97	1.1		0.97	1.1		0.97	1.1		0.97	1.1	
Heavy Vehicles	0.98	0.98		0.98	0.98		0.98	0.98		0.98	0.98	
Grade	1.02	1.02		1	1		1	1		1	1	
Parking	1	1		1	1		1	1		1	1	
Bus Blockage	1	1		1	1		1	1		1	1	
Area Type	1	1		1	1		1	1		1	1	
Right Turn	1	0.95		1	0.97		1	0.97		1	0.97	
Left Turn	0.32	1		0.24	1		0.95	1		0.95	1	
Calibration Factor	1	1		1	1		1	1		1	1	
Adj. Sat. Flow Rate	567.	1896		418.	1897		1625	1893		1625	1894	
CAPACITY ANALYSIS												
Adj. Flow Rate	96	536		119	466		165	663		108	763	
Adj. Sat. Flow Rate	567.	1896		418.	1897		1625	1893		1625	1894	
Flow Ratio	0.16	0.28		0.28	0.24		0.04	0.34		0.02	0.40	
Critical Flow Ratio	–	–		0.24	–		0.04	–		–	0.36	
Effective Green	28	28		28	28		6	35		6	35	
G/C Ratio	0.35	0.35		0.35	0.35		0.07	0.43		0.07	0.43	
Capacity	199	664		146	664		122	828		122	829	
**********												
V/C Ratio	0.48	0.81		0.81	0.70		0.65	0.80		0.35	0.92	
**********												
Sum of Critical Flow Ratios				0.66								
							**********					
Overall V/C Ratio for Critical Movements							0.76					
							**********					
LEVEL OF SERVICE												
First Term Delay	15.4	17.9		17.9	17.0		10.4	14.7		8.40	16.1	
Second Term Delay	1.44	5.11		18.5	2.30		7.98	3.92		0.73	11.0	
Progression Factor	1	1		1	1		1	1		1	1	
**********												
Lane Group Delay	16.8	23.0		36.4	19.3		18.4	18.7		9.13	27.1	
Lane Group LOS	C	C		D	C		C	C		B	D	
**********												
Approach Delay	*	22.0		**	22.8		**	18.6		**	24.9	*
Approach LOS	*	C		**	C		**	C		**	C	*
**********												
Intersection Delay	****	22.1	****									
Intersection LOS	****	C	****									

SIGNALIZED INTERSECTION CAPACITY ANALYSIS — DATA INPUT SUMMARY
Based on 1985 Highway Capacity Manual, TRB Special Report #209

Date: 07/10/89

Intersection: NY 32 & UNION AVE
Time Period: PM PEAK HOUR
Conditions: 1991 BUILD
WITH STATE IMPROVEMENTS
0
File Code..... 32UNPBH

	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght	Left	Thru	Rght
VOLUME AND GEOMETRICS												
Number of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Width of Lanes	11	15	0	11	15	0	11	15	0	11	15	0
Type of Lane Group	2	2	5	2	2	5	3	3	5	3	3	5
% Left Turn in Group	100	0		100	0		100	0		100	0	
% Rght Turn in Group		100	0		100	0		100	0		100	0
TRAFFIC VOLUME	87	352	136	108	362	62	150	506	97	98	584	110
LT in Permit Phase							85			65		
SIGNAL TIMING AND PHASING												
Time												
29	G	G	G	G	G	G						
4	Y	Y	Y	Y	Y	Y						
3							<G			<G		
4							<G			<G		
36							G	G	G	G	G	G
4							Y	Y	Y	Y	Y	Y
Effective Green	28	28	28	28	28	28	42	35	35	42	35	35

Cycle Length 80
Lost Time Per Phase 5 sec
Lost Time Per Cycle 10 sec
Signal Type Semiactuated/N-S Major Street

TRAFFIC AND ROADWAY CONDITIONS	EB	WB	NB	SB
C.B.D.	No	-	-	-
Grade	-4	0	0	0
Percent Heavy Vehicles	5	5	5	5
Adjacent Parking Lane	No	No	No	No
Number Parking Maneuvers Per Hour	0	0	0	0
Number of Buses Stopping Per Hour	0	0	0	0
Peak Hour Factor	0.91	0.91	0.91	0.91
Conflicting Pedestrians per Hour	0	0	0	0
Pedestrian Signal Button	No	No	No	No
Minimum Left Turns Per Cycle	2	2	2	2
Arrival Type	3	3	3	3
Lane Utilization Factor	Yes	-	-	-

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U N S I G N A L I Z E D
" T " INTERSECTION
CAPACITY ANALYSIS

PROJECT.....HILLTOP ESTATES
INTERSECTION: MAJOR STREET....NY 32
MINOR STREET....HILLTOP ACCESS DRIVE NORTH
TIME PERIOD.....AM PEAK HOUR
CONDITIONS.....1991 BUILD
32ANABH

Parish & Weiner Inc.
07/11/89

++ D A T A I N P U T

+ MAJOR STREET APPROACH SPEED..... 30 MPH
+ MINOR STREET CONTROL.....S T O P
+ TRAFFIC FLOW RATE.....H O U R L Y
+ PEAK HOUR FACTOR..... N / A
+ ROADWAY GEOMETRICS: NUMBER OF LANES: GRADE:
MAJOR STREET-LEFT APPROACH.....0 N E 0
MAJOR STREET-RIGHT APPROACH.....0 N E 0
MINOR STREET.....0 N E 0

FOR THE RIGHT TURN FROM THE MINOR STREET:
CORNER RADIUS > 50 FEET..... N O
TURN ANGLE < 60 DEGREES..... N O
ACCELERATION LANE PROVIDED..... N O

FOR THE RIGHT TURN FROM THE MAJOR STREET:
EXCLUSIVE RIGHT LANE ON THE MAJOR..... N O
RIGHT TURN RADIUS INTO MINOR > 30..... N O
STOP/YIELD CONTROLLED..... N O

+ FOR ALL MOVEMENTS:
AREA POPULATION > 250,000..... N O
RESTRICTED SIGHT DISTANCE..... N O

+ EQUIVALENT TRAFFIC VOLUMES (ADJUSTED FOR GRADE AND TRUCKS):

			TRUCK PERCENTAGES:
MAJOR STREET.....NY 32			
LEFT APPROACH.....	499	THRU	5 %
	8	RIGHT	
RIGHT APPROACH....	3	LEFT	5 %
	516	THRU	
MINOR STREET.....HILLTOP ACCESS DRIVE NORTH			
	28	LEFT	0 %
	11	RIGHT	

UNADJUSTED VOLUMES:

MAJOR STREET.....NY 32		
LEFT APPR.	-THRU	499
	-RIGHT	8
RIGHT APPR.	-LEFT	3
	-THRU	516
MINOR STREET.....HILLTOP ACCESS DR NORTH		
	-LEFT	28
	-RIGHT	11

RESERVE CAPACITY / LEVEL OF SERVICE S U M M A R Y

THE 1985 HIGHWAY CAPACITY MANUAL--COMPARISON

RESERVE CAPACITY	LEVEL OF SERVICE	EXPECTED DELAY CHARACTERISTICS
MORE THAN 400	A	LITTLE OR NONE
300-399	B	SHORT DURATION
200-299	C	AVERAGE DURATION
100-199	D	LONG TRAFFIC DELAYS
0- 99	E	VERY LONG DELAYS
(LESS THAN) 0	F	DELAYS MAY AFFECT OTHER MOVEMENTS

ACTUAL OR PROJECTED OPERATIONAL CHARACTERISTICS

MOVEMENT	VOLUME	CONFLICT FLOW	CRIT GAP	CAPACITY	SHARED LANE CAP	RESERVE CAPACITY	LEVEL OF SERVICE
MINOR LT	28	1022	6.5				
					278	239	C
MINOR RT	11	503	5.5				
MAJOR LT	3	507	5	710	---	707	A

U N S I G N A L I Z E D
" T " INTERSECTION
CAPACITY ANALYSIS

PROJECT.....HILLTOP ESTATES
INTERSECTION: MAJOR STREET....NY 32
MINOR STREET....HILLTOP ACCESS DRIVE NORTH
TIME PERIOD.....PM PEAK HOUR
CONDITIONS.....1991 BUILD
32ANP2H

Parish & Weiner Inc.
07/11/89

++ D A T A I N P U T

+ MAJOR STREET APPROACH SPEED..... 30 MPH
+ MINOR STREET CONTROL.....S T O P
+ TRAFFIC FLOW RATE.....H O U R L Y
+ PEAK HOUR FACTOR..... N / A
+ ROADWAY GEOMETRICS: NUMBER OF LANES: GRADE:
MAJOR STREET-LEFT APPROACH.....0 N E 0
MAJOR STREET-RIGHT APPROACH.....0 N E 0
MINOR STREET.....0 N E 0
FOR THE RIGHT TURN FROM THE MINOR STREET:
CORNER RADIUS > 50 FEET..... N O
TURN ANGLE < 60 DEGREES..... N O
ACCELERATION LANE PROVIDED..... N O
FOR THE RIGHT TURN FROM THE MAJOR STREET:
EXCLUSIVE RIGHT LANE ON THE MAJOR..... N O
RIGHT TURN RADIUS INTO MINOR > 30..... N O
STOP/YIELD CONTROLLED..... N O

+ FOR ALL MOVEMENTS:
AREA POPULATION > 250,000..... N O
RESTRICTED SIGHT DISTANCE..... N O

+ EQUIVALENT TRAFFIC VOLUMES (ADJUSTED FOR GRADE AND TRUCKS):

			TRUCK PERCENTAGES:	UNADJUSTED VOLUMES:		
MAJOR STREET.....NY 32				MAJOR STREET.....NY 32		
	LEFT APPROACH.....	854 THRU	5 %	LEFT APPR.	-THRU	854
		31 RIGHT			-RIGHT	31
	RIGHT APPROACH....	13 LEFT	5 %	RIGHT APPR.	-LEFT	13
		799 THRU			-THRU	799
MINOR STREET.....HILLTOP ACCESS DRIVE NORTH				MINOR STREET.....HILLTOP ACCESS D		
NORTH						
		16 LEFT	0 %		-LEFT	16
		7 RIGHT			-RIGHT	7

RESERVE CAPACITY / LEVEL OF SERVICE S U M M A R Y

THE 1985 HIGHWAY CAPACITY MANUAL--COMPARISON

RESERVE CAPACITY	LEVEL OF SERVICE	EXPECTED DELAY CHARACTERISTICS
MORE THAN 400	A	LITTLE OR NONE
300-399	B	SHORT DURATION
200-299	C	AVERAGE DURATION
100-199	D	LONG TRAFFIC DELAYS
0- 99	E	VERY LONG DELAYS
(LESS THAN) 0	F	DELAYS MAY AFFECT OTHER MOVEMENTS

ACTUAL OR PROJECTED OPERATIONAL CHARACTERISTICS

MOVEMENT	VOLUME	CONFLICT FLOW	CRIT GAP	CAPACITY	SHARED LANE CAP	RESERVE CAPACITY	LEVEL OF SERVICE
MINOR LT	16	1682	6.5				
					119	96	E
MINOR RT	7	870	5.5				
MAJOR LT	13	885	5	460	---	447	A

U N S I G N A L I Z E D
" T " INTERSECTION
CAPACITY ANALYSIS

PROJECT.....HILLTOP ESTATES
INTERSECTION: MAJOR STREET....NY 32
MINOR STREET....HILLTOP ACCESS DRIVE SOUTH
TIME PERIOD.....AM PEAK HOUR
CONDITIONS.....1991 BUILD
32ASABH

Parish & Weiner Inc.
07/11/89

++ D A T A I N P U T

+ MAJOR STREET APPROACH SPEED..... 30 MPH
+ MINOR STREET CONTROL.....S T O P
+ TRAFFIC FLOW RATE.....H O U R L Y
+ PEAK HOUR FACTOR..... N / A
+ ROADWAY GEOMETRICS: NUMBER OF LANES: GRADE:
MAJOR STREET-LEFT APPROACH.....0 N E 0
MAJOR STREET-RIGHT APPROACH.....0 N E 0
MINOR STREET.....0 N E 0

FOR THE RIGHT TURN FROM THE MINOR STREET:
CORNER RADIUS > 50 FEET..... N O
TURN ANGLE < 60 DEGREES..... N O
ACCELERATION LANE PROVIDED..... N O

FOR THE RIGHT TURN FROM THE MAJOR STREET:
EXCLUSIVE RIGHT LANE ON THE MAJOR..... N O
RIGHT TURN RADIUS INTO MINOR > 50..... N O
STOP/YIELD CONTROLLED..... N O

+ FOR ALL MOVEMENTS:
AREA POPULATION > 250,000..... N O
RESTRICTED SIGHT DISTANCE..... N O

+ EQUIVALENT TRAFFIC VOLUMES (ADJUSTED FOR GRADE AND TRUCKS):

			TRUCK PERCENTAGES:
MAJOR STREET.....NY 32			
LEFT APPROACH.....	502	THRU	5 %
	8	RIGHT	
RIGHT APPROACH....	3	LEFT	5 %
	491	THRU	
MINOR STREET.....HILLTOP ACCESS DRIVE SOUTH			
	28	LEFT	0 %
	11	RIGHT	

UNADJUSTED VOLUMES:

MAJOR STREET.....NY 32		
LEFT APPR.	-THRU	502
	-RIGHT	8
RIGHT APPR.	-LEFT	3
	-THRU	491
MINOR STREET.....HILLTOP ACCESS DR SOUTH		
	-LEFT	28
	-RIGHT	11

RESERVE CAPACITY / LEVEL OF SERVICE S U M M A R Y

THE 1985 HIGHWAY CAPACITY MANUAL--COMPARISON

RESERVE CAPACITY	LEVEL OF SERVICE	EXPECTED DELAY CHARACTERISTICS
MORE THAN 400	A	LITTLE OR NONE
300-399	B	SHORT DURATION
200-299	C	AVERAGE DURATION
100-199	D	LONG TRAFFIC DELAYS
0- 99	E	VERY LONG DELAYS
(LESS THAN) 0	F	DELAYS MAY AFFECT OTHER MOVEMENTS

ACTUAL OR PROJECTED OPERATIONAL CHARACTERISTICS

MOVEMENT	VOLUME	CONFLICT FLOW	CRIT GAP	CAPACITY	SHARED LANE CAP	RESERVE CAPACITY	LEVEL OF SERVICE
MINOR LT	28	1000	6.5				
					285	246	C
MINOR RT	11	506	5.5				
MAJOR LT	3	510	5	710	---	707	A

U N S I G N A L I Z E D
" T " INTERSECTION
CAPACITY ANALYSIS

PROJECT.....HILLTOP ESTATES
INTERSECTION: MAJOR STREET....NY 32
MINOR STREET....HILLTOP ACCESS DRIVE SOUTH
TIME PERIOD.....PM PEAK HOUR
CONDITIONS.....1991 BUILD
32ASP8H

Parish & Weiner Inc.
07/11/89

++ D A T A I N P U T

+ MAJOR STREET APPROACH SPEED..... 30 MPH
+ MINOR STREET CONTROL.....S T O P
+ TRAFFIC FLOW RATE.....H O U R L Y
+ PEAK HOUR FACTOR..... N / A
+ ROADWAY GEOMETRICS: NUMBER OF LANES: GRADE:
MAJOR STREET-LEFT APPROACH.....O N E 0
MAJOR STREET-RIGHT APPROACH.....O N E 0
MINOR STREET.....O N E 0
FOR THE RIGHT TURN FROM THE MINOR STREET:
CORNER RADIUS > 50 FEET..... N O
TURN ANGLE < 60 DEGREES..... N O
ACCELERATION LANE PROVIDED..... N O
FOR THE RIGHT TURN FROM THE MAJOR STREET:
EXCLUSIVE RIGHT LANE ON THE MAJOR..... N O
RIGHT TURN RADIUS INTO MINOR > 50..... N O
STOP/YIELD CONTROLLED..... N O

+ FOR ALL MOVEMENTS:
AREA POPULATION > 250,000..... N O
RESTRICTED SIGHT DISTANCE..... N O

+ EQUIVALENT TRAFFIC VOLUMES (ADJUSTED FOR GRADE AND TRUCKS): TRUCK PERCENTAGES:

MAJOR STREET.....NY 32
LEFT APPROACH..... 780 THRU 5 %
31 RIGHT
RIGHT APPROACH.... 13 LEFT 5 %
796 THRU
MINOR STREET.....HILLTOP ACCESS DRIVE SOUTH
16 LEFT 0 %
7 RIGHT

UNADJUSTED VOLUMES:
MAJOR STREET.....NY 32
LEFT APPR. -THRU 780
-RIGHT 31
RIGHT APPR. -LEFT 13
-THRU 796
MINOR STREET.....HILLTOP ACCESS DR
SOUTH
-LEFT 16
-RIGHT 7

RESERVE CAPACITY / LEVEL OF SERVICE S U M M A R Y

THE 1985 HIGHWAY CAPACITY MANUAL--COMPARISON

RESERVE CAPACITY	LEVEL OF SERVICE	EXPECTED DELAY CHARACTERISTICS
MORE THAN 400	A	LITTLE OR NONE
300-399	B	SHORT DURATION
200-299	C	AVERAGE DURATION
100-199	D	LONG TRAFFIC DELAYS
0- 99	E	VERY LONG DELAYS
(LESS THAN) 0	F	DELAYS MAY AFFECT OTHER MOVEMENTS

ACTUAL OR PROJECTED OPERATIONAL CHARACTERISTICS

MOVEMENT	VOLUME	CONFLICT FLOW	CRIT GAP	CAPACITY	SHARED LANE CAP	RESERVE CAPACITY	LEVEL OF SERVICE
MINOR LT	16	1605	6.5				
					129	106	D
MINOR RT	7	796	5.5				
MAJOR LT	13	811	5	500	---	487	A

orange county

Louis Heimbach
County Executive

Department of Planning & Development
124 Main Street
Goshen, New York 10924
(914) 294-5151

Peter Garrison, *Commissioner*
Richard S. DeTurk, *Deputy Commissioner*

May 18, 1987

Mr. Henry Scheible, Chairman
Town of New Windsor Planning Board
555 Union Avenue
New Windsor, New York 12550

Re: Site Plan, Hilltop Estates
N.Y.S Route 32
Our File No. NWT-6-87 M

Dear Mr. Scheible:

We have reviewed the site plan submitted and have inspected the area proposed for a 186 unit project in accordance with Section 239, paragraphs l and m of the General Municipal Law.

Generally, the design of the project is good. Housing, as well as parking areas are nicely broken into small clusters throughout the site. An important aspect associated with site design which is missing, however, is landscaping. A well landscaped project can greatly improve its appearance. As a result, we suggest that a landscaping plan be submitted, showing the type and caliper of the shrubs and trees that will be planted.

Secondly, we recommend that an erosion control plan be devised to mitigate the erosion that will occur during construction and stabilize the site after the project is completed. The applicant should also demonstrate that the detention ponds planned are adequate for the increase in storm-water runoff produced. Both of these aspects should be reviewed by the Town Engineer.

TOWN OF NEW WINDSOR
PLANNING BOARD
RECEIVED
DATE 5/20/87

86-89

We offer these recommendations for your consideration to improve the quality of the project and prevent forseeable future problems. If you have any questions, please don't hesitate to call.

Very truly yours,

Peter Garrison
Commissioner of
Planning & Development

Reviewed by: Fred H. Budde
Fred H. Budde
Planner

FHB:cmd

1763

TOWN OF NEW WINDSOR

555 UNION AVENUE
NEW WINDSOR, NEW YORK 12553

MEMORANDUM FOR FILE

TO: WINDSOR CREST PHASE I & II FILE

DATE: DECEMBER 22, 1993

SUBJECT: MEETING HELD AT TOWN HALL - DECEMBER 22, 1993 REGARDING WINDSOR CREST PROJECT

On this date, a meeting was held at Town Hall with the following people present:

George Meyers, Supervisor-Elect
James Petro, Planning Board Chairman
Lincoln Heft, Town Councilman
Michael Babcock, Building Inspector
Mark Edsall, P.E., Planning Board Engineer
Greg Shaw, P.E., Project Engineer
Michael Landau, Applicant & Property Owner
PRESIDENT OF

The following is a list of completion dates for unfinished work at the above subject site as discussed at the meeting of December 22, 1993:

	Description	Completion Date
1.	Retention Ponds	June 1, 1994
2.	Storm Water Management Plan	February 1, 1994
3.	Recycle Center	February 1, 1994
4.	Sawcut Curbs	Replaced
5.	Inspections	Improved
6.	Sidewalks	Are Bonded
7.	Bus Shelter	Need D.O.T. Info.
8.	Pump Station	Operational by June 1, 1994

9. Clock Tower — Make Application to Z.B.A. by September, 1994

10. Weekly Schedule to be faxed to Mark Edsall for upcoming week.

11. Willows have been moved and fences relocated.

Mgr. New Hilltop Rest. — 1/10/94

Authorized Signature of Acceptance — Date

Sworn to me this

10th day of January, 1994

Deborah Green

Notary Public

DEBORAH GREEN
Notary Public, State of New York
Qualified in Orange County
4984065
Commission Expires July 15, 1995

Acceptance: _____

Planning Board Chairman — Date

APPENDIX A

EAF

ENVIRONMENTAL ASSESSMENT - PART I

Project Information

NOTICE: This document is designed to assist in determining whether the action proposed may have a significant effect on the environment. Please complete the entire Data Sheet. Answers to these questions will be considered as part of the application for approval and may be subject to further verification and public review. Provide any additional information you believe will be needed to complete PARTS 2 and 3.

It is expected that completion of the EAF will be dependent on information currently available and will not involve new studies, research or investigation. If information requiring such additional work is unavailable, so indicate and specify each instance.

NAME OF PROJECT:

Hilltop Estates

ADDRESS AND NAME OF APPLICANT:

Hilltop Estates on the Hudson, Inc.
(Name)

501 Route 208
(Street)

Monroe (P.O.) N.Y. (State) 10950 (Zip)

NAME AND ADDRESS OF OWNER (If Different)

Hilltop Estates on the Hudson, Inc.
(Name)

501 Route 208
(Street)

Monroe (P.O.) N.Y. (State) 10950 (Zip)

BUSINESS PHONE: (914) 782-0373

DESCRIPTION OF PROJECT: (Briefly describe type of project or action) The construction of 149 residential condominium units on 24.01 acres of land located on the west side of Route 32.

(PLEASE COMPLETE EACH QUESTION - Indicate N.A. if not applicable)

A. SITE DESCRIPTION

(Physical setting of overall project, both developed and undeveloped areas)

1. General character of the land: Generally uniform slope X Generally uneven and rolling or irregular ____.

2. Present land use: Urban ____, Industrial ____, Commercial ____, Suburban ____, Rural ____, Forest X, Agriculture ____, Other ____.

3. Total acreage of project area: 24.01 acres.

Approximate acreage:	Presently	After Completion
Meadow or Brushland	6 acres	13.2 acres
Forested	18 acres	3.8 acres
Agricultural	0.0 acres	0.0 acres
Wetland (Freshwater or Tidal as per Articles 24, 25 or F.C.L.)	0.0 acres	0.0 acres
Water Surface Area	0.0 acres	0.2 acres
Unvegetated (rock, earth or fill)	- acres	- acres
Roads, buildings and other paved surfaces	0.3 acres	6.8 acres
Other (indicate type)	____ acres	____ acres

4. What is predominant soil type(s) on project site? Mardin Gravely Silt Loam

5. a. Are there bedrock outcroppings on project site? ____ Yes X No

b. What is depth to bedrock? 6-7 (in feet)

6. Approximate percentage of proposed project site with slopes: 0-10% 55 %; 10-15% 30 %; 15% or greater 15 %.

7. Is project contiguous to, or contain a building or site listed on the National Register of Historic Places? ____Yes X No Status of former Epiphany College site unknown at this time.

8. What is the depth to the water table? 6-10 feet

9. Do hunting or fishing opportunities presently exist in the project area? ____Yes X No

10. Does project site contain any species of plant or animal life that is identified as threatened or endangered - ____Yes X No, according to - Identify each species _____

11. Are there any unique or unusual land forms on the project site? (i.e. cliffs, dunes, other geological formations - ____Yes X No. (Describe _____)

12. Is the project site presently used by the community or neighborhood as an open space or recreation area - ____Yes X No.

13. Does the present site offer or include scenic views or vistas known to be important to the community? X Yes ____No

14. Streams within or contiguous to project area:

a. Name of stream and name of river to which it is tributary N/A

15. Lakes, Ponds, Wetland areas within or contiguous to project area: 3 acres, 1000 ft. northwest of site boundry

a. Name unnamed ; b. Size (in acres) _____

16. What is the dominant land use and zoning classification within a 1/4 mile radius of the project (e.g. single family residential, R-2) and the scale of development (e.g. 2 story). Predominant land uses: single family residences or undeveloped. Predominant zoning classifications R-4 and R-5

B. PROJECT DESCRIPTION

1. Physical dimensions and scale of project (fill in dimensions as appropriate)

a. Total contiguous acreage owned by project sponsor 0 acres.

b. Project acreage developed: 24.01 acres initially; 24.01 acres ultimately.

c. Project acreage to remain undeveloped 4 Ac..

d. Length of project, in miles: N/A (if appropriate)

e. If project is an expansion of existing, indicate percent of expansion proposed: building square footage N/A; developed acreage N/A.

f. Number of off-street parking spaces existing 0; proposed 199 excluding garages

g. Maximum vehicular trips generated per hour _____(upon completion of project) To be provided in traffic study.

h. If residential: Number and type of housing units:

	One Family	Two Family	Multiple Family	Condominium
Initial	0.0	0.0	0.0	149
Ultimate	0.0	0.0	0.0	149

i. If:

	Orientation Neighborhood-City-Regional	Estimated Employment
Commercial		
Industrial		

j. Total height of tallest proposed structure 35 feet.

2. How much natural material (i.e. rock, earth, etc.) will be removed from the site - _____tons

2,000 cubic yards.

3. How many acres of vegetation (trees, shrubs, ground covers) will be removed from site - 18 acres.

4. Will any mature forest (over 100 years old) or other locally-important vegetation be removed by this project? ____Yes ____No Refer to Forestry Report prepared by Jack J. Karnig

5. Are there any plans for re-vegetation to replace that removed during construction? X Yes ____No

6. If single phase project: Anticipated period of construction ____months, (including demolition).

7. If multi-phased project: a. Total number of phases anticipated 2 No.

b. Anticipated date of commencement phase 1 October month 87 year (including demolition)

c. Approximate completion date final phase December month 90 year.

d. Is phase 1 financially dependent on subsequent phases? ____Yes X No

8. Will blasting occur during construction? ____Yes X No

9. Number of jobs generated: during construction 25; after project is complete 3.

10. Number of jobs eliminated by this project 0.

11. Will project require relocation of any projects or facilities? ____Yes X No. If yes, explain:

_____.

12. a. Is surface or subsurface liquid waste disposal involved? ____Yes X No.

b. If yes, indicate type of waste (sewage, industrial, etc.) _____.

c. If surface disposal name of stream into which effluent will be discharged _____.

13. Will surface area of existing lakes, ponds, streams, bays or other surface waterways be increased or decreased by proposal? ____Yes X No. Project will create three storm water retention ponds

14. Is project or any portion of project located in the 100 year flood plain? ____Yes X No

15. a. Does project involve disposal of solid waste? X Yes ____No

b. If yes, will an existing solid waste disposal facility be used? X Yes ____No

c. If yes, give name: Orange County Landfill-location New Hampton, N.Y.

d. Will any wastes not go into a sewage disposal system or into a sanitary landfill? ____Yes X No

16. Will project use herbicides or pesticides? ____Yes X No

17. Will project routinely produce odors (more than one hour per day)? ____Yes X No

18. Will project produce operating noise exceeding the local ambience noise levels? ____Yes X No

19. Will project result in an increase in energy use? X Yes ____No. If yes, indicate type(s) _____

Electric & Gas.

20. If water supply is from wells indicate pumping capacity N/A gals/minute.

21. Total anticipated water usage per day 54,000 gals/day.

22. Zoning: a. What is dominant zoning classification of site? R-5

b. Current specific zoning classification of site R-5.

c. Is proposed use consistent with present zoning? Yes.

d. If no, indicate desired zoning _____.

26. Approvals: a. Is any Federal permit required? ____Yes X No

b. Does project involve State or Federal funding or financing? ___Yes X No

c. Local and Regional approvals:

	Approval Required (Yes, No)	(Type)	Submittal (Date)	Approval (Date)
City, Town, Village Board	N/A			
City, Town, Village Planning Board	Site	Plan, SEQRA		
City, Town, Zoning Board	No			
City, County Health Department	No			
Other local agencies				
Other regional agencies	Yes	O.C. Planning Dept.		
State Agencies	Yes	N.Y.S.D.O.T.		
Federal Agencies	No			

C. INFORMATIONAL DETAILS

Attach any additional information as may be needed to clarify your project. If there are or may be any adverse impacts associated with the proposal, please discuss such impacts and the measures which can be taken to mitigate or avoid them.

PREPARER'S SIGNATURE: Gregory J. Shaw

TITLE: Principal; Professional Engineer

REPRESENTING: Shaw Engineering

DATE: May 22, 1987

EAF

ENVIRONMENTAL ASSESSMENT - PART II

Project Impacts and Their Magnitude

General Information (Read Carefully)

- In completing the form the reviewer should be guided by the question: Have my decisions and determinations been reasonable? The reviewer is not expected to be an expert environmental analyst.
- Identifying that an effect will be potentially large (column 2) does not mean that it is also necessarily significant. Any large effect must be evaluated in PART 3 to determine significance. By identifying an effect in column 2 simply asks that it be looked at further.
- The Examples provided are to assist the reviewer by showing types of effects and wherever possible the threshold of magnitude that would trigger a response in column 2. The examples are generally applicable throughout the State and for most situations. But, for any specific project or site other examples and/or lower thresholds may be more appropriate for a Potential Large Impact rating.
- Each project, on each site, in each locality, will vary. Therefore, the examples have been offered as guidance. They do not constitute an exhaustive list of impacts and thresholds to answer each question.
- The number of examples per question does not indicate the importance of each question.

INSTRUCTIONS (Read Carefully)

a. Answer each of the 18 questions in PART 2. Answer Yes if there will be any effect.

b. Maybe answers should be considered as Yes answers.

c. If answering Yes to a question then check the appropriate box (column 1 or 2) to indicate the potential size of the impact. If impact threshold equals or exceeds any example provided, check column 2. If impact will occur but threshold is lower than example, check column 1.

d. If reviewer has doubt about the size of the impact then consider the impact as potentially large and proceed to PART 3.

e. If a potentially large impact or effect can be reduced by a change in the project to a less than large magnitude, place a Yes in column 3. A No response indicates that such a reduction is not possible.

	NO	YES	1. SMALL TO MODERATE IMPACT	2. POTENTIAL LARGE IMPACT	3. CAN IMPACT BE REDUCED BY PROJECT CHANGE
IMPACT ON LAND					
1. WILL THERE BE AN EFFECT AS A RESULT OF A PHYSICAL CHANGE TO PROJECT SITE?	○	(X)			
Examples that Would Apply to Column 2					
Yes Any construction on slopes of 15% or greater, (15 foot rise per 100 foot of length), or where the general slopes in the project area exceed 10%.			___	X	Yes
No Construction on Land where the depth to the water table is less than 3 feet.			___	___	___
No Construction of paved parking area for 1,000 or more vehicles.			___	___	___
No Construction on land where bedrock is exposed or generally within 3 feet of existing ground surface.			___	___	___
Yes Construction that will continue for more than 1 year or involve more than one phase or stage.			X	___	___
No Excavation for mining purposes that would remove more than 1,000 tons of natural material (i.e. rock or soil) per year.			___	___	___
No Construction of any new sanitary landfill.			___	___	___

		NO	YES	1. SMALL TO MODERATE IMPACT	2. POTENTIAL LARGE IMPACT	3. CAN IMPACT BE REDUCED BY PROJECT CHANGE
No	Construction in a designated floodway.			—	—	—
—	Other impacts: _____			—	—	—
	_____			—	—	—
2.	WILL THERE BE AN EFFECT TO ANY UNIQUE OR UNUSUAL LAND FORMS FOUND ON THE SITE? (i.e. cliffs, dunes, geological formations, etc.)	X				
No	Specific land forms: _____			—	—	—
	_____			—	—	—
	IMPACT ON WATER					
3.	WILL PROJECT AFFECT ANY WATER BODY DESIGNATED AS ..... PROTECTED? (Under Articles 15, 24, 25 of the Environmental Conservation Law, E.C.L.)	X				
	Examples that Would Apply to Column 2					
No	Dredging more than 100 cubic yards of material from channel of a protected stream.			—	—	—
No	Construction in a designated freshwater or tidal wetland.			—	—	—
No	Other impacts: _____			—	—	—
	_____			—	—	—
4.	WILL PROJECT AFFECT ANY NON-PROTECTED EXISTING OR NEW BODY OF WATER?	X				
	Examples that Would Apply to Column 2					
No	A 10% increase or decrease in the surface area of any body of water or more than a 10 acre increase or decrease.			—	—	—
No	Construction of a body of water that exceeds 10 acres of surface area.			—	—	—
—	Other impacts: _____			—	—	—
	_____			—	—	—
5.	WILL PROJECT AFFECT SURFACE OR GROUNDWATER QUALITY?		X			
	Examples that Would Apply to Column 2					
No	Project will require a discharge permit.			—	—	—
No	Project requires use of a source of water that does not have approval to serve proposed project.			—	—	—
No	Project requires water supply from wells with greater than 45 gallons per minute pumping capacity.			—	—	—
No	Construction or operation causing any contamination of a public water supply system.			—	—	—
No	Project will adversely effect groundwater.			—	—	—
No	Liquid effluent will be conveyed off the site to facilities which presently do not exist or have inadequate capacity.			—	—	—
Yes	Project requiring a facility that would use water in excess of 20,000 gallons per day.			—	X	Yes
No	Project will likely cause siltation or other discharge into an existing body of water to the extent that there will be an obvious visual contrast to natural conditions.			—	—	—

			1. SMALL TO MODERATE IMPACT	2. POTENTIAL LARGE IMPACT	3. CAN IMPACT BE REDUCED BY PROJECT CHANGE
___	Other Impacts: _____		___	___	___
	_____		___	___	___
6.	WILL PROJECT ALTER DRAINAGE FLOW, PATTERNS OR SURFACE WATER RUNOFF?	NO ( ) YES (X)			
	Example that Would Apply to Column 2				
No	Project would impede flood water flows.		___	___	___
No	Project is likely to cause substantial erosion.		___	___	___
No	Project is incompatible with existing drainage patterns.		___	___	___
Yes	Other impacts: Increase In Storm Water Runoff		___	X	Yes
	IMPACT ON AIR				
7.	WILL PROJECT AFFECT AIR QUALITY?	NO (X) YES ( )			
	Examples that Would Apply to Column 2				
No	Project will induce 1,000 or more vehicle trips in any given hour.		___	___	___
No	Project will result in the incineration of more than 1 ton of refuse per hour.		___	___	___
No	Project emission rate of all contaminants will exceed 5 lbs. per hour or a heat source producing more than 10 million BTU's per hour.		___	___	___
___	Other impacts: _____		___	___	___
	_____		___	___	___
	IMPACT ON PLANTS AND ANIMALS				
8.	WILL PROJECT AFFECT ANY THREATENED OR ENDANGERED SPECIES?	NO (X) YES ( )			
	Examples that Would Apply to Column 2				
No	Reduction of one or more species listed on the New York or Federal list, using the site, over or near site or found on the site.		___	___	___
No	Removal of any portion of a critical or significant wildlife habitat.		___	___	___
No	Application of Pesticide or herbicide over more than twice a year other than for agricultural purposes.		___	___	___
___	Other impacts: _____		___	___	___
	_____		___	___	___
9.	WILL PROJECT SUBSTANTIALLY AFFECT NON-THREATENED OR ENDANGERED SPECIES?	NO (X) YES ( )			
	Example that Would Apply to Column 2				
No	Project would substantially interfere with any resident or migratory fish or wildlife species.		___	___	___
No	Project requires the removal of more than 10 acres of mature forest (over 100 years in age) or other locally important vegetation.		___	___	___

			1. SMALL TO MODERATE IMPACT	2. POTENTIAL LARGE IMPACT	3. CAN IMPACT BE REDUCED BY PROJECT CHANGE
IMPACT ON VISUAL RESOURCE					
10. WILL THE PROJECT AFFECT VIEWS, VISTAS OR THE VISUAL CHARACTER OF THE NEIGHBORHOOD OR COMMUNITY?	NO (X)	YES ( )			
Examples that Would Apply to Column 2					
No An incompatible visual affect caused by the introduction of new materials, colors and/or forms in contrast to the surrounding landscape.			___	___	___
No A project easily visible, not easily screened, that is obviously different from others around it.			___	___	___
No Project will result in the elimination or major screening of scenic views or vistas known to be important to the area.			___	___	___
___ Other impacts: _____			___	___	___
_____			___	___	___
IMPACT ON HISTORIC RESOURCES					
11. WILL PROJECT IMPACT ANY SITE OR STRUCTURE OF HISTORIC, PRE-HISTORIC OR PALEONTOGICAL IMPORTANCE?	NO ( )	YES (X)			
Examples that Would Apply to Column 2					
Yes Project occuring wholly or partially within or contiguous to any facility or site listed on the National Register of historic places.			X	___	___
No Any impact to an archeological site or fossil bed located within the project site.			___	___	___
___ Other impacts: _____			___	___	___
_____			___	___	___
IMPACT ON OPEN SPACE & RECREATION					
12. WILL THE PROJECT AFFECT THE QUANTITY OR QUALITY OF EXISTING OR FUTURE OPEN SPACES OR RECREATIONAL OPPORTUNITIES?.....	NO (X)	YES ( )			
Examples that Would Apply to Column 2					
No The permanent foreclosure of a future recreational opportunity.			___	___	___
No A major reduction of an open space important to the community.			___	___	___
___ Other imoacts: _____			___	___	___
_____			___	___	___
IMPACT ON TRANSPORTATION					
13. WILL THERE BE AN EFFECT TO EXISTING TRANSPORTATION SYSTEMS?	NO ( )	YES ( )			
Examples that Would Apply to Column 2					
___ Alteration of present patterns of movement of people and/or goods.			___	___	___
___ Project will result in severe traffic problems.			___	___	___
___ Other impacts: Traffic Study To Be Provided			___	___	___
_____			___	___	___

			1	2	3
			SMALL TO MODERATE IMPACT	POTENTIAL LARGE IMPACT	CAN IMPACT BE REDUCED BY PROJECT CHANGE
IMPACT ON ENERGY					
14.	WILL PROJECT AFFECT THE COMMUNITIES SOURCES OF FUEL OR ENERGY SUPPLY?	NO (X) YES ( )			
	Examples that Would Apply to Column 2				
No	Project causing greater than 5% increase in any form of energy used in municipality.		___	___	___
No	Project requiring the creation or extension of an energy transmission or supply system to serve more than 50 single or two family residences.		___	___	___
___	Other impacts: _____		___	___	___
	_____		___	___	___
IMPACT ON NOISE					
15.	WILL THERE BE OBJECTIONABLE ODORS, NOISE, GLARE, VIBRATION or ELECTRICAL DISTURBANCE AS A RESULT OF THIS PROJECT?	NO (X) YES ( )			
	Examples that Would Apply to Column 2				
No	Blasting within 1,500 feet of a hospital, school or other sensitive facility.		___	___	___
No	Odors will occur routinely (more than one hour per day).		___	___	___
No	Project will produce operating noise exceeding the local ambient noise levels for noise outside of structures.		___	___	___
No	Project will remove natural barriers that would act as a noise screen.		___	___	___
___	Other impacts: _____		___	___	___
	_____		___	___	___
IMPACT ON HEALTH & HAZARDS					
16.	HILL PROJECT AFFECT PUBLIC HEALTH AND SAFETY?	NO (X) YES ( )			
	Examples that Would Apply to Column 2				
No	Project will cause a risk of explosion or release of hazardous substances (i.e. oil, pesticides, chemicals, radiation, etc.) in the event of accident or upset conditions, or there will be a chronic low level discharge or emission.		___	___	___
No	Project that will result in the burial of "hazardous wastes" (i.e. toxic, poisonous, highly reactive, radioactive, irritating, infectious, etc., including wastes that are solid, semi-solid, liquid or contain gases.)		___	___	___
No	Storage facilities for one million or more gallons of liquified natural gas or other liquids.		___	___	___
___	Other impacts: _____		___	___	___
	_____		___	___	___

IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD

			SMALL TO MODERATE IMPACT	POTENTIAL LARGE IMPACT	CAN IMPACT BE REDUCED BY PROJECT CHANGE
17.	WILL PROJECT AFFECT THE CHARACTER OF THE EXISTING COMMUNITY?	NO (X) YES ( )			
	Example that Would Apply to Column 2				
No	The population of the City, Town or Village in which the project is located is likely to grow by more than 5% of resident human population.		—	—	—
No	The municipal budgets for capital expenditures or operating services will increase by more than 5% per year as a result of this project.		—	—	—
No	Will involve any permanent facility of a non-agricultural use in an agricultural district or remove prime agricultural lands from cultivation.		—	—	—
No	The project will replace or eliminate existing facilities, structures or areas of historic importance to the community.		—	—	—
No	Development will induce an influx of a particular age group with special needs.		—	—	—
No	Project will set an important precedent for future projects.		—	—	—
No	Project will relocate 15 or more employees in one or more businesses.		—	—	—
___	Other impacts: _____		—	—	—
	_____		—	—	—
18.	IS THERE PUBLIC CONTROVERSY CONCERNING THE PROJECT?	NO (X) YES ( )			
	Examples that Would Apply to Column 2				
No	Either government or citizens of adjacent communities have expressed opposition or rejected the project or have not been contacted.		—	—	—
No	Objections to the project from within the community.		—	—	—

IF ANY ACTION IN PART 2 IS IDENTIFIED AS A POTENTIAL LARGE IMPACT OR IF YOU CANNOT DETERMINE THE MAGNITUDE OF IMPACT, PROCEED TO PART 3.

DETERMINATION

PORTIONS OF EAF COMPLETED FOR THIS PROJECT:

PART I X PART II X PART 3 X

Upon review of the information recorded on this EAF (Parts 1, 2 and 3) and considering both the magnitude and importance of each impact, it is reasonably determined that:

A. The project will result in no major impacts and, therefore, is one which may not cause significant damage to the environment.

PREPARE A NEGATIVE DECLARATION

— ( )

B. Although the project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in PART 3 have been included as part of the proposed project.

PREPARE A NEGATIVE DECLARATION

— ( )

C. The project will result in one or more major adverse impacts that cannot be reduced and may cause significant damage to the environment.

PREPARE POSITIVE DECLARATION PROCEED WITH EIS

— ( )

May 22, 1987

Date

Signature of Preparer (if different from responsible officer)

Gregory J. Shaw, P.E.

Signature of Responsible Official in Lead Agency

Print or type name of responsible official in Lead Agency

ENVIRONMENTAL ASSESSMENT - PART III

EVALUATION OF THE IMPORTANCE OF IMPACTS

INFORMATION

- Part 3 is prepared if one or more impact or effect is considered to be potentially large.
- The amount of writing necessary to answer Part 3 may be determined by answering the question: In briefly completing the instructions below have I placed in this record sufficient information to indicate the reasonableness of my decisions?

INSTRUCTIONS

Complete the following for each impact or effect identified in Column 2 of Part 2:

1. Briefly describe the impact.
2. Describe (if applicable) how the impact might be mitigated or reduced to a less than large impact by a project change.
3. Based on the information available, decide if it is reasonable to conclude that this impact is important to the minicipality (city, town or village) in which the project is located.

   To answer the question of importance, consider:

   - The probability of the impact or effect occurring
   - The duration of the impact or effect
   - Its irreversibility, including permanently lost resources or values
   - Whether the impact or effect can be controlled
   - The regional consequence of the impact or effect
   - Its potential divergence from local needs and goals
   - Whether known objections to the project apply to this impact or effect.

DETERMINATION OF SIGNIFICANCE

An action is considered to be significant if:

One (or more) impact is determined to both large and its (their) consequence, based on the review above, is important.

PART III STATEMENTS

(Continue on Attachments, as needed)

(See Attached)

ENVIRONMENTAL ASSESSMENT - III

EVALUATION OF THE IMPORTANCE OF IMPACTS

IMPACT ON LAND

The construction of roadways and residential condominiums at the north western portion of the site will be the only construction activity on slopes 15% or greater. This potentially large impact will be mitigated by the construction of wood or gabion retaining walls which will vary in both height and length. The necessity for excavation within these areas is primarily the result of complying with the maximum road grades of the Town Of New Windsor Road Specifications. The majority of the excavated material within these areas will be used as fill to raise lower areas to their final grades.

To eliminate the potential for steep embankments and soil erosion, all final grades will not exceed a slope greater than 1 vertical to 3 horizontal. A soil erosion plan which will be implemented during construction will be prepared in the design phase of the project.

WILL PROJECT AFFECT SURFACE OR GROUNDWATER QUALITY

The estimated water consumption for the 149 condominium project is estimated at 54,000 gallons per day which represents 100 gallons per day per capita. This increase in demand on New Windsor's Water Filtration Plant represents 2.5% of its present capacity of 2 million gallon of water per day.

The present water consumption by the residents of the Town of New Windsor during dry months is nearing the rated capacity of the Water Filtration Plant. Recognizing that the Filtration Plant will have to expanded in the near future, the Town of New Windsor has authorized an Engineering Consultant to study the feasibility in increasing the Plant's filtering rate which would in turn increase its rated capacity.

A consideration of this study is that in order to maintain the present quality of the drinking water at the higher filtration rate, sedimentation tanks may have to be incorporated into the treatment process. If it is determined by the Engineering Consultant and the New York State Department of Health that sedimentation tanks are necessary, a major expenditure by the Town of New Windsor will be required.

By phasing the project over several years its total demand on New Windsor's water system will not be immediate. The construction sequence of the project will allow the Town of New Windsor to pursue the increase in capacity of the Water Filtration Plant. The construction of this project will increase the Town's tax base which will assist in off-setting a potential major expenditure by the Town of New Windsor.

WILL PROJECT ALTER DRAINAGE FLOW, PATTERNS OR SURFACE WATER RUNOFF

The storm water runoff generated by the development of this project will exceed the hydraulic capacities of the downstream storm water systems, beginning with the storm drainage system on the west side of Route 32. To eliminate this impact, three retention ponds will be located in the south eastern portion of the project site along Route 32. These ponds will detain all on-site stormwater runoff in addition to the runoff generated by the lands of the former Epiphany College (12 acres) which is west of the site.

Based upon a storm frequency of 25 years, the pre-development runoff from the project site and the lands to the west is estimated at 62 CFS. Prudent engineering design restricts the post-development runoff to a 0% increase from the pre-development flow.

The outflow from the detention ponds into Route 32's drainage system will limited to 30 CFS which represents less than 50% of the pre-development flow. The inability of Route 32's drainage system to accomodate the present runoff is the reason for the 50% decrease from the pre-construction flow.

The maximum slope within the areas of the retention ponds will be 1 vertical

to 3 horizontal, and a 1 vertical to 4 horizontal slope will be used wherever possible. For each detention pond the outlet control structure will consist of a precast concrete basin with inlet control and outlet piping, and an overflow device. This outlet piping will discharge directly into the existing drainage system on Route 32.

The creation of the three retention ponds will have a positive impact on the drainage system which is presently overtaxed. The properties to the west of Route 32 will also benefit from the detention ponds as they are downstream from the project site.

McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

RICHARD D. McGOEY, P.E.
WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.

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New Windsor, New York 12553
(914) 562-8640

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400 Broad Street
Milford, Pennsylvania 18337
(717) 296-2765

12 April 1993

MEMORANDUM FOR RECORD

SUBJECT: WINDSOR CREST (HILLTOP) SITE PLAN
NEW WINDSOR PLANNING BOARD NO. 92-28 Copy #86-89
MHE JOB NO. 87-56

On 6 April 1993 I met with Mike Waskew and Greg Shaw at the subject project site to review several issues regarding the proposed amendment to Phase I, as well as the proposed final site plan for Phase II. These discussions included the following issues:

1. Concrete curbs and sidewalks along NYS Route 32.

2. Necessary corrective work for deficient paving at northerly entrance.

3. Development of an additional cross-roadway at the top (west) end of the project, as well as the pavement structure and roadway width for same. Applicant is proposing a width of 24 or 25 foot, which will require approval of the Planning Board for this less than customary width.

4. Possible reduction in the middle cross-road pavement width.

5. Possible use of decorative highway pavers for some parking areas in lieu of asphalt pavement.

6. Provision of internal walkways through the site.

7. Provision of bus shelter on the private property, at the State right-of-way line and the manner in which same will be handled from a zoning standpoint. Would this structure require a variance, since same has virtually no setback, or could the structure be proposed as a highway improvement to be maintained by the developer, thereby effectively not being subject to the setback, being a quasi-municipal improvement.

12 April 1993

MEMORANDUM FOR RECORD

8. Series of landscaping benches, modifying the side slope detail of the detention basin, with improved and increased landscaping to be installed. This would also potentially include the relocation of the basin fence (or possibly the removal of same), to decrease the visual impact of the fence. I suggested that some typical sections through the basin be provided to further clarify this proposal.

9. Construction of a bell tower on the detention basin outlet structure, which would apparently require a variance due to height and setback.

10. Relocation of the project water booster pump station and modification of the area to be served.

11. General discussion regarding pavement thickness requirements for all Phase I and Phase II areas.

Having made input to Mike and Greg regarding the project, I suggested that they organize their questions and request an appearance before the Planning Board for discussion, seeking answers from the Board as to what modifications and details will be accepted.

Respectfully submitted,

Mark J. Edsall, P.E.
Planning Board Engineer

MJEmk

cc: [redacted], Planning Board Chairman

A:4-12-3E.mk

WINDSOR CREST
NEW HILLTOP DEVELOPMENT CORP.
232 Windsor Highway
New Windsor, NY 12553
(914) 561-4798
Fax (914) 569-0400

May 1, 1995

McGoey, Hauser and Edsall
45 Quassaick Ave
New Windsor, NY 12553

Sub: Off-Site Drainage Improvements
MHE Job No. 87-55/T93-2

Attn: Mark J. Edsall

Dear Mr. Edsall:

Please find attached a copy of the signed contract between New Hilltop Development Corporation and Ultimate Land Developers in regard to off-site drainage work.

All of the shop drawings were approved last week by our engineer and to my knowledge are now in production.

We anticipate work to be ready to begin during the week of May 8, 1995.

Very truly yours,

NEW HILLTOP DEVELOPMENT CORP.

Michael Landau

ML:baf
offsite

ULTIMATE LAND DEVELOPER

PROPOSAL AND ACCEPTANCE

CONTRACTOR ~~Noble Enterprises,~~ Inc.

ADDRESS 49 South Liberty Drive

FOMONA ~~Stony Point~~, New York 10980

PHONE (914) ~~942-1300~~ 354-5313 FAX (914) 942-0017

PROPOSAL SUBMITTED TO:	PHONE	FAX	DATE
New Hilltop Development Corp.	(212) 251-0006	(212) 251-0068	
STREET	**JOB NAME**		
16 East 34th St.	Windsor Crest Condos		
CITY, STATE, AND ZIP CODE	**JOB LOCATION**		
New York, NY 10016	232 Windsor Highway, NY 12553		
ARCHITECT / **DATE OF PLANS**	**JOB PHONE**	**FAX PHONE**	
Denker & Bodner	(914) 561-8200	(914) 569-0400	

We hereby submit specifications and estimate for:

Proposal for installation of storm drainage at Margo St. from engineering DWG. for "off-site drainage improvements" prepared by Shaw Engineering., DTD July 15, 1993.

We will install 15" & 18" P.E. pipe 12" ACCMP, pre-cast concrete catch ~~basin~~ basins w/reticluine grates cast in concrete covers, flushing basin w/conver and restore all distrubed lawn areas & replace mail boxes & signs removed during the construction process.

All materials, labor and machinery will be supplied by "ULTIMATE" ~~Noble Enterprises~~, Inc to effect a complete drainage system as designed by Shaw Engineering.

New Hilltop will supply or pay for material upon arrival and will be deducted from contract price.

We Propose hereby to furnish material and labor – complete in accordance with the above specifications, for the sum of:

Thirty Thousand Dollars dollars ($ 30,000.00).

Payment to be made as follows:

Bills for completed work must be submitted by the 30th of the month. Payment will be made either, less 2% on the 10th or in full on the 30th of the following month.

All work must be completed and signed off as completed by site supervisor and/or the required inspection passed before payment. Contractor responsible to clean up after themselves or be back charged. Contractor must provide full liability insurance coverage naming New Hilltop Development Corp. as additionally insured prior to commencement of work. All material is guaranteed to be as specified. All work to be completed in a workmanlike manner according to standard practices. Any alteration or deviation from above specifications involving extra costs will be executed only upon written orders, and will become an extra charge over and above estimate. All agreements contingent upon strikes, accidents, or delays beyond our control. Owner to carry fire, tornado and other necessary insurance. Our workers are fully covered by Workmen's Compensation insurance.

Authorized Signature _____

Note: This proposal may be withdrawn by us if not accepted within _____ days.

Acceptance of Proposal – The above prices, specifications and conditions are satisfactory and are hereby accepted. You are authorized to do the work as specified. Payment will be made as outlined above.

Date of Acceptance _____

Signature _____

Michael Landau, President
New Hilltop Development Corp.

CTOR Noble Enterprises, Inc.
SS 49 South Liberty Drive
Stony Point, New York 10980
PHONE (914) 942-1300 FAX (914) 942-0017

PROPOSAL AND ACCEPTANCE

PROPOSAL SUBMITTED TO:	PHONE	FAX	DATE
New Hilltop Development Corp.	(212) 251-0006	(212) 251-0068	
STREET	JOB NAME		
16 East 34th St.	Windsor Crest Condos		
CITY, STATE, AND ZIP CODE	JOB LOCATION		
New York, NY 10016	232 Windsor Highway, NY 12553		
ARCHITECT / DATE OF PLANS	JOB PHONE	FAX PHONE	
Denker & Bodner	(914) 561-8200	(914) 569-0400	

We hereby submit specifications and estimate for:

Not included in this proposal

1) Survey and Engineer layout and grades

2) No base course or asphalt pavement in roadway or private drives.

Note: Pavement cuts, traffic control and installation layout are part of this proposal.

MHE PC
McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

RICHARD D. McGOEY, P.E.
WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.

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Milford, Pennsylvania 1833
(717) 296-2765

3 February 1993

MEMORANDUM FOR RECORD

SUBJECT: WINDSOR CREST (HILLTOP) CONDOMINIUM PROJECT
T/NEW WINDSOR PROJECT NO. 90-5
MHE JOB NO. 87-55

On the afternoon of 1 February 1993 a meeting was held at Town Hall to review the status of Phase I of the subject project, with the following persons present:

Ernie Spignardo, Town Councilman
James Petro, Planning Board Chairman
Michael Babcock, Town Building Inspector
Mark J. Edsall, P.E., Planning Board Engineer

The purpose of the meeting was to review several major aspects of the subject project, and their status pursuant to the previous construction related problems previously reviewed by the Planning Board. The following items were discussed:

1. Sewer System:

   a. Applicant must notify MH&E in advance of installation of any sewer collection lines; testing, etc.

   b. Applicant must notify CAMO prior to installation of any sewer laterals.

   c. Applicant must supply accurate and complete as-builts for all sewer installations.

   d. Applicant must verify, for the record, that any changes in the sewer installation have not resulted in unacceptable spacing between sewer and water.

e. Applicant should verify that previously identified unacceptable sewer manhole inverts have been corrected.

f. Applicant should verify that previously identified problem at manhole near Route 32, including infiltration flow from Epiphany property, have been resolved.

2. Water Distribution System:

a. Applicant should submit accurate and complete as-builts for distribution system and services.

b. Applicant must include, in their design plan, provisions for the installation of the altitude valves for the future service interconnection between the Union Avenue/Snake Hill system and Route 32 system.

c. All previously identified Phase I system problems, including improperly oriented and placed hydrants, should be resolved.

3. Stormwater/Drainage Improvements:

a. Applicant should redesign stormwater detention basins to comply with current Town design guidelines (multiple outlet approach). Following same, any modifications necessary to the detention basins should be identified as part of the Phase II project.

b. Stormwater detention basin outlet structure, once design is completed, should be constructed as a first priority.

c. As part of the stormwater analysis for the project, potential downstream impacts should be evaluated and previously agreed to off-site stormwater improvements should be designed and submitted to the Town, followed by a priority construction by the developer.

d. Applicant must notify MH&E prior to start of any drainage work. For off-site work, Highway Superintendent must also be notified.

5. Paving and Roadway Work:

   a. Applicant should verify that finished work for South Road has been accepted by NYSDOT.

   b. Replacement work is necessary near the highway curb cut of the North Road, to provide for proper negative slope off the State highway and installation of proper pavement thickness, including top course. Approval of the specific design is required from NYSDOT.

   c. Applicant should discuss status of easterly crossroad which had corrective work installed.

   d. Applicant must notify MH&E prior to any paving work.

A meeting to review the details of the above items is being scheduled with the Applicant's representatives, to further define all applicable requirements and procedures.

Respectfully submitted,

Mark J. Edsall, P.E.
Planning Board Engineer

MJEmk

A:2-3-E.mk

HILLTOP 86-89

MR. EDSALL: Our friends at Hilltop. As you all recall, back in the beginning of the year, during the very cold weather, we were, we did a pouring, we did a sampling, Advanced Testing was out on the site to find out what in fact what degree of compliance occurred for the installation of certain paving work. We found out that it was deficient. We went around and around, I don't know how many meetings we sat at, how many nights we stayed here and came to the agreement they were going to clean up their act and start acting a little more cooperative with the Town. We identified during the beginning of this month what needed to be done to correct the work at the crossroad, lower crossroad and what needed to be done for the north road.

MR. LANDER: That is Road B?

MR. EDSALL: Road B I guess it is, the north roadway. What they did was they were advising me to have some notification so we can review the work while it was in progress. Low and behold, during September, they announced they began paving the north road and we got our phone call as usual that the paving is in progress. You know, we've asked repeatedly for 48 hours notice so we can schedule the field people and schedule whatever other personnel is necessary from the Town and again they began paving with no notice. Matter of fact, I think a passer-by called me and then Mr. Press called me and in fact we went out and inspected the paving. Instead of getting four inches compacted as code calls for, he was placing roughly 3 1/2 prior to compaction. Now, everyone knows, Mr. Lander knows a lot more than I do, if you put down 3 1/2 before you roll, you sure as hell don't get four after you roll it. So, the bottom line again we had an example of non-cooperation, a case where they proceeded without notification and proceeded in doing the work wrong again. We were able to somewhat correct that. They did a very interesting job in putting the base course down near the highway. Now, there's no room for any top course.

MR. LANDER: Isn't there supposed to be a negative

slope away from the highway?

MR. BABCOCK: There is, you just don't see it.

MR. EDSALL: I asked, we have another problem that developed again so then it came time we have to put the overlay on the roads that were found to be deficient. We told them they wanted to start work, we said you can't start until you figure out what you have to do. Until your engineer comes up with a proposal, I don't know how you can start paving. We had a meeting on October 8th between the paver, Mr. Shaw, myself and Bill Press.

MR. LANDER: Last Thursday.

MR. EDSALL: We had a very, very detailed discussion on what had to be done to correct the problems and they were told step one clean the road because nothing will adhere to the road with the inch of mud that is on it now or covered now so I guess we don't know what's there. They needed to put some true and leveling courses along the curb. When the curb work was done, the backfill was poor and it was unsettled on the surface. Clean it, let us inspect it, we want a tack coat so it can adhere the two courses together and they told us that they would start paving on October 13, yesterday. Well, low and behold, we went there October 13 three times and there was no work in progress. The road had not been cleaned. In fact, it was still quite dirty and we had someone there late in the afternoon yesterday, we figured they postponed it. We did get a phone call with 48 hours notice, we got a phone call this morning that they wanted to start paving. We said well, clean the road, let us come out and inspect it and try and start true and leveling and then you can pave maybe Friday. I got my return phone call telling me that in fact they had already finished 2/3 of the work, it's all done, it's all covered, no inspections, no notification whatsoever. We have no knowledge if they did true and leveling. We have no knowledge if the road was clean, no knowledge if there was any tack coat so what I am basically telling you I don't know how to deal with it.

MR. PETRO: If you were there yesterday and they didn't do any of it and they did it today, how can they do all that work?

MR. EDSALL: I would estimate that a proper cleaning of the roadway would take at least two hours.

MR. LANDER: The road was filled with mud, you just can't go in there and blow it off with a leave blower and expect to clean that road. I don't know what they did it with.

MR. EDSALL: I went there.

MR. LANDER: It should have to be washed.

MR. EDSALL: I went there before I came to the meeting and in fact 2/3 of the width of the road for I believe the entire length, I didn't drive it since it was blocked off, is finished course placed and I have no knowledge, I have no ability to tell you how they did it. I can tell you that they are disregarding every request we make.

MR. LANDER: Mr. Chairman, my view on this whole thing I don't even want to look at Phase Two. They are supposed to be coming in, I will not even entertain it. They have disregarded everything that we've asked them to do, our engineer has asked them to do. Why have a meeting and take up this man's time if they're not going to do what he asks?

MR. EDSALL: And at an expense to the Town, we don't go out there and perform inspections and have meetings so the Town is incurring a cost and they are totally disregarding the request.

MR. LANDER: I think they should be paying the inspection fees. I think that was a matter of record, wasn't it? Didn't we ask that they would have to pay any of the inspection fees?

MR. BABCOCK: To be very honest with you, Ron, I don't think that we're concerned with that. We want our engineer on the job to make sure it's done. At this

present time, what we want is that the developer work with our engineer so that our engineer can sign off on the project. Right now, we have a project that's been done.

MR. PETRO: Right now, if you go there tomorrow and I mean legitimately can you find a reason to give that project a stop work order? Are they in violation of anything? I'm serious.

MR. DUBALDI: I'd love to see it.

MR. LANDER: Just by what Mark is saying.

MR. BABCOCK: If they are in violation of the site plan and they are not doing what they are supposed to be doing, I think that I don't think there's any great problem at all to stop everything.

MR. DUBALDI: It's time the game come to an end.

MR. KRIEGER: You have not in this case, not only a problem necessarily with adhering to the site plan as it exists but all the extra promises and commitments they did make as to how they'd go about it. These are embodied in minutes. You have to go back and you look and you said this and you didn't say that and it becomes rather indefinite. As a matter of fact, when the applicant's representative comes in, he's inclined to dispute the existence of promises and commitments that he made in the past, such as you're outlining here, give 48 hours notice and so forth, that kind of commitment that is not on the site plan but that is what's causing the problem. I would suggest for the board's consideration that it may be necessary and advisable with this particular applicant before going any further, that all of these promises and commitments be embodied in an agreement written down so they are specific and have him sign it so you can hold his feet to the fire on this.

MR. PETRO: Can you get together with Andy?

MR. KRIEGER: That would provide the basis for stoppage.

MR. DUBALDI: Don't we already have a basis?

MR. EDSALL: The first step you have got several issues I think Hilltop Phase Two I think is a separate issue and Phase Three, the issue there is when they come in, can you believe anything they tell you? But I don't think we should tie one and two together. For Phase One, I think what we have to do is have Andy draft a letter to the Attorney General's office. We've got construction in progress, we've got it documented that they are ignoring proper construction methods, they are not complying with the site plan. The Town doesn't win or lose here, the homeowner's do. It's the same as Plum Point, same as the, all the homeowner's associations coming to us saying why are the roads falling apart? What it will do is because technically, we don't have the responsibility, the party responsible to the homeowner's is the Attorney General's office. And I don't think we should be taking this course by ourselves, same as Plum Point, we finally won at Plum Point because Bill Larkin's office beat up on the Attorney General's office.

MR. PETRO: Can you draft a letter, get together with Andy?

MR. EDSALL: We just have to let them know what's going on with all due respect to the Attorney General's office.

MR. BABCOCK: The most that can happen if I stop the project, if that is what the Planning Board feels, if the Planning Board feels that I should stop the project and I do that and it comes to the attention that we shouldn't have done that, the most that can happen I can be told to let the project start again. It's as simple as that.

MR. PETRO: They are going to say why did you stop it? We need information from Mark's office.

MR. EDSALL: Can you stop building permits relative to road construction on a private complexes?

MR. BABCOCK: Sure, I can do that. Let's put it this way, if I stop a project and I think Andy can explain, if I stopped the project and it was to go to court, the most that could happen the judge tells me let them start, you're wrong.

MR. PETRO: They can sue us for lost time.

MR. KRIEGER: You've got a certain amount of discretion involved in order for them to find against the Town and assess damages. I think they'd have to find that the action of the building inspector was artibrary and capricious and had no rational basis. If it had a basis but the court just disagrees, then what Mike says about the outcome is correct. If the court turns around and says not only do we disagree but you were arbitrary and capricious in deciding this then the question of damages may arise.

MR. PETRO: Let's not take that course of action. Get a letter drawn up from you to the attorney general and we'll send it there and when and in fact they come in for application for Phase Two, we're going to say we're awaiting an answer and response from the Attorney General, who was informed of your non-conforming actions and at this time, we're not going to take application until we do hear from them.

MR. EDSALL: They did, after I left a very strong message on their phone recorder that the work that they are doing was unacceptable and didn't comply with the Town's requirements. I got a phonecall back from Greg Shaw that they stopped paving, I don't know if that was any coincidence that it was raining out, probably not but in any case, they've stopped.

MR. PETRO: Let's get a letter drawn up, let's go on to something.

McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

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1 December 1992 MEMORANDUM

TO: Michael Babcock, Town Building Inspector

FROM: Mark J. Edsall, P.E., Planning Board Engineer

SUBJECT: WINDSOR CREST (HILLTOP) SITE PLAN
COMMUNITY CENTER SITE COMPLETION

This memorandum shall confirm that we made a joint field visit on the afternoon of 30 November 1992 to review the status completion of the site work in the area of the community building for the subject project. The completion review was intended to generally establish if the site improvements associated with this building have been completed prior to the issuance of a Certificate of Occupancy for the building. Based on our review, it appeared that the site work in the vicinity of this building has been generally completed. There appeared to be the need for additional curtain drain provisions between the tennis courts and the community building. At the time of our visit we reviewed this item with Bill Press, representing the developer, with Mr. Press indicating that they would address this item. Another item which required attention, which must be completed prior to the issuance of the Certificate of Occupancy, was the correction of paving work at the handicapped curb drop of the sidewalk. As the pavement and curb are currently installed, an unacceptable condition exists relative to the elevation difference between the curb and pavement. Inasmuch as the pavement has settled along the curb line, Mr. Press agreed to sawcut parallel to the curb line and reinstall that section of pavement, providing for the required smooth transition.

As part of the closeout review of Phase I of the project, further review of site landscaping or other miscellaneous improvements can be made in this area.

Respectfully submitted,

Mark J. Edsall, P.E.
Planning Board Engineer
MJEmk
cc: James Petro, Planning Board Chairman
A:12-1-4E.mk

86-89

McGOEY, HAUSER and EDSALL
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17 September 1992

MEMORANDUM

TO: James Petro, Planning Board Chairman

FROM: Mark J. Edsall, P.E., Planning Board Engineer

SUBJECT: HILLTOP CONDOMINIUM PROJECT
FIELD VISIT 15 SEPTEMBER 1992

At approximately 3:15 on 15 September 1992 I visited the subject site to observe the work in progress. When I arrived, Greg Shaw was on site reviewing the work with Mr. Bill Press, representing the developer. All of the subbase material had been placed and the contractor was in the process of performing final touch-up grading and rolling (compacting) the material. I questioned Greg Shaw as to their extent of inspection on the work. He indicated that he had just arrived and, in fact, was not aware of the work in progress until today. As such, given the lack of documentation by both his office and our office with regard to the amount of material placed, it was agreed that it was appropriate that test holes be excavated for observation by Advance Testing. As well, a composite sample of the subbase material (which has been indicated as being NYS Item 4) can be tested. I advised Bill Press that paving prior to confirmation that the subbase is acceptable would be both unadvisable and entirely at their own risk. He indicated that he would have testing performed on 16 September 1992, with paving hopefully to start on the following day.

Respectfully submitted,

Mark J. Edsall, P.E.
Planning Board Engineer

MJEmk

A:9-17-E.mk

MHE PC
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16 September 1992

MEMORANDUM

TO: James Petro, Planning Board Chairman

FROM: Mark J. Edsall, P.E., Planning Board Engineer

SUBJECT: HILLTOP PROJECT
CONSTRUCTION OF "NORTH ROAD"

Please be advised on the afternoon of 15 September 1992, at approximately 2:15 p.m., I received a telephone call from Mr. Bill Press representing the condominium developer, to advise me that roadway construction was underway. He advised that their contractor was in the process of placing the item for subbase for the roadway. During our brief discussion, the following items were discussed:

1. I asked when the work had started. He indicated that it had started yesterday.

2. I asked how much work had been completed and how much more work was to be done. He indicated that almost all the "Item 4" had been placed and they were currently in the process of finishing the "shaping" of the material (as such, I have no way of determining the amount or depth of the material placed).

3. I questioned where the material was being obtained from. He indicated that he had no knowledge of same (he did indicate that he would "find out" for me).

4. I questioned what the material actually was. Was it actually State approved Item 4? He indicated it was; however, he was not aware of what laboratory tested the material or if the test results were on file.

5. I questioned whether the design engineer (Shaw Engineering) had any representatives inspecting the work. He indicated that such inspections were being made.

One basic question which I asked was why our office had not been contacted prior to the start of work. Mr. Press indicated that he had contacted several Town representatives, including the Highway Superintendent. He indicated that he was not aware that we were to be contacted. I took exception to this since Mr. Mike Landau has been clearly advised on several occasions that this is the appropriate notification.

I will make an attempt to visit the project site, notwithstanding the extremely short notification, however, I will apparently be unable to make any determination regarding the amount of subbase placed. I will advise you by separate memorandum of my observations, if such a field review can be arranged.

Respectfully submitted,

Mark J. Edsall, P.E.
Planning Board Engineer

MJEmk

A:9-16-2E.mk

ENVIRONMENTAL ASSESSMENT - III

EVALUATION OF THE IMPORTANCE OF IMPACTS

IMPACT ON LAND

The construction of roadways and residential condominiums at the north western portion of the site will be the only construction activity on slopes 15% or greater. This potentially large impact will be mitigated by the construction of wood or gabion retaining walls which will vary in both height and length. The necessity for excavation within these areas is primarily the result of complying with the maximum road grades of the Town Of New Windsor Road Specifications. The majority of the excavated material within these areas will be used as fill to raise lower areas to their final grades.

To eliminate the potential for steep embankments and soil erosion, all final grades will not exceed a slope greater than 1 vertical to 3 horizontal. A soil erosion plan which will be implemented during construction will be prepared in the design phase of the project.

WILL PROJECT AFFECT SURFACE OR GROUNDWATER QUALITY

The estimated water consumption for the 149 condominium project is estimated at 54,000 gallons per day which represents 100 gallons per day per capita. This increase in demand on New Windsor's Water Filtration Plant represents 2.5% of its present capacity of 2 million gallon of water per day.

The present water consumption by the residents of the Town of New Windsor during dry months is nearing the rated capacity of the Water Filtration Plant. Recognizing that the Filtration Plant will have to expanded in the near future, the Town of New Windsor has authorized an Engineering Consultant to study the feasibility in increasing the Plant's filtering rate which would in turn increase its rated capacity.

A consideration of this study is that in order to maintain the present quality of the drinking water at the higher filtration rate, sedimentation tanks may have to be incorporated into the treatment process. If it is determined by the Engineering Consultant and the New York State Department of Health that sedimentation tanks are necessary, a major expenditure by the Town of New Windsor will be required.

By phasing the project over several years its total demand on New Windsor's water system will not be immediate. The construction sequence of the project will allow the Town of New Windsor to pursue the increase in capacity of the Water Filtration Plant. The construction of this project will increase the Town's tax base which will assist in off-setting a potential major expenditure by the Town of New Windsor.

WILL PROJECT ALTER DRAINAGE FLOW, PATTERNS OR SURFACE WATER RUNOFF

The storm water runoff generated by the development of this project will exceed the hydraulic capacities of the downstream storm water systems, beginning with the storm drainage system on the west side of Route 32. To eliminate this impact, three retention ponds will be located in the south eastern portion of the project site along Route 32. These ponds will detain all on-site stormwater runoff in addition to the runoff generated by the lands of the former Epiphany College (12 acres) which is west of the site.

Based upon a storm frequency of 25 years, the pre-development runoff from the project site and the lands to the west is estimated at 62 CFS. Prudent engineering design restricts the post-development runoff to a 0% increase from the pre-development flow.

The outflow from the detention ponds into Route 32's drainage system will limited to 30 CFS which represents less than 50% of the pre-development flow. The inability of Route 32's drainage system to accomodate the present runoff is the reason for the 50% decrease from the pre-construction flow.

The maximum slope within the areas of the retention ponds will be 1 vertical

FEBRUARY 24, 1993

WINDSOR CREST - SITE PLAN - PHASE I - ROUTE 32

MR. PETRO: Next on tonights agenda Windsor Crest Site Plan Phase I, Route 32, represented by Mr. Waskew and Greg Shaw.

MR. WASKEW: A couple of things. We're here kind of, this maybe a busy time. On the 3rd of February, let's go back a little bit. I met with Mr. Petro, Chairman Petro, Councilman Spignardo, Mark Edsall and Mike Babcock. The purpose of that meeting was to review a list of items that were possibly deficient in the Phase 1 construction of this project. What precipitated that meeting was that at our previous meeting we had presented a proposal for Phase 2, an additional 103 dwelling units at Windsor Crest and those 103 dwelling units were to be contingent upon several things, getting adequate, getting approval from the County for the water system, sewers and adequate at least completion of Phase 1. That list was quite lengthy. The items that were addressed were very specific since that time. So I'd like to dwell on that. I would like to address that first, if at all possible.
I have responded to it in writing. I would like to distribute, several people have gotten a full response but those of you that haven't, you have that and my response letter as well. So bear with me for a moment. I don't know whether the the board wants to go over this item by item or whether Mr. Spignardo -- Mr. Spignardo, I believe, is the liaison between the Planning Board and the Town Board. There were some concerns. If we have the time I'd certainly --

MR. PETRO: Let's go over each item. I do not want to get into a real discussion on each particular item because there is 100 of them in here. I think some of them, before we even get to that point I know there is a lot of people here from the development Windsor Crest. This is not a public hearing. At the end of the time when Mr. Waskew speaks and the board gets done speaking I myself as Chairman, I do like to have a little input from the people. If there is a

couple of major things that you want to talk about and recommend maybe to us so that it might enlighten us what you might think some of the problems are I would like to hear them. I just don't want anybody being redundant and going over the same things. A lot of your questions are probably going to be answered by the end of this presentation.

MR. WASKEW: Again, I'd just like to say that if there hasn't been one before, there is a new commitment at Windsor Crest, to finish things, do them properly and build a community that everybody is going to be proud of. I think it has hit home, we need to do the right thing at all times.
This was broken down into four different major categories. The first of which was addressing the sewer system. Installed sewer system to date. Item 1 said that, merely discussed notification of procedures. There were several notification procedures that Mark Edsall suggested. Those notification procedures have been implemented. If they hadn't been in the past and those of you who have the full document, which is a rather heavy document, it includes a memorandum to the staff, which is everybody working at Windsor Crest, which enumerates all the departments that they should call and at what times, their phone numbers, the contact persons, etc., etc.. It ends saying that the simple rules are call the right person, do the right thing and I think that the people on board now are going to do that. So I will spend little more than necessary because there will be a few items addressing that.
Item 1 b, as an example, is the same variation. Item 1 c says applicant must submit accurate and complete as-builts for all sewer installations. To that Shaw Engineering has completed as-builts for Phase 1. A copy of those as-builts which are dated February 24, 1992 have been submitted as part of the major package that's the drawing. Additionally there is letters from Mr. Shaw to Mr. Masten and letters to Mr. DiDio and we believe those items to be complete. There is also, I also refer to the same memo.

MR. PETRO: As-builts for the entire sewer system of the Phase 1?

MR. WASKEW: Correct. Item 1 e, excuse me, to proceed, item 1 d asks the verification that unacceptable spacing between sewer and water has not occurred because of the site condition variations. That has not happened.

MR. SHAW: That was confirmed in a letter last year. Again, I think it was to Mr. DiDio's attention.

MR. WASKEW: Item 1 e asks for applicant to verify the previously identified unacceptable sewer manhole inverts have been corrected. That also has been done and to that end there is a letter, a copy of which is submitted in main package dated 2/24 John Egitto, which verifies that that's the case.
Item 1 f identified an infiltration problem at a sewer manhole on Route 32. What had happened is an old pipe was connected from Epiphany College which apparently has some kind of failure in it. That pipe appeared, this letter says that that appears to have been resolved. I met today with John Egitto. We went to the site. We opened the manhole and we looked in. The infiltration problem is resolved. Additionally Mr. Egitto has requested that we do some work inside the manhole to more properly route the effluent flow, specifically he wants a 90 degree sweep installed to facilitate projected greater effluent flow from New Windsor Crest Phase 2. A memo will be prepared to go out to everybody. We will do that as soon as the weather permits.
It is my understanding that all of the sewer system questions are resolved and in fact everything is complete.

MR. EDSALL: Mike, did you say that John Egitto had checked that, those manhole inverts that we thought were a problem?

MR. WASKEW: He seemed to think, Mark, that the only problem was possibly out on Route 32 and we went to look at that which is to say I guess he

agreed with Greg's letter.

MR. EDSALL: The one we were concerned about that I recall was manhole six.

MR. WASKEW: Between buildings 1 and 2?

MR. EDSALL: Yes.

MR. WASKEW: I think we specifically discussed that one.

MR. SHAW: Mark, I looked at that and the flow pattern was rectified as you requested. That was put in a letter I think the spring of last year. I looked at it. I was satisfied and I thought that the recipient of the letter would look at it, if they wanted to assure the matter, Mark. You were aware of our concern as far as the flow being directed toward the other lateral and they have swept that in now.

MR. SHAW: Correct.

MR. SPIGNARDO: Which one of those manholes was blocked, plugged up?

MR. WASKEW: Well, there was a plugging here between buildings 1 and 2, Ernie. The other manhole that we discussed was way out on Route 32, perhaps 300 feet north.

MR. SPIGNARDO: That will necessitate your building a new line if you're going, when you go with the second phase you're going to have to bypass that and build a new line.

MR. WASKEW: No, we are not going to have to bypass. The line which has some integration problem is coming down from Epiphany College actually never have been connected.

MR. SPIGNARDO: I note to Mike, and again, he hasn't received your as-builts. I wouldn't mark this phase of it complete until we get a report from Egitto in writing.

MR. WASKEW: Okay. We believe it's done. That's fine. That's absolutely no problem.

MR. LANDER: Could you just bear with me a second here. The sewer lateral comes out of this community building. Which direction does that go?

MR. SHAW: It would go that way, yes.

MR. LANDER: Where is the clean out for this?

MR. SHAW: It's not indicated on that plan.

MR. LANDER: Would I be wrong in saying that the cleaning out is over here somewhere?

MR. SHAW: I can't answer that. You see, the way the ground rules were setup with New Windsor is that the main line sewers that Windsor Crest was responsible for having them inspect it, that only Bill and myself and also by Mark Edsall's office the main lines as-builts would be generated off the main lines. That's what you're looking at. With respect to the laterals, which is from the main to the house, the procedure was is that Mark Edsall's office nor my office would get involved, that would be something that would be done by John Egitto's office. He would generate the as-builts for each and every service from the main line to the building. So there was a line of distinction. The main line being the engineering portion. The house services or the laterals being a function of the Town of New Windsor sewer department.

MR. LANDER: The only reason I bring that up is because if it's coming out of the building let's say on a 90 degree and then all of a sudden have a clean out here how is it going to make the turn to get to the manhole at this point? It comes out this way. Clean out is here. Then it has to make almost a 90 degree down to here?

MR. WASKEW: It may not be going directly to the manhole. I don't know the answer to that question. It could be going to the sewer line as

a Y. However, I did discuss that, too, with Cuomo. They believe that most of the sewer lateral installations were inspected. There are sketches. The lateral exists on the back of the sewer permits which should be on file here with the town clerk. I would like an opportunity, however, despite all of that, to review all of the sewer lateral sketches that exist. Should some be missing we need to have them them as much as you do and anybody else. We will provide them to the best of our ability.

MR. EDSALL: I know you weren't involved early on, one of the problems we had and again your procedures will correct for that, is that there were some lines that the town or their agents didn't have the opportunity to inspect and in fact they were installed in a different orientation than what the permit showed. So, one of the things we asked for was number one, that you start making notification and number two, give us accurate as-builts for the branches, for the laterals. There are some that were in question. I believe there were some as-builts prepared especially for building one which was the one that the permit and the installation were not even close.

MR. PETRO: Mark, I attended a meeting, the meeting was at least, it could be a year ago, but nine, ten months ago with John Egitto, other representatives from Windsor Crest and this was all resolved at that meeting in the other small room. John told us that he was completely satisfied with everything there was to do with sewers in Phase 1.

MR. SPIGNARDO: Do you have anything in writing?

MR. PETRO: At that time he had said he was going to prepare a statement or he did something for the Town of New Windsor I guess it was a statement. He assured us that it was documented. He had put down some as-builts, he drew the line. There was some questions we didn't even know where some of them were. I guess they were covered over at that time before we even

inspected them.

MR. EDSALL: We asked for tie sheets as they are called for all the branches.

MR. PETRO: He said they were provided.

MR. SPIGNARDO: This is my point, we are going to wait until he gets the as-builts so you have it on file so there won't be any question so you won't have to depend upon your memory when it comes up again.

MR. PETRO: Now we have them as as-builts.

MR. SPIGNARDO: John Egitto doesn't have them. So he hasn't, hasn't looked at them.

MR. WASKEW: Make sure John gives you notification that says exactly this.

MR. EDSALL: Just make sure there is a tie sheet on record for each service line.
MR. LANDER: Was there a, was there one tie into that manhole in that parking lot for the clubhouse?

MR. BABCOCK: To my knowledge there is no laterals tied into the manholes. They are all tied in with the --

MR. LANDER: The lines.

MR. BABCOCK: Yes.

MR. LANDER: Something makes me think it was tied into the manhole, maybe not.

MR. WASKEW: So that's an item left on the sewer system, we'll make sure of that. The water distribution system, item 2, requested that the applicant should submit accurate and complete as-builts for distribution system and services, that has been done so far. By that I mean the valve chamber, the water valves and the hydrants are shown on the sewer as-builts. That's normal and adequate, I believe. However, I'm certainly

willing to listen to reason beyond that. Additionally Greg Shaw sent a letter on November 21st of two years ago to Steve DiDio which is also included in the package which I think is the test results for all the lines.

MR. SHAW: Correct, what I submitted to Steve was the backup information on the pressure testing, the chlorination and the back lateral testing of all the water plans along with copies of the lab results of the water samples. That is standard procedure before a Certificate of Occupancy is issued that the water mains can sustain both, and water. Steve accepted them and obviously we have had C.O.'s since. So, as far as I'm concerned that issue is closed unless New Windsor wants to reopen it. That was the procedure that was established and again as Mike mentioned that that letter, that certification is what date, a year and a half ago?

MR. WASKEW: A year and a half ago.

MR. SHAW: Substantially awhile. We feel that that issue is behind us.

MR. WASKEW: However, there are other issues in the water distribution system.

MR. EDSALL: Mike, before you go further is there any reason why you couldn't show the distribution lines on this and make it an as-built plan showing both? Again, that way we would rely on the tie sheets for any services, for the branch lines to the buildings and we can rely on this sheet showing the location of water and sewer.

MR. SHAW: Okay, realizing, if you will, well that with respect to the sewer lines the plans are very accurate. They are probably within a foot horizontally because the lines, the sewer lines are straight lines from manhole to manhole. With respect to the water mains I have no problem showing them but the accuracy isn't going to be that of sewer mains. There's no way to go back after the fact and know exactly where those water mains are. They could be in the six foot wide

band. Again, as far as generating it's not a problem. I just want you to understand that.

MR. EDSALL: Did a contractor keep any ties on when he laid his line?

MR. SHAW: No.

MR. EDSALL: There would be a good reason that the next person who goes in there and installs utilities should keep tie sheets, again, that's something that Greg has to --

MR. SHAW: I understand what you are saying. But ties to what? When you're out there installing your water main and your sewer main there's nothing but dirt. There is no curb.

MR. PETRO: They can always take direction of that. I don't care if it is a stone wall. Just some direction, Mark, stake out building locations and pull off what will be the building corner stakes.

MR. SHAW: What you can do is have a sewer vary out there installing the pipe and shooting the main, I mean that they can do. But, you're going to have to survey. You just can't pull ties, Jim. But, yes, across the street, Windsor Square, for example, that water main was surveyed. It's expensive to have the surveyor out there shooting it coming out every day. But it can be done, yes.

MR. EDSALL: Well, if they have edge of curb with an offset they can pull offsets during construction, not necessarily have a surveyor do it. If they have a base line they can keep as-builts off a base line. Again, if there is some control out there the contractor can do it. If there is no survey control and there is no effort to tie it in then it's impossible for you to give an accurate as-built. I'm not looking to have somebody out there full time and pay a surveyor or an engineer, but they could make an effort.

MR. WASKEW: Mark, I also should tell you that

since we have been there once the last couple of months or so there has been some work done on the water line from here up. We've made new taps and ties. Certainly everything that's on that water main has some kind of tie on it. The accuracy of it is not perfect, but it's, we certainly are going to be within a bucket or two of an excavator. It's there. At least we know where the valve is, more or less. At least we are not digging under the ground looking for it. I know there is more work that has to be done and we'll get to that.

MR. SHAW: To close that issue yes, I can show the water main on the plan. As far as the water mains for Section 2 we're going to have to do a better job as far as being able to locate that water main and generate adequate as-builts. I don't know if surveying is the answer, but we'll do something.

MR. WASKEW: 2 b, applicant must include in their design provisions for the installation of the altitude valve for the future service interconnection between Union Avenue Snake Hill system and the Route 32 system. The answer is that the design provisions for altitude valve will be part of the Orange County Health Department submission for Phase II by Shaw Engineering. We expect that to be complete on March 15th of this year hopefully.
2 c is all previously identified Phase 1 system problems including improperly oriented and placed hydrants should be resolved. The answer in this letter was a little vague. It said that a meeting would be scheduled. Improper placements would be identified or rectified. I have since then walked the site with Bob Rogers and we've identified there are four hydrants on the site. We've identified problems with them. We will be getting a copy of that memo, which was prepared today. One of the hydrants is facing the wrong way and one of them is probably placed too close to the curb. The one that's too close to the curb, the South Road, should get moved when we do the pump station. We have got to do a lot of interconnect work in that area, we will be moving

the hydrant at that time. The hydrant out on the North Road, which is facing the wrong direction, is going to get done as soon as weather permits. Really as soon as the frost gets out of the ground and we are going to turn that hydrant around and straighten out the line which has a 90.

MR. PETRO: It's still functional.

MR. WASKEW: Absolutely, the approach is the wrong way. There is a 90. Take the 90 out and face it the right way.

MR. VAN LEEUWEN: Can I ask a question, Mike? The guys that put in the water lines, can he put the hydrant in the proper position? If the street is here and you want the angle to come right out to the street, god darn, why didn't they put the damn thing the way it should be.

MR. SHAW: The answer to that question, Hank, is it was being placed in approximately this area. As you can see there are six driveways along here. The building wasn't built and they, when they were going off the main and they were going to drop the hydrant it was going to be in a driveway. So they just put a 90 on it, scooted it over about six feet and then placed the hydrant. Reality, if they left it where it was supposed to be they would have missed the driveway. But that's why they did it because they felt that they were going to be blocking the driveway with the hydrant. So, it wasn't intentional. It wasn't an act of omission on their part.

MR. VAN LEEUWEN: I thought maybe Mike was trying to save money.

MR. WASKEW: That will be done. We expect all of that work to be done sometime in the first week of April.

MR. PETRO: Before we move off of the water system there is a lot of talk and a lot of problems with pressure. Do you want to just

touch on that tonight? I know at some point when you tie into the Snake Hill tank that the pressure problems had gone away. I know in the meantime you are going to be building the pumping station down by the South Road entrance.

MR. WASKEW: I think that's essentially the answer, Jim. There is a minimal pressure, minimal but acceptable pressure in all of the existing Phase 1. In fact to reiterate and Greg can be more specific on this, this is exactly why the Phase 1 line was drawn where it was. Because above that elevation we couldn't supply adequate pressure to the fixtures. Now some people feel that the pressure is inadequate in the showers up in the upper level. I believe that's largely a question of perception. Not that it wouldn't be better to have more pressure and we intend to do that. As Phase I begins one of the first parts of Phase I is building the pump station.

MR. BABCOCK: Phase II.

MR. WASKEW: Phase II, which will increase everybody's pressure. Of course down the road a piece we all hope Snake Hill interconnect will be done. We can take this pump station off line.

MR. PETRO: Phase I stands until Phase II is approved and under way? There is not going to be any work done on the pump station?

MR. SHAW: Correct.

MR. PETRO: There will not be any water pressure increase to any residents in Phase I until Phase II is approved?

MR. SHAW: Correct, knowing full well that a Certificate of Occupancy will not be able to be granted for any units in Phase II until that pump station is operational because it won't be adequate pressure.

MR. PETRO: One of the first things --

MR. WASKEW: Has to be the first thing done.

MR. EDSALL: Greg, as part of your application to the Health Department for Phase II are you going to identify the change in the pressure zone line as it may be and the connection of some of these units to Phase II?

MR. SHAW: It is our intention right now to have that pump station which is needed for Phase II to service all the units in Phase I. So there will be one pressure gradient for the entire project. There will not be two different zones. Every unit will be serviced off the pump station and all of them will benefit by the higher fresh pressure from the pump station.

MR. WASKEW: That is a change, by the way, Mark, from your previous information.

MR. VAN LEEUWEN: We had asked for that.

MR. SHAW: Correct, you had asked for it.

MR. EDSALL: I'm getting this on the record. Basically what you are telling us is that the previous configuration of this system as was reviewed during SEQRA, during all the other reviews, is now being modified to provide some pressure benefits to these units and what you are going to the Health Department with is a design that includes the entire project?

MR. SHAW: Correct. Originally the pumping station up in this corner again servicing Phase II, now is going to be located down here servicing the entire project.

MR. PETRO: Also, I want to get into the minutes, as it stands right now, the Phase I completely meets or exceeds any, either Orange County or New York State standards for pressure in any one of the occupancies?

MR. SHAW: Correct, we are obligated to provide thirty-five pounds per square inch of pressure in the distribution system at all points. We do. The submission was made back in, I believe, '89, the Health Department, the water system of Phase

I and they approved it. In their eyes there is adequate pressure. I agree with Mike that part of the problem I think is perception. But all that will be history hopefully very shortly when the pump station is on line.

MR. VAN LEEUWEN: What about the pounds of pressure in the upper units, almost next to Phase II?

MR. WASKEW: I think the lowest tested pressure is 22. Is that right, or am I speaking out of turn?

MR. SHAW: No. In the upper units?

MR. WASKEW: Yes.

MR. SHAW: I don't know in the upper units. I know we put a hydrocage on a few hydrants in the project and we had thirty-five pounds per square inch in the main. What happens in the upper units?

MR. VAN LEEUWEN: It slows down.

MR. SHAW: It's a function of elevation. It's a function of how much water is going through the lines. Let's say someone brings a one inch water service, chokes down to a half inch line, for an example, you're killing a lot of pressure. It has nothing to do with the water distribution system. So the pressure in the upper units is not only a function of the pressure in the mains but also the piping from the main to that fixture.

MR. PETRO: Then what you are saying is we're not absolutely sure that the pumping station might correct some of the problems also if the half inch line is coming off a one inch line?

MR. SHAW: I am not saying one half inch, I used it as a hypothetical question.

MR. VAN LEEUWEN: That's standard, half inch line in the house. It's very standard. I will be

willing to bet dollars to donuts there is not a line in any of those units that are over a half an inch. But when you take a half inch line off an inch line you will increase the pressure. But 22 pounds a square inch is not a heck of a lot of pressure. I've got fifty in my own pump. I have three quarter inch line. You have half inch lines.

MR. WASKEW: I don't think anybody will deny whatever else is the case when this pump station goes on line everybody's pressure will be approved.

MR. VAN LEEUWEN: When did you think the pump station will be on line?

MR. PETRO: He is going to answer as soon as we give approval for Phase II.

MR. WASKEW: Just as soon as you give approval of Phase II we are going to the Health Department. We expect to go to the Health Department on the 15th of March. Simultaneous, concurrently we would like to work getting towards Phase II approval. About the time that the Health Department comes back we should be pretty well along towards Phase II approval. We would like to start putting that line in, that system in immediately.

MR. PETRO: Let's go to storm water.

MR. WASKEW: Storm water. On the storm water drainage improvements, the first request. The first one, applicant must redesign storm water detention basin to comply with current Town design guidelines. Following modification necessary to detention basins should be identified as part of the Phase II project. Just briefly what that means is that there are now a whole different set of criteria which allow for a different kinds of storms, 25, 1,500, etc.. We have asked Shaw Engineering to go ahead and go through that redesign to the detention basins and we expect to have it ready as part of the Phase II submission. In fact the drawings, that design

should be ready sometime on March 15th.

MR. SHAW: Correct.

MR. WASKEW: Yes, we're agreeing to that. We'd like that anyway. Nobody wants a pond full of water standing here. There is some other things we want to do, if we have time, I hope we have time, we'll talk about as part of the control structure on that end. It goes on to say stormwater detention basin outlet structure, once design is completed, should be constructed as a first priority and that priority will be indicated on the drawings or on the Phase II approval when granted as per your request.

MR. LANDER: In other words, you're not going to do anything to this detention basin until you start on Phase II?

MR. WASKEW: Well, we're going to drain, certainly going to slowly let the water out. Right now it's just sitting there. In fact we are going to do that shortly.

MR. SPIGNARDO: Any reason why you can't be working on those retention ponds now, modification of them? Why do we have to wait until you --

MR. WASKEW: We need to make sure that the design is appropriate. I think there is a some change, maybe even to the shapes of that.

MR. SHAW: That should be done the 15th of March. We are talking three weeks away. Right now we have a lot of snow out there. It's awful sloppy.

MR. SPIGNARDO: I can see the weather holding you up.

MR. SHAW: The 15th of March, two weeks for Mark to review it, if it's acceptable the work is now ready to be completed and the weather will be with us. If you want to make a day maybe April 1st would be appropriate.

MR. EDSALL: No reason why that once your design is complete that couldn't proceed before Phase II approval is obtained.

MR. SPIGNARDO: It doesn't have to be connected to Phase II. It is something that you connected with Phase I and get the plan updated and the work started because that has to be completed.

MR. VAN LEEUWEN: Can I say something? When this was approved and Greg will remember --

MR. WASKEW: I don't have any problem with going ahead and proceeding. I was responding because the commentary said modifications should be identified as part of the Phase II project. If you would like me to proceed with it sooner I have no problem with it. We'd like to get the water out of there anyway.

MR. VAN LEEUWEN: Let me say something, as Greg will remember, whether or not when we gave approval for this project that those detention basins were supposed to be in working order before the project got started. Check the minutes of the meeting.

MR. WASKEW: Okay.

MR. VAN LEEUWEN: Mike, you weren't here in those days. But that was part of the agreement. Because you have got to understand one thing, we have a tremendous problem downstream. An agreement, Jim Loeb stood right there and agreed to it. Ron, you were on the board at that time, am I right or wrong?

MR. LANDER: You're right absolutely, that's why I brought it up.

MR. SPIGNARDO: That should be servicing the complex right now.

MR. WASKEW: I am not trying to hold anybody up.

MR. EDSALL: The guidelines of the Town changed relative to design of basins. So in a way it's

good that you have the opportunity now to bring it up to current standards. Obviously you can't begin the construction till Greg is finished the design. I'm saying if you're waiting for Health Department approval and you finish your stormwater, is there another reason why this couldn't proceed?

MR. WASKEW: Absolutely not. I agree. We'll do it.

MR. PETRO: While we are talking about that, just go over briefly about the tower you want to build, where you're going to have the outlet. I found that interesting. I thought it was nice for the project, too.

MR. WASKEW: Well let's, just for those that haven't seen any of this, this is, let me come around here. This sketch indicates some of the things that we want to do as part of Phase I. Really upgrade the appearance of Windsor Crest from the road, the whole access issue. Just make the place look like a different and better place. The thing that Mr. Petro just talked about is the detention basin. We would like to construct, sort of, a series of identities that we want to give about Windsor Crest. One of them is a clock tower that we'd like to put over the detention basin. This was going to be saved till later. But this is kind of what we want to do along the road. This is the kind of tower that we want to build above the detention structure. It's really not a clock tower, it says Windsor Crest on it, not enormous or anything like that. A bus station. Heavily landscape the edge of Route 32. We want to light that land, scanning kind of a passive lighting goes across there. Plant a series of Willows up at the top of the berms of these detention basins. For a couple of reasons, we want to cut the noise from the highway up to the projects. We'd like to reduce the apparent height of the buildings and the structures up on the project. Continuing with that thought process we're going to build a series of berms below these buildings. In fact I want to change the design of this one building. That's

something I would like to talk to the board about today. Rather than building the kind of building that you see now the building we propose to substitute looks like that. Much lower scale. It's much more of a colonialish kind of building. Still does the same thing. Occupies almost exactly the same footprint. Doesn't increase.

MR. PETRO: I think we aught to talk about that.

MR. VAN LEEUWEN: I've never seen that.

MR. WASKEW: The pump station itself is no longer going to be just a pump station. We want to turn it into a pavilion so it can be used as a sort of a halfway point for people who are using the bus station. Let's say a school bus is dropping the school kids off. At the corner now cars, people park their cars on the street here, blocking the exit and entrance. The kids kind of get out and walk along the street and go to their cars. We would like to channel that traffic directly, pedestrian traffic, and auto traffic, directly in from this bus shelter over along the walkway up to this pavilion. In fact the mothers or fathers who are picking up their children can be sitting there and just, really very pretty view from there. Watching the view, relaxing, seeing their children arrive and watching them walk up the hill. That would be part of a continuous internal pedestrian way that we're constructing some of these between the berms and the Willows. Getting the whole sidewalk system to be somewhat more regular, although I have been unable to convince some people that it could substitute for the sidewalk along Route 32. So we are continuing to show that.

MR. SPIGNARDO: While you are talking about the sidewalks I don't see any indication on the plan of the sidewalk on the plan?

MR. WASKEW: This brown line, this sort of beige line that you might have difficulty seeing from there is a sidewalk. It shows the sidewalk continuously along Route 32. Then it comes up this way, wonders away from the edge of the curb

a little bit because I want to build another berm and sort of a, I want to discuss the site a little more. Right now it's very uniform, very flat. In order to landscape it properly you really need highlight points and you need to, the experience of walking through a project needs to be somewhat less engineering like, with deference to my colleague here. It needs to be more organic. Landscaping is more organic and land is more organicroads, pipes and wires. People don't walk in straight lines and they make right turns and left turns. People sort of drift like waive motion. So, I'd like to soften a lot of that stuff up. In order to do that I almost am going to impose myself on the Planning Board and come to you in pieces. Understand that we're going to have pedestrian ways. But, we may only be able to solve the pedestrian way problem a little piece at a time. I've tried to do it for this new building that we are building. If we have time and you have interest I'd like to tell how I would like to change some of the sidewalk and pedestrian patterns for the two buildings that are now under construction. Kind of a different way to strew parking. Doesn't give you any less parking. It doesn't give you any less sidewalk. It just changes it. It tends to shield the building, lower levels of the building with landscapings from headlights of cars and tends to create sort of private spaces to park. It tends to separate the driving lanes from the parking lanes, all of that kind of stuff. That's the kind of stuff we want to start doing at Windsor Crest in general.
So, I'd like the board's input. I would like your response to ideas of putting a bus shelter and a clock tour.

MR. PETRO: The sidewalk I see is no longer up on top of the retention pond, it's back down.

MR. WASKEW: Well, it's also up on top of the retention bond.

MR. PETRO: Originally you had talked, we were worried about it being too close on the right-of-way. I see it's still on the

right-of-way which is not a problem. You were going to move it up.

MR. WASKEW: I have done that as well, Jim. The the sidewalk comes up this edge off the South Road. Comes to this pavilion structure which is together with the pump station. It's a pickup pavilion, intermediate, a place to rest, a place to sit, a place to meet your children. Sidewalk then continues along the top of the berm, still along the top of the retention basin berm, between the Willows and the tennis court, existing tennis court and then eventually between the Willows and a series of berms that we're going to be building on the downhill side of the existing structures that stay there. Then leaves the top of the berm and goes between the buildings to continue along the front of this new structure. Then stays again away from the road but comes back down. This is really a completed loop through here. That loop is then going to continue on to one that's just barely indicated, it's going to go onto Phase II. We want to have jogging, pedestrian walking.

MR. PETRO: It's also to go from the North Road, north, in case someone ever builds a skylom over there they are going to be able connect it.

MR. WASKEW: It does continue on north on the highway. We're talking to the D.O.T., actually, about trying to sort of combine some proposed future work of theirs and Route 32 with this sidewalk which may allow us to put in the right-of-way. I'm being vague, there isn't something specific yet. I am being intentionally vague. The pedestrian pattern, we'd like to change some of the paving patterns in the streets. Particularly where we think major crossing patterns happen as in where this easterly road is, Mark calls it. We'll have to give these roads names some day soon. When pedestrians cross the main arterial road all though it's really fairly low traffic, I'd like to change paving patterns. You need to know that you've gotten someplace. You get sort of a different feeling about it. You need to build

community as well as buildings. Building community has to do with a lot of other things. It has to do with the whole, a lot of what happened in Washington Green. They are really fairly ordinary buildings. The inside of them are fairly ordinary spaces. But the community works. It works for a lot of reasons. It works because we made them get out into the streets and because as soon as you get there you feel like you're home, that's what I want, too. That's what we want at Windsor Crest, we want to make a home.

MR. PETRO: Before we get off stormwater and drainage, one other major problem, and it has to do with the Town of New Windsor, not necessarily created completely by you, but downstream that's across the street, there is a fifteen inch CMP that has a right angle on it. I think it's collecting all the water off of your property and Snake Hill and frankly it doesn't work. One of the requests I think was from the Planning Board and also the Town Board is that you were going to work with Fred Fayo of correcting that problem. Of course I understand the retention ponds we're going to help that problem, but still it's going to be flowing and I think we can do fifty year storm on one hundred year storm, it's not going to work. The CMP downstream, the down, you already know what I am talking about. Do you have an answer to this?

MR. WASKEW: Yes, our response to it is, I mean briefly it says upon field inspection and determination, design and work will be done with retention basin priority work meaning we thought as we were doing this priority work in the detention basin and doing the new control we would like to at that time or somewhat before that time to go out with whoever needs to go out. We'll identify exactly what we can do and we are committed to helping that downstream work. I think we need to identify exactly what needs to be done and we'll do it and we would like to do it at the same time. I agree with you.

MR. PETRO: By committing though, I mean Windsor

Crest is going to be spending money with the Town of New Windsor to rectify this problem, whether you buy the pipe, we do the work, whatever the case maybe and the Town Board --

MR. WASKEW: Whatever they agree to.

MR. PETRO: -- for downstream --

MR. WASKEW: I believe that's already happened and if not I'll say it again for the record, we are committing to working with the Town of New Windsor including spending money. Once the downstream improvements are identified we will certainly cooperate.

MR. PETRO: Do you know where I am talking about, Ernie?

MR. EDSALL: Until Greg finishes his calculations we really don't know exactly what's needed as far as capacity. So, we'll look at that once Greg is done and we can come up with an answer. Again, the required capacity can be based on his calculations that will determine.

MR. PETRO: That's not for another few weeks, I understand.

MR. WASKEW: Continuing along with that stormwater drainage improvements there is notifications required to McGoey, Hauser and Edsall for the start of any drainage work off site/on site. Off site work you said the Highway Superintendent, Mr. Fayo, will be notified, whether before, during and after in this case. We will work together for the proper design, notify them when we get going and celebrate together when it's all fixed.

MR. PETRO: Paving and roadway.

MR. WASKEW: Paving and roadway work, applicant should verify the finished work for the South Road has been accepted by the New York State D.O.T.. There is a memo in some of your files of a meeting that I had on site with two members of

the D.O.T. and some conversations with Don Green. We met on the 18th. Summarizing our meeting the D.O.T. finds the South Road acceptable, period. The North Road is examined and the following was determined. I will just read from the memo, paving in the New York State Department of Transportation right-of-way of Route 32 appears to be acceptable pending confirmation of pavement thickness. We don't know there is enough pavement thickness. Windsor Crest will confirm pavement thickness by test cores in and out of the New York State right-of-way on the North Road. As soon as weather permits we will take a core in the right-of-way and a couple out of the right-of-way on the North Road. Should paving prove to be adequate, work acceptable subject to normal postconstruction repair. Obviously we are not going to leave the place with potholes when we leave. If paving within Windsor Crest property needs additional topping, design, detail for same shall be prepared by Shaw Engineering and submitted to the New York State D.O.T. for approval. The problem appears to be that if there is inadequate paving thickness on the North Road adding a layer of pavement to the top will affect the negative slope at the highway. Meaning the water will no longer pitch off the highway. So step one to find out whether, how much paving thickness there is.

MR. PYou have negative slope there?

MR. WASKEW: Yes, D.O.T. says there is a negative slope there now. They have no problem with the slope. The crown is to divert the water off to the existing catch basins here. To them, when I say sort of, but I mean it does. To them if everything else were okay that would be acceptable, including the fact that this is paved with dense binder rather than top.

MR. PETRO: You're saying right now in a heavy rainstorm there is no sheeting affect onto Route 32? The reason I mention that is because during the summer we had a pretty rough rainfall, some of the topsoil that was still laying on the road up further was on Route 32.

MR. WASKEW: I have a feeling that there may have been some work done since then. I think the crown has probably been improved. I think also topsoil, you mean topsoiling, I don't know. I think also drainage and ditches created. Some filtration control. I suppose in a super heavy rainstorm some of that water would go by there. The D.O.T. considers this to be adequate right now. However, we don't know and there is some --

MR. SPIGNARDO: The thickness of the roadway has to be --

MR. WASKEW: The thickness is not there. If it is indeed not there a whole redesign of how this works has to go into place. As soon as we can take, reasonably take course out here, which I guess could be as soon as a couple, three weeks, we'll take the cores, we'll decide what the right thing to do is and coordinate it with whatever future work D.O.T. is going to be doing on Route 32. They expect to be doing some work on Route 32 this summer, they tell me. Coordinate it and make it work. It will work. That's what this memo says.

MR. LANDER: If I could interject just for a minute. We were told at one of our prior meetings that you would make one of those roads work in the way they made those roads work, take the curbs out and raise them up. I can't, I don't know what the State was looking at but if there is a negative slope off of 32 on that road A, the northern part of road A, boy, it sure doesn't look like it. I don't even know what they are looking at. The catch basins are almost flush.

MR. WASKEW: No way we can put a top on there. I am not even pretending to think we could.

MR. LANDER: I think you have heard what has gone on in the past. We've cored the other roads and found out half the material was there. But, I could tell you right now the state is looking at the wrong entrance or something because there's no way.

MR. PETRO: It doesn't appear to have a negative slope when you are on the site.

MR. WASKEW: I can only tell you what they said to me, that it did, only at this point. However, all of that becomes mute if we have to put additional paving on top of that. Nobody could either pretend there would be a negative slope at that point.

MR. LANDER: I am stating I don't know what the State was looking at. Who was the fellow from the State, Don Green?

MR. WASKEW: Bill Elgia and Tom Mazzon (phonetic) were both there. In any case we have to take the cores. While we are doing that we will shoot grades, we will shoot elevations, we'll independently find out what the percentage is.

MR. LANDER: When this project started water ran out to 32 from when this thing first started. There was always water running. I don't mean, I mean from when it first started what was that, 19 what, 80? When did this thing start?

MR. VAN LEEUWEN: The last storm we had a major --

MR. LANDER: I mean the first when they had to move the --

MR. SHAW: That was '83.

MR. LANDER: Water running on 32, then on that same road. That road hasn't changed that much. I go passed it every day.

MR. WASKEW: We'll take cores and shoot grades and we have to, committing ourselves to submitting to meeting a negative slope, having the proper thickness and if it's not there we've committed ourselves to design a way to make it be there.

MR. VAN LEEUWEN: This project has been in front of this board since approximately 1975, when it

was called the New Windsor Commons. I'll tell you something, gentlemen, in the last year I dare say that we have more meetings on this project than any other project, all the other projects put together in this Town.

MR. WASKEW: Not pleasant ones, I gather.

MR. PETRO: Mike is here to change all of that.

MR. WASKEW: I hope. I'm working on it, I hope.

MR. PETRO: Mike, it seems that you've done pretty much this summary here. Do you want to read your closing statement, that's fine. Then we want to talk about a footprint. I want to give five minutes to everybody here before it gets too late. We have to address all the concerns raised in the memorandum. Windsor Crest New Hilltop Development looks forward to working together with the Town of New Windsor in completing Phase I and finalizing building Phase II. New Hilltop Development stands ready, committed to creating a community of which we all can be proud.

MR. WASKEW: I have to assume that's true. If there is no further discussion on that I would just like to spend maybe a little bit of time reviewing all of that.

MR. EDSALL: Before you get into that maybe I can just comment on, again, not being sarcastic toward this memo but more just I want you to understand some of the problems and make sure that the problems don't reoccur. There is a memorandum that you attached that is going to the staff, just saying that you have to give notification prior to start of work. One of the problems we ran into is notifications were given like we started an hour ago or we are starting in five minutes. They called us up and would let us know they were almost done. Prior to we would like a little courtesy. That prior to means two days in advance, that you plan on doing something. Just make sure they understand that because we have gotten some very late notices and

that creates a problem for Town scheduling and our scheduling. The other problem we have is it says work is to be done at the direction or under the supervision of the appropriate contact person. The Town of New Windsor, our office and I'm sure the New York State D.O.T. is not going to run your job for you. You've got to make sure that the person who you have on the job and there is a person responsible because that's another problem we had. When everybody showed this isn't being done right nobody was in charge. So I'm saying we've got to know who is in charge when we go out there and we have to talk to somebody so we understand. If we see faces we know we showed up and we are not able to find anybody, it really creates a problem. I am not trying to dig up old problems. We can make it go smoother if we can work in advance and during the construction.

MR. WASKEW: I understand it. What I really intended by that line was to tell the people they really should treat people with appropriate respect. We understand that we need to do the right thing now and so the Planning Board knows the whole staff has been changed. The whole construction has been changed. None of the people that were there are there anymore. They are all new. Some of them are experienced, Joel, who was with me at Washington Green. Rob was there all the time, working for me for a few years. I think they're good responsible people. I hope we do, I really expect to do the right thing. I really expect to. When we say six months from now when we meet again I think you'll be singing a whole different tune.
Again, briefly, what I would like to do, I would like to get the board's input on the suggestions that I went over quickly before which is bus shelter, clock tower, pavilion. This is a site plan change. We are moving the pump station from a previous location to its new location. The change is in the footprint of this building in Phase I. We'd like the boards input on that. Again, I'll tell you that the building is not getting any larger. It has a different footprint. It doesn't have a larger square footage of footprint. Nor is it any longer or

particularly any deeper and in fact it's a lower building. Just which is part of what we want to do.

MR. PETRO: You will need a variance for the clock tower.

MR. WASKEW: We probably will need a variance for the clock tower.

MR. PETRO: Will consider it a sign.

MR. WASKEW: We would need to get sent to the ZBA. We would like the Planning Board's input on, well, again, this is the building we want to build in lieu of the buildings that were proposed here, understanding the footprint is about the same.

MR. PETRO: Bedroom count remains exactly the same?

MR. WASKEW: Bedroom count remains exactly the same.

MR. PETRO: Square footage?

MR. WASKEW: Square footage of the building varies slightly but only because the footprint is somewhat different. Actually I think it's somewhat smaller in terms of square footage. Those were flats. These are town homes, two level homes. The stairwell takes up a lot of net square footage, vertical circulation. Clock tower we understand, this is a predesign. Certainly the bus shelter is a very preliminary design. We are trying to get stone back in this. Trying to get some kind of softer shapes into it. I want to get a warm --

MR. PETRO: I saw Washington Green, they were very nice, the ones out of stone.

MR. WASKEW: That's the other thing. The other thing we briefly mentioned we want to start putting in we did at Washington Green. We wanted to start putting in a recycling center. The

first one we put in we propose to the extreme south end of the project.

MR. PETRO: Mark, the building that's being the footprint, we discussed this once before, does this have to go before the Attorney General or is it different in that perspective, minor in nature? Do we need an amended site plan? Is this just one building, particular building?

MR. WASKEW: Phase I, there is one building we want to change. We do have to submit an amendment to the offering plan because it's a different unit.

MR. EDSALL: I would think that if you review it as a minor amendment and approve it subject to them making proper filings I don't see where that's a problem.

MR. PETRO: From what I understand the footprint is almost identical. Actually almost fits into the other one.

MR. WASKEW: It does fit in. It overlaps in one area, it comes short in the other. If you look closely and blow it up you will see that's the case.

MR. PETRO: Setbacks are still the same?

MR. WASKEW: Setbacks still the same. We'd like, we can come back another time for this but I had, I'm really sort of asking for direction from the Planning Board. The other direction that I'm asking for if we start making site changes such as this landscaping, there is an approved landscaping plan for this project, by the way. So some of this is a change from that landscape, it's much more intense. But it is in fact a change. Sidewalk pattern is somewhat different and unusual. I don't know how much the Planning Board wants to spend reviewing that or whether we can do that in Committee.

MR. PETRO: If you do walk in front of the detention pond will it eliminate a lot of the

landscaping there now?

MR. WASKEW: Hopefully, if we had to put it on our property exclusively, that's true. What we are hoping to do is to be able to put that sidewalk in the D.O.T. right-of-way. Somehow work with the D.O.T.. Again, none of this is certain because we don't know that we can do this yet. But the D.O.T. is doing improvement to Route 32 and what we are hoping to do is coordinate our improvement on that edge with the D.O.T.'s improvement on the right-of-way and somehow together come up with a solution that works for everybody rather than one that works for none of us.

MR. DUBALDI: I don't see how you're going to get sidewalks so close to 32. I don't see it because we walked that and that was pretty close. It's close.

MR. WASKEW: It's really close.

MR. DUBALDI: It's forty-five miles an hour.

MR. WASKEW: My initial purpose is not to put a sidewalk on Route 32 but to divert pedestrian traffic. At this point send them up on this upper walkway across and back down onto Route 32 where we could do it. In other words, get people up above the detention basin away.

MR. PETRO: You were talking with the New York State D.O.T., do they have any intentions of putting off-ramps? Is that in the plan that you looked at, just out of curiosity?

MR. WASKEW: No, the only thing they are really talking about, I hadn't looked at any specific plans. They are planning on surfacing the road and doing some additional other improvements, whatever that means. But they are planning to do it this year.

MR. PETRO: That would have been a great idea.

MR. LANDER: What do they plan on doing?

MR. SHAW: I don't know. I didn't have the conversation with them, Mike did.

MR. PETRO: I'll start and then you can go to the other gentlemen. I like the idea of the clock tour. I think that's nice. The bus station, a place for the kids to stand in the winter where they are safe and off the road, I don't see any problems with any of that. As far as the building change we can discuss that another time. The sidewalks I think certainly would meet our expectations and I think also the Town Board had concerns about that.

MR. SPIGNARDO: What's that?

MR. PETRO: Sidewalks, originally. You wanted the sidewalks there and that was that.

MR. SPIGNARDO: Yes, the Town Board wouldn't approve any other thing.

MR. PETRO: This certainly, I think, meets their expectations, right?

MR. VAN LEEUWEN: A lot of improvement.

MR. SPIGNARDO: The rest of, I see nothing wrong with the rest of it, I think it's a good improvement.

MR. PETRO: Any other input, Ron?

MR. LANDER: Yes, I think that since Windsor Crest has cleaned house internally I think this project here might move on, might move on a little smoother than it has in the past, the clock tower, the bus shelter. The pump house is the only thing that I think in this whole thing that should move ahead with the retention ponds. What kind of pressure, going back to that pressure, on the upper floors, you need thirty-five pounds?

MR. SHAW: You need 35 pounds in the mains in the street.

MR. LANDER: What do we need inside?

MR. VAN LEEUWEN: You've got 22 inside.

MR. LANDER: What do you need? Do you need thirty-five inside?

MR. SHAW: No, I think the New York State building code requires, Mark, if you know better, the requirement 8 P.S.I..

MR. LANDER: We have 22?

MR. WASKEW: That was just guessing, I don't know. I should not have said that. I don't know. We could test it.

MR. LANDER: We should find out. If you have what the code calls for it has to do with that pump house.

MR. VAN LEEUWEN: We'd like to make it a little, that's one reason why we discussed originally put, to do something else and get that pump station because when Greg was here last time we discussed that. We had already heard, the town supervisor heard that there was low pressure in those other units, that's one reason why we wanted to make sure that pump station with the other existing houses was going to be connected to the pump station. Remember, we had asked that and I asked you, I said look, whatever you do with that pump station, make sure that you connect the other houses to that pump station and get adequate pressure.

MR. SHAW: We will look at it, maybe we can do it. Have you been in one of these higher units with a faucet running? Do you have any firsthand knowledge of the pressure, whether it's adequate, whether it's someone's perception, that it's not enough when it really is?

MR. BABCOCK: No, I haven't personally been in there. My assistant has. I don't know what the pressure is in there.

MR. SHAW: Maybe just to satisfy the Board maybe you should stop in sometime, Mike. We would make a unit available. You can see firsthand and report back to the board.

MR. BABCOCK: I made a note to check what the code is. I will check it.

MR. PETRO: Let us know. In the mean time, again, we do know that the pressure will be increased regardless when the pump station is complete.

MR. LANDER: As far as the sidewalk in the front, I wouldn't change that at all because there are sidewalks up in Vails Gate, that was agreed to from the word go. You have changed a lot of things. Those trees in front of the tennis courts, are they in the retention pond or are they --

MR. WASKEW: Right at the top edge of the berm of the retention pond.

MR. LANDER: There is not a lot of room.

MR. WASKEW: Right at the top edge. They are Willows. Maybe some restructure will climb down into the retention pond, keep it dryer. I think that can only help.

MR. LANDER: I think upon the landscaping you're going to do now, if you do more we have no problem. If you do less we have a problem.

MR. WASKEW: Right.

MR. LANDER: It wasn't enough to begin with.

MR. WASKEW: Is there another comments?

MR. PETRO: Yes, one just on the paving again. I don't want to start this paving business over completely but your predecessor had a real problem concerning himself with what is roadway and what was parking lot. I mean he would have made Route 32 a parking lot if he got away with

an inch and a half on top and that was it. Is there paving anywhere in Phase I yet to be paved?

MR. WASKEW: There is some pavement, it's mostly finished. But we have to top Road A north, we know that. I think there is a portion of this road that's, this whole --

MR. PETRO: The Planning Board is taking the stance that the only thing that's parking lot is what's in front, directly in front of the buildings.

MR. VAN LEEUWEN: Correct.

MR. PETRO: Before he had Road B as a parking lot. If you remember we went through that. It's absolutely ridiculous.

MR. EDSALL: You have identified on your plan, Greg, the different types of pavement treatment. I think the Board agreed to the approach that you proposed.

MR. SHAW: Correct. What I do was on Phase II I delineated the type of pavement for each and every aspect and it's consistent with what this Board wanted for Phase I. So, please, go through the drawings, make sure it's exactly what you want.

MR. PETRO: I'm just trying to head off another possible, I don't want any gray area, what's roadway and what's parking lot.

MR. SHAW: Absolutely.

MR. PETRO: Okay. Is this a home owner's association out here? Is there a president?

MS. POWDERLY: He's not here.

MR. PETRO: Would someone like to speak?

MS. POWDERLY: Well, I think that pretty much we you have addressed many of our concerns. I would like to know whose unit it is that he's going to

go check because there definitely is a pressure problem. I disagree it is not perception. I'd like, I think that all of us would like to know whose unit it is. I don't want him going to a unit that they designate. I think we would like to know whose unit he's going to.

MR. PETRO: Your name and address?

MS. POWDERLY: Vivian and I'm in Unit 18.

MR. PETRO: Does 18 have low pressure?

MS. POWDERLY: Yes, but I think it is, all of us do. I disagree really adamantly that it is a perception problem.

MR. VAN LEEUWEN: Can our building inspector come and check your water?

MS. POWDERLY: There is another girl who washes her hair every night in the sink downstairs because she has no pressure to wash her hair in her bathroom upstairs.

MR. BABCOCK: What unit is hers, ma'am?

MS. POWDERLY: She's 52 and her name is Nina. She would be happy to have you come in.

MR. VAN LEEUWEN: What's her last name?

MS. POWDERLY: Karlone, that's unit 52? My name is Vivian Powderly.

MR. PETRO: Any other concerns?

MS. POWDERLY: Obviously on our, I don't know about the rest of the site, but definitely in our area there's a major water problem there with the way the water drains out of the entire development. I personally had many problems with water coming into my unit consistently at least four times since we moved in there in September.

MR. PETRO: Surface drainage you're talking about?

MS. POWDERLY: Yes, major, major problem. We were the only ones who had the problem.

MR. PETRO: Come up to the map and show us where it is?

MS. POWDERLY: Where our unit is?

MR. WASKEW: I can show you. She's right here.

MS. POWDERLY: We were the only unit who had this problem.

MR. WASKEW: She is on this hill. 18, right directly above the retention pond.

MS. POWDERLY: It has since been corrected. We haven't had any other problems.

MR. BABCOCK: That was the building that was built with the height problem. We made him address that by bringing in some material and they didn't address the foundation application when they brought the material in.

MR. PETRO: They put plywood in the doorways.

MS. POWDERLY: I don't want to make this a personal thing. I think everybody here who's here can tell you that there are water problems everywhere, I mean on the site. There's a lot of water and it's not going anywhere it's supposed to, for anybody. You walk around on the land, you come in and look at it you can see it everywhere. There's definitely a water problem there. I don't know where it's coming from or how, why it's there but it's there. There are a lot of concerns by all of the homeowners over that issue. The water pressure, the other issue that people are very concerned about. You have touched upon a lot of the things that people are concerned about. I don't know if anybody else has any other thing they want to talk about?

MR. MILLS: Phil Mills, I live at Unit 50. The detention ponds, people who were here during the summertime, they had to use a sledge hammer to

get management to do something to kill the bugs and mosquitos that collect in that pond.

MR. PETRO: They were not working properly and they are going to be. I don't think they were working at all.

MR. SPIGNARDO: No.

MR. MILLS: They are not working now. We are going through the same thing this summer again.

MR. PETRO: No.

MR. MILLS: If any of those people don't realize it those bugs are going to get into all the houses and everything else.

MS. POWDERLY: They were painted into my walls. I had bugs painted into my walls. That's how many bugs there were when my unit was spray painted or roll paint, whatever they did. I had a guy come in with sandpaper and sand the bugs off my walls, in my ceilings, in all of the rooms everywhere, even the bathrooms. There definitely was a problem with the prior management on every level. I mean you couldn't talk to the man. You couldn't get an answer out of the man. There has definitely been an improvement also in the management. I don't want to take anything away from Mike or Joel or any of the new people working there. They definitely seem to be making an effort to correct a lot of the problems. But obviously we're not very trusting right now because of the problems that we've had.

MR. PETRO: Neither is the New Windsor Planning Board.

MS. POWDERLY: We see that and I'm very happy to see that that's why I came here tonight, we wanted to make sure it was not only us that was concerned that there are other concerns.

MR. PETRO: Thank you.

MR. VAN LEEUWEN: We are very concerned, believe

me.

MR. PETRO: The retention pond, Phil, that's going to be addressed for sure. That's not going to be --

MS. POWDERLY: The pump station is a necessary thing. I mean they have to do something about the water pressure.

MR. VAN LEEUWEN: We know that. That's why we had them tie in all the lower units into the --

MS. POWDERLY: They were going to leave us out of it.

MR. VAN LEEUWEN: Yes, you're absolutely right.

MR. PETRO: Would you like to make a closing statement?

MR. WASKEW: Yes, I guess the other people need to get on from here. I don't know what to say. I think as Vivian just said we're trying to address all the issues. Many issues to address. I think we have solved a great many of them. Still many more to solve. We'd like the Planning Board's, we had appreciated the Planning Board's help and cooperation in trying to improve Phase I, including some of the proposals we've put before you and we'd like to incorporate some of the same kind of positive growth in the Phase II approval which we hope to pursue. To that end as a matter of fact we're going to the Health Department for approval for the water system and I suppose that kind of presupposes at least the conditional approval for all the other aspects of Phase II, the general layout, the unit count, odds and ends like that.
So, gentlemen, my experience with you is that you have been cooperative and helpful in the past. I have worked well with the Planning Board in the past. I hope to continue to do that and I hope to make the people of Windsor Crest happy. Come here next time and tell them how great we are doing.

MR. PETRO: Are you going to go into New Windsor Planning Board with an amended site plan for all of these changes?

MR. WASKEW: I would like to based upon the input that I have had today.

MR. PETRO: You have used a conceptual, but I think it has been positive on what you have drawn there. I think it would be, the next step is to come with an amended site plan so we can get some of this actually on the plan and then actually built and done.

MR. DUBALDI: It all sounds good, just do it.

MR. SPIGNARDO: One suggestion, Mike, on the upper edge of that retention pond, did you say you're going to use what kind of trees there?

MR. WASKEW: Willows. I just think that they grow quickly.

MR. SPIGNARDO: I know they do. But they are the worst thing you can plant. They are going to fill up that retention pond with so much mess it will clog up.

MR. WASKEW: I would think so. We'll get commentary from landscape professionals.

MR. SPIGNARDO: I think you should change your mind on that.

MR. WASKEW: We want to keep the retention pond dryer.

MR. SPIGNARDO: They soak up a lot of water.

MR. VAN LEEUWEN: Can I say something? I have a couple of Golden Willows myself. They are more work than they are worth. Because every spring they drop a lot of branches and when they're five, ten years old it's no big deal, but after they get to ten to fifteen year old period, they're a dirty tree. I will tell you something, they do suck up a lot of water. But it's not as

significant as you might think.

MR. PETRO: You did a great job at Washington Green with the landscaping, just do the same thing here.

MR. LANDER: I think that summarizes that is the long and short of it. You have a plan to go by, your landscaping. If you do the right thing everybody is happy. Do the wrong thing like from day one, nobody is going to be happy.

MR. PETRO: Thank you.

NOTICE OF INTENTION NOT TO REQUIRE
A
DRAFT ENVIRONMENTAL IMPACT STATEMENT

To All Involved Agencies:

The Planning Board of the Town of New Windsor, Orange County, New York is the Lead Agency in connection with the review of a project entitled "Hilltop Estates On-the-Hudson" which is a 149 unit condominium project proposed to be constructed on 24 acres located on the west side of Route 32 and shown on the New Windsor tax map as Section 35 Block 1 Lot 41. The Lead Agency has determined that the project is a Type I project because of its relationship to the New Windsor Cantonment. The Planning Board directed the consultants for the project to prepare a Long Environmental Assessment Form together with supplements. The project, the Long Environmental Assessment Form and the following supplements: a traffic impact study, a Phase I archeological survey, an engineering report entitled " Storm Water Management Calculations for Hilltop Estates", a forestry report, a copy of the highway work permit issued by New York State Department of Transportation and information concerning the water distribution system and the report of the fire inspector were the subject of public hearing held by the Planning Board on the 9th day of August, 1989. No comments were received by the Board at the hearing.

The Planning Board has made an initial determination that based upon the expanded Full Environmental Assessment Form and

the supplements noted above, that no Environmental Impact Statement will be required.

The Planning Board is forwarding to you with this notice the full Environmental Assessment Form and the supplements set forth above. If the Board does not hear from you within 15 days of the date of this notice, the Board will assume that you do not have any objection to the Board proceeding further without requiring a Draft Environmental Impact Statement.

The contact person on this project for the Town of New Windsor Planning Board is Mark Edsall, P.E., Consulting Engineer for the Town of New Windsor, 555 Union Avenue, New Windsor, New York 12550, telephone number (914) 562-8640.

DATED: October 27, 1989

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14-16-2 (2/87)—7c

617.21 SEQR

Appendix A

State Environmental Quality Review

FULL ENVIRONMENTAL ASSESSMENT FORM

Purpose: The full EAF is designed to help applicants and agencies determine, in an orderly manner, whether a project or action may be significant. The question of whether an action may be significant is not always easy to answer. Frequently, there are aspects of a project that are subjective or unmeasureable. It is also understood that those who determine significance may have little or no formal knowledge of the environment or may be technically expert in environmental analysis. In addition, many who have knowledge in one particular area may not be aware of the broader concerns affecting the question of significance.

The full EAF is intended to provide a method whereby applicants and agencies can be assured that the determination process has been orderly, comprehensive in nature, yet flexible to allow introduction of information to fit a project or action.

Full EAF Components: The full EAF is comprised of three parts:

Part 1: Provides objective data and information about a given project and its site. By identifying basic project data, it assists a reviewer in the analysis that takes place in Parts 2 and 3.

Part 2: Focuses on identifying the range of possible impacts that may occur from a project or action. It provides guidance as to whether an impact is likely to be considered small to moderate or whether it is a potentially-large impact. The form also identifies whether an impact can be mitigated or reduced.

Part 3: If any impact in Part 2 is identified as potentially-large, then Part 3 is used to evaluate whether or not the impact is actually important.

DETERMINATION OF SIGNIFICANCE—Type 1 and Unlisted Actions

Identify the Portions of EAF completed for this project: XX Part 1 XX Part 2 XX Part 3

Upon review of the information recorded on this EAF (Parts 1 and 2 and 3 if appropriate), and any other supporting information, and considering both the magitude and importance of each impact, it is reasonably determined by the lead agency that:

☐ A. The project will not result in any large and important impact(s) and, therefore, is one which **will not have a significant impact on the environment, therefore a negative declaration will be prepared.**

☐ B. Although the project could have a significant effect on the environment, there will not be a significant effect for this Unlisted Action because the mitigation measures described in PART 3 have been required, **therefore a CONDITIONED negative declaration will be prepared.***

☐ C. The project may result in one or more large and important impacts that may have a significant impact on the environment, **therefore a positive declaration will be prepared.**

* A Conditioned Negative Declaration is only valid for Unlisted Actions

Hilltop Estates on the Hudson
Name of Action

Name of Lead Agency

Print or Type Name of Responsible Officer in Lead Agency

Title of Responsible Officer

Signature of Responsible Officer in Lead Agency

Signature of Preparer (If different from responsible officer)

Gregory J. Shaw, P.E.

Date

5. Approximate percentage of proposed project site with slopes: ☒ 0-10% 55 % ☒ 10-15% 30 %
☒ 15% or greater 15 %

6. Is project substantially contiguous to, or contain a building, site, or district, listed on the State or the National Registers of Historic Places? ☒ Yes ☐ No New Windsor Cantonment-Refer to Archaeological Survey prep. by Hunter Research Assoc., Jan. 1989

7. Is project substantially contiguous to a site listed on the Register of National Natural Landmarks? ☐ Yes ☒ No

8. What is the depth of the water table? 6-10 (in feet)

9. Is site located over a primary, principal, or sole source aquifer? ☐ Yes ☒ No

10. Do hunting, fishing or shell fishing opportunities presently exist in the project area? ☐ Yes ☒ No

11. Does project site contain any species of plant or animal life that is identified as threatened or endangered?
☐ Yes ☒ No According to _____
Identify each species _____

12. Are there any unique or unusual land forms on the project site? (i.e., cliffs, dunes, other geological formations)
☐ Yes ☒ No Describe _____

13. Is the project site presently used by the community or neighborhood as an open space or recreation area?
☐ Yes ☒ No If yes, explain _____

14. Does the present site include scenic views known to be important to the community?
☒ Yes ☐ No

15. Streams within or contiguous to project area: N/A
a. Name of Stream and name of River to which it is tributary _____

16. Lakes, ponds, wetland areas within or contiguous to project area: Pond 1000 ft. northwest of site boundary
a. Name unnamed b. Size (In acres) 3 acres

17. Is the site served by existing public utilities? ☒ Yes ☐ No
a) If Yes, does sufficient capacity exist to allow connection? ☒ Yes ☐ No
b) If Yes, will improvements be necessary to allow connection? ☒ Yes ☐ No

18. Is the site located in an agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☒ No

19. Is the site located in or substantially contiguous to a Critical Environmental Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617? ☐ Yes ☒ No

20. Has the site ever been used for the disposal of solid or hazardous wastes? ☐ Yes ☒ No

B. Project Description

1. Physical dimensions and scale of project (fill in dimensions as appropriate)
a. Total contiguous acreage owned or controlled by project sponsor 0.0 acres.
b. Project acreage to be developed: 24.01 acres initially; 24.01 acres ultimately.
c. Project acreage to remain undeveloped 0.0 acres.
d Length of project, in miles: N/A (If appropriate)
e. If the project is an expansion, indicate percent of expansion proposed N/A %;
f. Number of off-street parking spaces existing 0 ; proposed 310 (99 spaces in garages)
g. Maximum vehicular trips generated per hour _____ (upon completion of project) Refer to Traffic Impact Study prepared by Parish & Weiner, May, 1988
h. If residential: Number and type of housing units:

	One Family	Two Family	Multiple Family	Condominium
Initially	0	0	0	149
Ultimately	0	0	0	149

i. Dimensions (in feet) of largest proposed structure 35 height; 40 width; 133 length.
j. Linear feet of frontage along a public thoroughfare project will occupy is? 1,038 ft.

25. Approvals Required:

			Type	Submittal Date
City, Town, Village Board	☐Yes	☒No		
City, Town, Village Planning Board	☒Yes	☐No	Site Plan	
City, Town Zoning Board	☐Yes	☒No		
City, County Health Department	☒Yes	☐No	Water System	
Other Local Agencies	☐Yes	☒No		
Other Regional Agencies	☐Yes	☒No		
State Agencies	☒Yes	☐No	N.Y.S.D.O.T. Highway Entrance & Drainage	
Federal Agencies	☐Yes	☒No		

C. Zoning and Planning Information

1. Does proposed action involve a planning or zoning decision? ☒Yes ☐No

   If Yes, indicate decision required:

   ☐zoning amendment ☐zoning variance ☐special use permit ☐subdivision ☒site plan

   ☐new/revision of master plan ☐resource management plan ☐other _____

2. What is the zoning classification(s)of the site? R-5, Multiple-Family Residential

3. What is the maximum potential development of the site if developed as permitted by the present zoning?

   56 single family detached residences, or 149 residences (townhouses)

4. What is the proposed zoning of the site? N/A

5. What is the maximum potential development of the site if developed as permitted by the proposed zoning?

   149 residences

6. Is the proposed action consistent with the recommended uses in adopted local land use plans? ☒Yes ☐No

7. What are the predominant land use(s) and zoning classifications within a ¼ mile radius of proposed action?

   R-4(Suburban Residential);R-5(Multiple Family Residential); PI(Industrial) NC(Commercial) & Undeveloped.

8. Is the proposed action compatible with adjoining/surrounding land uses within a ¼ mile? ☒Yes ☐No

9. If the proposed action is the subdivision of land, how many lots are proposed? N/A

   a. What is the minimum lot size proposed? _____

10. Will proposed action require any authorization(s) for the formation of sewer or water districts? ☐Yes ☒No

11. Will the proposed action create a demand for any community provided services (recreation, education, police, fire protection)? ☒Yes ☐No

    a. If yes, is existing capacity sufficient to handle projected demand? ☒Yes ☐No

*12. Will the proposed action result in the generation of traffic significantly above present levels? ☐Yes ☒No

    a. If yes, is the existing road network adequate to handle the additional traffic? ☐Yes ☐No

* Refer to Traffic Impact Study prepared by Parish & Weiner Inc., May 1988

D. Informational Details

Attach any additional information as may be needed to clarify your project. If there are or may be any adverse impacts associated with your proposal, please discuss such impacts and the measures which you propose to mitigate or avoid them.

E. Verification

I certify that the information provided above is true to the best of my knowledge. Rev. April 10,1989

Applicant/Sponsor Name Hilltop Estates on the Hudson Date May 22,1987

Signature _____ Title Professional Engineer

If the action is in the Coastal Area, and you are a state agency, complete the Coastal Assessment Form before proceeding with this assessment.

IMPACT ON WATER

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change
3. Will proposed action affect any water body designated as protected? (Under Articles 15, 24, 25 of the Environmental Conservation Law, ECL) ☒NO ☐YES			
Examples that would apply to column 2			
No • Developable area of site contains a protected water body.	☐	☐	☐Yes ☐No
No • Dredging more than 100 cubic yards of material from channel of a protected stream	☐	☐	☐Yes ☐No
No • Extension of utility distribution facilities through a protected water body.	☐	☐	☐Yes ☐No
No • Construction in a designated freshwater or tidal wetland.	☐	☐	☐Yes ☐No
• Other impacts: _____	☐	☐	☐Yes ☐No
4. Will proposed action affect any non-protected existing or new body of water? ☒NO ☐YES			
Examples that would apply to column 2			
No • A 10% increase or decrease in the surface area of any body of water or more than a 10 acre increase or decrease.	☐	☐	☐Yes ☐No
No • Construction of a body of water that exceeds 10 acres of surface area.	☐	☐	☐Yes ☐No
• Other impacts: _____	☐	☐	☐Yes ☐No
5. Will Proposed Action affect surface or groundwater quality or quantity? ☐NO ☒YES			
Examples that would apply to column 2			
No • Proposed Action will require a discharge permit.	☐	☐	☐Yes ☐No
No • Proposed Action requires use of a source of water that does not have approval to serve proposed (project) action.	☐	☐	☐Yes ☐No
No • Proposed Action requires water supply from wells with greater than 45 gallons per minute pumping capacity.	☐	☐	☐Yes ☐No
No • Construction or operation causing any contamination of a water supply system.	☐	☐	☐Yes ☐No
No • Proposed Action will adversely affect groundwater.	☐	☐	☐Yes ☐No
No • Liquid effluent will be conveyed off the site to facilities which presently do not exist or have inadequate capacity.	☐	☐	☐Yes ☐No
Yes • Proposed Action would use water in excess of 20,000 gallons per day.	☐	☒	☐Yes ☒No
No • Proposed Action will likely cause siltation or other discharge into an existing body of water to the extent that there will be an obvious visual contrast to natural conditions.	☐	☐	☐Yes ☐No
No • Proposed Action will require the storage of petroleum or chemical products greater than 1,100 gallons.	☐	☐	☐Yes ☐No
No • Proposed Action will allow residential uses in areas without water and/or sewer services.	☐	☐	☐Yes ☐No
No • Proposed Action locates commercial and/or industrial uses which may require new or expansion of existing waste treatment and/or storage facilities.	☐	☐	☐Yes ☐No
• Other impacts: _____	☐	☐	☐Yes ☐No
6. Will proposed action alter drainage flow or patterns, or surface water runoff? ☐NO ☒YES			
Examples that would apply to column 2			
No • Proposed Action would change flood water flows.	☐	☐	☐Yes ☐No

IMPACT ON TRANSPORTATION

14. Will there be an effect to existing transportation systems? ☐NO ☒YES

	Examples that would apply to column 2	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change
No	• Alteration of present patterns of movement of people and/or goods.	☐	☐	☐Yes ☐No
Yes	• Proposed Action will result in major traffic problems.	☒	☐	☐Yes ☐No
	• Other impacts: _____	☐	☐	☐Yes ☐No

IMPACT ON ENERGY

15. Will proposed action affect the community's sources of fuel or energy supply? ☒NO ☐YES

	Examples that would apply to column 2			
No	• Proposed Action will cause a greater than 5% increase in the use of any form of energy in the municipality.	☐	☐	☐Yes ☐No
No	• Proposed Action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two family residences or to serve a major commercial or industrial use.	☐	☐	☐Yes ☐No
	• Other impacts: _____	☐	☐	☐Yes ☐No

NOISE AND ODOR IMPACTS

16. Will there be objectionable odors, noise, or vibration as a result of the Proposed Action? ☒NO ☐YES

	Examples that would apply to column 2			
No	• Blasting within 1,500 feet of a hospital, school or other sensitive facility	☐	☐	☐Yes ☐No
No	• Odors will occur routinely (more than one hour per day).	☐	☐	☐Yes ☐No
No	• Proposed Action will produce operating noise exceeding the local ambient noise levels for noise outside of structures.	☐	☐	☐Yes ☐No
No	• Proposed Action will remove natural barriers that would act as a noise screen.	☐	☐	☐Yes ☐No
	• Other impacts: _____	☐	☐	☐Yes ☐No

IMPACT ON PUBLIC HEALTH

17. Will Proposed Action affect public health and safety? ☒NO ☐YES

	Examples that would apply to column 2			
No	• Proposed Action may cause a risk of explosion or release of hazardous substances (i.e. oil, pesticides, chemicals, radiation, etc.) in the event of accident or upset conditions, or there may be a chronic low level discharge or emission.	☐	☐	☐Yes ☐No
No	• Proposed Action may result in the burial of "hazardous wastes" in any form (i.e. toxic, poisonous, highly reactive, radioactive, irritating, infectious, etc.)	☐	☐	☐Yes ☐No
No	• Storage facilities for one million or more gallons of liquified natural gas or other flammable liquids.	☐	☐	☐Yes ☐No
No	• Proposed action may result in the excavation or other disturbance within 2,000 feet of a site used for the disposal of solid or hazardous waste.	☐	☐	☐Yes ☐No
	• Other impacts: _____	☐	☐	☐Yes ☐No

IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD

18. Will proposed action affect the character of the existing community? ☐NO ☒YES

Examples that would apply to column 2

		1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated By Project Change	
No	• The permanent population of the city, town or village in which the project is located is likely to grow by more than 5%.	☐	☐	☐Yes	☐No
No	• The municipal budget for capital expenditures or operating services will increase by more than 5% per year as a result of this project	☐	☐	☐Yes	☐No
No	• Proposed action will conflict with officially adopted plans or goals.	☐	☐	☐Yes	☐No
No	• Proposed action will cause a change in the density of land use.	☐	☐	☐Yes	☐No
Yes	• Proposed Action will replace or eliminate existing facilities, structures or areas of historic importance to the community.	☐	☒	☒Yes	☐No
No	• Development will create a demand for additional community services (e.g. schools, police and fire, etc.)	☐	☐	☐Yes	☐No
No	• Proposed Action will set an important precedent for future projects.	☐	☐	☐Yes	☐No
No	• Proposed Action will create or eliminate employment.	☐	☐	☐Yes	☐No
	• Other impacts:	☐	☐	☐Yes	☐No

19. Is there, or is there likely to be, public controversy related to potential adverse environmental impacts? ☐NO ☒YES

If Any Action in Part 2 Is Identified as a Potential Large Impact or If You Cannot Determine the Magnitude of Impact, Proceed to Part 3

Part 3—EVALUATION OF THE IMPORTANCE OF IMPACTS

Responsibility of Lead Agency

Part 3 must be prepared if one or more impact(s) is considered to be potentially large, even if the impact(s) may be mitigated.

Instructions

Discuss the following for each impact identified in Column 2 of Part 2:

1. Briefly describe the impact.
2. Describe (if applicable) how the impact could be mitigated or reduced to a small to moderate impact by project change(s).
3. Based on the information available, decide if it is reasonable to conclude that this impact is **important.**

To answer the question of importance, consider:

- The probability of the impact occurring
- The duration of the impact
- Its irreversibility, including permanently lost resources of value
- Whether the impact can or will be controlled
- The regional consequence of the impact
- Its potential divergence from local needs and goals
- Whether known objections to the project relate to this impact.

(Continue on attachments)

ENVIRONMENTAL ASSESSMENT - III

EVALUATION OF THE IMPORTANCE OF IMPACTS

IMPACT ON LAND

1. WILL THE PROPOSED ACTION RESULT IN A PHYSICAL CHANGE TO THE PROJECT SITE?

The construction of roadways and residential condominiums at the northwesterly portion of the Hilltop Estates site will be the only construction activity on slopes of 15% or greater. This construction will result in substantial "cuts and fills" of the soil, which in turn will make the disturbed areas susceptible to soil erosion.

To mitigate this impact, topsoil removed during construction will be stockpiled for later use and protected by hay bales. During the filling and grading operations, the slopes of the final grades will not exceed the safe angle of repose for the soil types encountered, and the fill material utilized will be free from organic matter. To limit erosion, straw bale barriers and silt fences will be used, and the disturbed soils shall be left exposed for a minimum length of time.

Short term vegetation may be used in those areas which have been disturbed and where construction activity is not imminent. Storm water flowing through the disturbed areas will be controlled by diversion swales which will convey the eroded soil to the storm water detention ponds adjacent to Windsor Highway. As the detention pond's outlets will be blocked during construction they will serve as sedimentation ponds which will allow the eroded material to settle to the pond's bottom. Periodic removal of the eroded material will be required during construction.

Upon completion of construction in this area, all disturbed areas shall be topsoiled, seeded and mulched. Protective coverings will be used as necessary. The final mitigation measure will be the Landscaping Plan consisting of new trees, shrubs and ground cover to minimize post-construction soil erosion.

IMPACT ON WATER

5. WILL PROPOSED ACTION AFFECT SURFACE OR GROUNDWATER QUALITY OR QUANTITY?

The anticipated water consumption for the 149 condominium project is estimated at 44,700 Gallons Per Day (GPD) which represents 90 GPD of water per capita. This increase in demand on New Windsor's Water Filtration Plant represents 2.25% of its present capacity of 2 Million Gallons Per Day of Water.

This anticipated water consumption is a concern to New Windsor as its Water Filtration Plant processes an Average Daily Flow of 1.65 MGD, and during periods of the summer a Maximum Daily Flow of 2.0 MGD which is the Plant's rated capacity. In order to supply water to Hilltop Estates and other projects presently before the Planning Board, New Windsor has authorized its Engineering Consultant to study the feasibility in increasing the Plant's filtration capacity. In the meantime New Windsor will continue to rely upon its existing Agreement with the Town of Newburgh to withdraw water from Newburgh's water system on Union Avenue. Also, New Windsor anticipates executing in the near future an Agreement with the City of Newburgh allowing New Windsor to withdraw water from the City's water system.

The impact of Hilltop's demand on New Windsor's Water System will be mitigated in two ways. First, by phasing the construction of the project over five years its total demand on New Windsor's water system will not be immediate. The construction sequence of the project will allow the Town of New Windsor to pursue the increase in capacity of the Water Filtration Plant, and other sources of water supply.

Second and most importantly, if New Windsor is not able to provide water service to Hilltop Estates due to the lack of the Plant expansion and the additional sources of water supply presented above, New Windsor can refuse to issue Building Permits to the Developer.

6. WILL PROPOSED ACTION ALTER DRAINAGE FLOW OR PATTERNS, OR SURFACE WATER RUNOFF?

Presently stormwater generated by the undeveloped site flows overland towards the east and crosses Windsor Highway via the N.Y.S.D.O.T. drainage system. The storm water discharge continues in an easterly direction through residential properties until discharging into the Woods Pond Creek (Lands Of Warmers).

The development of the Hilltop Estates will increase the site's impervious areas, and decrease the times of concentration for storms, both of which will increase the quantity of stormwater generated by the subject parcel. This increase in stormwater flows will impact the downstream drainage routes due to their limited hydraulic capacities, and also the residential properties situated along the routes.

To mitigate this impact, two stormwater detention ponds will be constructed along the easterly boundary of the site adjacent to Windsor Highway. These ponds will detain the stormwater generated by the development of the project site in addition to the runoff generated by the Lands of Sky-Lom New Windsor Development Corp. (formerly Epiphany Apostolic College) which is west of the site.

An Engineering Report entitled "Storm Water Drainage Report For Hilltop Estates On The Hudson" prepared by Shaw Engineering and dated April 25, 1988 will be incorporated into this Evaluation Of The Importance Of Impacts at a later date.

IMPACT ON HISTORIC AND ARCHAEOLOGICAL RESOURCES

12. WILL PROPOSED ACTION IMPACT ANY SITE OR STRUCTURE OF HISTORIC, PRE-HISTORIC OR PALEONTOLOGICAL IMPORTANCE?

The Hilltop Estates project is located within the boundary of the New Windsor Cantonment site as presently listed in the National Register of Historic Places. The New Windsor Cantonment State Historic Site, also contained within the National Register site and the focus of present-day interpretations of the historic events of 1782-83, is located approximately 2,500 feet to the west of the Hilltop Estates property.

A Report entitled "A Phase 1 Archaelogical Survey For The Hilltop Estates Property" prepared by Hunter Research Associates and dated January 1989 will be incorporated into this Evaluation Of The Importance Of Impacts at a later date.

IMPACT ON TRANSPORTATION

14. WILL THERE BE AN EFFECT TO EXISTING TRANSPORTATION SYSTEMS?

The Anticipated Site Generated Traffic Volumes projected for Hilltop Estates is as follows:

	Entry Volume	Exit Volume	Total Volume
Peak AM Highway Hour (7:30 - 8:30 AM)	21	69	90
Peak PM Highway Hour (4:30 - 5:30 PM)	80	41	121

While this anticipated traffic will not result in major traffic problems, it will increase vehicular traffic on Windsor Highway.

A Report entitled "Traffic Impact Study - Hilltop Estates" prepared by Parish and Wieiner Inc. and dated May 1988 will be incorporated into this Evaluation Of The Importance Of Impacts at a later date.

IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD

18. WILL PROPOSED ACTION AFFECT THE CHARACTER OF THE EXISTING COMMUNITY?

The Hilltop Estates project is located within the boundary of the New Windsor Cantonment site as presently listed in the National Register of Historic Places. This New Windsor Cantonment site is of historic importance to the New Windsor Community, and the development of Hilltop Estates may impact this asset of the community.

A Report entitled "A Phase 1 Archaelogical Survey For The Hilltop Estates Property" prepared by Hunter Research Associates and dated January 1989 will be incorporated into this Evaluation Of The Importance Of Impacts at a later date.

McGOEY, HAUSER and EDSALL
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11 June 1992

MEMORANDUM FOR RECORD

SUBJECT: HILLTOP CONDOMINIUM PROJECT
FIELD MEETING REGARDING SIDEWALKS

Pursuant to the request of the engineer for the Hilltop project, Greg Shaw, on 10 June 1992 a field meeting was held to review the conditions along NYS Route 32, with regard to the installation of concrete sidewalks along the front of the project. Present at this meeting were the following:

Michael Landau	Hilltop Development
Michael Babcock	Town Building Inspector
James Petro	Planning Board Chairman
Henry VanLeeuwen	Planning Board Member
Carmine DiBaldi	Planning Board Member
Mark J. Edsall, P.E.	Planning Board Engineer

The alternatives for the installation were discussed. Primarily, these included the installation of the sidewalk on the upper plateau location behind the existing utility poles, or below the utility poles (closer to the roadway), along the front of all existing landscaping.

With regard to the first alternative, same would require removal and possible replanting of the first row of all landscaping. I indicated that the problem with this approach was that the NYSDOT would likely not permit the planting of the landscaping in their right-of-way. As such, unless another planting arrangement is found, the quantity and buffering effect of the landscaping would be decreased. In addition, due to the grade elevations near the north driveway, transition for handicapped access would be difficult. Inasmuch as Mr. Landau did not have a boundary plan available during the meeting (Mr. Shaw did not attend), it was not possible to determine if this alternative would result in sidewalks in or out of the State right-of-way.

With regard to the second alternative, this alternative would not require the removal of landscaping. This alternative clearly would result in the sidewalk being within the State right-of-way. It was not clear whether the State would require the installation of curb, given the spacing back from the highway pavement and curb line. Placement of fill on the roadway side of the sidewalk would be required, and may be a problem. It is anticipated that a sidewalk of 5' width will be required, based on standard DOT requirements.

Following a review of these two alternatives, it was determined that the second alternative would be preferable; if grades do not prohibit the construction. Mr. Landau was advised that he should have his engineer review the alternatives, then contact the NYSDOT and review the matter. Submittal of revised plans to the Planning Board is required.

Respectfully submitted,

Mark J. Edsall, P.E.
Planning Board Engineer

MJEmk

cc: James Petro, Planning Board Chairman
Greg Shaw, P.E.

A:6-11-2E.mk

HILLTOP ESTATES - ROUTE 32

James Loeb, Esq. came before the Board representing this proposal.

MR. LOEB: I listened to what you said about discussion items. This is a perfect illustration of it. I am pleased to deliver to you tonight, I should go back and remind you, this is a project that's already been approved but we've promised you the final archaeological report when it was done. It was completed. It's dated March of this year. I'm not going to read the whole report to you. You may want to look at it. It's very interesting. But, the summary is really and the recommendations are interesting after they have done all of their studies and dug and been all through it, their report is that by far, the great majority of the material they found is 19 and 20th century material. There's virtually no Revolutionary War material left. They are not saying it wasn't there but they used the terms looters. They say this site and many of the other Revolutionary War sites in this area have been looted and they have identified people with metal detectors who have been through the sites. It's their recommendation that all that's left that can be done is fenced carefully when you excavate so people don't take it as an open invitation. It's an extremely interesting report. Very surprisingly in the prosody of materials that they discovered when they did this and finally opened up the soil, there is just if it was there, it's been taken or it may never have been there.

MR. SCHIEFER: There's no archaeological significance as far as we're concerned.

MR. LOEB: No.

MR. SCHIEFER: Thank you.

MR. LOEB: The other is to tell you for your records and we'll be filing these so Mike has them when the project was originally presented, it showed a tennis court to be installed. Then, when it was approved as Phase I, the developers decided not to build the tennis court in Phase I. They have now decided as an amenity it would be a good idea to put it in presumably for sales purposes in Phase I so although Phase I did not show the tennis court, it will in fact

be built in the same location and I don't know whether there are plans but I brought one to show where the court is. It's right the first, the center of the project right off 32. That's where it was originally. It was taken out and what they are saying we are going to put it back in rather than waiting. I suspect that they believe by doing that, the sales will improve in Phase I.

MR. SCHIEFER: You're not changing anything, just accelerating the installation?

MR. LOEB: We are putting in the amenities, yes. Is that a good discussion?

MR. SCHIEFER: Yes, that's the way I like the discussions.

MR. LOEB: Thank you.

CHRONOLOGICAL JOB STATUS REPORT

JOB: 87-56 NEW WINDSOR PLANNING BOARD (Chargeable to Applicant) CLIENT: NEWWIN - TOWN OF NEW WINDSOR
TASK: 86- 89

TASK-NO	REC	--DATE--	TRAN	EMPL	ACT	DESCRIPTION---------	RATE	HRS.	DOLLARS TIME	EXP.	BILLED	BALANCE
86-89	255	01/25/87	TIME	MJE	MC	HILLTOP	40.00	2.00	80.00			
86-89	256	02/01/87	TIME	MJE	MC	HILLTOP	40.00	0.50	20.00			
86-89	257	02/08/87	TIME	FMD	CL	HILLTOP	17.00	0.50	8.50			
86-89	258	02/15/87	TIME	MJE	MC	HILLTOP	40.00	1.00	40.00			
86-89	259	02/22/87	TIME	MJE	MC	HILLTOP	40.00	1.50	60.00			
86-89	260	03/08/87	TIME	MJE	MC	HILLTOP	40.00	2.00	80.00			
86-89	769	04/20/87	TIME	MJE	MC	HILLTOP SITE PLAN	40.00	0.50	20.00			
86-89	1231	05/26/87	TIME	MJE	MC	HILLTOP	40.00	0.50	20.00			
86-89	1232	05/29/87	TIME	MJE	MC	HILLTOP	40.00	0.50	20.00			
86-89	3916	10/12/87	TIME	MJE	MC	HILLTOP	40.00	1.00	40.00			
86-89	4517	12/03/87	TIME	MJE	MC	HILLTOP SITE	40.00	0.30	12.00			
86-89	5448	01/12/88	TIME	MJE	MC	HILLTOP SITE PLAN	40.00	0.50	20.00			
86-89	7896	04/27/88	TIME	EK	PA	HILLTOP ESTATES	35.00	1.00	35.00			
86-89	9417	05/25/88	TIME	MJE	MC	HILLTOP	40.00	0.30	12.00			
86-89	11232	07/11/88	TIME	MJE	MC	HILLTOP	40.00	0.50	20.00			
86-89	13239	08/31/88	TIME	MJE	MC	HILLTOP	40.00	0.50	20.00			
									507.50			
86-89	12401	08/17/88				BILL Hilltop Partial Bill					-487.50	
											-487.50	
86-89	15494	10/25/88	TIME	MJE	MC	HILLTOP	40.00	0.50	20.00			
86-89	15955	10/25/88	TIME	EJ	CL	HILLTOP PB COMM	17.00	0.20	3.40			
86-89	15965	10/26/88	TIME	EJ	CL	HILLTOP PB COMM	17.00	0.20	3.40			
86-89	16906	11/16/88	TIME	MJE	MC	HILLTOP	40.00	0.80	32.00			
									566.30			
86-89	18452	12/19/88				BILL PARTIAL					-78.80	
											-566.30	
86-89	19193	01/07/89	TIME	KJM	MR	HILLTOP EST DRAINAGE	60.00	1.00	60.00			
86-89	19551	01/12/89	TIME	MJE	MC	HILLTOP	60.00	1.50	90.00			
86-89	20225	01/18/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	20310	02/06/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	20327	02/06/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	21469	02/09/89	TIME	EJ	CL	HILLTOP	19.00	0.50	9.50			
86-89	20317	02/10/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	20335	02/10/89	TIME	MJE	MC	DUPLICATE ENTRY	60.00	0.00	0.00			
86-89	21472	02/10/89	TIME	EJ	CL	HILLTOP	19.00	0.30	5.70			
86-89	21245	02/15/89	TIME	MJE	MC	HILLTOP	60.00	0.70	42.00			
86-89	21249	02/16/89	TIME	MJE	MC	HILLTOP	60.00	0.20	12.00			
86-89	21416	02/16/89	TIME	LSB	CL	HILLTOP	19.00	0.80	15.20			
86-89	21251	02/17/89	TIME	MJE	MC	HILLTOP	60.00	0.10	6.00			
86-89	21254	02/18/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	21805	02/21/89	TIME	EJ	CL	HILLTOP WATER SYS	19.00	1.00	19.00			

CHRONOLOGICAL JOB STATUS REPORT

JOB: 87-56 NEW WINDSOR PLANNING BOARD (Chargeable to Applicant) CLIENT: NEWWIN - TOWN OF NEW WINDSOR
TASK: 86- 89

TASK-NO	REC	--DATE--	TRAN	EMPL	ACT	DESCRIPTION---------	RATE	HRS.	DOLLARS TIME	EXP.	BILLED	BALANCE
86-89	21730	02/22/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	21732	02/23/89	TIME	MJE	MC	HILLTOP	60.00	0.30	18.00			
86-89	21806	02/23/89	TIME	EJ	CL	HILLTOP WATER SYS	19.00	0.30	5.70			
									1029.40			
86-89	22028	02/28/89				BILL inv 89 172					-463.10	
											-1029.40	
86-89	22285	03/05/89	TIME	KJM	MR	DRAINAGE	60.00	0.50	30.00			
86-89	22837	03/09/89	TIME	MJE	CL	HILLTOP EST ON HUDSO	19.00	0.50	9.50			
86-89	23203	03/13/89	TIME	MJE	CL	MEMO/HILLTOP ESTATES	19.00	0.50	9.50			
86-89	23800	03/31/89	TIME	MJE	MC	HILLTOP	60.00	0.30	18.00			
86-89	24748	04/05/89	TIME	MJE	MC	HILLTOP	60.00	2.50	150.00			
86-89	24613	04/06/89	TIME	EJ	CL	HILLTOP EST S/P	19.00	0.50	9.50			
86-89	24749	04/06/89	TIME	MJE	MC	HILLTOP	60.00	1.00	60.00			
86-89	24936	04/11/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	24962	04/11/89	TIME	MJE	CL	MEMO/HILLTOP EST	19.00	0.50	9.50			
86-89	24937	04/13/89	TIME	MJE	MC	HILLTOP	60.00	1.20	72.00			
86-89	24939	04/14/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	25213	04/17/89	TIME	MJE	MC	HILLTOP	60.00	0.30	18.00			
86-89	25219	04/21/89	TIME	MJE	MC	HILLTOP	60.00	0.40	24.00			
86-89	25568	04/24/89	TIME	MJE	MC	HILLTOP	60.00	0.40	24.00			
86-89	25587	04/25/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	26511	05/10/89	TIME	MJE	MC	HILLTOP	60.00	0.30	18.00			
86-89	26910	05/16/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	27267	05/22/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	27269	05/23/89	TIME	MJE	MC	HILLTOP	60.00	1.00	60.00			
86-89	27475	05/23/89	TIME	EJ	CL	HILLTOP	19.00	0.50	9.50			
86-89	27275	05/24/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	27478	05/24/89	TIME	EJ	CL	HILLTOP	19.00	0.20	3.80			
86-89	27277	05/25/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
									1764.70			
86-89	26165	05/10/89				BILL inv 89 263					-524.00	
											-1553.40	
86-89	28275	06/07/89	TIME	MJE	MC	HILLTOP	60.00	1.00	60.00			
86-89	29320	06/23/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	29997	06/26/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	30796	07/12/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	30886	07/12/89	TIME	MJE	CL	HILLTOP ESTATES	19.00	0.50	9.50			
86-89	31090	07/18/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	32036	08/04/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	32635	08/08/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	32636	08/09/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			

CHRONOLOGICAL JOB STATUS REPORT

JOB: 87-56 NEW WINDSOR PLANNING BOARD (Chargeable to Applicant) CLIENT: NEWWIN - TOWN OF NEW WINDSOR
TASK: 86- 89

TASK-NO	REC	--DATE--	TRAN	EMPL	ACT	DESCRIPTION---------	RATE	HRS.	DOLLARS TIME	EXP.	BILLED	BALANCE
86-89	32829	08/09/89	TIME	EJ	CL	HILLTOP EST S/P	19.00	0.30	5.70			
86-89	32885	08/09/89	TIME	NJE	CL	HILLTOP EST	19.00	0.50	9.50			
86-89	32971	08/15/89	TIME	MJE	MC	HILLTOP	60.00	0.20	12.00			
86-89	32974	08/16/89	TIME	MJE	MC	HILLTOP	60.00	0.20	12.00			
86-89	34455	09/05/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
						TASK TOTAL			2113.40	0.00	-1553.40	560.00
						GRAND TOTAL			2113.40	0.00	-1553.40	560.00

STATE OF NEW YORK)
) SS:
COUNTY OF ORANGE)

Alison A. Chuss, being sworn, says:

I am not a party to the action, am over 18 years of age, and reside at 103 Popula Boulevard, Wappingers Falls, New York 12590.

On October 27, 1989, I served a true copy of the annexed Notice of Intention Not to Require Draft Environmental Impact Statement and Long Environmental Assessment Form with supplements.

By mailing the same certified mail/return receipt requested in a sealed envelope, with postage prepaid thereon in a post-office or official depository of the U.S. Postal Service within the State of New York, addressed to the last known address of the addressee(s) as shown on attached Schedule A.

Alison A Chuss

Alison A. Chuss

Sworn to before me this
27th day of October, 1989.

Notary Public

SENDER: Complete items 1 and 2 when additional services are desired, and complete items 3 and 4.

Put your address in the "RETURN TO" Space on the reverse side. Failure to do this will prevent this card from being returned to you. The return receipt fee will provide you the name of the person delivered to and the date of delivery. For additional fees the following services are available. Consult postmaster for fees and check box(es) for additional service(s) requested.

1. ☐ Show to whom delivered, date, and addressee's address. *(Extra charge)*
2. ☐ Restricted Delivery *(Extra charge)*

3. Article Addressed to:
N.Y. District Office
U.S. Army Corps of Eng.
J. Javits Fed. Bldg.
N.Y. N.Y. 10278-0090

4. Article Number
P 781-503-937

Type of Service:
☐ Registered ☐ Insured
☒ Certified ☐ COD
☐ Express Mail ☐ Return Receipt for Merchandise

Always obtain signature of addressee or agent and DATE DELIVERED.

5. Signature — Address
X Thomas O'Toole

6. Signature — Agent
X

7. Date of Delivery NOV 02 1989

8. Addressee's Address *(ONLY if requested and fee paid)*

PS Form 3811, Mar. 1988 * U.S.G.P.O. 1988-212-865 DOMESTIC RETURN RECEIPT

24 JUL 90

P 781 503 937
RECEIPT FOR CERTIFIED MAIL
NO INSURANCE COVERAGE PROVIDED
NOT FOR INTERNATIONAL MAIL
(See Reverse)

Sent to N.Y. District Office	
Street and No. 26 Federal Plaza, J. Javits Fed. Bldg.	
P.O., State and ZIP Code N.Y. N.Y. 10278-0090	
Postage	$.45
Certified Fee	.85
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt showing to whom and Date Delivered	.40
Return Receipt showing to whom, Date, and Address of Delivery	
TOTAL Postage and Fees	$1.33
Postmark or Date OCT 27	

PS Form 3800, June 1985

SENDER: Complete items 1 and 2 when additional services are desired, and complete items 3 and 4.

Put your address in the "RETURN TO" Space on the reverse side. Failure to do this will prevent this card from being returned to you. The return receipt fee will provide you the name of the person delivered to and the date of delivery. For additional fees the following services are available. Consult postmaster for fees and check box(es) for additional service(s) requested.

1. ☐ Show to whom delivered, date, and addressee's address. (Extra charge)
2. ☐ Restricted Delivery (Extra charge)

3. Article Addressed to:
NYS Parks Recreation & Historic Preservation
State Parks Office
Albany, NY 12238

4. Article Number
P781 503 934

Type of Service:
☐ Registered ☐ Insured
☐ Certified ☐ COD
☐ Express Mail ☐ Return Receipt for Merchandise

Always obtain signature of addressee or agent and DATE DELIVERED.

5. Signature — Addressee

6. Signature — Agent
James Kirk

7. Date of Delivery
10/30/89

8. Addressee's Address (ONLY if requested and fee paid)
29,416

PS Form 3811, Mar. 1988 * U.S.G.P.O. 1988-212-865 DOMESTIC RETURN RECEIPT

SENDER: Complete items 1 and 2 when additional services are desired, and complete items 3 and 4.

Put your address in the "RETURN TO" Space on the reverse side. Failure to do this will prevent this card from being returned to you. The return receipt fee will provide you the name of the person delivered to and the date of delivery. For additional fees the following services are available. Consult postmaster for fees and check box(es) for additional service(s) requested.

1. ☐ Show to whom delivered, date, and addressee's address. (Extra charge)
2. ☐ Restricted Delivery (Extra charge)

3. Article Addressed to:
Commissioner
O.C. Dept of Planning & Econ. Development
255 main St.
Goshen NY 10924

4. Article Number
P781 933 040

Type of Service:
☐ Registered ☐ Insured
☐ Certified ☐ COD
☐ Express Mail ☐ Return Receipt for Merchandise

Always obtain signature of addressee or agent and DATE DELIVERED.

5. Signature — Addressee
X

6. Signature — Agent
X

7. Date of Delivery
OCT 6 1989

8. Addressee's Address (ONLY if requested and fee paid)

PS Form 3811, Mar. 1988 * U.S.G.P.O. 1988-212-865 DOMESTIC RETURN RECEIPT

P 781 503 939
RECEIPT FOR CERTIFIED MAIL
NO INSURANCE COVERAGE PROVIDED
NOT FOR INTERNATIONAL MAIL
(See Reverse)

29,416 JRL

Sent to	NYS Parks Recreation & Historic Preservation
Street and No. or P.O. State and ZIP Code	State Parks Office Albany NY 12238
Postage	$.468
Certified Fee	.85
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt showing to whom and Date Delivered	.90
Return Receipt showing to whom, Date, and Address of Delivery	
TOTAL Postage and Fees	$2.33
Postmark or Date	OCT

PS Form 3800, June 1985

P 781 503 502
RECEIPT FOR CERTIFIED MAIL
NO INSURANCE COVERAGE PROVIDED
NOT FOR INTERNATIONAL MAIL
(See Reverse)

29,416 JRL

Sent to	Comm. O.C. Dept of Planning & Econ. Dev.
Street and No. or P.O. State and ZIP Code	255 main St. Goshen NY 10924
Postage	$.468
Certified Fee	.85
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt showing to whom and Date Delivered	.90
Return Receipt showing to whom, Date, and Address of Delivery	
TOTAL Postage and Fees	$2.33
Postmark or Date	OCT

PS Form 3800, June 1985

P 781 503 934
RECEIPT FOR CERTIFIED MAIL
NO INSURANCE COVERAGE PROVIDED
NOT FOR INTERNATIONAL MAIL
(See Reverse)

Sent to	Reg. Director NYS Dept
Street and No.	of Env. Cons. 21 So Putt Corners Rd
P.O., State and ZIP Code	New Paltz, NY 12561
Postage	$ 458
Certified Fee	85
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt showing to whom and Date Delivered	90
Return Receipt showing to whom, Date, and Address of Delivery	
TOTAL Postage and Fees	$ 633
Postmark or Date	

JRL 29,416

PS Form 3800, June 1985

P 781 503 935
RECEIPT FOR CERTIFIED MAIL
NO INSURANCE COVERAGE PROVIDED
NOT FOR INTERNATIONAL MAIL
(See Reverse)

Sent to	Commissioner
Street and No.	NYS Dept of Env. Cons.
P.O., State and ZIP Code	50 Wolf Rd Albany NY
Postage	12233-0001 $ 458
Certified Fee	85
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt showing to whom and Date Delivered	90
Return Receipt showing to whom, Date, and Address of Delivery	
TOTAL Postage and Fees	$ 633
Postmark or Date	

29,416 JRL

PS Form 3800, June 1985

SENDER: Complete items 1 and 2 when additional services are desired, and complete items 3 and 4.
Put your address in the "RETURN TO" Space on the reverse side. Failure to do this will prevent this card from being returned to you. The return receipt fee will provide you the name of the person delivered to and the date of delivery. For additional fees the following services are available. Consult postmaster for fees and check box(es) for additional service(s) requested.
1. ☐ Show to whom delivered, date, and addressee's address. *(Extra charge)*
2. ☐ Restricted Delivery *(Extra charge)*

3. Article Addressed to:
Regional Director
NYS Dept of Env. Cons.
NYS Dept.
21 So Putt Corners Rd.
New Paltz, NY 12561

4. Article Number
P781-503 934

Type of Service:
☐ Registered ☐ Insured
☑ Certified ☐ COD
☐ Express Mail ☐ Return Receipt for Merchandise

Always obtain signature of addressee or agent and DATE DELIVERED.

5. Signature — Address
X

6. Signature — Agent
X D. Ingraham

7. Date of Delivery
10/30/89

8. Addressee's Address *(ONLY if requested and fee paid)*

JRL 29,416 JRL

PS Form 3811, Mar. 1988 ★ U.S.G.P.O. 1988-212-865 29,416 DOMESTIC RETURN RECEIPT

SENDER: Complete items 1 and 2 when additional services are desired, and complete i 3 and 4.
Put your address in the "RETURN TO" Space on the reverse side. Failure to do this will preven card from being returned to you. The return receipt fee will provide you the name of the person deli to and the date of delivery. For additional fees the following services are available. Consult postm for fees and check box(es) for additional service(s) requested.
1. ☐ Show to whom delivered, date, and addressee's address. *(Extra charge)*
2. ☐ Restricted Delivery *(Extra charge)*

3. Article Addressed to:
Commissioner
NYS Dept of Env. Cons.
50 Wolf Rd
Albany, NY. 12233-0001

4. Article Number
P781-503-9

Type of Service:
☐ Registered ☐ Insured
☑ Certified ☐ COD
☐ Express Mail ☐ Return Rece for Merchan

Always obtain signature of addresse or agent and DATE DELIVERED.

5. Signature — Address
X

6. Signature — Agent
X E. Chagnon

7. Date of Delivery
10/30/89

8. Addressee's Address *(ONLY if requested and fee paid)*

PS Form 3811, Mar. 1988 ★ U.S.G.P.O. 1988-212-865 DOMESTIC RETURN RECEIPT

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
4 BURNETT BOULEVARD
POUGHKEEPSIE, N.Y. 12603

ALBERT J. SAUMAN
REGIONAL DIRECTOR

FRANKLIN E. WHITE
COMMISSIONER

November 28, 1989

Mr. Mark Edsall, P.E.
Consulting Engineer
Town of New Windsor
555 Union Avenue
New Windsor, New York 12550

Dear Mr. Edsall:

Re: Hilltop Estates On-The-Hudson
Town of New Windsor
Orange County

The Traffic Impact Study sent to us for the above referenced project has been reviewed, relative to its traffic issues.

The only discrepancy we encountered is the difference in the year of completion of the project. The Traffic Study uses a 1989 "Build" year while the Environmental Assessment states 1994 is the year of completion of the final phase. This difference in year can affect the traffic volumes for the future.

The growth rate, trip distributions, trip generations and background growths are reasonable.

Very truly yours,

DOUGLAS G. DRUCHUNAS
Civil Engineer II (Planning)

By

Adefemi F. Apara
Transportation Analyst (Planning)

DGD:AFA:ak

cc: File 86-89

NOV 30 1989

DRAKE, SOMMERS, LOEB, TARSHIS & CATANIA, P.C.

ATTORNEYS & COUNSELLORS AT LAW

ONE CORWIN COURT
POST OFFICE BOX 1479
NEWBURGH, NEW YORK 12550
(914) 565-1100
FAX (914) 565-1999

MONROE OFFICE
107 STAGE ROAD
MONROE, NEW YORK 10950
(914) 783-2600
FAX (914) 782-6854

BERNARD J. SOMMERS
JAMES R. LOEB
RICHARD J. DRAKE
STEVEN L. TARSHIS
JOSEPH A. CATANIA, JR.
RICHARD F. LIBERTH
WALLACE H. MAHAN III*
KEITH B. ROSE
JAMES J. CUPERO
GLEN L. HELLER
TODD A. KELSON
RICHARD M. MAHON**
STEPHEN J. GABA
JUDITH A. COOK
ROSEMARY SGROI LEVY
ELLEN VILLAMIL

OF COUNSEL
DONALD H. McCANN

*N.Y. & FLA. BARS
**N.Y. & D.C. BARS

November 17, 1989

Planning Board
Town of New Windsor
Town Hall
555 Union Avenue
New Windsor, New York 12550

RE: Your Reference No. 86-89
Our File No. 29,416

Dear Board Members:

I am writing to you in connection with the Hilltop Estates project on the west side of Route 32 in the Town of New Windsor. As I am certain you will recall, the Board directed me to send notice of the Board's intention not to require a draft Environmental Impact Statement to all involved agencies. That notice was to be accompanied by a copy of the full Environmental Assessment Form together with the supplements, all of which had been previously presented to the Planning Board and which were the subject of a public hearing held by you on August 9, 1989.

That material was mailed on October 27, 1989; I have received the certified mailing receipts back indicating that the involved agencies received copies of the mailing. In accordance with your direction, the notice stated that if an involved agency did not respond within fifteen days that the Planning Board would assume that the recipient did not have any objection to the Board proceeding further without requiring a draft Environmental Impact Statement. The fifteen day period has passed and I understand from Mark Edsall, your consulting engineer who is the designated contact person under the SEQR process, that there has been no response filed by any other involved agency.

I am requesting that this matter be placed upon the Planning Board agenda for December 13, 1989 to conclude and secure concept approval on the entire project and final approval on Phase I. I am advised by Greg Shaw, the consulting engineer for the project, that the Orange County Department of Health has granted approval

to the design of Phase I of the water system and that we are now in a position to secure final approval from the Planning Board.

Thank you in advance for your courtesies in this matter.

Very truly yours,

James R. Loeb

JAMES R. LOEB

JRL/lp

cc: Ms. Myra Mason
Mark Edsall, P.E.
Gregory J. Shaw, P. E.
Mr. Rubin Schron

ADD NEW NEGATIVE DECLARATION 11/03/89 10:27

FILE NUMBER: N334800-00019 Town of NEW WINDSOR, ORANGE County

LEAD AGENCY: 334800 Town of NEW WINDSOR, ORANGE County

OFFICE or BOARD: Planning Board

CLASS: T Unlisted

TITLE: Hilltop Estates Type 1

DESCRIPTION: 149 unit condos to be const. on 24 acres loc. on the W/S of Route 32.

STATUS: N
Normal Void
Conditioned
Rescinded

DATE RECEIVED:
Negative Declaration 10/31/89

Current Record

1

IMPORTANT >> File Number:

N3-334800-00019

Use the above number in all correspondence about this action!

To the Lead Agency:

The above information confirms that filings on the described Negative Declaration were officially received by, and entered in the SEQR Repository on the date(s) shown in the box headed DATE RECEIVED above. The date and time in the second line show when this document was printed. Please check the information above carefully. For corrections or questions contact Charles Lockrow, (518)457-2224, or write to:

SEQR Repository
NYSDEC Division of Regulatory Affairs
50 Wolf Road, Room 514
Albany, NY 12233

Town of NEW WINDSOR
Planning Board
Union Avenue
New Windsor, NY 12550

CC: M.E.

TOSCAM CORPORATION
WASTE WATER TREATMENT SYSTEMS

November 3, 1989

Consulting Engineer for the Town of New Windsor
555 Union Avenue
New Windsor, New York 12550

Attention: Mr. Mark Edsall, P.E.

Re: Hilltop Estates On-the-Hudson

Dear Mr. Edsall:

Toscam Corporation designs and builds Water and Wastewater Treatment Facilities. We understand you are planning construction of such a project and would appreciate an opportunity to discuss the facility with you.

We offer a complete Design-Build-Turnkey type arrangement.

For the typical project we will prepare an overall estimate of the costs of engineering and construction based on the proposed flows and treatment requirement. We will prepare all of the engineering drawings, specifications, detail studies etc., necessary and secure the health department and DEC approval. Our schedule will coordinate with the overall project schedule.

When the project is ready for construction we will do all construction, order and release all materials as required. During the course of construction the project will be inspected by the various regulatory agencies as well as our own engineering staff for compliance with the documents approved by the regulatory agencies.

Upon completion of construction the project will be certified by the regulatory agencies as ready for operation.

At the appropriate time the Owner's representative or staff will be instructed on operation and maintenance of the facility to assure its maximum performance. If so desired by the Owner we will operate the facility for the guaranty period, which in most cases is one (1) year.

The above will give you an idea of how a project gets from today's stage to a complete operating facility ready to receive wastewater.

We want to work with you and are certain that we can provide you the most efficient wastewater treatment facility at the lowest overall costs.

Give us a call. . . . . .it's FREE!

Very truly yours,

TOSCAM CORPORATION

J. T. Madden
Vice President
JTM:pm

420 Broadway, Newburgh, New York 12550, USA Telephone: (914) 561-6550, Telex: 646632 INTERWAT

ADD NEW NEGATIVE DECLARATION 10/06/89 10:28

FILE NUMBER: N3334800-00018 Town of NEW WINDSOR, ORANGE County

LEAD AGENCY: 334800 Town of NEW WINDSOR, ORANGE County

OFFICE or BOARD: Planning Board

CLASS: T Unlisted

TITLE: Hilltop Estates

Type 1

DESCRIPTION: 149 unit condo project to be const. on 24 acres loc. on the W/S of Route 32.

DATE RECEIVED:

Negative Declaration 10/06/89

STATUS: N

Normal Void

Conditioned

Rescinded

Current Record

IMPORTANT >> **File Number:**

N3-334800-00018

Use the above number in all correspondence about this action!

To the Lead Agency:

The above information confirms that filings on the described Negative Declaration were officially received by, and entered in the SEQR Repository on the date(s) shown in the box headed DATE RECEIVED above. The date and time in the second line show when this document was printed. Please check the information above carefully. For corrections or questions contact Charles Lockrow, (518)457-2224, or write to:

SEQR Repository
NYSDEC Division of Regulatory Affairs
50 Wolf Road, Room 514
Albany, NY 12233

Town of NEW WINDSOR
Planning Board
Union Avenue
New Windsor, NY 12550

LOUIS HEIMBACH
County Executive

Department of Health

RECEIVED
SEP 29 1989

SALLY FAITH DORFMAN, M.D., M.S.H.S.A.
Commissioner of Health

September 26, 1989 SHAW ENGINEERING

Hilltop Estates on Hudson, Inc.
501 Route 208
Monroe, NY 10950

T. New Windsor
555 Union Ave.
New Windsor, NY 12550

Re:
Approval of plans &
specifications for:
W.M. Ext. to serve
Hilltop Estates
T. New Windsor

Gentlemen:

We have this day approved the plans and specifications submitted by Shaw Engineering , for the above mentioned project.

Application for this project was duly made by you and received in this office on December 21, 1988 .

We are enclosing a Certificate of Approval. A copy of the approved plans and specifications is being retained in our files and the remaining sets are being returned to your engineer.

Very truly yours,

M.J. Schleifer, P.E.
Assistant Commissioner

MJS/aje

cc: Engineer
O.C. Planning Dept.
File

enc.

NEW YORK STATE DEPARTMENT OF HEALTH

APPROVAL OF PLANS

FOR PUBLIC WATER SUPPLY IMPROVEMENT

This approval is issued under the provisions of 10 NYCRR, Part 5:

1. Applicant:	2. Location of Works (C, V, T):	3. County:	4. Water District (Specific Area Served)
Hilltop Est. on Hudson, Inc. T. New Windsor	T. New Windsor	Orange	Hilltop Est. on Hudson, Inc.

5. Type of Project:

☐ 1 Source ☐ 3 Pumping Units ☐ 5 Fluoridation ☒ 7 Distribution

☐ 2 Transmission ☐ 4 Chlorination ☐ 6 Other Treatment ☐ 8 Storage ☐ 9 Other

REMARKS:

Watermain extension for Hilltop Estates on the Hudson, Inc. and future interconnection for T. New Windsor

By initiating improvement of the approved supply, the applicant accepts and agrees to abide by and conform with the following:

a. **THAT the proposed works be constructed in complete conformity with the plans and specifications approved this day or approved amendments thereto.**

b. THAT electrical power and a sump pump shall be provided at the valve chamber station 0+40 of line W1 as part of Phase III.

ISSUED FOR THE STATE COMMISSIONER OF HEALTH

September 26, 1989
Date

_____, **P.E.**
Designated Representative

M.J. Schleifer, P.E., Assistant Commissioner
O.C. Dept. of Env. Health
124 Main St., Goshen, NY 10924

_____
Name and Title (print)

Distribution: White — Applicant Yellow — File (LHO or DHO)
Pink — Central Office (BPWS) Blue — Other

GEN 207
(Rev. 3/78) (891-39)

GENERAL

6. Type of Ownership:
- [X] Municipal
- [ ] Commercial
- [X] 68 Private - Other
- [ ] 1 Authority
- [ ] 30 Interstate
- [ ] Industrial
- [ ] 9 Water Works Corp.
- [ ] Private - Institutional
- [ ] 19 Federal
- [ ] 40 International
- [ ] 26 Board of Education
- [ ] 20 State
- [ ] 18 Indian Reservation

7. Estimated Total Cost	8. Population Served	9. Drainage Basin
$42,000	153	Hudson River

10. Federal Aid Involved?	11. WSA Project?
[ ] 1 Yes [X] 2 No	[ ] 1 Yes [X] 2 No

SOURCE N/A

12.
- [ ] Surface Name _____ Class _____
- [ ] Ground Name _____ Class _____

13. Est. Source Development Cost

14. Safe yield:	15. Description:
GPD	

TREATMENT N/A

16. Type of Treatment
- [ ] 1 Aeration
- [ ] 2 Microstrainers
- [ ] 3 Mixing
- [ ] 4 Sedimentation
- [ ] 5 Clarifiers
- [ ] 6 Filtration
- [ ] 7 Iron Removal
- [ ] 8 Chlorination
- [ ] 9 Fluoridation
- [ ] 10 Softening
- [ ] 11 Corrosion Control
- [ ] 12 Other

17. Name of Treatment Works	18. Max. Treatment Capacity	19. Grade of Plant Operator Req.	20. Est. Cost
	GPD		

Description:

DISTRIBUTION

22. Type of Project
- [ ] 1 Cross Connection
- [ ] 3 Transmission
- [X] 2 Interconnection
- [ ] 4 Fire Pump Cl_2

23. Type of Storage N/A
- Elevated _____ Gals.
- Underground _____ Gals.

24. Est. Distribution Cost: $42,000

25. Anticipated Distribution
System Demand: Avg. 15,300 GPD Max. 91,800 GPD

26. Designed for fire flow?
- [X] 1 Yes
- [ ] 2 No

27. Description:

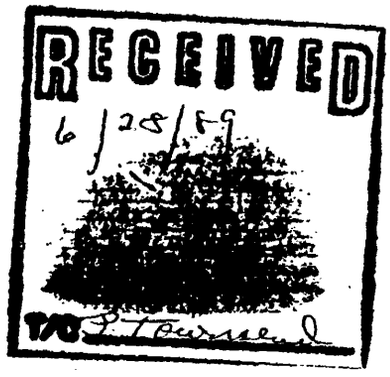
Installation of 800LF of 12" and 23 LF of 4" D.I. watermain including a 12" wet tap and 3 hydrants to be owned and maintained by the Condominium Homeowner's Assoc.

Installation of 295 LF of 12" D.I. watermain including a 12" wet tap and [redacted] drant to be dedicated to the T. New Windsor

Shaw Engineering Consulting Engineers

744 Broadway
P.O. Box 2569
Newburgh, New York 12550
(914) 561-3695

June 27, 1989



Office Of The Town Clerk
TOWN OF NEW WINDSOR
555 Union Avenue
New Windsor, New York 12550

Att: Pauline G. Townsend, Town Clerk

Re: Hilltop Estates On The Hudson
Windsor Highway

Dear Ms. Townsend:

Hilltop Estates On The Hudson is scheduled for a Public Hearing before the Town of New Windsor Planning Board on July 12, 1989. A requirement of this Hearing is that a copy of the map(s) must be filed with the Town Clerk for public inspection prior to the Hearing date.

We therefore are enclosing the following maps which are to remain on file with your office up to and inclusive of the July 12th Hearing date:

Drawing No.	Drawing Title	Issue Date
1 of 11	Site Plan	December 2, 1987
2 of 11	Utility Plan	December 2, 1987
3 of 11	Road Profiles	December 2, 1987
4 of 11	Road Profiles/Details	December 2, 1987
5 of 11	Highway Entrance Detail	December 2, 1987
6 of 11	Storm Sewer Profiles	December 2, 1987
7 of 11	Retention Pond Details	December 2, 1987
8 of 11	Sanitary Sewer Profiles	December 2, 1987
9 of 11	Sanitary Sewer Profiles	December 2, 1987
10 of 11	Sanitary Sewer Details	December 2, 1987
11 of 11	Water Main Profiles	December 2, 1987

We are also enclosing for public inspection an Environmental Assessment Form with Attachments which was prepared by this office and dated May 23, 1989.

Should you have any questions regarding this matter please call at your convenience.

Very truly yours,

SHAW ENGINEERING

Gregory J. Shaw, P.E.
Principal

GJS:mmv
Enclosure

STORM WATER DRAINAGE REPORT

FOR

HILLTOP ESTATES ON THE HUDSON

Windsor Highway Town of New Windsor, New York

April 25, 1988

Shaw Engineering
744 Broadway
Newburgh, New York 12550

INTRODUCTION

The Hilltop Estates on the Hudson Project proposes the construction of 149 condominium units situated on approximately 24 acres of land located on the west side of N.Y.S. Route 32 in the Town of New Windsor. The parcel is approximately 840 feet south of Union Avenue, and is bordered by the former Epiphany College site to the north and west.

This proposed construction will result in the erection of two types residential units. The unit type designated as "flats" will be two stories in height, with each floor being a separate living unit. These units will be approximately 30 feet wide and 40 feet in depth. The second type of unit will be a conventional two story townhouse approximately 20 feet wide and 38 feet in depth. These units will be serviced by [redacted]

The project site slopes uniformly to the east from the westerly ridge located on the former Epiphany College site. The slope adjacent to N.Y.S. Route 32 is moderate, and becomes more severe to the west of the project site.

Presently the storm water runoff generated by this undeveloped watershed area discharges into three existing catch basins, designated as E1, E2, and E3, which are located on the west shoulder of Route 32. From these 3 catch basins, the runoff flows in an easterly direction under Route 32 via 18-inch RCP drainage piping.

After development of the project site, the new on-site storm drainage system will convey the runoff to two independent retention ponds located adjacent to Route 32. Retention Pond "A", which provides approximately 52,000 C.F. of storage, discharges into Catch Basin E2, while Retention Pond "B", which contains approximately 31,000 C.F. of storage, discharges into Catch Basin E3. This combined storage capacity of greater than 83,000 C.F. is more than adequate to detain the excess runoff generated by the proposed development of this site.

METHODOLOGY OF RETENTION POND DESIGN

The proposed storm water retention system consists of two independant retention ponds which will be used to limit the rate of discharge into the existing N.Y.S.D.O.T. drainage system located on the westerly side of Route 32. The computations below indicate that the existing piping is inadaquate to covey pre-development flow, so therefore, the retention ponds have been designed to limit their outflow to the capacity of the existing drainage piping. Refer to Appendix "A" which delineates both predevelopment and post development drainage areas.

In determining the Times of Concentration, we have utilized the Drainage Memo prepared by the N.Y.S.D.O.T. The storm intensities selected correspond to the N.Y.S.D.O.T. Duration Frequency Curves for Poughkeepsie, N.Y., and the design of both the piping and the retention area are based on a 25 year Storm Frequency.

The Modified Rational Formula is used to generate the Inflow Hydrograph for each storm duration. Refer to "Stormwater Detention Basin Design for Small Drainage Areas", written by W.R. Baker which is attached to this report.

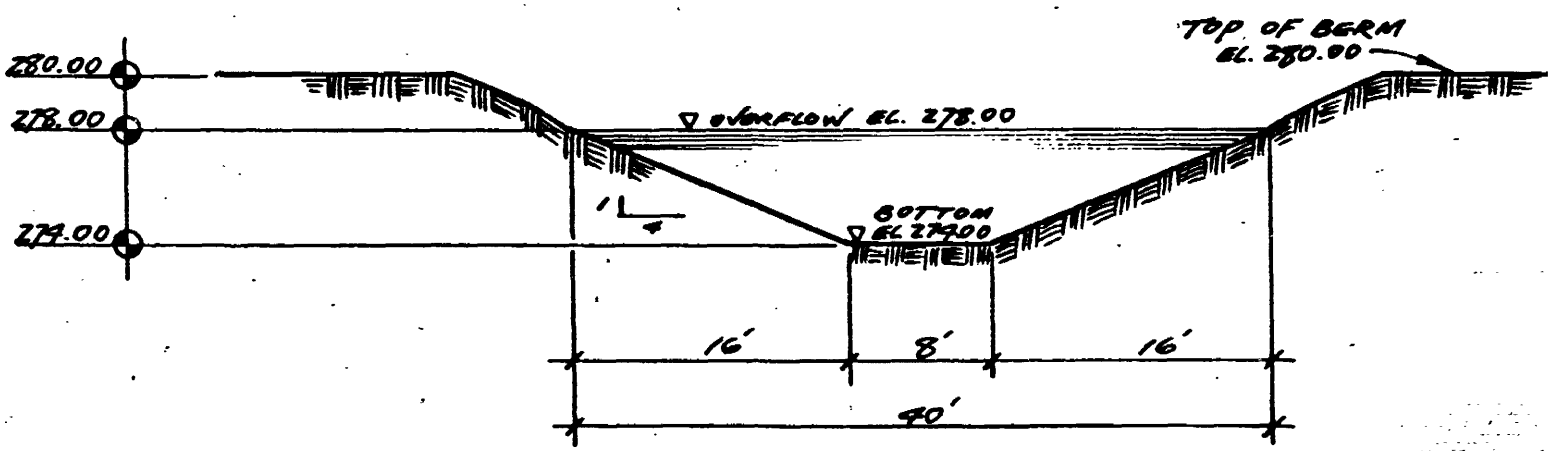
In generating the Inflow Hydrographs it is assumed that the rainfall distribution is uniform throughout the project site, and that the storm water runoff increases from zero to its maximum flow at the Time of Concentration of 10 minutes. Also, at the termination of the storm, the runoff decreases from the maximum flow to zero over a length of time equal to 1.5 x the Time of Concentration.

Having computed the Inflow Hydrograph, the allowable discharge from the pond, the size of the pond and its outflow structure, the Outflow Hydrograph is computed utilizing the Routing Equation. Figures 1 and 6 indicate the relationship between the Computed R and the Outfall Discharge for each pond.

RETENTION POND A

RETENTION POND SIZING

This pond will contain no standing water and will maintain 4.0 feet of working depth in the new retention pond.



Sides at a 1 on 4 slope

	Dimension	Area	Average	Volume
Top	50' x 280'	14,000 S.F.		
Bottom	18' x 248'	4,464 S.F.	9,232 S.F.	36,928 C.F.
Top	40' x 165'	6,600 S.F.	3,832 S.F.	15,328 C.F.
Bottom	8' x 133'	1,064 S.F.		
Total			13,064 S.F.	52,256 C.F.

PRE-DEVELOPMENT INFLOW INTO CB E2

Time Of Concentration: Tc = 14 Minutes from most remote point along westerly ridge

Rainfall Intensity: I = 5.5 inches per hour

Drainage Area:

	Grass
Area	18.3 Ac.
Coeff.	x.30
(C x A)	5.49

Pre-Development Inflow

$Q = I \times (C \times A)$

$Q = 5.5 \times (5.49) = 30$ CFS

The capacity of the existing 18-inch RCP which flows under Route 32 is computed below at 21 CFS. As this capacity is less than the pre-development runoff, the post-development runoff will be limited to the capacity of this existing pipe.

Hydraulic Capacity Of Existing 18" RCP at 2.25 % Slope

$Q = (1.49/n) \times A \times R^{.667} \times S^{.5}$

$Q = (1.49/.010) \times 1.77 \times .52 \times .1500$

$Q = 20.6$ CFS

$n = .010$

$A = .785 \times 1.50^2 = 1.77$

$R^{.667} = (1.50/4)^{.667} = .52$

$S^{.5} = (.0225)^{.5} = .1500$

POST-DEVELOPMENT INFLOW TO RETENTION POND

Time Of Concentration: Tc = 10 Minutes from most remote point along westerly ridge

Rainfall Intensity: I = 6.4 Inches per Hour

Tributary to Pond:

	Roof	Pavement	Grass
Drainage Areas	1.14 Ac.	1.56 Ac.	17.00 Ac.
Coeff.	x.90	x.90	x.30
	1.03	1.40	5.10

(C x A) = 7.53

Stormwater Runoff Into Pond

$Q = I (C \times A)$

$Q = 6.4 \times (7.53) = 48.2$ CFS

OUTLET CONTROL STRUCTURE

Use a 4.0 ft x 4.0 ft. precast concrete catch basin with a frame and grate, Campbell Foundry Pattern No. 3168. The frame will be installed at Elev. 278.0 and will provide access to the structure.

Inlet Capacity of 18-Inch CMP

In determining the hydraulic capacity of the inlet piping, the capacity of the inlet orifice was investigated. An 18-inch CMP pipe was selected to limit the outflow of the retention pond to 20.6 CFS. The inlet orifice capacity of the 18-inch CMP is as follows:

4.0 feet of storage in the retention pond results in 3.25 feet from centerline of pipe to the water surface

$Q = C \times A \times (2GH)^{.5}$
$= .75 \times 1.77 \times (2 \times 32.2 \times 3.25)^{.5}$
$= 19$ CFS

Inlet Capacity = 19 CFS

$C = .75$
$A = .785\ (1.50)^2 = 1.77$
$G = 32.2$
H = Head Above Centerline Of Pipe

DISCHARGE VS ROUTING

In the computations presented below, Storm Durations of 20 minutes, 30 minutes, 60 minutes, and 90 minutes were investigated. In all four storms, the provided capacity of the retention pond exceeds the storage required.

For the storm durations of 5 and 10 minutes, computations reveal that sufficient capacity exists even without the benefit of discharge from the pond.

For the retention pond selected, the storage volume, outlet discharge, and Computed R value for incremental depths of 0.5 ft. are as follows:

Discharge vs Routing Equation Element Data Table
Refer To Figure 1

Depth Above Pipe Inv.	Ret. Pond Storage	Outlet Discharge	R
0 ft.	0 c.f.	0 cfs	0 cfs
0.5 ft.	3,179 c.f.	2.9 cfs	56 cfs
1.0 ft.	7,220 c.f.	5.3 cfs	126 cfs
1.5 ft.	12,171 c.f.	9.2 cfs	212 cfs
2.0 ft.	18,080 c.f.	11.9 cfs	313 cfs
2.5 ft.	24,995 c.f.	14.1 cfs	431 cfs
3.0 ft.	32,964 c.f.	16.0 cfs	565 cfs
3.5 ft.	42,035 c.f.	17.7 cfs	718 cfs
4.0 ft.	52,256 c.f.	19.2 cfs	890 cfs

Outfall Discharge = $C \times A \times (2GH)^{.5}$

C = .75 = Coeff. of Discharge
A = Area of Outlet Piping
G = 32.2
H = Head Above Centerline of Pipe

R = Routing Equation Element
= $\frac{2 \times \text{Storage}}{t}$ + Outfall Discharge

t = Routing Time Increment
= 2 min. = 120 sec.

Since the routing time is constant for each storm duration, Figure 1 which was generated from the above Table, is also applicable to same.

STORM DURATION: 20 MINUTES
Refer To Figure 2

Time of Concentration = 10 Minutes
Rainfall Intensity = 4.6 inches per hour

Tributary To Pond	Roof	Pavement	Grass
Drainage Area	1.14 Ac.	1.56 Ac.	17.00 Ac.
Coeff.	x.90	x.90	x.30
(C x A)	1.03	1.40	5.10

(C x A) = 7.53

Inflow To Pond:
Q = I x (C x A)
= 4.6 x 7.53 = 34.6 CFS Max. Inflow At 10 Minutes

Volume Under Inflow Hydrograph

.5 x (34.6 CFS x 10 Min. x 60 Sec)	= 10,380 C.F.
(34.6 CFS x 10 Min. x 60 Sec)	= 20,760 C.F.
.5 x (34.6 CFS x 15 Min. x 60 Sec)	= 15,570 C.F.
	46,710 C.F.

Volume Provided = 52,256 C.F.

Sufficient storage capacity exists without the benefit of an outflow, as the Provided Volume of 52,256 C.F. is larger than the Required Volume of 46,710 C.F.

Storm Duration: 30 Minutes
Refer To Figure 3

Time of Concentration = 10 Minutes
Rainfall Intensity = 3.7 Inches per Hour

Tributary to Pond:	Roof	Pavement	Grass
Drainage Area	1.14 Ac.	1.56 Ac.	17.00 Ac.
Coeff.	x.90	x.90	x.30
(C x A)	1.03	1.40	5.10

C x A) = 7.53

Inflow To Pond

Q = I (C x A)

Q = 3.7 x (7.53) = 28 CFS

Routing Equation Table

Time (Min)	Inflow (CFS)	Comp. A (CFS)	Comp. R (CFS)	Discharge O (CFS)
0	0	0	0	0
2	6	4	6	1
4	11	17	21	2
6	17	41	45	2
8	22	74	80	3
10	28	114	124	5
12	28	156	170	7
14	28	194	212	9
16	28	230	250	10
18	28	264	286	11
20	28	296	320	12
22	28	326	352	13
24	28	356	382	13
26	28	384	412	14
28	28	412	440	14
30	28	438	468	15
32	24	460	490	15
34	21	475	505	15
36	17	483	513	15
38	13	483	513	15
40	9	475	505	15
42	6	460	490	15
44	2	438	468	15
45	0	412	440	14

Volume Under Inflow Hydrograph:

.5 x (28 CFS x 10 Min. x 60 Sec) = 8,400 C.F.

(28 CFS x 20 Min. x 60 Sec) = 33,600 C.F.

.5 x (28 CFS x 15 Min. x 60 Sec) = 12,600 C.F.

54,600 C.F.

Volume Under Outflow Hydrograph = 24,120 C.F.

Retention Volume Required = 54,600 C.F. - 24,120 C.F.
= 30,480 C.F.

Volume Provided = 52,256 C.F. > 30,480 C.F.

Sufficient capacity exists as the Provided Volume of 52,256 C.F. is larger than the Required Volume of 30,480 C.F.

Storm Duration: 60 Minutes
Refer To Figure 4

Time of Concentration = 10 Minutes
Rainfall intensity = 2.3 Inches per Hour

Tributary to Pond:	Roof	Pavement	Grass
Drainage Area	1.14 Ac.	1.56 Ac.	17.00 Ac.
Coeff.	x.90	x.90	x.30
(C x A)	1.03	1.40	5.10

C x A) = 7.53

Inflow To Pond
Q = I (C x A)
Q = 2.3 x (7.53) = 18 CFS

Routing Equation Table

Time (Min)	Inflow (CFS)	Comp. A (CFS)	Comp. R (CFS)	Discharge O (CFS)
0	0	0	0	0
2	4	2	4	1
4	7	11	13	1
6	10	24	28	2
8	14	42	48	3
10	18	66	74	4
12	18	92	102	5
14	18	116	128	6
16	18	140	152	6
18	18	162	176	7
20	18	182	198	8
22	18	200	218	9
24	18	216	236	10
26	18	232	252	10
28	18	246	268	11
30	18	260	282	11
32	18	272	296	12
34	18	284	308	12
36	18	296	320	12
38	18	308	332	12
40	18	320	344	12

Routing Equation Table (cont.)

Time (Min)	Inflow (CFS)	Comp. A (CFS)	Comp. R (CFS)	Discharge O (CFS)
42	18	332	356	12
44	18	342	368	13
46	18	352	378	13
48	18	362	388	13
50	18	372	398	13
52	18	382	408	13
54	18	392	418	13
56	18	400	428	14
58	18	408	436	14
60	18	416	444	14
62	16	422	450	14
64	13	423	451	14
66	11	419	447	14
68	8	410	438	14
70	6	396	424	14
72	4	380	406	13
74	1	359	385	13
75	0	336	360	12

Volume Under Inflow Hydrograph

.5 x (18 cfs x 10 min. x 60 sec) = 5,400 C.F.
(18 cfs x 50 min. x 60 sec) = 54,000 C.F.
.5 x (18 cfs x 15 min. x 60 sec) = 8,100 C.F.
67,500 C.F.

Volume Under Outflow Hydrograph = 41,250 C.F.

Retention Volume Required = 67,500 C.F. - 41,250 C.F.
= 26,250 C.F.

Volume Provided = 52,256 C.F. > 26,250 C.F.

Sufficient capacity exists as the Provided Volume of 52,256 C.F. is larger than the Required Volume of 26,250 C.F.

Storm Duration: 90 Minutes
Refer To Figure 5

Time of Concentration = 10 Minutes
Rainfall Intensity = 1.7 Inches per Hour

Tributary to Pond:	Roof	Pavement	Grass
Drainage Area	1.14 Ac.	1.56 Ac.	17.00 Ac.
Coeff.	x.90	x.90	x.30
(C x A)	1.03	1.40	5.10

$(C \times A) = 7.53$

Inflow To Pond

$Q = I\ (C \times A)$

$Q = 1.7 \times (7.53) = 13$ CFS

As the maximum inflow of 13 CFS to the pond is less than the maximum discharge rate of 20 CFS, a storm of this duration can not exceed the capacity provided.

RETENTION POND SUMMARY

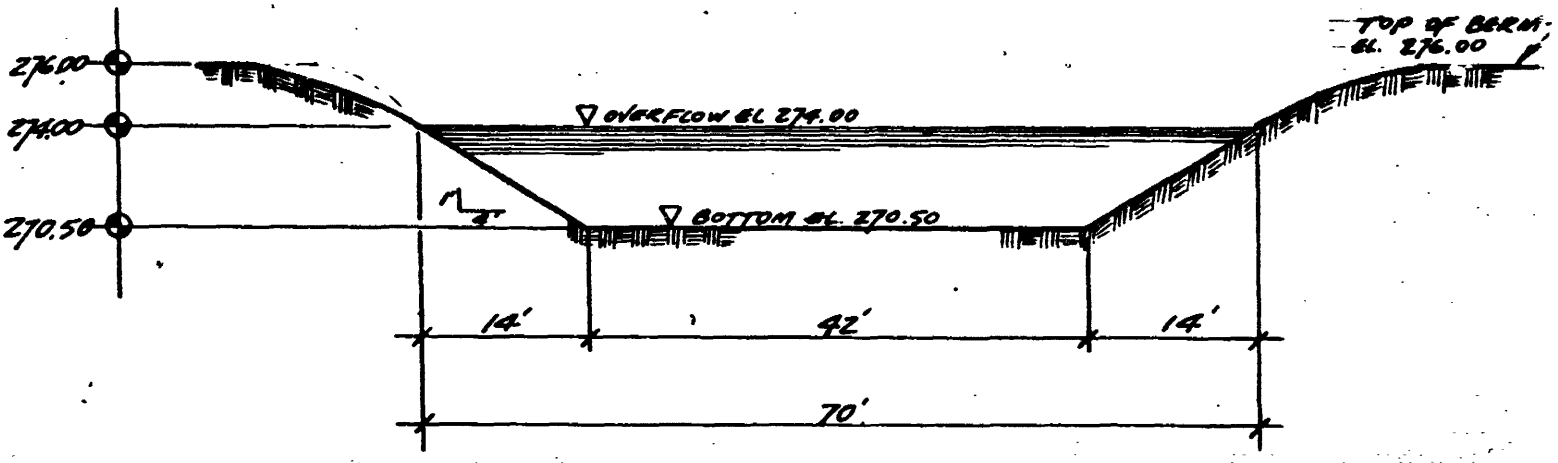
Duration	Volume Under Hydrographs Inflow	Outflow	Capacity Required	Capacity Provided
20 Min	46,710 C.F.	-----	0	52,256 C.F.
30 Min	54,600 C.F.	24,120 C.F.	30,480 C.F.	52,256 C.F.
60 Min	67,500 C.F.	41,250 C.F.	26,250 C.F.	52,256 C.F.
90 Min	*			

* Maximum Inflow Is Less Than The Maximum Discharge.

RETENTION POND B

RETENTION POND SIZING

This pond will contain no standing water and will maintain 3.5 feet of working depth in the new retention pond.



Sides at a 1 on 4 slope

	Dimension	Area	Average	Volume
Top	70' x 170'	11,900 S.F.		
Bottom	42' x 142'	5,964 S.F.		
Total			8,932 S.F.	31,262 C.F.

PRE-DEVELOPMENT INFLOW INTO CB E3

Time Of Concentration: Tc = 14 Minutes from most remote point along westerly ridge

Rainfall Intensity: I = 5.5 Inches per hour

Tributrary Area:	Pavement	Grass
Drainage Area	0.80 Ac.	11.5 Ac.
Coeff.	x.90	x.30
(C x A)	0.72	3.45

(C x A) = 4.17

Pre-Development Inflow

Q = I x (C x A)

Q = 5.5 x (4.17) = 23 CFS

The catch basin on the north side of Leslie Avenue was buried, and it was not possible to obtain inverts of same. Therefore, the slope of this pipe is assumed at 1.00%. The capacity of this 18-inch RCP is computed below at 14 CFS. As this capacity is less than the pre-development storm water runoff, the post-development runoff will be limited to the capacity of this existing pipe.

Hydraulic Capacity Of 18-Inch RCP at 1.00 % Slope

$Q = (1.49/n) \times A \times R^{.667} \times S^{.5}$

$Q = (1.49/.010) \times 1.77 \times .52 \times .1000$

$Q = 14$ CFS

$n = .010$

$A = .785 \times 1.50^2 = 1.77$

$R^{.667} = (1.50/4)^{.667} = .52$

$S^{.5} = (.0225)^{.5} = .1000$

POST-DEVELOPMENT INFLOW TO RETENTION POND

Time Of Concentration: Tc = 10 Minutes from most remote point along westerly ridge

Rainfall Intensity: I = 6.4 Inches per Hour

Tributary to Pond:

	Roof	Pavement	Grass
Drainage Area	1.68 Ac.	2.25 Ac.	9.77 Ac.
Coeff.	x.90	x.90	x.30
(C x A)	1.51	2.03	2.93

(C x A) = 6.47

Stormwater Runoff Into Pond

Q = I (C x A)

Q = 6.4 x (6.47) = 41.4 CFS

OUTLET CONTROL STRUCTURE

Use a 4.0 ft x 4.0 ft. precast concrete catch basin with a frame and grate, Campbell Foundry Pattern No. 3168. The frame will be installed at Elev. 274.0 and will provide access to the structure.

Inlet Capacity of 15-Inch CMP

In determining the hydraulic capacity of the inlet piping, the capacity of the inlet orifice was investigated. A 15-inch CMP pipe was selected to limit the outflow of the retention pond to 14 CFS. The inlet orifice capacity of the 15-inch CMP is as follows:

3.5 feet of storage in the retention pond results in 2.875 feet from centerline of pipe to the water surface

$Q = C \times A \times (2GH)^{.5}$
$= .75 \times 1.23 \times (2 \times 32.2 \times 2.875)^{.5}$
$= 13$ CFS

Inlet Capacity = 13 CFS

$C = .75$
$A = .785\ (1.25)^2 = 1.23$
$G = 32.2$
H = Head Above Centerline Of Pipe

DISCHARGE VS ROUTING

In the computations presented below, Storm Durations of 20 minutes, 30 minutes, 60 minutes, and 90 minutes were investigated. In all four storms, the provided capacity of the retention pond exceeds the storage required.

For the storm durations of 5 and 10 minutes, computations reveal that sufficient capacity exists even without the benefit of discharge from the pond.

For the retention pond selected, the storage volume, outlet discharge, and Computed R value for incremental depths of 0.5 ft. are as follows:

Discharge vs Routing Equation Element Data Table
Refer To Figure 6

Depth Above Pipe Inv.	Ret. Pond Storage	Outlet Discharge	R
0 Ft.	0 C.F.	0 CFS	0 CFS
0.5 Ft.	3,170 C.F.	3 CFS	56 CFS
1.0 Ft.	6,732 C.F.	5 CFS	117 CFS
1.5 Ft.	10,710 C.F.	7 CFS	186 CFS
2.0 Ft.	15,128 C.F.	9 CFS	261 CFS
2.5 Ft.	20,010 C.F.	10 CFS	344 CFS
3.0 Ft.	25,380 C.F.	11 CFS	434 CFS
3.5 Ft.	31,262 C.F.	13 CFS	534 CFS

Outfall Discharge = $C \times A \times (2GH)^{.5}$

C = .75 = Coeff. of Discharge
A = Area of Outlet Piping
G = 32.2
H = Head Above Centerline of Pipe

R = Routing Equation Element
= $\frac{2 \times \text{Storage}}{t}$ + Outfall Discharge

t = Routing Time Increment
= 2 min. = 120 sec.

Since the routing time is constant for each storm duration, Figure 1 (which was generated from the above Table) is also applicable to same.

STORM DURATION: 20 MINUTES
Refer To Figure 7

Time of Concentration = 10 Minutes
Rainfall Intensity = 4.6 inches per hour

Tributary To Pond	Roof	Pavement	Grass
Drainage Area	1.68 Ac.	2.25 Ac.	9.77 Ac.
Coeff.	x.90	x.90	x.30
(C x A)	1.51	2.03	2.93

(C x A) = 6.47

Inflow To Pond:
Q = I x (C x A)
= 4.6 x 6.47 = 30 CFS Max. Inflow At 10 Minutes

Routing Equation Table

Time (Min)	Inflow (CFS)	Comp. A (CFS)	Comp. R (CFS)	Discharge O (CFS)
0	0	0	0	0
2	6	4	6	1
4	12	20	22	1
6	18	44	50	3
8	24	78	86	4
10	30	120	132	6
12	30	166	180	7
14	30	210	226	8
16	30	252	270	9
18	30	292	312	10
20	30	332	352	10
22	26	368	388	10
24	22	394	416	11
26	18	412	434	11
28	14	422	444	11
30	10	424	446	11
32	6	418	440	11
34	2	404	426	11
35	0	384	406	11

Volume Under Inflow Hydrograph

.5 x (30 CFS x 10 Min. x 60 Sec)	=	9,000 C.F.
(30 CFS x 10 Min. x 60 Sec)	=	18,000 C.F.
.5 x (30 CFS x 15 Min. x 60 Sec)	=	13,500 C.F.
		40,500 C.F.

Volume Under Outflow Hydrograph = 13,800 C.F.

Retention Volume Required = 40,500 C.F. - 13,800 C.F.
= 26,700 C.F.

Volume Provided = 31,262 C.F. > 26,700 C.F.

Sufficient capacity exists as the Provided Volume of 31,262 C.F. is larger than the Required Volume of 26,700 C.F.

Storm Duration: 30 Minutes
Refer To Figure 8

Time of Concentration = 10 Minutes
Rainfall Intensity = 3.7 Inches per Hour

Tributary to Pond:	Roof	Pavement	Grass
Drainage Area	1.68 Ac.	2.25 Ac.	9.77 Ac.
Coeff.	x.90	x.90	x.30
(C x A)	1.51	2.03	2.93

C x A) = 6.47

Inflow To Pond
Q = I (C x A)
Q = 3.7 x (6.47) = 24 CFS

Routing Equation Table

Time (Min)	Inflow (CFS)	Comp. A (CFS)	Comp. R (CFS)	Discharge O (CFS)
0	0	0	0	0
2	5	3	5	1
4	10	16	18	1
6	14	36	40	2
8	19	63	69	3
10	24	96	106	5
12	24	132	144	6
14	24	166	180	7
16	24	198	214	8
18	24	228	246	9
20	24	258	276	9
22	24	386	306	10
24	24	314	334	10
26	24	342	362	10
28	24	370	390	10
30	24	396	418	11

Time (Min)	Inflow (CFS)	Comp. A (CFS)	Comp. R (CFS)	Discharge O (CFS)
32	21	419	441	11
34	18	436	458	11
36	14	446	468	11
38	11	449	471	11
40	8	446	468	11
42	5	437	459	11
44	2	422	444	11
45	0	402	424	11

Volume Under Inflow Hydrograph:

.5 x (24 cfs x 10 min. x 60 sec) = 7,200 C.F.
(24 cfs x 20 min. x 60 sec) = 28,800 C.F.
.5 x (24 cfs x 15 min. x 60 sec) = 10,800 C.F.
46,800 C.F.

Volume Under Outflow Hydrograph = 18,960 C.F.

Retention Volume Required = 46,800 C.F. - 18,960 C.F.
= 27,840 C.F.

Volume Provided = 31,262 C.F.

Sufficient capacity exists as the Provided Volume of 31,262 C.F. is larger than the Required Volume of 27,840 C.F.

Storm Duration: 60 Minutes
Refer To Figure 9

Time of Concentration = 10 Minutes
Rainfall intensity = 2.3 Inches per Hour

Tributary to Pond:	Roof	Pavement	Grass
Drainage Area	1.68 Ac.	2.25 Ac.	9.77 Ac.
Coeff.	x.90	x.90	x.30
(C x A)	1.51	2.03	2.93

C x A) = 6.47

Inflow To Pond
Q = I (C x A)
Q = 2.3 x (7.53) = 15 CFS

Routing Equation Table

Time (Min)	Inflow (CFS)	Comp. A (CFS)	Comp. R (CFS)	Discharge O (CFS)
0	0	0	0	0
2	3	1	3	1
4	6	8	10	1
6	9	21	23	1
8	12	38	42	2
10	15	59	65	3

Time (Min)	Inflow (CFS)	Comp. A (CFS)	Comp. R (CFS)	Discharge O (CFS)
12	15	81	89	4
14	15	101	111	5
16	15	121	131	5
18	15	139	151	6
20	15	157	169	6
22	15	173	187	7
24	15	189	203	7
26	15	203	219	8
28	15	217	233	8
30	15	229	247	9
32	15	241	259	9
34	15	253	271	9
36	15	265	283	9
38	15	277	295	9
40	15	289	307	9
42	15	299	319	10
44	15	309	329	10
46	15	319	339	10
48	15	329	349	10
50	15	339	359	10
52	15	349	369	10
54	15	359	379	10
56	15	369	389	10
58	15	377	399	11
60	15	385	407	11
62	13	391	413	11
64	11	393	415	11
66	9	391	413	11
68	7	385	407	11
70	5	377	397	10
72	3	365	385	10
74	1	349	369	10
75	0	330	350	10

Volume Under Inflow Hydrograph

.5 x (15 cfs x 10 min. x 60 sec) = 4,500 C.F.
(15 cfs x 50 min. x 60 sec) = 45,000 C.F.
.5 x (15 cfs x 15 min. x 60 sec) = 6,750 C.F.
56,250 C.F.

Volume Under Outflow Hydrograph = 32,100 C.F.

Retention Volume Required = 56,250 C.F. - 32,100 C.F.
= 24,150 C.F.

Volume Provided = 31,262 C.F.

Sufficient capacity exists as the Provided Volume of 31,262 C.F. is larger than the Required Volume of 24,150 C.F.

Storm Duration: 90 Minutes
Refer To Figure 5

Time of Concentration = 10 Minutes
Rainfall Intensity = 1.7 Inches per Hour

Tributary to Pond:	Roof	Pavement	Grass
Drainage Area	1.68 Ac.	2.25 Ac.	9.77 Ac.
Coeff.	x.90	x.90	x.30
(C x A)	1.51	2.03	2.93

(C x A) = 6.47

Inflow To Pond

Q = I (C x A)

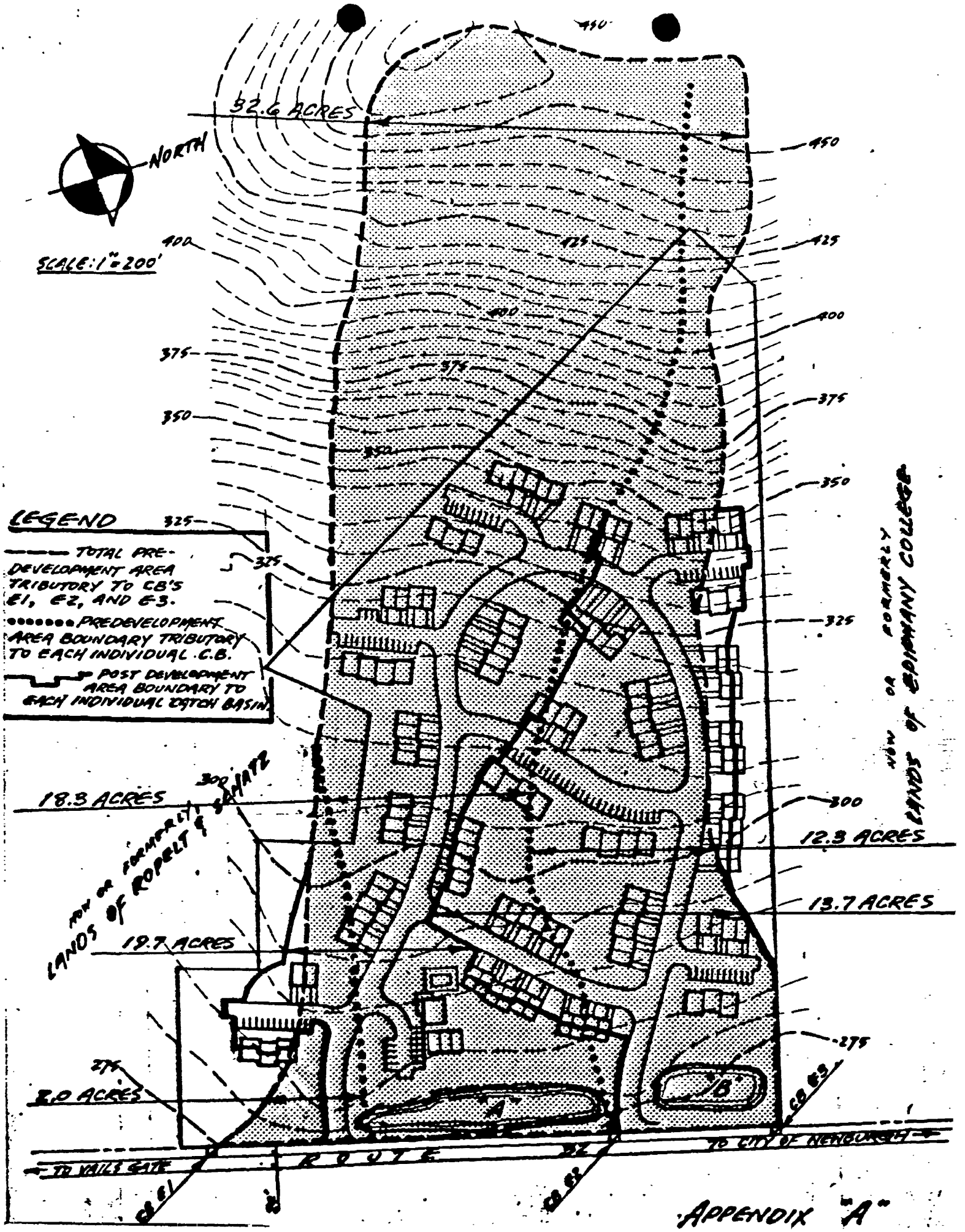
Q = 1.7 x (6.47) = 11 CFS

As the maximum inflow of 11 CFS into the pond is less than the maximum discharge rate of 13 CFS, a storm of this duration can not exceed the capacity provided.

RETENTION POND SUMMARY

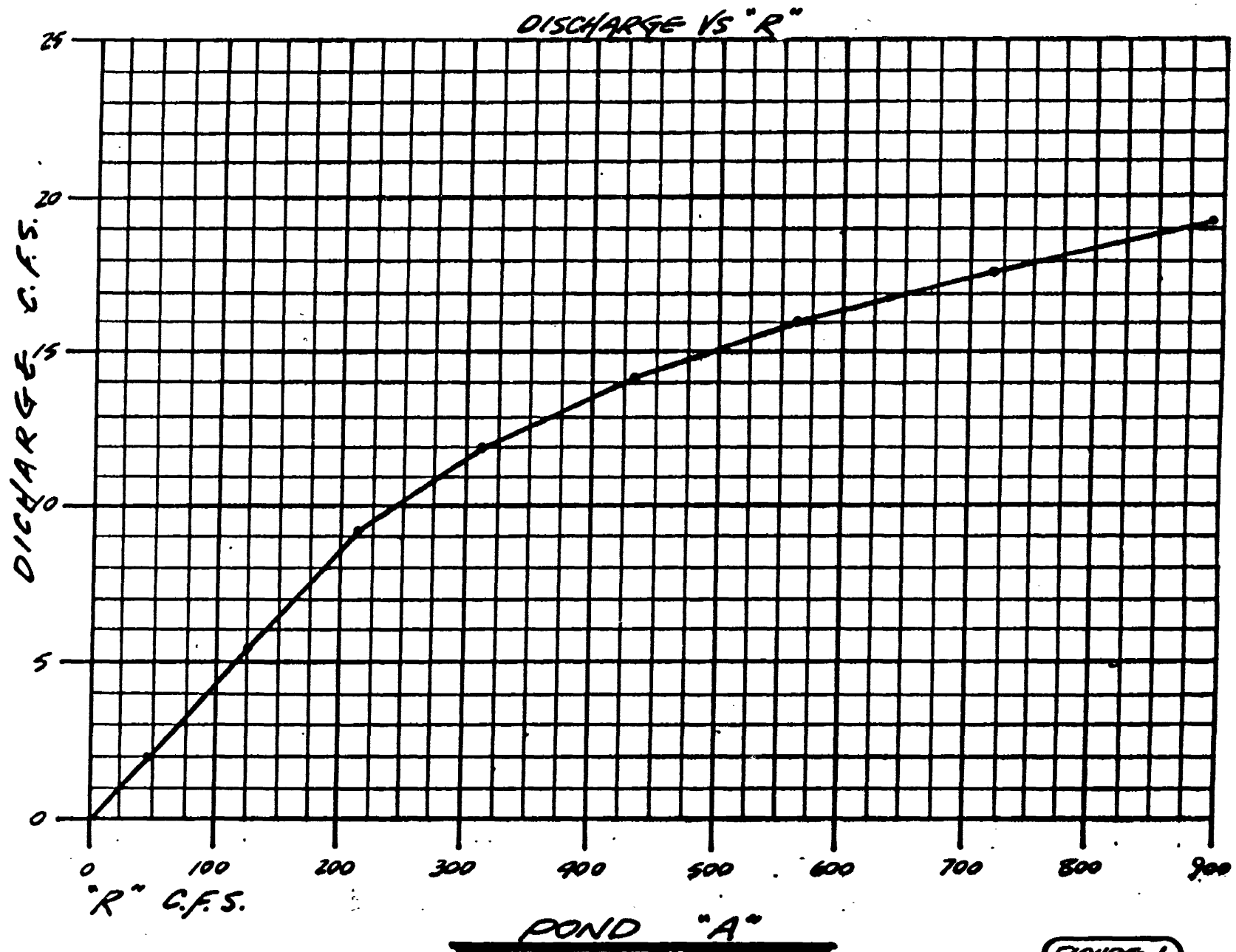
Duration	Volume Under Hydrographs Inflow	Outflow	Capacity Required	Capacity Provided
20 Min	40,500 C.F.	13,800 C.F.	26,700 C.F.	31,262 C.F.
30 Min	46,800 C.F.	18,960 C.F.	27,840 C.F.	31,262 C.F.
60 Min	56,250 C.F.	32,100 C.F.	24,150 C.F.	31,262 C.F.
90 Min	*			

* Maximum inflow is less than maximum discharge



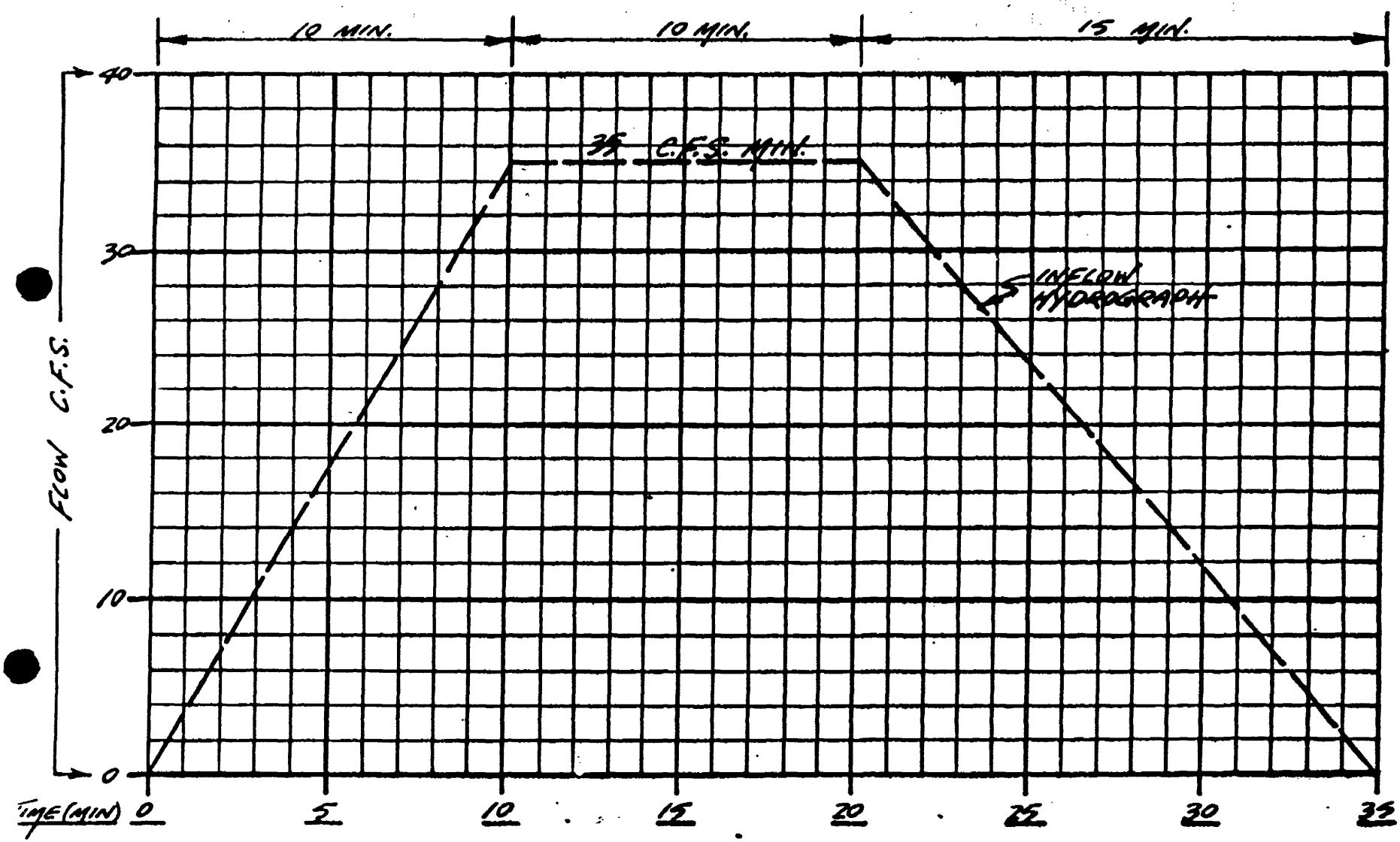
NORTH
SCALE: 1" = 200'
32.6 ACRES
450
425
400
375
350
325
300
275
LEGEND
TOTAL PRE-DEVELOPMENT AREA TRIBUTORY TO CB'S E1, E2, AND E3.
PREDEVELOPMENT AREA BOUNDARY TRIBUTORY TO EACH INDIVIDUAL C.B.
POST DEVELOPMENT AREA BOUNDARY TO EACH INDIVIDUAL CATCH BASIN
18.3 ACRES
12.3 ACRES
13.7 ACRES
19.7 ACRES
2.0 ACRES
NOW OR FORMERLY LANDS OF ROPELT & SCHATZ
NOW OR FORMERLY LANDS OF EPIPHANY COLLEGE
"A"
"B"
CB E1
CB E2
CB E3
TO VAILS GATE
ROUTE 32
TO CITY OF NEWBURGH

APPENDIX "A"



POND "A"

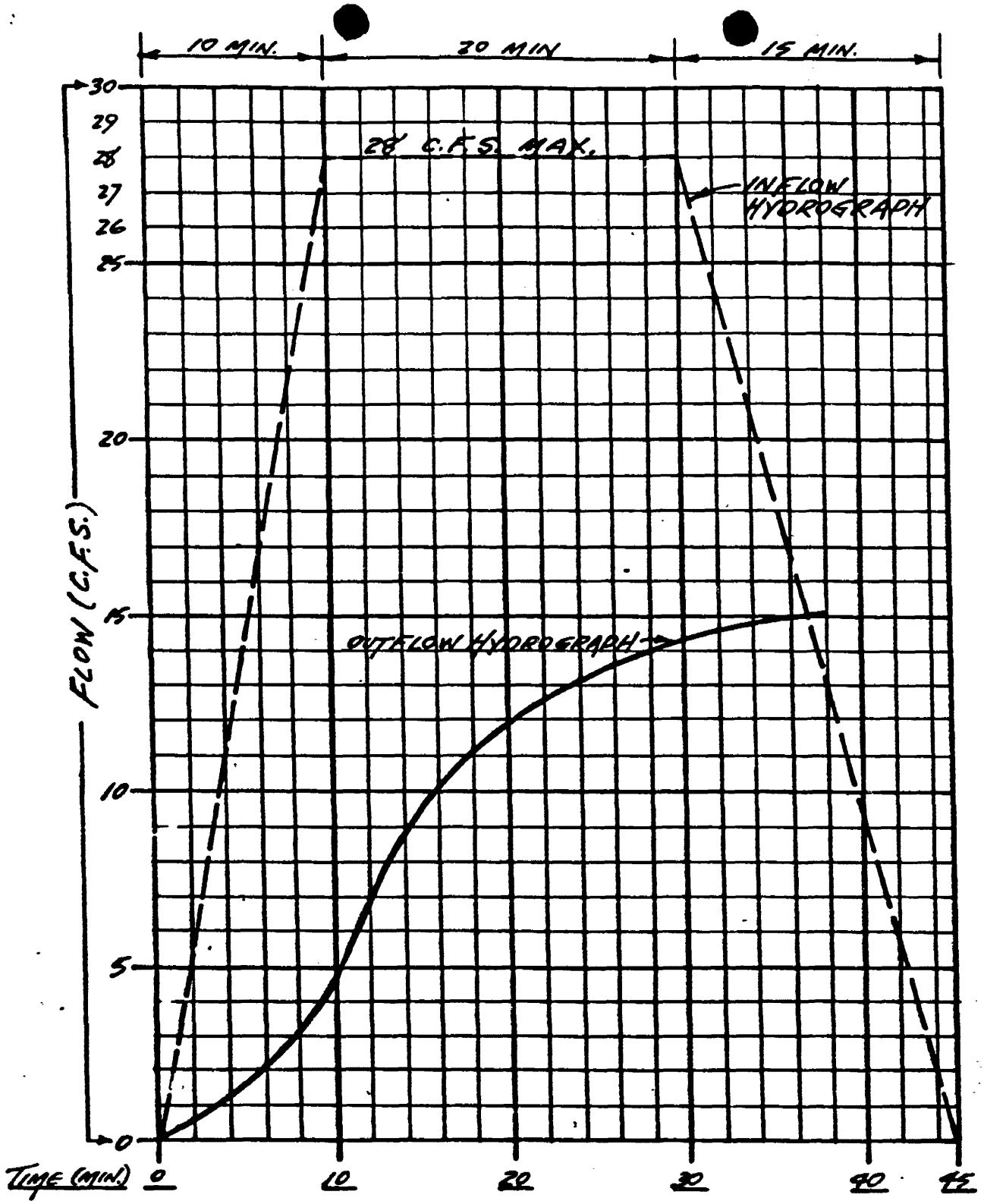
FIGURE 1



TC = 10 MIN. DURATION = 20 MIN.
i = 4.6"/HR.

RETENTION POND "A"

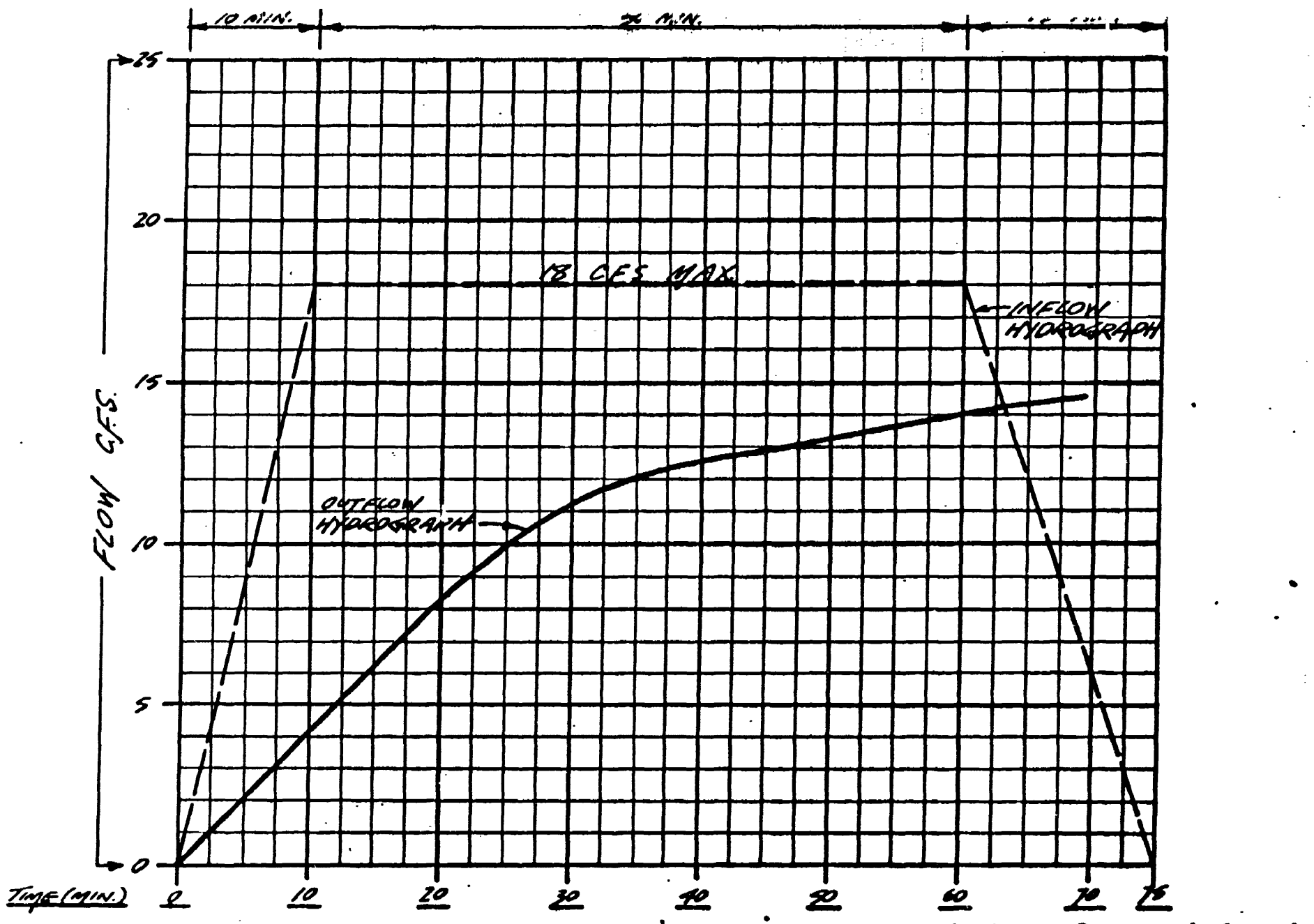
FIGURE 2



TC = 10 MIN. DURATION = 30 MI
i = 3.7"/HR.

RETENTION POND "A"

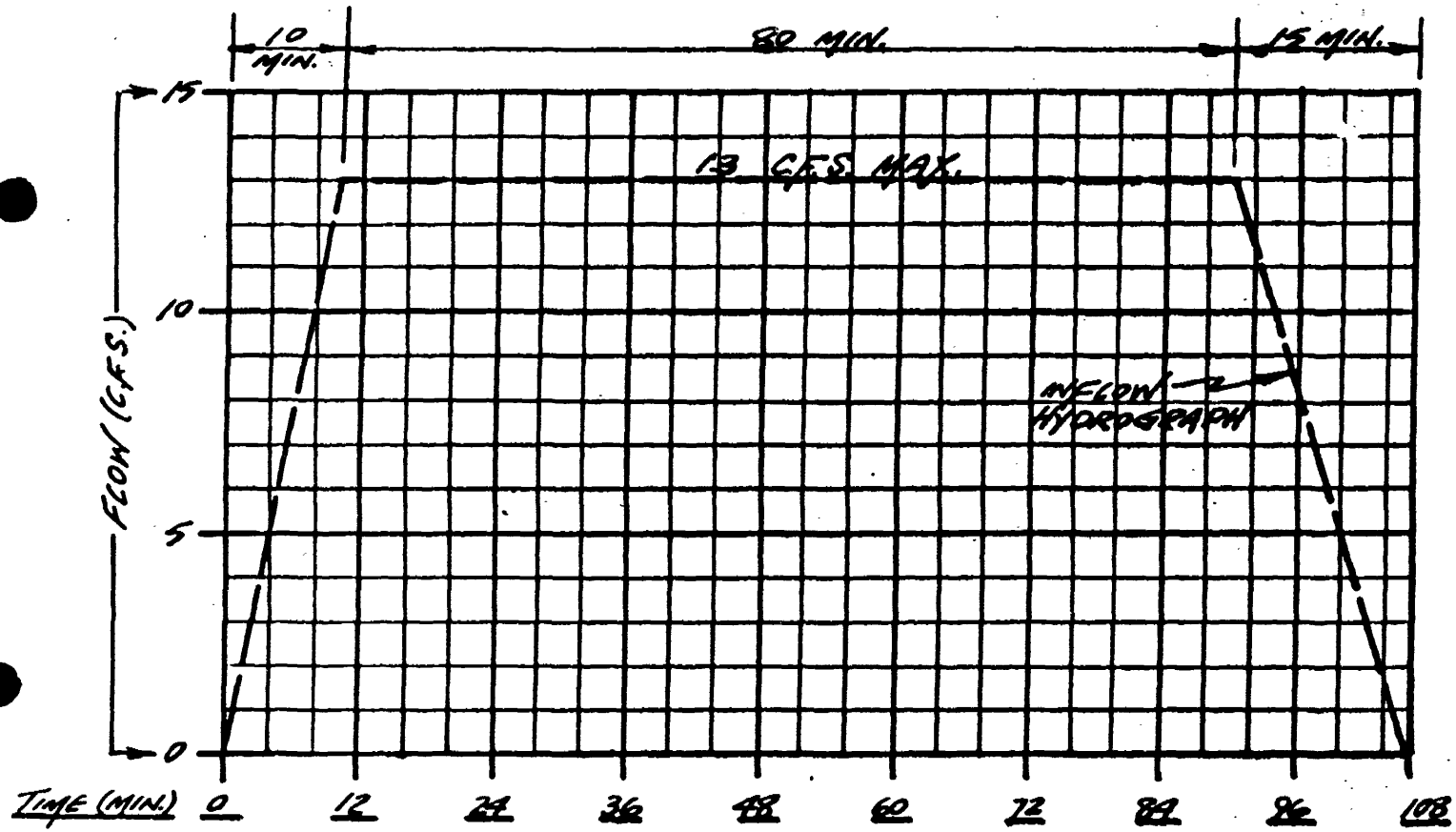
FIGU.



TC = 10 MIN. DURATION = 60 MIN.
i = 23"/HR.

RETENTION POND "A"

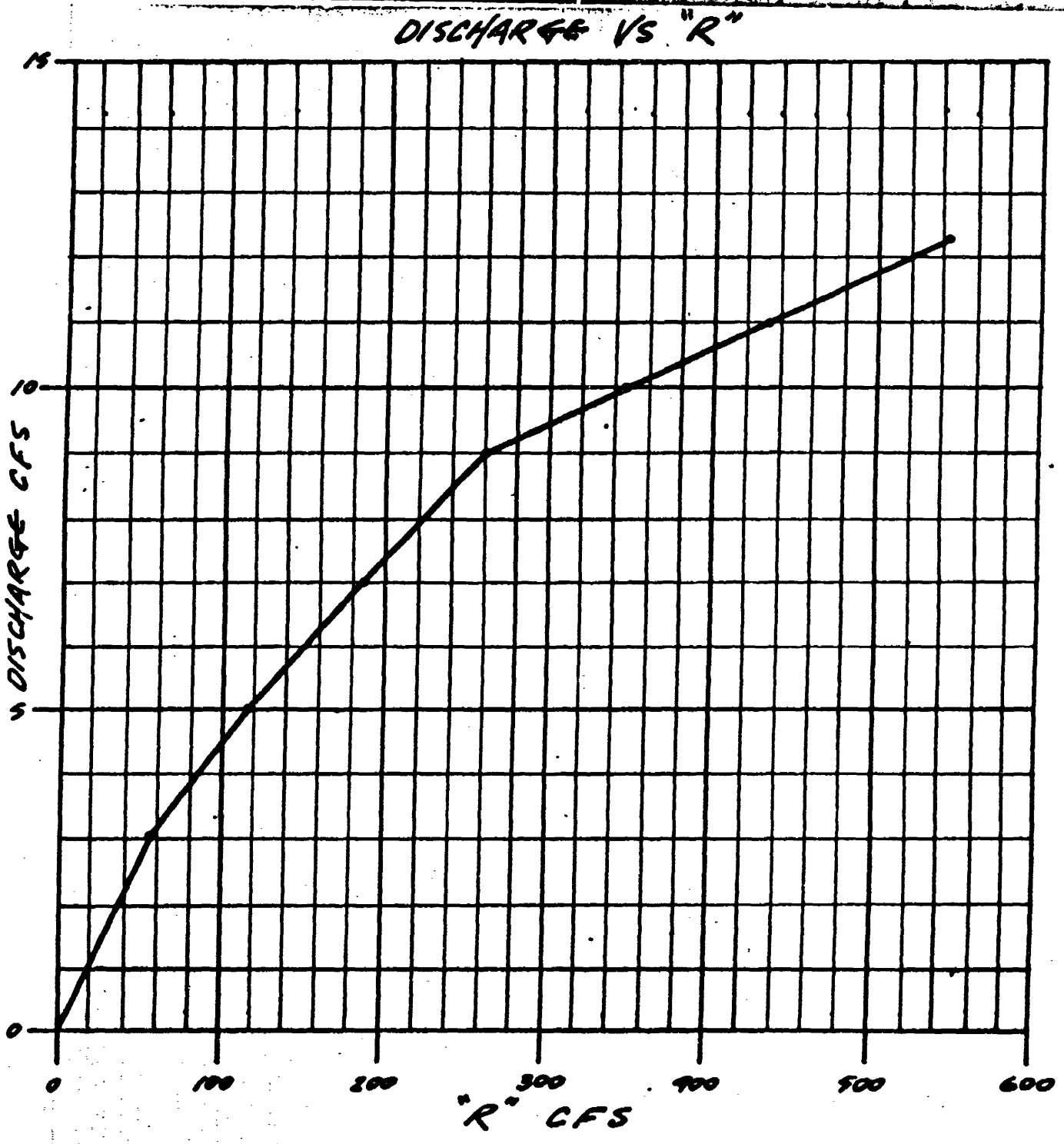
FIGURE 4



TC = 10 MIN. DURATION = 80 MIN.
i = 1.7"/HR.

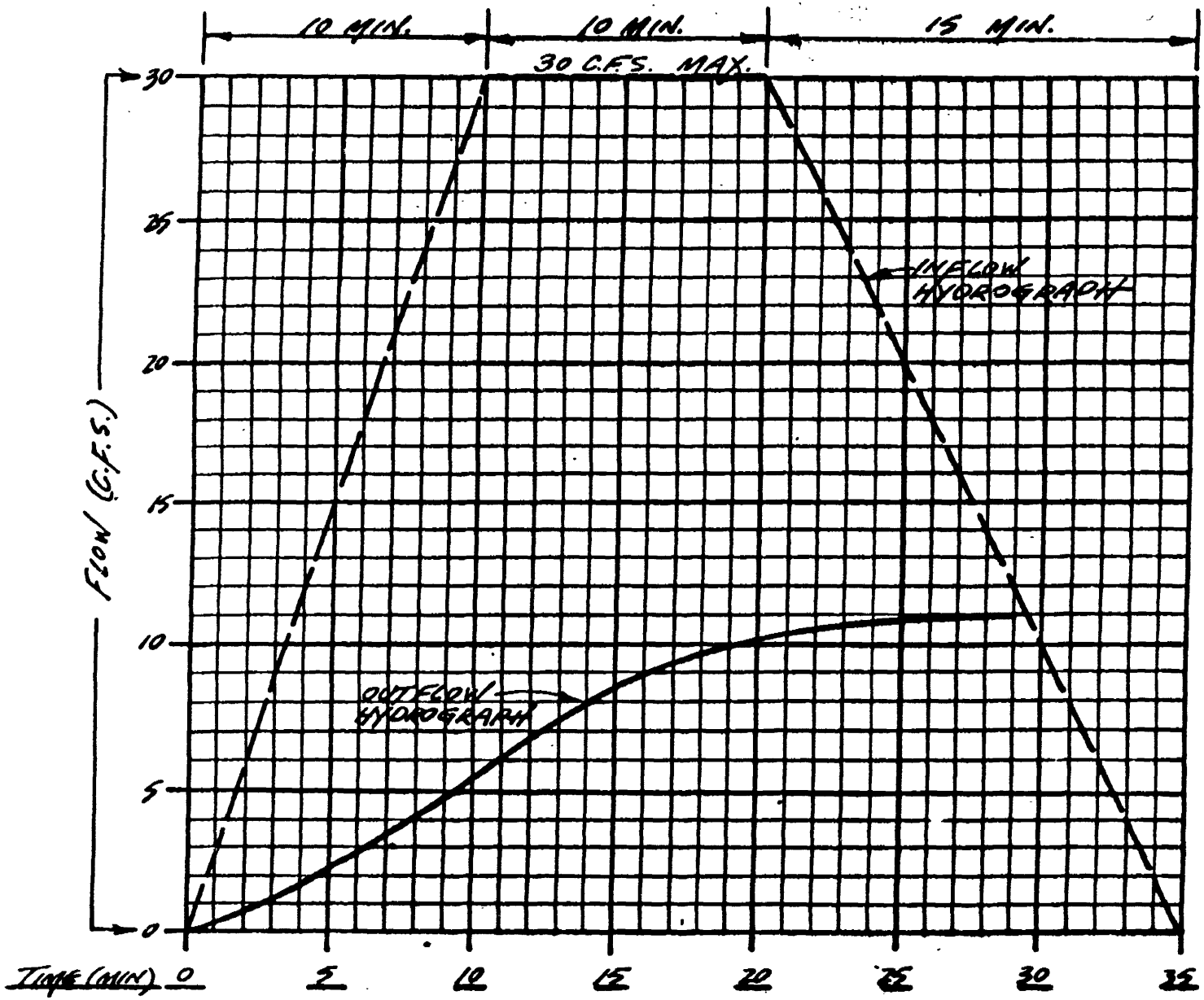
RETENTION POND "A".

FIGURE 5



POND "B"

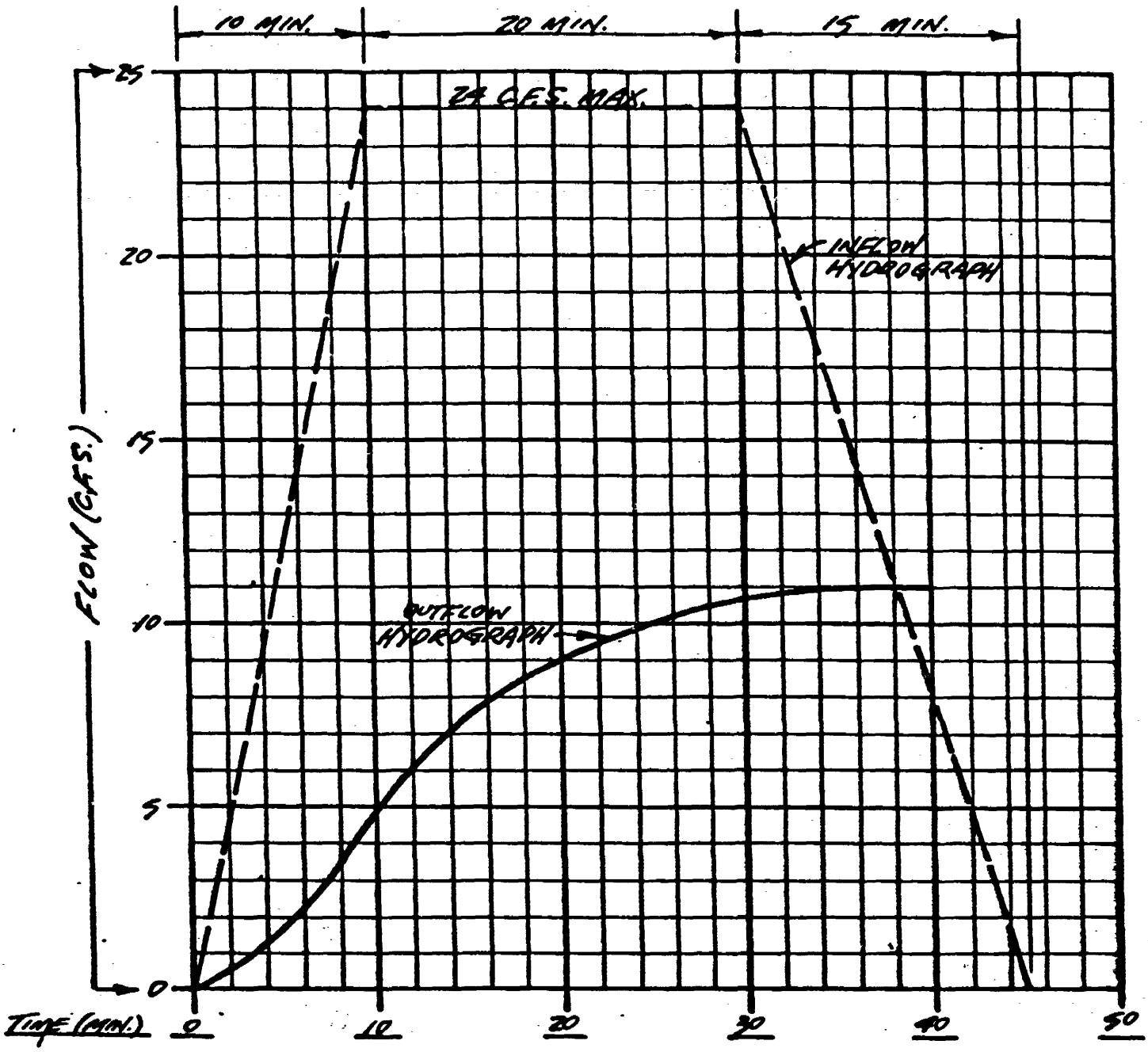
FIGURE 6



T_C = 10 MIN. DURATION = 20 MIN.
i = 9.6"/HR.

RETENTION POND "B"

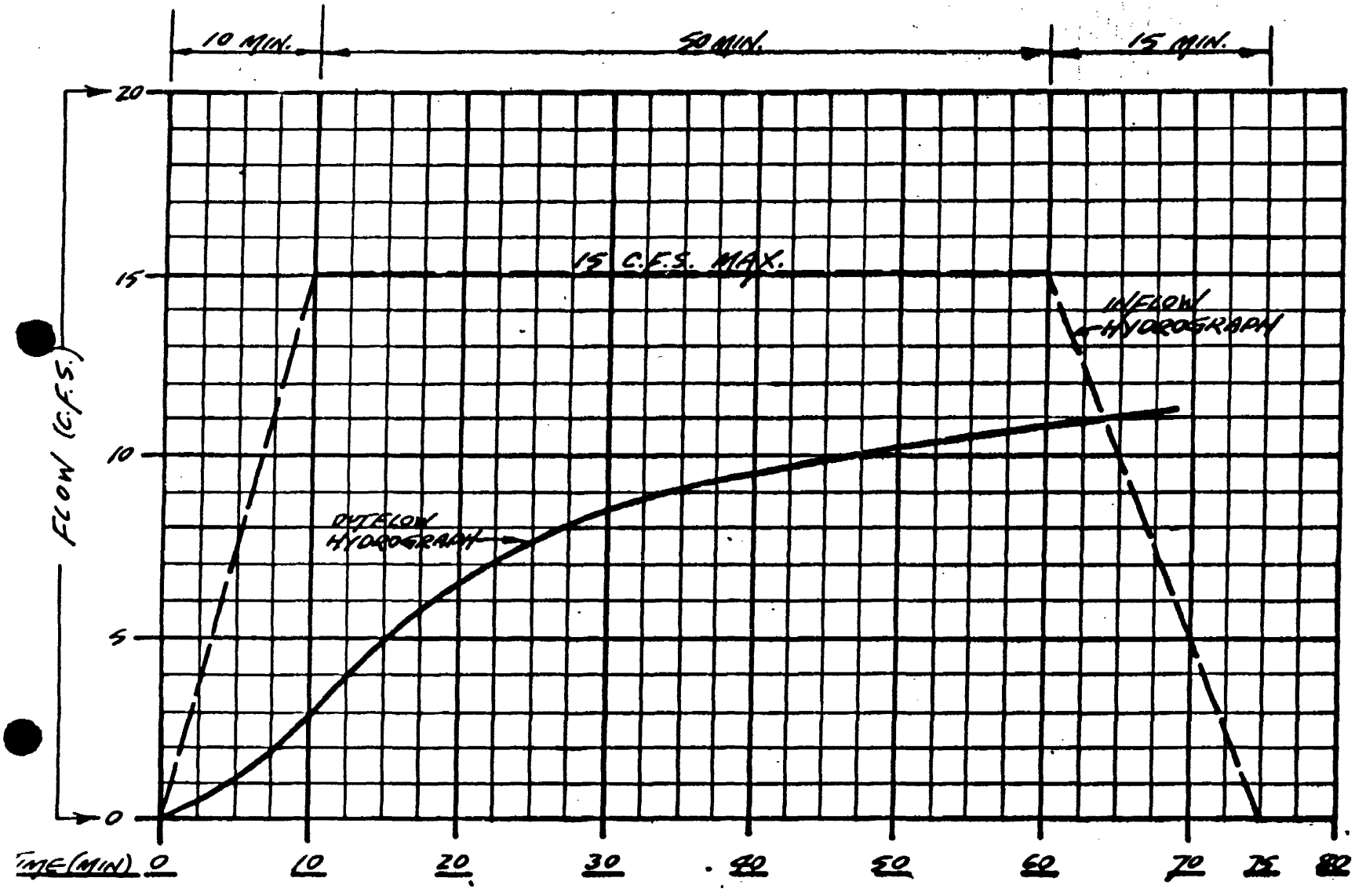
FIGURE 7



TC = 10 MIN. DURATION = 30 MIN.
$i = 3\frac{7}{8}$"/HR

RETENTION POND "B"

FIGURE 8



TC = 10 MIN DURATION = 60 MIN.
i = 2.3"/HR.

RETENTION POND "B"

FIGURE 9

MURIEL MACNARY SUBDIVISION (86-83)

Mr. Patrick Kennedy came before the Board representing this proposal.

Mr. Kennedy: This is a piece of property owned by MacNary on MacNary Road. They have one existing house they are looking to create two new building lots this is our first time in. It is served by Town facilities. This is Town sewer, we didn't have Town water. The lots are all over 1 acre.

Mr. Scheible: Lot number three has access but number 2 and 1 the line would have to be continued up the road. This is a right of way not a private road. That continues from Woodwind, Mr. Spells owns the road along with the six lots. The resients who are on the road now have a right of way to use the road out to 207.

Mr. VanLeeuwen: Mr. Spells cannot build unless he does the road. Now how can we really approve this subdivision without making him put the road in.

Mr. Scheible: When they came in and started buiding they lowered the roadway down 5 or 6 feet.

Mr. McCarville: These people have an easement.

Mr. Kennedy: They have deeded rights to the right of way.

Mr. McCarville: I think they have to bring this road up to rural road specs the people that are going to build on the lots.

Mr. Scheible: They don't own the road, they can't Mr. Spells owns the road.

Mr. Kennedy: Can they legally do that?

Mr. Scheible: We are going to go out and make an inspection of this.

Mr. McCarville: If he can get an agreement with the owner of the property giving them the right to maintain it I'd have no problem with approving it.

Mr. Rones: You mean the right to approve and maintain it?

Mr. McCarville: Yes.

Mr. Scheible: We will be out there for an inspection. Thank you.

HILLTOP ESTATES SITE PLAN (86-89) Feb. 25-1987

Mr. Scheible: Before you state your case I'd like to have our attorney say a few words.

Mr. Rones: I understand there has been some site work involving the removal of trees at the front of the site and the Planning Board is very concerned about that because since there hasn't been any approval of the subdivision or site plan that is in violation of subdivision regulations and the intention of the Planning Board at the moment is to prosecute that violation in the Town Court and the possibility of penalties are pretty servere so that the Planning Board

is very concerned about that and if you have some way to address it we'd like to hear it but at the present time the intention is to prosecute that violation.

Mr. Harold Wolland: I came here in January and I asked for a permit a burning permit and I told the building inspector I was going to do some clearing and that I applied to the DEC whatever I wasn't going to take off the property. The bulk of the clearing had to do with the front arae of the job which is primarily this large retention basin. If you recall from the prior site plan this was a retention basin here which was picking up some of the drainage. That has been changed and all the retention is being done up front so the entire project was pushed back off the road and in addition to that a recreation area was put up front and basically we had a tremendous amount of clearing for the retention basin. The clearing line is four hundred feet off the road we wanted to get the front section done we are also trying to follow the prior meetings concern of the Planning Board to prevent these basins from being very deep and they wanted us to space things out and have a grade like so, so there would be no fencing required. We did that and the difference in grades from this basin is 20 feet and in order to have the grade effect the whole are would have to be graded up to 11 feet as you work your way up and we felt now this time of the year when there is no folliage and in anticipation of getting started in the summer the area we had wanted to be clearing would be in this general area. The right side of the job we didn't touch we concentrated here and that is 99 percent of it would have to be cleared regardless. If you kidded yourself and think you can get around it later on when you go to put in the sewer line you'd kill it any way and our intention is to do $250,000 worth of landscaping in new trees, shrubs evergreens whatever especially in the area we had cleared that is the front of the job facing the road and try and clear the buffer zone and a lot of what we take down was dead it was locust trees it was diseased.

Mr. Jones: Who determined that?

Mr. Wolland: The landscaper.

Mr. Jones: The only permission you were given was to take the houses down. Yet you come along and rape the land. Anybody that lives here sees what you did.

Mr. Scheible: I'd like to enter this letter in the minutes from Mr. Henry Reyns a member of this Planning Board who is absent tonight. It is dated February 21 1987 along with two pictures of the site and that he is also very unhappy with what has happened here and would like to see this matter turned over the Town Attorney.

Mr. Scheible: When I went down there I was very sorry to see what had happened myself. You have some trees there that can never be replaced, 200 year old growth and according to what you were pointing out you only wanted to go how many feet above, how far back did you wipe out all the growth?

Mr. Wolland: 400 feet.

Mr. Jones: They were loading the stuff on lumber trucks.

Mr. Wolland: I personally walked the site and was there, there was two very large pine trees right here they were staked out we left a buffer zone we left 20 foot buffer zone because it is 20 feet from the property line everything else was locust dead trees and this was once cleared before.

Mr. Scheible: If they were diseased then we have a whole town of diseased trees.

Mr. Wolland: This section here was once cleared for something it wasn't that we took down any giant oaks here this was cleared already. The main clearing was done in the corner here which had the thickest tallest tree area.

Mr. Scheible: I'd have to go back and re-inspect because it seems you were much further back.

Mr. McCarville: Did you bet a demolition permit to take down the buildings?

Mr. Wolland: No.

Mr. McCarville: Did you get a burning permit?

Mr. Woland: Yes. I told them I did not demolish the buildings they are being moved. We have not been able to move them we have a specialized moving company to come and pick them up.

Mr. Scheible: The burning permit was issued to rid yourself of the refuse from tearing down the old buildings?

Mr. Wolland: It is a DEC permit for anything four inches or less. Anything 8 inches or more, three feet off the ground should be saved if at all possible. And I am saying that what was taken down if it wasn't taken down would have been taken down anyway. If you take a close look at the site plan and you see this particular corner the two buildings the park area, the driveways, what is not shown in the criss-crossing utility, the retention basin the grade that would have to be kept in order to honor your wishes to make the retention basin gradual.

Mr. Scheible: You have jumped the gun you have not been given any permission to do anything we have not OK'd any of this you have jumped the gun, you have begun construction without any permission whatsoever. We could disapprove the whole plan but you are just taking it upon yourself and with no authorization whatsoever to begin construction that is the way I look at it. First you came in and made application, and in order to do that you must first come to the Planning Board for any authorized construction to begin in that area and you have just bypassed it and begun your own construction without any authorization.

Mr. Rones: Or for any grading or clearing.

Mr. Wolland: My definition of construction if you excavate more than 18 inches you have to have a permit if you own property and you want to clear it it is my understanding that you can do with your property as you wish.

Mr. Rones: If the Town of New Windsor or we have a land subdivision regulation that requires that before any grading or clearing of the land is done you must get approval of the Planning Board and you didn't and it creates a real problem because now the property has been altered before we have had a chance to decide what our input is into the subdivision.

Mr. VanLeeuwen: If he says those grades are as stiff as they are we should go

down and take a look and if they are we should be satisfied, if not then...

Mr. McCarville: I'd like to request that a survey inventory is taken of everything over four inches on that lot today before we go one step further. I'd like to know what is on there and where it is located.

Mr. Jones: I don't think we should even entertain these people until they get the houses out and get their ship in shape and the debris be taken away I will make a motion to that.

Mr. VanLeeuwen: I think we should go down there and take a look discuss this thing further.

Mr. Jones: How can we treat them any different than they have treated us?

Mr. VanLeeuwen: The same thing that happened in the past we feel is happening today.

Mr. Greg Shaw: If you go down there I'd like to be included I have been doing the grading and I can give you some input as to what it will look like after construction.

Mr. VanLeeuwen: Are the slopes that bad?

Mr. Shaw: We are going to be coming off Route 32 and going down to provide storage for the rain water. So now I have to get back to existing grades so I am going to have to go back to get the angle. Because the ground keeps climbing I have to keep going until I reach there.

Mr. Wolland: What we intend to put back is better than what was there before. It is going to be a beautiful trees and we will place them where we can utilize them.

Mr. Scheible: We will set up a meeting to go down there and make an inspection of the site so you can show reasons why the construction was like it happened.

Mr. McCarville: I think we ought to hear what they have to say.

Mr. Wolland: Even though there might be some problem with regard to that we really touched 1/8 of the whole property. The rest of the property is really untouched.

Mr. Attila Bodnar: The plan otherwise reflects all the changes you have requested on the last meeting which is mainly one thing rearranging the buildings as requested to provide as much view from the apartments as possible and reserve the view from the apartments. One or your requests was to provide walkways along the property for internal circulation which you can see around this roadway so anybody can get to the community building area without having to walk on the roads itself. Other concerns are addressed in site utility plan which has completely been revised reflecting the concerns of the catch basin and the storm water retention. We also brought the architectural model of one of the units to show the quality of the development we are intending to do here. As you can see these are much more than bay windows. We tried to adress your concerns from those units that are not that favorably oriented, gave the possiblity of a nice view and it is well landscaped within the dvelopment. This

was two sided concern, one we wanted to give as much view from the apartments as was possible and yet we wanted to provide an interesting layout to look at.

Mr. McCarville: What about the cemetery?

Mr. Andrew Krieger: The owners are seeking proper permission and removal of the grave site to a location like Woodlawn totally at the cost of the developer. If a proper place and plan are approved by the Board and probably approved by the Board. There has been in terms of actual application there has been no application made as there has been a delay in that it has been a little difficult, I found out today after Ava Royce was buried there in early 1917 there has been up until now nobody who came forth to be able to tell me who here relations, or next of kin for me to contact are to seek their permission, or have I found out how she came to be burried there or any of the facts. I have now had an application to be made but that is a procedure yet to be done and it wil have to be done by application to the Supreme Court.

Mr. Wolland: At the meeting on December 18 you had concerns, one was a walk, views was another, the retention, ponding and the fencing around them. In January we moved the fences. The actual hole was one third the width as the new ones are going to be. There is a model on this site and when we move the buildings our intent is to eliminate the utility lines and the road and the curbs because our road takes the bend to the left. Weather permitting when the snow is out we intend to drive trailers in and machinery to pick them up. If they were going to be demolished they would have been already. But someone I found he said he'd take them off the site he had a place to put them and he can take them away. We are going to leave one temporary. It is the old model house, the blue house we want to keep one building there temporarily to use as a combination construction office and sales office. Nothing on the site is going to be burried, it will be picked up and removed. When you consider there is no choice about the retention basin and where to put it but to continue configuring three retention basins, two already in and a third here. If it's a 20 foot tree you want we have to put back a 20 footer, we will put it back it will be shown on the landscaping plan. The damage was done unfortunately nobody came there until Friday and I am not in the business of creating problems or telling people things, I have maintained contact with Mr. Scheible as much as possible. I have been trying to get on the agenda for the last two and a half months and had this happened a month ago it would have been before the clearing.

Mr. Jones: You've done this work somewhere else?

Mr. Wolland: Sure.

Mr. Jones: Did they let you tear everything down in the land?

Mr. Wolland: Talking about single family houses, no. If you are talking about cluster, for the most part you do and where the buildings are going you tear it down. There was nothing in this general area that was worth saving.

Mr. Scheible: The Board wishes to go down there and make an inspection together and arrange with Mr. Shaw we will set up that meeting date after our meeting tonight and Mr. Shaw will get in touch with me tomorrow and I will let you know.

Mr. Wolland: Thank you.

CONTINENTAL MANOR

Mr. Lou Petracelli came before the Board with the maps of his proposal.

Mr. Petracelli: Here is the screen you wanted here and there is the change in the road going up here from this lane bringing it down this way.

Mr. Mc Carville: "That the Planning Board of the Town of New Windsor approve revised site plan of Continental Manor dated April 3, 1987." Seconded by Mr. Lander and approved by the Board.

ROLL CALL:	MR. JONES	AYE
	MR. LANDER	AYE
	MR. MC CARVILLE	AYE
	MR. REYNS	AYE
	MR. SCHEIBLE	AYE

Mr. Mike Oberman: These drawings have a drafting error on the slope I can provide you with additional copies of the map if you want. The copy submitted said ten percent maximum and it should read ten percent minimum.

Mr. Scheible: Thank you.

REVIEW KARNIG FORRESTRY REPORT ON HILLTOP PROJECT (86-89) Apr 8, 1987

Mr. Mc Carville: "That the Planning Board of the Town of New Windsor accept the forrestry report by Jack Karnig dated March 24, 1987 signifying the restoration project to be completed by the developer relating to Hilltop Estates Site Plan." Seconded by Mr. Jones and approved by the Board.

Roll Call:	MR. JONES	AYE
	MR. LANDER	AYE
	MR. REYNS	AYE
	MR. MC CARVILLE	AYE
	MR. SCHEIBLE	AYE

Being that there was no further business to come before the Board a motion was made to adjourn the April 8, 1987 meeting of the Town of New Windsor Planning Board by Mr. Mc Carville, seconded by Mr. Jones and approved by the Board.

Respectfully Submitted By:

Frances Roth
Stenographer

Mr. Van Leeuwen: I don't see any problem.

Mr. Loeb: Thank you very much.

HILLTOP ESTATES SITE PLAN (86-89) 5/27/87

Mr. James Loeb came before the Board representing this proposal.

Mr. Loeb: I am appearing for Hilltop I am appearing tonight with Greg Shaw who is the engineer working on the project together with Greg is Lou Grevas who is here as well who is also consultant and Atille Bargnar architech a new consultant who has recently joined in this project Don Molar, landscape architech. The applicant is here tonight having submitted the sketch plans to your engineer the applicant is here to start again the review process. Mr. Wolland is here I have met with him he has assured me and through me I assure you that this project will conform to all of the requirements of the Town of New Windsor. I can make that assurance to you because I can tell you that I will not be involved nor will the other consultant if there are any difficulties in the review process and I don't believe there will be. I think that the project is worthy of your review and merits it provided that we submit to you the proper documents. We have asked that Don Molar join the consulting team in order to provide you with a landscaping plan and I will ask him to put it up there and that more than meets the comments of Jack Karnig the forrester you retained and I believe you will see that what Don proposes goes even beyond what Jack suggested in the way of reforrestation and in developing the landscaping plan. I have worked with Don on other projects and I am sure you have had him appear before you and I know the quality of his work. I am pleased that he is part of this plan.

Mr. Reyns: Mr. Loeb before you proceed I have a report tonight that according to my understanding on this situation we were not going to entertain anything on this proposal until certain items were straightened up on the property as it is. Now as I understand and as of today correct me if I am wrong that there is still some foundations there that are not taken care of I thought we had an agreement to have those all removed. I am wondering if we are not putting the cart before the horse.

Mr. Loeb: I'd like to speak to that when I became involved I must tell you I was at one of your previous meetings and I did hear some of the discussions but not all of it. When I became involved what I did was request and secure copies of your minutes and I can tell you that the applicant has complied with what is set forth in your minutes as what action this Board took. Those minutes required the removal of the buildings but did not as was implied require the removal of the foundations. The foundations were filled in and it is my understanding that that is the normal course of how foundations are handled when the buildings are removed.

Mr. Jones: I am the guy that made the remark about removing the foundations and the debris and it is in my minutes at home I can get them too.

Mr. Loeb: I can only respectfully say to you that I have the minutes and I read them very carefully becuase I wanted to make sure we did what the Board said and I don't believe that the minutes indicated that the foundations have to be removed. I asked for and secured copies of the minutes of the February 25

meeting just because I wanted to make sure that when we appeared before the Board we had done everything that the minutes indicated we had to do and with all due respect I think you will find that we did do all of those items. I have discussed this with the Board's engineer when we submitted to make sure that we did submit properly. We submitted the sketch plans the long EAF form and what we would like to do is have an opportunity to proceed with the review of the project on its merits.

Mr. Reyns: I think we can go ahead and do that. I'd just like to have the building inspector or engineer go down there to clarify any of those remarks.

Mr. Edsall: I was down on the site this afternoon I am sure that a lot of items that are there, many of the remaining foundations should they be encountered will have to be removed anyway. I saw two remains of foundations and one slab that remain.

Mr. Van Leeuwen: Why didn't we just ask the applicant and the rest of the stuff can be removed.

Mr. Reyns: They are indicating they are not going to be.

Mr. Van Leeuwen: Is there a plan if we ask you to remove the foundations and debris?

Mr. Loeb: Whatever debris is there has got to be removed there is a question on the removal of the foundations Mr. Wolland tells me there are gas lines into the foundations and there is a question about them being removed.

Mr. Reyns: That is OK.

Mr. Loeb: I went there myself to check those.

Mr. Van Leeuwen: I know they are gone.

Mr. Shaw: Just as a point of information the plans that you are reviewing were a previous submission new set of documents were delivered to New Windsor yesterday they may be in the pile but they reflect a design it may be more appropriate to look at them.

Mr. Loeb: These plans conform to the zoning as to lot count and lot coverage I have no comment about the prior plan becuase I am not familiar with it but these plans show 149 units which is in accordance with the zoning these plans do not rely on any prior submittals to the Board made years ago or more recently. They meet all of the bulk requirements they provide a garage for each unit plus drive and parking for each unit plus guest parking for a total of 348 parking spaces in accordance with the comment that the Board had addressed to the prior plan the architech has attempted to orient each unit for the maximum views on availability from the site taking into consideration the changes in grade and as part of the plan although it is not oriented in the arthitech's drawing that is the preliminary drawing Don Molar has done based upon the plan and Jack Karnig's report to the Board in which Mr. Karnig discussed not only the number of tress but the caliper of the trees that he thought would be appropriate for the development plan. I haven't counted every tree I understand we exceed what Jack had suggested but in addition to that full look in the lower left hand corner of the plan you will see a schematic design of how the individual courts would be

planted both with trees and shrubs so that they'd even be more landscaped because Jack's report deals with trees as opposed to shrubs and the finished landscaping. What I would hope tonight is that this Board would declare itself lead agency because we have filed that long EAF and allows us to work with Mark and your other consultants in a detailed review of the plan. It is a condominium project so it would be private roads.

Mr. Van Leeuwen: We had requested that the roads do meet the Town specs. What is happening with the cemetary?

Mr. Loeb: I am waiting for the question so I can reply.

Mr. Shaw: It is not indicated on the drawing it is indicated on the previous drawing.

Mr. Jones: What is going to be the outcome it is in the driveway.

Mr. Loeb: That has to be resolved and the other thing I can tell you is that we have eliminated about 12 possible avenues of resolution of the problem. It is somewhat of a unique problem the laws of the State of New York have a lot of procedures that you can use in moving bodies in cemetaries. This particular set of facts does not fit into any of the statutory framework this is going to have to be decided by an official of vital statistics in Albany followed up by some kind of court order. We have eliminated 9 different answers because they won't work. But we understand it is our obligation to solve it and we must. We may end up making new law which nobody ever likes to do because it is expensive but it may have to be done.

Mr. Jones: Whoever bought the property bought that too. I am here to see it protected too.

Mr. Reyns: This is an entirely new application in that then there is not much reason for any more discussion on this other than you submit your plans and our next meeting what you'd like to know is whether we will be the lead agecy and to get you started on the environmental review which is what you need.

Mr. Van Leeuwen: "That the Planning Board of the Town of New Windsor take lead agency status regarding the Hilltop Estates Site Plan." Seconded by Mr. Mc Carville and appproved by the Board.

ROLL CALL:	MR. VAN LEEUWEN	AYE
	MR. JONES	NO
	MR. MC CARVILLE	AYE
	MR. LANDER	AYE
	MR. REYNS	AYE

Mr. Loeb: Thank you Mr. Chairman.

Mr. Reyns: We will be designated as lead agency and we will proceed from there.

Mr. Loeb: May we continue to work with your engineer with the submittals as we proceed? We have been meeting with him on an informal basis because this plan has not come before the Board until tonight and we'd like to continue.

Mr. Reyns: We'd be glad to have you continue.

Mr. Loeb: I had hoped by the next time to have a more current report on the cemetary problem.

Mr. Reyns: That was the reason I was proceeding at this speed because you are going to have to address that before we go any further.

Mr. Loeb: I agree. Thank you very much.

THE FAMILY LAUNDROMAT (87-1)

Mr. Herina came before the Board.

Mr. Herina: You requested one machine be removed and it was.

Mr. Reyns: Are you in operation now?

Mr. Herina: No not for the last two weeks. As per your request.

Mr. Mc Carville: Have we scheduled the public hearing?

Mr. Reyns: No but I think since everything was taken care of...

Mr. Babcock: Everything was taken care of.

Mr. Reyns: Then we can proceed.

Mr. Babcock: There is some minor things that have to be taken care of but it is the landlord's responsibility.

Mr. Reyns: The next step is a public hearing.

Mr. Babcock: Yes.

Mr. Van Leeuwen: Is everything satisfactory as far as you are concerned?

Mr. Babcock: Yes.

Mr. Mc Carville: "That the Planning Board of the Town of New Windsor set the Family Laundromat up for a public hearing." Seconded by Mr. Van Leuwen.

Mr. Reyns: We will set the date for the next meeting. What we are trying to do here is to give you all the help we possibly can your position is going to be to work. The building inspector will get all the specs on what to do on the public hearing and get it in the paper so you can be at the next meeting.

ROLL CALL:	MR. VAN LEEUWEN	AYE
	MR. JONES	AYE
	MR. LANDER	AYE
	MR. REYNS	AYE
	MR. MC CARVILLE	AYE

HUSTED - TOWNSEND - PURDY SUBDIVISION (86-81)

Mr. Scheible: I'd like to welcome our newest Board member Mr. John Pagano welcome to the New Windsor Planning Board.

1-13-88

[redacted] (85-88)

Mr. Gregory Shaw came before the Board representing this proposal.

Mr. Shaw: Ok, the purpose of coming before your Board tonight is just to update your Board with the status of the project. Before you tonight is a site development plan indicating 149 residential condominium units on our parcel of land. We have been before you before so you are familiar with this piece. Since the last time we were before you we have go before the Bureau of Fire Prevention

and and have presented this drawing to them on an initial submission they had some small revisions but they have granted us approval on the road layout. The road minimum widths are 34 feet for the main trunk line, 34 feet for the second trunk line and a narrower width through the hammerhead tier configuration. It has been a while since the Board has seen the drawing and with the changes I wanted to get some feedback. With me tonight is also Andy Krieger who has been working on the cemetary and he would like to address them as to the status of that.

Mr. Krieger: I am counsel fo the developer for the purpose of resolving the question of Anna Royce and her cemetary. There is an overgrown gravesite in the middle of the property here and it has been the developer's desire that it be removed properly done prior to the development of the piece of property. That is a fine desire but it turns out in trying to do it that it falls into some rather sizeable legal crack. Without going through the rather long history of how we went about trying to find a procedure for removing the grave one has been found and has been approved by the Cemetary Board of State and the procedure involves the following. First of all a new gravesite is going to have to be found and this by the way is at the expense of the developer not to the town nor is the town required to do anything. A new gravesite has to be found it is probably going to be in Woodlawn, we have a funeral director working on it and I anticipate within a few days he will be getting back to me letting me know the gravesite has been purchased and is ready to go. When that happens a notice has to be published in a local newspaper of record of course that poses a certain logistics problem with a newspaper of record the weekly one we use or a daily one but that problem will be resolved. Once it has been noticed it has to be published for seven days consecutively specifying the person, the date they died, where they were burried and where they are going to be reinterred and notifying the next of kin and anybody who is to get in touch with the owner of the property and voice whatever it is they want to voice. Assuming nobody does that within 30 days after the publication then it is permissible for that funeral director to apply for a disinterrment permit, a normal thing to be issued by the town clerk once they receive the permit to disinterr the remains and reinterrment of the remains at the cemetery plot designated notice has to be filed with the County Clerk stating the history of everything that has been done. In addition to that procedure we had a geneological search done not wanting to leave it merely to publishing in the newspaper in case somebody should come up and have something to say. Again this posed a little bit of a problem because as you may remember way back when this became known an article was written by Everet Smith which showed she had no direct descendants remaining here, the then husband disappeared from the area shortly after she died without a trace so it posed some considerable problems. But on the other side of the coin she was related to the Purdy's and there is probably a few thousand of them around. We had a problem between getting from this no direct descendants to the family relation which could have resulted in a goldmine of relatives. So we had a geneological study done the result of that study is first of all it confirmed there were no direct descedants. The closest descendant she had are a grand nephew and a half grand niece. I have contacted both of those people. There were about four sisters and there are no descendants until we get down to the grand nephew and half grand niece.

Mr. Schiefer: When was she interred.

Mr. Krieger: 1917. We contacted the two people the nephew in California they started, my search organization, started with him in New York I talked to him on

the phone and he said he I couldn't care. The half grand niece I didn't even get to talk to here I wrote to her in Chicago and have no responce whatsoever and they are not, I don't believe in the direct law to have legal status anyway to voice any objection but we didn't want to leave that to chance we wanted to everything we can think of doing to try and find them and that is the result. So I assume there will be a time for telling Everet once we get around to the disinterrment he will want the details in connection with what he may view as a newspaper story worthy of photographs. I will be happy to tell him more than he wants to know.

Mr. Shaw: Just to let you know where we are sitting the document that we have submitted before you are the site plans, the road profiles and we have superimposed the road grading on the plans that has been reviewed by Mark Edsall. We have a lot of work to do. The sanitary sewer system just to summarize where we are sitting it is going to be private hookup into the existing run on Windsor Highway. The water system will be private with the exception of the 12 inch main which will interconnect Epiphany to Route 32 main. We are involved in an archelogical study along with the Windsor area and Epiphany to make sure there is no archelogical significance to the project. We are prepared to get involved with the drainage report and make piece with the DOT. We'd like to start that work but we thought it would be prudent to let you tkae another look at the drawing before we went full bore on the project. We'd like to see if you have any comments or feedback before we get serious with the enginering work at hand.

Mr. Edsall: The fellow who did the survey on the timber on the property you reviewed his report I am sure.

Mr. Shaw: We brought that landscape plan by Donald Molar because the site plan has been revised, the plan is going to have to be revised before we get approval we will be bringing in a formal drawing for the landscaper for the Board to review.

Mr. Schiefer: You said something about private water system, where are you going to put the wells?

Mr. Shaw: This is a problem and it is a problem that has been coming closer and closer to New Windsor with respect to the capacity of water treatment plants we are willing to proceed at our own risk we'd like to get the engineers drawings before you and have the approval process move along when we get to the bottom of the well and see whether or not there is sufficient capacity which exists. New Windsor has been talking with respect to improving their own water system and double its capacity. When the County came in it put everything on the back burner for 9 months we are hoping that is going to open up and water will be provided for the project in the future. We realize we are proceding at our own risk.

Mr. Schiefer: I would not assume for each house or unit.

Mr. Shaw: It can't be it would be maintained by the condominium association.

Mr. Scheible: It looks like we are heading in the right direction, looks good for right now.

Mr. Shaw: Thank you.

TOWN OF NEW WINDSOR

555 UNION AVENUE
NEW WINDSOR, NEW YORK

86-89

1763

8 July 1988

Shaw Engineering
744 Broadway
Newburgh, NY 12550

ATTENTION: CHRIS FULLAM

SUBJECT: HILLTOP ESTATES PROJECT (T86-89);
TOWN OF NEW WINDSOR, NEW YORK

Dear Chris:

Pursuant to your request, at the regular Planning Board Meeting of the Town of New Windsor on 25 May 1988, I presented the Board with your request to have the board go on record indicating that the cross-connection of water service to Union Avenue would be a condition of the Epiphany review. Enclosed herewith, please find copies of pertinent pages of the minutes from that regular Planning Board Meeting where the matter was discussed. I am hopeful that the enclosed will be acceptable for your use in submission to the Orange County Department of Health for their review.
Should you have any questions concerning the above, please do not hesitate to contact the undersigned.

Very truly yours,

TOWN OF NEW WINDSOR

Mark J. Edsall, P.E.
Planning Board Engineer

MJEemj

Encl.as

cc: Planning Board File, (86-89)

TOWN OF NEW WINDSOR

PLANNING BOARD

MAY 25, 1988

PRESENT: HENRY SCHEIBLE
JOHN PAGANO
HENRY VAN LEEUWEN
RON LANDER
LAWRENCE JONES
DAN MC CARVILLE
CARL SCHIEFER

ALSO PRESENT: JOSEPH RONES, ESQ., PLANNING BOARD ATTORNEY
MICHAEL BABCOCK, BUILDING INSPECTOR
MARK EDSALL, PLANNING BOARD ENGINEER

Mr. Scheible called the regular meeting to order.

HILL & DALE TRAILER PARK - ANNUAL REVIEW

Mr. Joe Hershall came before the Board representing this proposal.

Mr. Scheible: Mike, do you have any problems with Hill & Dale.

Mr. Babcock: No, I'd like to bring out the file though.

Mr. Mc Carville: I'd like to see a map too.

Mr. Van Leeuwen: Where is this?

Mr. Babcock: The one behind Walter's.

Mr. Scheible: Has there been any additions or deletions since the last time you appeared before the Board?

Mr. Hershall: None.

Mr. Scheible: All trailers are all still in the present condition and location.

Mr. Hershall: Yes, they are.

Mr. Schiefer: How many are there in that area?

Mr. Hershall: There are 22 there.

Mr. Scheible: Has anybody been out there to make an inspection?

Mr. Babcock: There shold be a report in there.

Mr. Scheible: You didn't submit a new map?

Mr. Babcock: As far as that building is concerned, that was a little gift shop in there that was in there recently. I lookin into it quite hard to see what I could do at that point and it wasn't a change of use and to be honest if nothing happens there, to do anything with that property, he can continue to rent that as a retail sales which gifts, which is shoes. He can use that, George Ross has the use of that building. So, if nothing is done here, it is never going to change. That is my feeling.

Mr. Van Leeuwen: I am not in favor of hurting this man but he want out and rented a building and didn't get a lawyer involved. That is not our fault either. The other thing we look at it this way, we get one corner cleaned up, we might have another chance to get the rest of it.

Mr. Mc Carville: I make a motion that the Planning Board of the Town of New Windsor approve the George Ross Phase One Site Plan.

Mr. Schiefer: I will second that.

Mr. Lander: This is a take out pizza only, Right?

Mr. Cuomo: Right. There are no tables.

ROLL CALL:

MR. LANDER	AYE
MR. JONES	NAY
MR. PAGANO	AYE
MR. MC CARVILLE	NAY
MR. VAN LEEUWEN	NAY
MR. SCHIEFER	AYE
MR. SCHEIBLE	AYE

HILL TOP ESTATES

Mr. Esall: As part of the design calculations for the water on Hill Top, they have included a cross connection through the Ephiphany property to the Union Avenue extension which is going to tie into the Snake Hill tank. The County is requesting that the Board go on record indicating that as part of the review of the projedt they would require that cross connection so that there'd be ample supply of water to the Hill Top project. This is the old Commons project next to Ephiphany. It is Townhouse project as you recall. We discussed the fact the I believe it is a 30" main in Route 32, has a presure of approximately 55 pounds as I recall, that would be insufficient pressure to supply the entire Hill Top project because it goes up the hill. So they'd have to be fed from above from the Snake Hill tank. we already came to that conclusion, the County has requested you go on record indicating that you will require the line to be put in between Union Avenue and Hill Top which is going to serve to benefit Ephiphany as well as could you couch it in the fact that if Ephiphany is not developed, you'd require that they provide an easement.

Mr. Scheible: That would go onto Maharay's property then too.

Mr. Esall: Yes. We have to get something to the County.

PREVIOUS

DOCUMENT

IN POOR

ORIGINAL

CONDITION

Mr. Van Leeuwen: I make a motion that the Planning Board of the Town of New Windsor go on record stating that as Ephiphany was part of the development, make available the water connection to Hill Top.

Mr. Mc Carville: I will second that.

ROLL CALL:

MR. LANDER	AYE
MR. JONES	AYE
MR. PAGANO	AYE
MR. MC CARVILLE	AYE
MR. VAN LEEUWEN	AYE
MR. SCHEIBLE	AYE
MR. SCHIEFER	AYE

FOXWOOD SUBDIVISION

Mr. Scheible: They sent me a letter requesting that the New Windsor Planning Board act at it's 25th of May meeting, first to establish a date and time for continuation of the public hearing on the Foxwood DEIS so as to allow the Planning Board to complete the SEQR process in accordance with Part 617. Second, establish the time and date for continuation of the public hearing on the Foxwood Site Plan, recognizing that this hearing will undoubtedly continue in recess until SEQR process has been concluded. Third, advise the applicant of any further data, documentation or clarification as to the DEIS that the Planning Board would desire us to present at the time of the continued public hearing. They want us to set a date we are hopefully that you will continue the public hearing at your meeting of June 8 and be in a position to adjourn the DEIS hearing at that time. Unless we hear from you to the contrary, we will assume that the Town of New Windsor assumes responsibility for any public notices which would be required with respect to these continued hearings.

Mr. Rones: I think we ought to advise them to the contrary.

Mr. Scheible: This letter if from Mr. Brod and it is dated May 20, 1988. He called me and I said I'd discuss it with the Planning Board. Lets reschedule it.

Mr. Rones: There as some comment from the DOT that we received, some corrections apparently have to be made. I don't know if they are major or minor.

Mr. Scheible: Just an ad in the Sentinal, would that suffice as an announcement of the continued public hearing?

Mr. Rones: Yes, well, a public hearing has already been advertised. This is merely a continuation of it. There should be a notice in the Sentinal.

Mr. Van Leeuwen: Lets do it the first meeting in July.

Mr. Scheible: Resend to each home owner all over again?

Mr. Shaw: The second request is that the developer can go in on the site and do some earth work with respect to cleaning out the site and some rough grading. If we want to define what that is, removal of pavement of the previous construction in '83, removal of the curbs, removal of manholes, catch basins, utilities, water lines, removing of underground electric and rough grading.

Mr. Schiefer: Remember what happened when we gave this approval the first time, we are a little sensitive.

Mr. Shaw: That is why I am asking the Board.

Mr. McCarville: I am not in favor.

Mr. Lander: No.

Mr. Pagano: No.

Mr. Jones: No. I seen that done once already. I don't want to see it done again.

Mr. Shaw: Before I leave the Board, I just want to let you know where I will be going on this project. I have been working with Mark with respect to the engineering drawings and the storm drainage and such. I will continue to do that. In some point in time, in the near future, the engineering drawings are going to be in very good shape to the point where I am going to request the Board for some type of approval, specifically, Phase 1 that is what we want to, where we want to put our efforts, that is 46 units of 149 unit project so it is less than one third. So, if the Board would, when going through the agenda, please try to put us back on.

Mr. Jones: I am not in favor of them retention ponds. You can't sell me on them. I seen them down there already and what they look like. You will have to come up with something different than the retention ponds before I will vote on it. I am not in favor of them, no way.

Mr. Pagano: I am against those retention ponds also. They are horrible then and you are going to be selling these things for a lot of money. I hope you come up with a design that is going to be aesthetic and pleasing to the people that are going to buy the houses.

Mr. Jones: The retention ponds that are put in before are nothing but a big joke.

Mr. Shaw: Retention ponds aren't very attractive. That is why we got a landscape architect on-board to minimize the visible impact. There is really not a mid-way solution. Either a one or a ten, the storm drainage on Windsor Highway is very limited. It cannot take out storm water as it cannot take Ephiphany as it cannot take anybody elses for all intensive purposes. It is a minimum system. Now, with the development with this parcel and any other parcel you have a choice. You are either going to have to put in retention ponds and let it bleed into this system for longer periods of time or in-

stall off-site piping and that off-site piping is going to go, I guarantee you, a half mile and you are going to have to cross Route 32 and I don't know if the State will let you cross 32. So, it isn't as if there is other mitigating circumstances. I'd love for this to be a 36 inch pipe and we can get rid of it on 32. The other project on the west side of Windsor Highway is going to have ponds unless major dollars are spent for storm drainage system crossing Windsor Highway and going down to the Wood Ponds area.

Mr. McCarville: Number one, I have seen these things built attractively. If you look at the bank on the corner of 17K and Union Avenue, Norstar has a retention pond in front of the building that is not visible and it is, if they are spread out and they are seeded and done properly and I think they can be made to work but there are retention ponds that are blended in and part of the lawn and manicured.

Mr. Lander: How about underground.

Mr. Shaw: We thought about it. Unfortunately, not only do we have to take care of the storm water generated by our site but also what is coming onto our site from uphill which adds to our situation. You are talking about a substantial amount of water. I don't think underground storage is the answer.

Mr. Pagano: This is a lousy piece of property you are trying to do to much with and you are creating more and more problems. How about another retention pond up here at another level because the first level retention ponds are going to work when you start building up here, I'd like to see something else to buffer it.

Mr. Shaw: Those ponds which you, on Phase 1 are identical to the ones for the entire project. They are designed to handle the whole project plus what is coming on from Ephiphany.

Mr. Pagano: We have some fantastic engineer over at Stewart who told us the water was never going to overflow 207.

Mr. Shaw: I can't address that.

Mr. Pagano: We have to because I have to because it effects this Board.

Mr. Schiefer: It is going to be a concern of this Board, the way we get rid of the water. We have to do something with it. I am hearing two opinions retention ponds if they are acceptable and the way they are now we don't like them.

Mr. Lander: You didn't touch them at all.

Mr. Shaw: No.

Mr. McCarville: I think they can be reworked to be aesthetically pleasing.

Mr. Schiefer: I think that is what I am getting out of this conversation the way they look now, they look like the devil.

[redacted] SITE PLAN (88-89) RT. 32

James Loeb, Esq., Mr. Schrone and Greg Shaw came before the Board representing this proposal.

Mr. Loeb: My name is James Loeb and I am appearing tonight for Hilltop Estates, the site plan which Greg has just put up on the board. The owner of the property is Hilltop Estates on Hudson, a New York Partnership and those members on the Board who were here on the February 1987 Board meeting met Rubin Schrone who is that distinguished looking gentleman back there. Mr. Schrone is the general partner in the partnership. He is here tonight for several reasons, one to see that I work hard and because he hasn't been here in a couple of years and he wants to make sure that you know he is still personally involved in the project. This property consists of 24 acres on the west side of Route 32 in the R5 zone. The site plan proposed [redacted] of a condominium project. In May of 1987, the Planning Board assumed lead agency status role in response to the submittal of the long environmental assessment form prepared by Greg Shaw. Since that time and as you heard more this evening from Mark Edsall, this property will have to be considered a Type I action because it too is located within the National Historic Area arising out of the Cantonment and we have no objection to that and I will be discussing that in a moment. For development purposes, the project is being considered in two stages, 46 units in the easterly portion of the property served by water from Route 32 and the balance of the property. Greg and I have reviewed the status of this project with Mark and I would like to review it with the Board. Greg has prepared a list of the status of the various approvals but let me for the record indicate to you that the project has received DOT approval for two curb cuts. The fees have been paid and bonds posted. In addition, the DOT has approved the detention pond as designed and has agreed to accept the drainage into the existing New York State system based upon a zero increase in runoff. Now, I understand at a prior meeting, the Board requested additional attention be paid to the landscaping of the detention facility and in particular with a view towards considering what it will look like from Route 32. In May of 1987, I advised the Board that the owners had retained Don Mohler (phonetic), landscaper/architect, and he has prepared a plan and when I am through with the introduction, Greg will review that plan with you. This plan pays particular attention to the landscape features at the detention pond. You will also recall, I am certain, that during the review process of this project and others, the town was working with the fire prevention bureau and reached certain conclusions concerning the roadways within the condominium project. Greg has worked with Bobby Rogers and I am advised and Mark confirms that the road pattern, the width and configuration over the entire project has been found acceptable by the fire prevention bureau. This design meets the current standards which are presently in effect. The details of the water distribution system for the first phase are presently under review at the Orange County Department of Health and all I can say is we live in hope that we will get some kind of a response from them in the next 4 to 6 weeks. The sewer is a single hook-up. This is a condominium project with

one hook-up and all of the lines within the project are private because of that. We are, as you can see, a fairly well along with all of these designs, particulary in the first stage. One of the last documents that we have just received dated January 9th and I would submit tonight to you, is the phase 1 archaeological survey for this property. We have not as yet had an opportunity to send it to the State or to Don Gordon. We will do that. I must tell you that the archaeologist has determined an area of the project where he has recommended data recovery and that process should move ahead weather permitting within the next month. The data recovery will include a 1200 square foot area which is relatively small in relation to the 24 acres but a 1200 square foot area of actual archaeological excavation. Once that has been completed and the archaeologist submits his supplementary report, then we are in a position of determining whether there are any important archaeologically important objects and if so, how they would be handled.

Mr. Schiefer: Is that a total of 1200 square feet.

Mr. Loeb: 1200 square foot, specific area and he had identified an area that he wants to dig within that.

Mr. Shaw: Where the 1200 feet is exactly we are not sure.

Mr. VanLeeuwen: That is the general area, Greg.

Mr. Shaw: Correct. This is data recovery. This is designated for preservation.

Mr. Loeb: Why don't we describe it as a triangular shaped area which is located in the southeasterly portion of the property which incorporates the southern most entrance road into the property. Within that area the archaeologist will identify a 1200 square foot area that he is going to excavate. Obviously, if there are any important artifacts, the owner of the property will see that they are turned over to the appropriate museum, be it the Cantonment or such other historical group as should handle them. We do not want them.

Mr. Soukup: What is the preservation area that is next to it.

Mr. Loeb: That is another triangular shaped parcel which lies to the southwest of the firs triangle so the two of them together would make a rectangular shape and as to that area, the archaeologist suggests that it be covered with fill and not disturbed, that it just be left. I take it that the archaeologist has a lower degree of confidence that that is an area where artifacts will be found but his suggestion is it not be disturbed, filled, planted and just left alone.

Mr. VanLeeuwen: That is an area where the old house was.

Mr. Shaw: Correct and it happens to be directly across the entrance from Windsor Square which was designated as a sensitive area.

Mr. Loeb: We are going to forward this report and any supplemental reports to the appropriate State agencies but we think that this is the correct step to take at this time. What I'd like to discuss with the Board and then Greg will go through the plans is we'd like to continue the SEQR process, obviously, that is what we will be doing with the archaeological study and we'd like to move ahead with review of the project, specifically, because we have gotten the design this far along, what we'd like to do is request a public hearing on the entire project which will give us an opportunity to hear any concerns and receive any information that anyone has in particular on the archaeological survey. I can tell you that, once again, those elusive revolutionary war graves the archaeologist says do not exist on this site so where they are, I do not know where they are not, I can tell you the archaeologist says but we would like the Board to consider a public hearing on this. One other additional matter that my client has asked me to place on the record so there is no question. As evidence of his bona fides he has agreed to bond whatever improvements are necessary, whether they be public or private, whether the town has in the past asked for those bonds or not because he wants you to know that he is very serious about this and believes that you should know that he is serious. He has told me that I can place on the record the fact that both public and private improvements would be subject to bonding when we get to that approval. I think that that is not the, again, the pattern in New Windsor on condominium projects but he has asked me to tell you that in any event and now I would like to formally submit the archaeological report to you. I have read it. It is very interesting for as much as what is not found as for what is and I'd like to ask Greg to please review the plans and particularly Don Mohler's new design.

Mr. Shaw: Just to spend a minute or two going over the project as Jim mentioned it is a 149 units on 25 acres. The unit types of which you have seen the architectual rendering will be both town houses and conventional flat units. What we are proposing is an internal roadway, approximately, 2250 feet long which will have two entrances onto Windsor Highway. Again, both entrances have been approved by the New York State DOT. In addition, we will have two roadways which will loop between the major roadway, each of those are 450 feet in length which will, this will be a condominium association and the roadways will be owned and maintained by the condominium association. [redacted] and again they have been approved by the bureau of fire prevention. With respect to the-

Mr. VanLeeuwen: Before we get off the road project, okay, the last spur up on top here, I'd like to see that go right to the property line in case they want to tie-in from the other side.

Mr. Shaw: I understand your intent and it is good planning. I'd have to give it some thought again, private road--

Mr. VanLeeuwen: I realize you are coming onto private roads but you have to understand there is a problem there and we'd like to see spurs. As you saw, I don't know if you were here tonight with Heritage, we have several, this is a similar project, not quite as bad as Schwartz Lane. We want to prevent those things and I think

it is good planning. It might not be used and again it might be used.

Mr. Loeb: Perhaps the way to handle that is to recognize that these roads are going to be private, that they are going to be governed by the condominium offering plan and that would be filed in the Clerk's Office after the Attorney General approves it and those roads would be similar to someone's driveway but that we should be able to indicate that should the roads ever become public then at that time, they could be opened up so you don't have a reserve strip or anything like that. That would seem to me to solve the problem, should they become public but I think it is difficult if they are private to do that.

Mr. VanLeeuwen: We have a big problem here and this is the only way we can do it right now. I will be very honest with you, when Ephiphany comes in, we are going to ask for the same thing even though they are going to own the roads because there is a problem.

Mr. Loeb: Some of the roads in Ephiphany at least one are going to be public but I think that may cause a problem, not only for us and the town but it may be difficult with the Attorney General. I think that if we lay it out so that if they become public, you have the tie-in, these are really akin to someone's driveway and I would be concerned about that.

Mr. VanLeeuwen: Give it some thought because I know you will find a loop hole. We have to help those people.

Mr. Shaw: The remaining infrastructure water again, as Jim mentioned, 46 units which we have designated as Phase 1 will be serviced by the existing 20 inch main on Windsor Highway. We did have a tremendous size main, unfortunately, it doesn't have the pressure to supply the whole project. This is as far as we can go which totals 46 units. That water system has been approved by the bureau of fire prevention and has been reviewed for the first time by the Health Department. We should be resubmitting to them within three weeks. The balance of the project which is, approximately, 100 units will be serviced either by a pump station located in approximately this area by the community building or will be serviced by the proposed 12 inch main which will be coming through Ephiphany College. I believe the 12 inch main is going to be the vehicle for which this property will be served. It will offer a substantially greater pressures because it will be serviced from the Snake Hill tank and they will provide fire flows where pump stations and mechanical pieces of equipment, we will be relying on gravity with the 12 inch line through Ephiphany. With respect to the storm drainage system as with town roads, we do have a collector system throughout the roadway. It will be discharging storm water into two retention ponds on the site, one on each side of the northerly entrance road approved by the New York State Department of Transportation to discharge into their storm drainage system.

Mr. Soukup: Dry ponds.

Mr. Shaw: Yes.

Mr. VanLeeuwen: We have a tremendous problem below that area.

Mr. Shaw: Absolutely.

Mr. VanLeeuwen: And, you know about the problem because you have been here quite awhile.

Mr. Jones: Who is going to maintain them retention ponds.

Mr. Shaw: Homeowner's association.

Mr. Jones: They are going to be told that they are going to maintain it.

Mr. Shaw: That will be part of the offering plan.

Mr. Pagano: To what standards do they maintain it. Do they say it is well maintained and we say it is not well maintained.

Mr. VanLeeuwen: We are going to have to put stipulations in there what they have to do. It has got to be kept mode.

Mr. Shaw: I would think that the town would have the right, should the ponds not be maintained, to give a violation to the homeowner's association because that is who is going to own the property and they will be responsible for the roads and the ponds and if they are not maintained to the town standards, violations can be issued against them.

Mr. Jones: This one pond is bigger than it was before. It goes down the length of the property. That is going to hold a lot of water.

Mr. Shaw: Originally, there was five ponds on this project and we have consolidated them into two.

Mr. Jones: Let's hope they work.

Mr. Shaw: They certainly will. It is 25 year storm, whatever the duration is. You have a ridge on Ephiphany which falls to Parkview which falls in this direction. We brought everything from that ridge down. When we were before the Board, I think it was in November, the Board had a concern with the visual effects of the pond. Again, you expressed it tonight. What we did is that we retained Don Mohler who did the overall landscaping for the project to address views in this areas to show the Board what plantings were going to be incorported into the plan of the site to mitigate the visual impact and again questions of what will it look like as I am riding on Windsor Highway, looking at the site. Again, we prepared this cross-section which you will be able to see, obviously, Route 32, a slight burm with plantings in the front which would be in this area, the pond itself which will vary from three to four feet then the embankment up to the tennis courts. This section is through this particular fashion and again consistent through that pond also but again we have taken a

concentrated effort to visually mitigate the impact of the pond as you are both on our main roads and also from Windsor Highway. If the Board feels that that landscaping is not adequate and would like more, we will certainly be happy to provide more.

Mr. Jones: We are not going to have a mess like Ken Campbell (phonetic) left.

Mr. Shaw: No, what he left was just two holes in the ground with a fence around it. That is not a retention pond.

Mr. Schiefer: Are those the ones there now are new, the first line, the evergreens you showed.

Mr. Shaw: Through here no, these are all new.

Mr. Schiefer: Because there are some now.

Mr. Shaw: They are going--every planting has a number on it and over here is the schedule which you can find out what species. We are talking 6 to 7 feet in height, 8 to 10.

Mr. Schiefer: What is in there is 18 to 24 inches.

Mr. Shaw: No, that is going.

Mr. VanLeeuwen: How long do you figure the project like this to be completed, the whole 150 units. Is this going to be a 5 year project. The reason why I ask the question is--

Mr. Shaw: My best guess it would be 4 to 5.

Mr. VanLeeuwen: The impact on the schools.

Mr. Shaw: Thirty to 40 units a year is reasonable. That puts you in the 4 to 5 year project.

Mr. Soukup: What is the bedroom size on the units.

Mr. Shaw: [redacted]

Mr. VanLeeuwen: No one bedrooms.

Mr. Shaw: No.

Mr. VanLeeuwen: What about garages in the buildings.

Mr. Shaw: Yes, not every unit will have a garage. The units which are designated as flats will have parking in front of them. You will see it in this particular area, this area here, townhouse units will have garages. A condominium is a type of ownership, a townhouse is a type of construction. Townhouse which someone occupies the first and second floor and the flat is where I occupy the first and you may occupy the second. It will be those type of units but every unit

will be part of a condominium association.

Mr. Soukup: Would the garage and the unit be counted as one of the required parking spaces because if it will, it can't be converted and it should be noted on the plan or the document.

Mr. Loeb: And that is not a problem. We'd agree to that.

Mr. Jones: Can we put not to be converted into living quarters.

Mr. Shaw: Absolutely.

Mr. VanLeeuwen: I'd like to see you cut some of those three bedroom units down and get some one bedroom units in there. We have to watch the impact on the schools.

Mr. Loeb: This is the mix that we started with in '86, I think, that the impact would be mitigated by the 4 to 5 year development time of a project like this. I think also that you are going to find that the demand is for units with two and three bedrooms the way this proposes but not used in the same way that three and four bedroom houses are in producing the same number of children. Most of the studies, Hank, will show you that these projects do not produce the same number of children. They are for people your age who are approaching--who don't need as much room, whose children have gone away.

Mr. Babcock: The one thing that I'd like to see something, I am not sure whether this is a phase 1 and 2 because of the water and if it is a consideration of the recreation, when that is going to be built that you can address that.

Mr. Shaw: It is a good point. That was an oversight on my part. We are providing recreation facilities on-site. We are providing a community building, a pool and also a tennis court and associated parking with it.

Mr. Jones: Community building, now, does that mean anybody in the community can use those facilities.

Mr. Shaw: No, again, you have to be a member of the condominium association.

Mr. Soukup: What is the phasing of that facility.

Mr. Shaw: That hasn't really been discussed at this point. If it is the--

Mr. Soukup: I assume it is going to built with the phase 1 units because it is on the map.

Mr. Shaw: If that is the Board's pleasure.

Mr. VanLeeuwen: Basically, what they want to do is get a public hearing, set it up.

Mr. Schiefer: I heard that comment, yes.

Mr. VanLeeuwen: I think we should oblige them with a public hearing.

Mr. Schiefer: I think we will but I don't want to make any promises before we have our meeting next week. Yes, we will consider it but set up a criteria for this.

Mr. VanLeeuwen: I will bring it up at that time.

Mr. Schiefer: I have no objection doing it as soon as possible. But, we are going to make some adjustments. No flats at all in this section.

Mr. Shaw: Yes, there are flats, here and here.

Mr. Schiefer: I, personally, would like to see something happening here.

Mr. VanLeeuwen: What about the management.

Mr. Loeb: I have had a chance to talk with Mr. Schrone and the amenities are located in the first stage of the project and it is his intention that he would build that amentity package along with the first 46 units. It is the proper time to build it so that it would be our intention to put that in as the project is being constructed. The first phase, the amenity there, it will be built then.

Mr. VanLeeuwen: I think you are better off doing that because you are only going to have to go back and disturb the whole area.

Mr. Loeb: Absolutely. It also is another indication of his good faith.

Mr. Schiefer: Any questions.

Mr. Pagano: I'd like to ask the attorney, Mr. Rones, do we another waiver for the time on this.

Mr. Rones: Not only is it the first time with the SEQR process, it has not gotten underway.

Mr. Loeb: I'd be glad to waive any time limits or periods that anyone thinks is in jeopardy.

Mr. Rones: Until the SEQR process is completed, the clock doesn't work.

Mr. Loeb: You have a continuing waiver.

Mr. Rones: With respect to the SEQR process, I know you want to leave the scheduling of the public hearing for the meeting concerning scheduling problems of the Board in general but at this point, it

would, I think, be appropriate to declare our intention to become the lead agency for this SEQR review process for this Type I project.

Mr. Edsall: It's already been done, May 27th, 1987.

Mr. Rones: Nobody objected so far.

Mr. Edsall: No, they have had two years to oppose it.

Mr. Schiefer: Any other items.

Mr. VanLeeuwen: Not at this time.

Mr. Jones: Is there going to be a watch maintained on that project that is going up not like the last time that guy with the--with all them houses, he went rampant through there. The guy that cut down all the trees, are you going to keep a watch on him.

Mr. Shaw: We will not walk down that road again.

Mr. Jones: That guy don't care for anybody. He is going to get hurt again if he does.

Mr. Loeb: I want to reassure you he is not involved in the project because if he were, I wouldn't be here.

Mr. Pagano: One more question. I'd like to see a little more attention as to what kind of fencing is going to put. I know he has got beautiful trees surrounding these retention ponds but so there is going to have to be a barrier.

Mr. Shaw: That again, I will leave in Mr. Mohler's hands. He is a little bit more sensitive to the aesthetics of fencing.

Mr. Loeb: What Greg is suggesting that rather than have a lawyer or an engineer, we'd ask Don as part of the landscaping plan to specify the kind of fence that would work and still not be intrusive. Thank you.

DISCUSSION: HILLTOP PROJECT

Mr. Edsall: At the end of each of your packages of my comments, there is a memo indicating that with regard to the Hilltop Estates project on the 27th of May, 1987, with regard to the Hilltop project at the 27th of May, 1987 meeting, the Board by resolution took the position of lead agency for the Hilltop project. Since that time, it is come to our attention as I note in my memo dated 11 April, 198[illegible] that the Hilltop project is technically in the, what is recognized as the proximity of the New Windsor Cantonment Site and that site being presently listed in the National Register of Historic Places. Because of the Part 617 of the Environmental Conservation law of the SEQR process automatically classifies it as a Type I action which we were not aware of when we took lead agency. Because this is a Type I action, it must get a corrdinated review which means we must circulate a lead agency coordination letter which we didn't do. I am asking that you authorize myself in cooperation with Jim Loeb to issue that lead agency coordination letter which would start the 30 day time clock so other agencies involved could either show their interest to become lead agency or leave it to the Planning Board to take lead agency. Also, I am suggesting, so that we can get the entire SEQR time frame on target, that you tentatively hopefully we can follow through schedule the project at the May 24th meeting so you can recognize that the other people want to be lead agency, classify the action as Type I action and get the SEQR process properly moving now that we have this new information. Also, could you rescind the motion on the 27th.

Mr. VanLeeuwen: I make a motion that we rescind the motion which was made on the 27th of May, 1987 for lead agency regarding Hilltop project.

Mr. Jones: I will second that motion.

Mr. McCarville: This leaves, if I am right, the other people may say that they want to be lead agency.

Mr. Edsall: Anyone else who is involved could ask to be lead agency.

Mr. McCarville: If they don't.

Mr. Edsall: You'd then take it again.

Mr. McCarville: I thought when you made a motion of that nature, it was automatically circulated for a period of 30 days.

Mr. Edsall: If it is not a coordinated review and it appears that you are the agency directly involved with the decision making process and it isn't Type I then it was a legitimate action. But, at this point, we have no new information and I have spoken with Mr. Loe we don't want to take a chance on leaving this important step out so the applicant's attorney is in full agreement that this is the proper way to do it.

Mr. Rones: I am in agreement with this.

Mr. Jones: I will second that motion.

ROLL CALL:

Mr. Jones	Aye
Mr. Soukup	Aye
Mr. McCarville	Aye
Mr. VanLeeuwen	Aye
Mr. Pagano	Aye

Mr. Edsall: My second suggestion on this memo is that you authorize Mr. Loeb and myself to issue this lead agency coordination letter to all the involved and interested agencies to go out by certified mail and he will have them available for your file once its been completed.

Mr. VanLeeuwen: I so move.

Mr. Jones: I will second that motion.

ROLL CALL:

Mr. Jones	Aye
Mr. Soukup	Aye
Mr. McCarville	Aye
Mr. Pagano	Aye
Mr. VanLeeuwen	Aye

Mr. Edsall: Next step is that I recommend that you schedule so that we can receive the interested agencies responses or non-interested and schedule Hilltop project for the 24th May, 1989 meeting so that at that point we can make determination for lead agency and classify the action formally as a Type I action so that we are authorized when the agenda is setup.

Mr. VanLeeuwen: I will make that motion.

Mr. Jones: I will second that.

ROLL CALL:

Mr. Jones	Aye
Mr. Soukup	Aye
Mr. McCarville	Aye
Mr. Pagano	Aye
Mr. VanLeeuwen	Aye

Mr. Edsall: Also a step which is again we, Mr. Loeb and I sat down and tried to fit into the SEQR time clock tentatively it appears that all the information which he will have to consider to make a SEQR decision should you become lead agency which we assume is going to happen, I'd like to just so we have a target date, the 14th of

June appears to be a good sequence of events for the SEQR process where the public hearing could be held. Mr. Loeb is interested in having the public hearing and making that public hearing available to receive any environmental input by the public.

Mr. Soukup: Is that a public hearing for SEQR.

Mr. Edsall: Public hearing for the site plan even though it is optional, he is very sure you are going to want one and I am sure you will. I think by law there does not have to be a public hearing for a Type I action by Mr. Loeb and I agreed that it would not be a bad idea to advertise it and receive environmental comments before you make any SEQR determination. The course has pretty well been set by the Board since 1986/87 that they wanted a full EAF with numerous attachments. There has been a number of reports done, archaeological, storm drainage, there has been studies done on sewer, water.

Mr. Soukup: You are satisfied there is enough documentation in to make judgments and decisions.

Mr. Edsall: I told them that the reason why I want to use tentative for the 14th of June if they don't have all the technical information available so the public can review it, I am sure the Board would not want to have the public hearing.

Mr. Rones: The applicant is anxious to make sure that the SEQR process is scrupulously followed, that the Board make the proper findings and all the other requirements are followed so that no short comings come back to haunt them later on, that the review didn't take place so I'm sure that the applicant is very anxious to cooperate with the Board in getting the proper environmental review conducted.

Mr. Soukup: I recommend that the June 14th, 1989 date be tenatively reserved and scheduled for a public hearing for site plan and SEQR subject to the engineer and the attorney advising us on or before the 24th of May that they have adequate data already submitted in their hands. If it isn't here, then we are wasting our time by the 24th of May.

Mr. Rones: That is fine.

Mr. Edsall: That is fine.

Mr. VanLeeuwen: I will second that motion.

ROLL CALL:

Mr. Jones	Aye
Mr. Soukup	Aye
Mr. McCarville	Aye
Mr. VanLeeuwen	Aye
Mr. Pagano	Aye

Mr. Shaw: Those ponds have not been approved since my client took the project.

Mr. McCarville: Yes, they have taken the fence down.

Mr. Shaw: Well, outside of that that is it. The only thing that we did was remove the building from the site which you asked.

Mr. Pagano: If we take, he is draining everything down here, let's take what if we make these ponds a little smaller and put several of them up here. Let the development share some of these retention ponds instead of the Town that is what I am saying. It will be less unsightly.

Mr. Schiefer: They are not going to be on Town property.

Mr. Shaw: I don't care what was on the site previously. I designed the storm drainage system. It was approved by the DOT. I brought Mark some extra copies of the report. Those two ponds will do the job. I don't care if the old plan had ten ponds on them.

Mr. McCarville: What he designed is not what you see there now. What is there now is somebody elses heartache.

Mr. Shaw: Thank you.

P.B. Minutes of 10-26-88

HILLTOP CONDO. - RT. 32 - SITE PLAN (86-89)

Mr. Gregory Shaw came before the Board representing this proposal.

Mr. Shaw: My name is Gregory Shaw from Shaw Engineering and I am representing Hilltop Estates. It has been awhile since we have been before the Board. Alot of work has been done. I'd like to take a few minutes out to explain to you where we have been with this project and also a take it a step further and discuss what we'd like to go with with respect to the engineering work on it.

Mr. Jones: I'd like to tell you where to go with it.

Mr. Shaw: What I have done is I have taken the liberty in typing up an outline of where we stand with all the different features of the project and if you would just bear with me. I'd like to run through them. This represents probably about the last ten months worth of work and I think that the Board should realize where we are sitting

with respect to all these different features of the site design. Under SEQR, this Board declared itself as lead agency and we have submitted a long EAF form that you declared yourself as lead agency in May of 1987 and we are awaiting an evironmental determination that has yet to be made. With respect to the Bureau of Fire Prevention they have approved the road system for the entire project. That was done on December 15th of 1987. What they are awaiting from us are the location of the water mains and the hydrants which we now have along with alot of other information. The Eva Royce (phonetic) grave site that has now been completed, being the disinterment of the body so the grave site should no longer be a concern with respect to the development with this site. The storm drainage system, my office prepared a storm drainage report and submitted it to your engineer on August 4th of this year. This report included the design of the detention pond for the project along Windsor Highway. This report was submitted to the DOT and was approved by the DOT in September of this year. The sanitary sewer system, another component, this system will be privately owned and maintained. Therefore, approval from the New York State DEC will not be required, just from the Town of New Windsor. With respect to the traffic on the site, a traffic study was prepared and submitted to your engineer on August 15th of this year. This traffic study was prepared by Parish and Weiner (phonetic) who also did the traffic study for the Ephiphany College. We have taken the liberty of meeting with the New York State DOT specifically Don Green together over the highway entrances and as of today, he has our design drawings, signed applications and checks for the application fee, insurance and bond security. So, that is moving along quite well. With respect to the archeological survey for this project, we have been in contact with the New York State Office of Parks, Recreation and Historic Preservation. They have allotted us to include from the survey all of the disturbed areas that were done in 1983 by Mr. Kent Campbell and Associates. My client has retained Hunter and Associates to do a Phase I archeological survey. Again, Hunter is the firm that is doing Ephiphany College and also Windsor Square across the street. So, we have one archeologist who is tying up a substantial amount of land under studies. When all these projects are complete, we should have a pretty good idea what is going on on each site. If you turn over for a second, site landscaping there was a problem, over a year, a year and a half ago, with some of the trees taken down as I promised you, we'd retain the landscape architect to prepare a landscape plan to your review showing the new plans. That plan was completed by Don Moller (phonetic), landscape architect and submitted to the Board on October 5th of this year.

Mr. McCarville: We haven't seen that yet, nor the traffic study.

Mr. Shaw: The landscape plans should be in the Town Hall. That is where they were delivered. With respect to the traffic study, your consulting engineer has a copy.

Mr. Schiefer: Yes, we have it here.

Mr. McCarville: When you say the sanitary sewage system, you are discharging, you are going to be in New Windsor.

Mr. Shaw: Correct. The way the rules work is that if this system was to be formally dedicated to the Town of New Windsor or it would be an extension of New Windsor sewer district, therefore, you'd require New York State Department of Environmental Conservation approval for the sewer district extension. As this is going to be privately owned, the way the DEC looks at it this, is one big large sewer lateral because it will not be dedicated to New Windsor. Therefore, you do not need DEC approval.

Mr. McCarville: Have you done any studies on the flow to the plant?

Mr. Shaw: Not at this point, no. We are discharging to a--with the homeowners association, they will own the roads, they will not be open for dedication. So, trying to pull the pieces together, because its been awhile since we have been before you, we have done a substantial amount of work. What I have given to you in front of you tonight is just one drawing of the many which we have prepared for this project. If the Board would like to see them, I'd be happy to open them up but I don't think it is germane to what we are trying to accomplish tonight. What I need are two things. Our proposal is to develop this project in phases. Phase 1 will consist of [redacted] and those units will only be those units which can be serviced by the existing presure of the water main on Route 32 and if you bear with me, I'd like to pass out one more drawing showing you what those units are. In order for us to construct more than the [redacted] on this plan we will have to; a) either build a pump station for the balance of the site or, c) wait for Ephiphany College, should that get approved and developed to install a 12 inch main through their site to the Hilltop Estates site. This Board has already passed a resolution recommending that Ephiphany do grant an easement for that 12 inch water line so again, our game plan is to try and get Phase 1 moving knowing full well we can't go to Phase 2 until we expend $100,000 for a pump station or wait for Ephiphany College to come on line. We have our working drawings and our engineering reports for the water system of Phase 1 complete and ready to go to the Health Department. For this to happen, we need the Town Supervisor to execute the application to extend the water system of New Windsor. What I would like from this Board is a recommendation to the Supervisor asking, on our behalf, to sign the application so we can now go to the Health Department. That is all it means is just let us go to the Health Department and they will review the plans. It is not an approval for Phase 1. It is nothing more than him fulfilling a formality of signing an application. One other point I'd like to bear, bring out with respect to the water system again that would be privately owned except for the water main which will be in this particular location of Phase 1. That is going to be again the location of the 12 inch water line which will go through the Snake Hill tank through Ephiphany through our site and interconnect on Windsor Highway that will be a bypass to augment the east side of Windsor Highway during large demands, fire flows, etc. All the rest of the water lines will be owned by the homeowners association except that piece shaded in. That will be owned by New Windsor and that is why the Supervisor has to sign the application for that small segment of line because it is still an extension of New Windsor water district. That is one of the things I would like to ask this Board for. The other thing I'd like to ask this Board

for is permission to do some work on the site. I am talking about clearing, grading, getting rid of some of the rubble, the old concrete curbs, some of the utilities which were installed in '83 that have to get cleaned up so there is really two things. One is the Supervisor to execute the application and the second item is to go in and start doing some physical work on Phase 1 and only Phase 1.

Mr. McCarville: The meter for the entire property, one meter.

Mr. Shaw: What we are going to have at this point in time is individual meters for each cluster so while you have six units here, it will have a meter. When this 12 inch line come through Ephiphany and ties into our site, these meters will be abandoned and one meter pit in here. The pressure along Windsor Highway is not that great to accommodate a meter pit so we'd have an individual meter so we'd have nine meters for Phase 1 and they eventually will be abandoned when Phase 2 starts and we bring in the water line from Ephipany.

Mr. McCarville: Since that is not in the water district, who would read and bill for those meters.

Mr. Shaw: It would be the water district.

Mr. McCarville: This is all going to be in the water district.

Mr. Shaw: Yes. This project is in the water district. This will be an extension of the water district facility lines, valves, etc. but this project is in the district. When I say the district has the right to get serviced with water from New Windsor, am I confusing you.

Mr. McCarville: Slightly.

Mr. Edsall: If you recall, the Board passed a resolution that went to the Health Department that required that as part of the development of these two sites there'd be an interconnection made between Union Avenue down Route 32 through these two sites for the purpose of making available flow or increasing the available flow to Route 32 to take benefit of the new Snake Hill tank. I believe Mr. Shaw is referring to a piece of that connection.

Mr. Shaw: Correct.

Mr. Edsall: The remainder being privately owned by that piece being intended for dedication to the town so they can take full advantage of it.

Mr. Schiefer: Which item should we address first, the letter to the Supervisor or--

Mr. McCarville: I am still a little confused on the water. These meters are going to be owned by who.

Mr. Shaw: I don't know if it is a question of the meters being owned by anyone. When the water department comes out, they will read a meter, I guess, it is installed by the developer and paid for by the

developer.

Mr. Edsall: Right.

Mr. Shaw: It is maintained by the developer in this particular case and the water department will read the meter then he will take his nine bills and send them directly to the homeowners association and the homeowners association will put the bills together, cut a check for all nine bills. When Phase 2 starts, these individual meters will now be abandoned. The reason they will be abandoned, we will have a tremendous amount of pressure from the Snake Hill tank. Now, we can afford to put in a meter pit but we have--

Mr. McCarville: You are coming up from 32 initially and pumping.

Mr. Shaw: You are close. What we are doing, we are feeding from Windsor Highway with the existing pressure to this point. If we want to go any further, we are either going to have to put in a pump station for this area because this is still fine or we are going to have to come in from the Snake Hill tank and at that point, the pressure will be fed from the Snake Hill tank and cover the whole site.

Mr. McCarville: Okay.

Mr. Babcock: And, you will put in two major meter pits, one on each end.

Mr. Shaw: No, at this point, we'd only have one because we will be fed solely from the 12 inch line coming from the Snake Hill tank. The connection which we are making in the future hopefully on Windsor Highway, one of them will be abandoned and the other one will remain closed. Should there be a large fire on the east side of Windsor Highway and you need water, both in pressure and in gallonage, that 12 inch line which goes through Ephiphany and our site will provide that hydrolic gradient for those large demands. We will have a million gallons of water on Snake Hill to where it isn't available right now.

Mr. Edsall: What is going to happen as far as the billing when that high flow goes through. Won't that record as a use by the development.

Mr. Shaw: No. In the meter pit, there is going to be three lines. There is going to be a 3 inch line for domestic flow. This is up here in this section as we are feeding from the Snake Hill tank. We are going to have a vault. We will have one line going into the vault, split into three separate lines, come back into one line which goes out of the vault. The first will be solely for domestic flow. That will have a water meter on it so as people use water during the course of a day, it flows through this line and it is recorded on the meter. Next, we have a 6 inch line with a pressure reducing valve. This valve always remains closed so water will go through the 3 inch line and be recorded. The only time the valve will be opened up is when a fire hydrant opens up. Then, the pressure will drop and this valve will open up automatically and now the fire flows will not go through the 3 inch line. It will go through the 8 inch line. When

somebody shuts the hydrant off after the fire is over, the pressure will build back up, the valve will close and it will go back to normal. The third will be a bypass in case everything doesn't work somebody can go down into the vault and manually open it so fire flows will not be recorded through the meter.

Mr. McCarville: The reason that bypass and that automatic valve is necessary is because of inadequate pressure.

Mr. Shaw: No, well inadequate pressure because if you take a 3 inch meter and you start trying to drive 1500 gallons per minute through a 3 inch meter, you can't.

Mr. McCarville: I don't understand where or why the water for the fire protection even has to go into the meter at all. Why run it through that vault at all.

Mr. Shaw: Because, again, I called a meter pit but it does more than just meter the water. It is a vault with three separate lines, one to meter, one is the automatic fire protection and one is a manual bypass. The nomenclature is normally a meter pit.

Mr. McCarville: I don't understand why you wouldn't run the pipe in separately. They do in every other location in town. Why risk not having fire protection if a valve fails and there is not someone around to go up there and manually crank it.

Mr. Jones: The water should be available all the time.

Mr. Shaw: I don't want us to get off the track.

Mr. Jones: You got us confused then.

Mr. Shaw: Maybe Mark, you can jump in. What I am proposing is not out of the ordinary. It is standard engineering practice. It is again something that is going to be reviewed by the consultants. I wouldn't want to get hung up on it tonight.

Mr. Edsall: We will look at the arrangement of the piping but the type valve, the altitude valves, relief valve all are standard valves similar to what controls filling of storage tanks so it is standard type valves and there is those type of valves all through New Windsor now. We will look at those in detail and the Health Department will look at them in detail once the application gets out there. The concept is what the Board asked for in the resolution for the cross connection so the fire company would have that second source of flow from Union Avenue down to 32 rather than the long direction around through the five corners being made available by what Greg is proposing. It is basically being included in the site plan based on what we have asked for so we have that second source of flow.

Mr. McCarville: This whole thing with the water and the water pressure and the water availability and the ability to purify water, we went through this half a dozen times in the past with the number

of other locations that are yet to be developed across the street. The one south on 32 which is going to service the, over the same laterals. I am just wondering if we are not moving to fast with that whole thing, that whole water system.

Mr. Shaw: From my point of view, I don't think you are. Keep in mind that whatever documents I prepare is going to be reviewed by Mark and Dick McGoey. There are two people that review these documents independently, one on behalf of the Planning Board and one on behalf of the Town Board when it comes to the infrastructure primarily water and sewer. So, I think you can feel confident you are going to have two sets of eyes reviewing it. What I am proposing for this subdivision is not out of the ordinary. It is standard everyday engineering facilities that you see in every municipality in Orange County. There is no magic to it.

Mr. McCarville: Is Washington Green fed off the same line?

Mr. Edsall: That is being fed off the line on 32 and it is being cross looped into the Vails Gate Heights so we can back up Vails Gate Heights. What we were trying to accomplish there is a certain amount of water in the system. What we are trying to do is cross connect the system so if you have a high peak demand, fire flow, if you have those situations arise, you are able to get the water in that system to that point and that is what the cross connection accomplishes. They are required by the State and they benefit the Town because you recall the situation when they tried to have the disaster drill at Ephiphany. They couldn't get any water. The Snake Hill tank is going to correct that but the Snake Hill tank won't benefit 32 unless there is a cross connection, the Snake Hill tank will be available to help 32 so the Town is getting a free cross connection that the Fire Department will be pleased with. If they have a fire situation on 32, they will be able to get the flow they need. They won't have to pull it all from one line. Anyone who has seen situations with fires, the more sources or the more directions the water can come from the better. You are not depending on one line. We are making it so you have two major sources to the 32 corridor. I think it will help the system.

Mr. Shaw: If you have a concern about the size of the line on 32, it is a 22 inch diameter line. In fact, the only line I know of larger than that is the line that comes from the filtration plant on Riley Road hooks into this 20 inch which is 24 so you have a substantial system.

Mr. Jones: How safe is the system. Is it going to work?

Mr. Shaw: I guarantee that it is going to work.

Mr. Jones: That these valves are going to open.

Mr. Shaw: We are talking about one valve.

Mr. Jones: One valve don't open up you have a serious fire.

Mr. Shaw: It is the same valve you have on your water storage tanks to keep them from overflowing.

Mr. Edsall: The valve is controlling the second source. It is not as if you wouldn't get any water. It is the second source down to 32. It is the same valve that Orange County Health Department approved, same type of valve with different settings from the cross connection from Washington Green to Vails Gate Heights. This made it available so that if the pump station is down for some reason why anything can happen in the worst condition in a hundred years, this valve that is part of the system Greg designed for Washington Green can open and have the second source. We are providing a back-up.

Mr. Jones: Would the officials have access to the pit.

Mr. Edsall: Yes. That pit is very restricted in its access and it is, I am sure that anything that would be able to be tampered with is going to be locked for access by the Water Department only.

Mr. Shaw: This meter pit, this is on the 12 inch line which I started to say earlier will be given over to the Town. That is the shaded area, coming from Windsor Highway. It will be owned by the Town of New Windsor or the 12 inch line and the valve chamber and the Town of New Windsor will be the only ones that have access to it. It will be your property. You can do anything you want with it.

Mr. Edsall: What the Board would be doing is merely authorizing the application of the Health Department. It is going to receive two more careful examinations on behalf of the Town, one by myself and one by Dick McGoey before George Green will consider signing it. Once he signs it, he is not approving it, he is authorizing the application then to the Orange County Health Department.

Mr. Schiefer: I have no problem with it.

Mr. McCarville: So, we are looking--

Mr. Shaw: We need a resolution recommending that the Supervisor sign the application for the water system of Phase 1 of Hilltop Estates.

Mr. McCarville: I'll make a motion that the Town of New Windsor Planning Board recommends that Supervisor Green sign the application for the water system of Phase 1 of Hilltop Estates.

Mr. Lander: I will second that motion.

Mr. Schiefer: George is just going to be asked to sign the request.

ROLL CALL:

MR. LANDER	AYE
MR. MC CARVILLE	AYE
MR. PAGANO	NO
MR. JONES	AYE
MR. SCHIEFER	AYE

TOWN OF NEW WINDSOR

PLANNING BOARD MEETING

JULY 12, 1989

MEMBERS PRESENT: CARL SCHIEFER, CHAIRMAN
JOHN PAGANO
LAWRENCE JONES
RON LANDER
HENRY VAN LEEUWEN (Arriving Late)
VINCE SOUKUP (Arriving Late)

ALSO PRESENT: MARK EDSALL, P.E., PLANNING BOARD ENGINEER
JOSEPH RONES, ESQ., PLANNING BOARD ATTORNEY

ABSENT: DAN MC CARVILLE

PUBLIC HEARING - HILLTOP ESTATES - SITE PLAN (86-89) ROUTE 32

James Loeb, Esq. and Gregory Shaw came before the Board representing this proposal.

Mr. Schiefer: Before we start, we used to have a habit of putting the map on the board and lately we have been dispensing with it. We have broken up into little separate meetings, in order to avoid it, please put one map on the board.

Mr. Loeb: We can put it on the board or we bought an expensive easel.

Mr. Schiefer: Were the notices mailed out?

Mr. Loeb: I am going to give them to you as part of what I am going to say. Mr. Chairman, Members of the Board, my name is James Loeb from Drake, Sommers, Loeb, Tarshis & Catania. We are the attorneys for Hilltop Estates. In connection with this matter, I have got a list of the notices, the affidavit rather of persons who received a notice, certified mail and the persons who received notices by regular mail together with the green and white mailing receipts, all of the notices were received and receipts returned to me. In addition, the notice was published in the New Windsor Sentinal, I must tell you that I have been, not been able to secure an Affidavit of Publication from them so instead of the Affidavit of Publication, I brought in the New Windsor Sentinal of June 29th, 1989 in which the notice appeared. I would ask that that be made part of the record as well, the public notice.

We are here this evening to address the Hilltop Estates Plan which is on the board behind me. It is a project which consists of 149 condominium residential units and related recreational facilities. It is on a 24 acre site on the west side of Route 32. It is the parcel on the tax map section 35 block 1 lot 41. This public hearing is not only on the site plan but also to receive comments on the environmental assessment form and supplements which have been previously submitted to this Board and filed with you. You are, as you will recall, the lead agency on this project under the SEQR review.

Mr. Schiefer: Can I interrupt just one moment and enter into the minutes that we checked and all of the certified copies, all of the recipients have received it and the responses are in. I just wanted to check through the listing and--go ahead.

Mr. Loeb: This project was before you originally in May of 1987 and has been before you several times thereafter until you were satisfied and scheduled a public hearing. Rather than review the project, I will introduce to you those professionals here present who will present it to you. Greg Shaw, professional engineer, who is the consulting engineer on the project is responsible for overall site plan, water, sewer, drainage and the roads that he will review with you. Next presentor will be Stephen Maffia from Parish and Wiener who will review the traffic and assuming he arrive, Richard Hunter and Artilla Bagner (phonetic), architect and Donald Mohler, landscaper architect and I'd ask Greg to begin the presentation by just stating for the record his name and address and any professional licenses that you hold.

Mr. Shaw: My name is Gregory Shaw and I have a consulting engineering practice in Newburgh, New York and I am a licensed professional engineer in the State of New York. As Mr. Loeb mentioned, the parcel totals 24 acres and it is situated in an R-5 zone which permits 8 dwelling units for every 7,000 square feet of land area. Based upon the zoning we are permitted and our proposal before this Board tonight is for 149 residential condominium units. The 149 units will be developed as 99 three-bedroom units with garages intergrated with the unit and 50 two-bedroom units. All units will be serviced by an internal road system totalling approximately 3200 linear feet. The road grades will vary with an average of 6% to a maximum of 10% in slope. The roads will be privately owned and will not be offered for dedication to the Town of New Windsor but they will be built in accordance with the road specification of the Town of New Windsor. The parcel has two entrances out onto Windsor Highway. They are located in this location and to the south in that particular location. These entrances have been approved by the New York State Department of Transportation and we have received a highway work permit for these entrances. I may add that the internal road layout has also been approved by the Town of New Windsor Bureau of Fire Prevention so we have had many people review the site plan with respect to the roads.

The project will be developed in two phases. The first phase will consist of 46 residential units which will be in this general vicinity parallel with Windsor Highway and the balance totalling 103 units will be developed in the second phase. With respect to the water system, phase one will interconnect to the existing 20 inch transmission main on Windsor Highway. Upon development of phase two, a pump station will be required to increase the pressure for the portion of the project to the west. Or, if available, a high pressure 12 inch water main will be extended from the Ephiphany College site through our project site to Windsor Highway thus eliminating the need for the pump station. The lines will again be privately owned by the condominium association with the exception of that 12 inch line. May I point to the Board approximately the rough location it will be entering our site from Ephiphany in this particular location it will be a 12 inch main coming down road A and interconnect to the 20 inch transmission main here. As I said, all roads will be privately owned with the exception of that line. That line will be dedicated to the Town of New Windsor as it was requested by New Windsor or to provide a higher pressure gradient and additional water storage, should there be a substantial fire east of Windsor Highway. As with most water systems, hydrants will be provided throughout the site. The water mains will be looped and the buildings will be individually metered. I may add also that the phase one water system has been approved by the Town of New Windsor Bureau of Fire Prevention.

The sanitary system will consist of 8 inch sewer mains throughout the project site and the necessary manholes. The system will convey the sewage in an easterly direction towards Windsor Highway then into northerly direction to an existing manhole on the west side of Windsor Highway. From that manhole, the sewage will flow across Windsor Highway along Danaher Street down Union Avenue through the Woods Pond area, Ceasers Lane into sewage treatment plant. These lines again will be owned by the condominium association and will not be offered for dedication to the Town of New Windsor.

With respect to the storm management facilities, the project site will have an on-site storm water selection system which will collect the storm water and discharge into two detention ponds located along Windsor Highway. Recognizing the downstream problems of years past, we have detained our storm water and released it at a flow rate not to exceed the existing flow. The detention ponds have been designed for a 25 year storm and a 50 year storm which is consistent with the Town of New Windsor drainage policy. Again, for the record, the ponds have been submitted to the New York State Department of Transportation and they have been approved as the outlet of our ponds draining into their drainage system. Thank you.

Mr. Schiefer: Before I open this up to comments from the public, any questions from the Board members?

Mr. Pagano: On the retention ponds, assuming we have a heavy rainfall and alot of water is collected in the retention pond, the dis-

charge of this water will be at a controlled rate onto 32, I mean where is this water going to go? I am trying to show that we don't want what we call perpetual wetness while these retention ponds are draining themselves over a period of time. So in other words, in the winter time what we could have is the detention pond filling up from a heavy rainstorm discharging itself during a freeze and creating ice along the highway and discharge area.

Mr. Shaw: The outlet for the two detention ponds are not to the highway itself or overland flow. They are to the State's drainage system so it will be a closed system. The water will flow from the pond via piping into the State's catch basin then drain through the State's drainage system to the east.

Mr. Pagano: I am not familiar with them, help us out by showing where this is, this is news to me. I didn't know the State had--

Mr. Shaw: There are catch basins located on the west side of Windsor Highway, one located with respect to this detention pond close by and there is another one located by this detention pond which is to the south. There are pipes crossing Windsor Highway, existing pipes and there is a State drainage system along the easterly side of Windsor Highway. We will be draining from our detention pond into the existing catch basin of the State, that is why we needed a drainage permit from the State and we have received it so the storm water will flow from the pond through catch basins and piping across Windsor Highway along Windsor Highway and ultimately in an easterly direction towards the Con Rail tracks to the east of the parcel downgrade, if you are familiar with that area, right, but there will be no surface discharge. We are not discharging any storm water into paved swales or onto the road surface. It will all be in a closed system and may I add for the record that these are detention ponds as they will detain water not retain. After the storm has past, the ponds will be dry.

Mr. Pagano: Is there a controlled rate?

Mr. Shaw: Yes, they will be controlled hydraulically by an orifice which is nothing more, it is simply an opening in the catch basin, a 12 inch diameter opening which can only pass so much water. That is how we are throttling back the water. Regardless what is coming in only so much water can go through the orifice, once the inflow into the pond stops as the rain stops, it will continue to bleed through the orifice but the rate of discharge will not exceed the present storm water which is discharging from the site today. We will not be increasing storm water on downstream facilities.

Mr. Pagano: On the approval from the State, I know I may be leap-frogging over your responsibilities but the State has already assumed how much water is going to be coming down here, that it will not know the capacity of their retention areas or detention or whatever it is?

Mr. Shaw: What we submitted to the State was storm drainage reports stating that on a storm that occurs once every 25 years that there is going to be a certain volume of water coming down to Windsor Highway. We are going to collect it, we are going to store it, detain it and release it out slowly. Therefore, we are providing a certain volume in these detention ponds to be detaining all this water. That was for a storm that occurs once every 25 years which is quite intense. The State approved that drainage report. Following that approval, Mark in his role as consulting to the Planning Board reviewed it and he requested that the pond be checked out to detain a 50 year storm which required some minor modifications in enlarging the ponds but these ponds can detain a storm which occurs once every 50 years.

Mr. Schiefer: Rate of discharge remains uniform whether it is 25, 50 or 100 years, it is storage capacity.

Mr. Shaw: It is governed by the 12 inch orifice.

Mr. Schiefer: Mark, I was going to ask you, you had looked at this, I saw your comments but you had had some preliminary review of this?

Mr. Edsall: Quite beyond preliminary because of the size of the projects and Greg happens to be involved in more than one, it made it necessary that the town adopt a policy and what we felt was appropriate is that depending upon the drainage area, the drainage basin of the site or what comes through the site, we'd adjust to 25 year or 50 year storm, some areas being very small, we'd accept 10 year. That was as coordinated through the Town Board and I believe would in the long term become part of the town law. As soon as we are sure about the wording, we are going to create it as part of the town law. Greg has been working with us and Dick McGoey and the Supervisor on addressing this because we have some concerns downstream and I would say that they have worked very fairly with us and have provided what we asked.

Mr. Jones: These detention ponds are going to be maintained by the condominium owners?

Mr. Shaw: Absolutely.

Mr. Pagano: To what standards, I mean what point do we determine that the homeowners have not properly maintained this? Where is the control on something like that? We are creating something here that could--

Mr. Loeb: In the same way that any other project, whether it is a large project such as this or a small one in the Town of New Windsor is malfunctioning so as to cause a drainage problem on a public highway in the same manner that a homeowner who changed the grade on his property to cause a water problem onto a town highway by causing water on the highway in the same manner you would go, the town would go to the homeowner here to the condominium homeowner's association and say you are in violation of our regulations, you are producing a problem for the town because you are diverting water onto a highway and direct that it be corrected. The difference here is that

if there are costs to be involved, the homeowner's association under a condominium can levy those costs just in the same manner that the town levies taxes so that I feel more confident in this situation that there is a method of raising the money, should there have to be any repairs or maintenance done, the homeowner's association board of managers has the legal power to raise the money. It doesn't exist all the time. An individual homeowner may not have that method of doing it so that you do have the control.

Mr. Pagano: My main concern over this, Mr. Loeb, is we have a large body of water with we might call an earthen dam as a retaining wall and if the homeowners have not properly maintained this, we are talking after the fact, the water could overflow and erode the soil in such a way as to create a large flow. I don't know much about earthen dams but they erode very rapidly. Twelve (12) inch orifice is not going to drain that pond that quickly and we are expecting a homeowner's association to maintain this who are not trained in, you know, whatever we are saying that only after the fact, you know, when it has violated its purpose are we going to do something about it? What can we do?

Mr. Loeb: One of the things that I am certain that your building inspector does as he goes around New Windsor, if he sees potential problems knowing the building inspector as I do, he doesn't wait until they become problems. If he sees a potentiality for a situation that is either dangerous or in violation of code, he will advise the property owner, here the homeowners, the Board of Managers that from his visual inspection, it appears there may be a problem, would they please correct it. What I said before and I will say it again here, there is a method of raising the funds almost the same akin to taxation so that I feel comfortable that the money can be forthcoming. It is not always the case but there is a method of raising it.

Mr. Schiefer: John, you are not as interested in the ability of this system to handle the water as you are the maintenance and quality of what they are designing?

Mr. Pagano: I am concerned over its maintenance.

Mr. Schiefer: I understand.

Mr. Pagano: Mark, one question, as you look at this retention pond, are we looking at it from the standpoint of it being an earthen dam? Does it fall into the category when it is filed?

Mr. Edsall: It is actually excavated, I believe, the current construction, what is there is actually to excavate, to make it a recessed pond.

Mr. Pagano: The amount of soil in front of it, between it and Windsor Highway?

Mr. Edsall: I believe you are excavating, it may be a combination of the two but no, it is not considered an earthen dam, only by virtue

of its height, it is not to an equivalent height that the DEC would get involved in regulations for impounding water.

Mr. Pagano: Is there a safeguard in case the orifice blocks up that the water can overflow and not erode soil? Can you put in a concrete apron?

Mr. Edsall: If it got above a 50 year storm, a spillway effect--

Mr. Shaw: We are providing that, we are providing an overflow which is sized to convey a 100 year storm, all right, strictly to eliminate any eroding of the pond. Just to answer your previous question maybe you want to take a look at this cross-section that is a section through Windsor Highway, the pond and the tennis court looking in a southerly direction. Again, here is Route 32, our plantings in front of the pond, our water, our detention pond, embankments and the tennis courts. If you look at its relationship to 32, we are not installing the pond above the elevation of 32. We are excavating into the soil, okay, strictly to eliminate a possible breach of the embankment which would now start eroding the soil and cause water to flow onto the highway, that is why we have excavated into the ground as opposed to bringing in fill.

Mr. Pagano: I am conversant of that fact. However, as the water rises in this pond, it will be significantly above 32 so we will have a potential of spilling over. That is my main concern.

Mr. Shaw: It won't rise above the level of 32.

Mr. Schiefer: It won't raise above the level in a 50 year storm.

Mr. Shaw: Correct.

Mr. Schiefer: The 100 year storm, you are providing a spillway to get rid of that water?

Mr. Shaw: Absolutely.

Mr. Schiefer: Any other questions from the members of the Board?

Mr. Jones: Around the pond, what you are going to screen that with?

Mr. Shaw: Can we introduce Don Mohler.

Mr. Loeb: We have other presenters. It might be that you might want to hear from them.

Mr. Schiefer: If you want to go ahead before I open it up to the public, let them make their entire presentation and then I will open it up to the public. If there are any comments, go ahead.

Mr. Loeb: I'd like to ask Stephen Maffia, would you please put on the record your professional address and any professional licenses you hold.

Mr. Maffia: My name is Stephen Maffia and I am Associate Vice President and Assistant Director of Transportation for the consulting firm of Parish and Wiener in Tarrytown, New York. I hold a licensed professional engineering license in New York State. Tonight, I am going to address the traffic impacts of the proposed development on local street system. In again and in particular on some of the existing intersections and some proposed intersections from the site onto Route 32. This is just a general location map showing the specific location of Hilltop Estates along Windsor Highway and it is just south of the intersection of Union Avenue and it also highlights some of the other planned or proposed developments in the area and I will talk some more about those developments and the cummulative impact of those developments on the roadway system.

The project is located on the west side of Windsor Highway and as shown in this site plan underneath this there will be two access points to 32. It is fairly safe to say that just about everybody at some time or another has been in relatively high traffic situations, either driving or as a passenger and at a number of times, the traffic congestion can be for some people rather annoying. In the same traffic situation, there are some who rather calmly accept the situation as part of their regular routine. It is a problem of dealing with perception that I generally have to avoid simply because for my purposes, I need to really deal in a constant way of addressing the situation. I have to satisfy an important objective of being consistant in dealing with traffic from a more technical standpoint, not really the perception of what is really going on as far as traffic is concerned. I have to rely on and I do rely on with confidence some very well designed and documented standards that we use as references, such as the Institute of Transportation Engineers Trip Generation Information and the Transportation Research Board's 1985 Highway Capacity Manual. These references are invaluable in the work that we do and they basically establish the methodology that we follow when we do our traffic studies. To summarize the methodology to what we are doing with our studies, first thing we do is establish a data base. We go out and collect traffic information, information that we need in order to conduct our study and basically consist of turning movement, counts at various intersections, physical measurements, we go out and if you find the physical constraint of the roadway section or intersection, how many lanes, how wide the lanes are, if there are any speed regulations or traffic regulations, parking regulations, any number of physical attributes of the system, we are analyizing.

Specifically to this project, we did traffic counts during the morning and afternoon or evening rush hours. The counts started typically at 7 o'clock in the morning and went until 9 and in the afternoon we counted from 4 to 6 p.m. The next step is to determine approximately how much more traffic or cars, the case may be how much less traffic there may be in the streets system at the time just before the development is completed, development in question being Hilltop Estates. That traffic generally consists of other known specific developments in the area either planned or proposed or under construction and we included the traffic from those develop-

ments as well as some unspecified background traffic, we typically refer to background traffic growth which in this case we used a 2% per year factor, the base traffic which we calculated in 1989 is the base to the future built year which is 1991. The other developments in particular that we know of are the Ephiphany College just to the north of Hilltop Estates, Windsor Square just across, Washington Green to the south and two other developments to the east, Foxwood and Windshire. We believe that this is a reasonable estimate of the known other developments in the area. There may be others that are farther away, somewhat, we feel that the 2% per year growth factor is an appropriate estimate of traffic from other developments outside the specific area.

The next step is to determine about how much traffic this development itself will generate, Hilltop Estates. Again, we used the standard reference form supplied by the Institute of Transportation Engineers, in some cases we modify that. In this particular case, we did, we actually used rates slightly higher than the I.T.E. rates because of our knowledge of how this type of development generages traffic in this particular area.

The final step is to take this traffic from the proposed development and add it into the projected base net work in 1991 and then to use the '85 Highway Capacity Manual as a base reference to analyize the capacity or the ability of the roadway system to handle the increase in traffic and to determine what, if any, improvements may be required because of this traffic or if the system as it stands, can accommodate the new traffic. Some of the other boards that I have brought show specific information regarding traffic.

First one is basically a schematic diagram of Route 32. This is the intersection with Union Avenue and these will be the two driveways called north access and south access. As we can see in this map here briefly there are approximately there are 8 to 900 vehicles total in both directions on Route 32 going past the front of the site. In the p.m. peak hour as this diagram indicates, there are approximately 1300 vehicles in the peak hour. Now, emphasizing the peak hour for two reasons. One has to do with the generating characteristics of the site. A lot of times I hear comments about the size of a site relative to the number of vehicles that may actually be owned by people who live in the site. For instance, in this case, 150 approximately 150 units, some people may think 2 cars per unit, 300 cars. The actual generation is, I will go to the next one here in the a.m. peak hour as I show this map here is a generation of traffic from the site would be adding about 70 cars going north to and from the north on Route 32 and about 30 cars to and from the south in the morning peak hour. This board shows the p.m. peak hour generation which is about 75 cars going to and from the north and about 35 cars going to and from the south. Now, that is the total of about 100 vehicles in the morning, about 110 in the afternoon. Going back to the question about how can that be when there may be 300 cars? It is important to remember that as the many studies that have been done in coming up with the trip generation rate suggest that these peak hour generations are representative of trips made to and from

a development in a single hour, a 60 minute period. It is true that there are more trips made by a particular development over the course of a peak period which may be a 2 1/2 to a 3 hour period. Some people leave earlier than what is identified as the peak hour, some people leave later. While there may be two cars owned in a particular household, it could be that only one vehicle is used on a daily basis for commuting basis. On a particular day, somebody might be out sick or holiday but for those reasons and others, the trip generation rates that we use do not necessarily reflect vehicle ownership in a particular development. The second reason why we emphasize the peak hour is because all of the analysis work that we do takes specific looks at the peak hour.

The trip generation tells you how many vehicles will be generated in an hour. Capacity analysis work that we do tells us what the average capacity is in a peak hour. What we also do in order to be conservative though is we estimate what the generation rate or what the generated traffic would be in the peak hour and add that traffic to the peak hour on the adjacent street as we have identified. That may or may not coincide in reality but for analysis purposes, we add the site generated traffic to the peak hour of the street. In running the analysis then, we have concluded that in adding the traffic from the Hilltop Estates development to the network we find that the ability of the network to handle the traffic would not be reduced at all or an insignificant reduction in its ability to handle the traffic. The intersection as we know it, Union Avenue/Route 32, has recently been reconstructed by the Department of Transportation with inclusive left turn lanes, inclusive left turn signalization on 32 and this improvement has gone a long way to increase the capacity of that particular intersection. We have found that the driveways to and from the site have sufficient visibility as far as sight distance is concerned along Route 32 so from a safety standpoint, these can operate very well as unsignalized intersections and from the capacity intersections with regard to the comparatively low volumes coming into and out of the site. I think I have covered all of it.

Mr. Schiefer: You said your calculations say the present road system can handle the increased traffic? Have you factored in all of the other developments that you showed on your first chart?

Mr. Maffia: Yes, we have.

Mr. Schiefer: You still believe it is adequate, the present system?

Mr. Maffia: We have added traffic.

Mr. Schiefer: That is not a challenge, just a question.

Mr. Maffia: I want to describe in a little more detail the fact that the other developments that we have added include Windsor Square, Washington Green, Windshire and by 1991, we feel a reasonable estimate for Foxwood and Ephiphany is about a third of the traffic, about a third of those developments might well be underway so it is

not 100% of all this development, 100% of all the development is likely to happen in 1991.

Mr. Schiefer: Is the controlled left hand turn? There is a lane but is there a light for that? There is no arrow there, is it a timing, you said it was controlled intersection of Union Avenue and 32?

Mr. Maffia: There is a signal control with a green arrow onto Route 32 left turn onto Union Avenue approaches, it is a green ball, indicates you don't get an indication.

Mr. Schiefer: I think that--

Mr. Soukup: There is no green arrow. The lane is there.

Mr. Maffia: The signal timing, if there is no vehicle waiting in the bay, there will be no arrow indicated. It is looped.

Mr. Soukup: Let me ask you a question about the entrances on 32. What level of service do you anticipate for the turning movement and how will that effect the 32 traffic?

Mr. Maffia: Because of the relatively low volumes we anticipate levels of service D. For the coming out of the, from the site left turn into the site itself, it is A. There is relatively little volume doing it and not a significant amount of opposing traffic with the proximity of the traffic signal at Union Avenue significant or sufficient gap time.

Mr. Soukup: Let me go back to the comment, the left turn into the site is going to be an A, did you say?

Mr. Maffia: Yes.

Mr. Soukup: Across opposing lane of traffic?

Mr. Maffia: Yes.

Mr. Soukup: What would be the time span of the sitting car to make the turn at a level D intersection? How long would that take him?

Mr. Maffia: The unsignalized intersection leaving the site, it could really, it ranges probably between 5 seconds just in order to find a gap that is suitable to, you know, anywhere from level of service D the delay might range up to 25 seconds.

Mr. Soukup: That is at peak hour? 1300 cars?

Mr. Maffia: Yes.

Mr. Loeb: Mr. Chairman, as part of our preparation for this, we had asked Parish and Wiener to prepare a supplemental impact study

which would supplement what we have already filed. In particular, this study does take into consideration the traffic that Mr. Maffia has discussed from Ephiphany, Foxwood, Washington Green, Windsor Square and Windshire so it supplements what we have already filed. I have given one to Mark for his review. I'd like to ask our archaeologist if the Board has no other traffic questions.

Mr. Pagano: Do your studies include service vehicles, your studies, the vehicles that you are studing or proposing, are you also including service vehicles? Do you have a handle on that?

Mr. Maffia: The trip generation rates do include vehicles, all types of vehicles that may be generated.

Mr. Pagano: UPS? Mail truck, things like that? You do include that?

Mr. Maffia: The I.T.E. generation rates are based on counts over relatively long periods of time at developments very similiar in type to what we are doing here. As well as a whole series of other types of developments, office developments, single family and so on when they sit and count at these intersections, they count whatever goes in and out and that includes the whole gammit of service vehicles, school buses, delivery vehicles, that type of thing.

Mr. Lander: Where is the access drive for Windsor Square in relation to the north access to the site?

Mr. Maffia: I believe the Windsor Square is north.

Mr. Schiefer: It doesn't show on there.

Mr. Maffia: It shows Leslie Avenue.

Mr. Lander: We are going to be right across from your site here with another road?

Mr. Maffia: No. There will be a roadway here.

Mr. Lander: Directly across?

Mr. Maffia: I don't know specifically where the Windsor Square access point is. I thought they were connected to other roads.

Mr. Lander: They will but they will still be coming onto 32 and Garden Drive.

Mr. Maffia: I am not sure specifically. I didn't know they had planned a new point of access to 32.

Mr. Schiefer: Windsor Square is to the north of this.

Mr. Lander: It is right across the street.

Mr. Rones: To the west.

Mr. Pagano: Any of your studies show the vehicle movements of the streets on the opposite side of 32? In other words, we have converging traffic on 32 from both sides, your development and the other side also they're going to be making rights and lefts and everybody is going to be doing that. You don't study that part to how you are adding to the other side? In other words, if the other side is doing 140 you are doing 140. We have a total of 280.

Mr. Maffia: We do have in the analysis for these other vehicles added traffic to Route 32, some traffic that may be from Foxwood either north or southbound on Windsor Highway is added into our system so we know what we are facing when we apply our traffic to the network. It includes the existing traffic at a 2% factor plus specific hour generated traffic from the developments that I have mentioned.

Mr. Pagano: See your map, I think--

Mr. Rones: You are saying your map doesn't show where these other streets are going to be.

Mr. Pagano: If you have two converging streets only 30, 40 feet separating each other, you have people making rights and lefts, they have a habit of contradicting each other. I am just curious. Your map is not showing me or anybody how your exit streets are going to be placed compared to what is already there.

Mr. Loeb: I think it is important to remember what Greg said a minute ago and that is that all of this has been submitted to and is controlled really by the DOT as far as location of access points. These two have been reviewed and approved and I am certain if there is one from Windsor Square they have determined where those access points are.

Mr. Schiefer: I was going to say I hope to heck we don't have 30, 40 feet separation, I hope they are directly across. That is kind of a DOT responsibility. We have to look at it, I am hoping the DOT will not let that happen.

Mr. Loeb: We have the answer.

Mr. Shaw: Windsor Square's entrance is directly opposite this entrance. When we made our submission to the DOT for this highway work permit, we also sent off drawings confirming the location of Windsor Square also so they are directly opposite one another.

Mr. Loeb: The figures you are asking for are on Table 2 of the supplemental material. It includes the traffic from the other project. I'd like Mr. Hunter to say a few words about the archaeological aspect about the project because that was something that was covered in the EAF and the supplement to it and I think that is an important aspect of what the Board should know.

Mr. Hunter: My name is Richard Hunter. I am President of a small archaeological historical consulting firm based in Trenton, New Jersey. We do quite a lot of work in New York State. We are on the

State list of consultants that they maintain in Albany and I am very familiar with the State review process and as it may apply in this particular case and I just would like to go through my creditionals, if you don't mind. It is important. Thank you. I was trained in Britian. I have two degrees. I have 12 years experience working in this field over here. My particular specialty is historical and archaeology. I have a fair amount of experience on Revolutionary War site which is obviously appropriate here. I have worked at Crown Point, Ticondoroga, a number of revolutionary sites in New Jersey. So, it is perhaps a little different sort of presentation that you are going to get. I am going to ask you to look back just as much as you are looking forward in fact I probably spend three quarters of the time talking about what we have done, what used to be there and a rather smaller amount of time about what we are proposing. One very critical feature, obviously, is that the entire property lies within the National Register site of the Cantonment as it is currently defined. And, there is obviously a great deal of both State and local awareness of the history of New Windsor which is something very special and obviously needs to be respected.

This study that we did was carried out in 1988, late summer and early fall. We carried out what is usually regarded as a phase one survey, those are--this kind of work usually falls into three phases at most in which the first phase is relatively superficial and the principle goal is to try and establish whether there is anything historical or prehistorical or archaeologically present on the property so the idea is present or absence and the second phase of the work and will in many cases follow and that tends to be more detailed and that usually follows on when something has been found and the general idea there is to evaluate what it is and to try and delineate it more precisely on the ground, just put a boundary around it so you are, you know what you are dealing with. Then, a third phase will usually involve site that are considered important enough to warrant either preservation or some form of recovery of information from the site prior to its being destroyed.

In this particular project, we have performed what we have called a phase one although in many respects we have probably done it to a phase two level and we are in fact recommending that we leapfrog from a phase one to a phase three. If anybody wants to sort of quiry me on that, I'd be happy to talk about it a little bit more later. We have done four basic tasks, initially we do what is generally background research which involves some archivial work on the history of the property then we do a field work phase of work which in this particular case I think was about one to two weeks total spread out over about a month and then one goes back indoors and does an analysis phase where you analysize the research information and the field information and you put the two together and try to understand what is happening and the fourth phase is you produce a report which has been presented to you so if I can just briefly go through the findings.

Let me deal with the overall overview of the field aspect first and the great majority of the property from an archaeological standpoint is very disturbed as a result of the earlier development that never really took off so there has been massive stripping and almost total removal of upper soil over most of the property in here. The only

pieces of property where it is pretty much intact is down along this edge and through in here where a number of minor sites of interest within the property that we have dealt with, there is a ruin of a house down in here which is very obvious to anybody who walks on the property. There is a ruin of a crypt up in here, the Eva Royce crypt there. There is a very large stone system feature up in here and there are a number of stone field walls of varying age probably some of them going back to the initial division of the land in the 18th century that you will find traces of in some parts of the property. The main site resource, whatever you want to call it that we have to deal with has actually been very exciting. We have in the course of doing Windsor Square work and this particular project, we have found what we believe are good traces of the Second Massachusetts Brigade Encampment. Everybody knew it was somewhere here but we had never really seen any good evidence for exactly where it was and we have both good documentary evidence chiefly one map, the DeWitt map of 1781 backed up with some deed references in the early 19th century to what they regard as the camp block down in this area here so the combination of that with the material that we found in the field work, we feel very certain that we have a portion of the encampment which has a sort of access that goes diagonally across the southern tip of the property. So, if I can just now look forward rather than back.

Mr. Soukup: What about the burial sites?

Mr. Hunter: Which burial sites?

Mr. Soukup: The soldier burials?

Mr. Hunter: That we have no evidence at all of those on the property itself. It is very unlikely that they are on this property.

Mr. Soukup: Any evidence of their actual location?

Mr. Hunter: Nothing really conclusive at all. We have, I think, you are probably aware of the other studies that we have been doing, some of the adjacent property we have had no luck there either and so one has very little to go on really probably two likely spots left, one is possibly on the State owned property on the top of the hill and the other possibly over here where the hospital site used to be but in either case, there is nothing really to back that up. All I can really say on that is that I am 100% certain they are not on this property and 99.9% certain they are not on the Ephiphany College property. It is a very very difficult issue. They are very very hard to find even when you have good documentary evidence for them and we don't really have that.

Mr. Soukup: Thank you.

Mr. Hunter: The piece of the encampment that we have hit on this site here it is in a very confined part of the property, down in the southern corner here adjacent to where the house ruin is in for the most part and the materials that we have--basically, what one does, you go in and dig systematically a series of tests across a piece of

property and in the course of doing that, we have had certain kinds of materials come out of these that we feel are indicative of the encampment and not of the house. Some items that have come up over here that are probably 18th century date the house in the early 19th century and these are relatively uninteresting items and out of context you wouldn't look twice at them, hand wrought nails, other items of hardware, bits of pottery, bits of burnt bone which and pieces of molten glass, both of those two items are fairly critical in the kinds of activities that were going on in that six month period. Those were the kinds of things you'd expect to find on that kind of a site and not in the front yard of a 19th century house site. So, we have identified a little piece of the property here which we regard as archaeologically sensitive which there are really can be very little doubt about the importance of it in view of the Cantonment and the already acknowledged significance of the Cantonment and the issue then is what does one do.

There really is a--you have two options. One is you try and preserve it or the other is do you try to recover enough information from it so that you can then let a development project such as this proceed and it is a very hard decision to make in many cases. In this particular instance, preservation is not necessarily the best option. It is very fragile kind of site and most of the material is within the top foot and a half of the soil. Discussing the pros and the cons of preservation, recovering information from archaeological sites and for me the issue in this particular instance is that we have know succeeded in pinning down the site that nobody knew where it was before and while it may be very nice to preserve it, it is extremely hard to do that in an effective way. One of our big problems now that we have put our finger on where this site is that it does open it up to possible risk from people going out there and digging holes and looting what is there so that is, I think, probably the main reason, one of the main reasons against trying to preserve it. On the other hand, now, there is an opportunity here to recover some useful information about this encampment which really very little is known about and it seems like a good opportunity in which to do that.

So, what we are actually recommending at this point is in fact two-fold approach, part of it be preserved and part of it be examined through data recovery and one of the main forces governing that is the engineering constraints to the access road here so we are recommending that that portion of the site that would be effected by that be subject to a phase three data recovery investigation and that the other part of the site that we are really, will not be effected by any of this needn't be preserved in place in certain measures be recommended for that. So, I will leave it at that, if you may--

Mr. Soukup: Would such a recovery be done in conjunction with the Cantonment? Would they be offered the opportunity to participate?

Mr. Hunter: We have had a lot of contact with the Cantonment in doing these various projects. It is possible, I mean--

Mr. Soukup: I'd like to see them at least offer the opportunity.

Mr. Hunter: I am very conscience of coming in as an outsider and working in your backyard so to speak and not having the benefit of some of our research being made available to the local public. I think there is quite possibly room there if it can be arranged.

Mr. Soukup: Just a matter of notification if they chose not to, it is up to them. I'd like to see them be made aware of your schedule and program so that they can participate.

Mr. Rones: What do you propose to do with the artifacts that you find?

Mr. Hunter: This is a good point.

Mr. Soukup: That is covered by State law.

Mr. Loeb: Let me speak to both issues. We have met, I have met with the Cantonment people and the people from Albany as has Mr. Hunter and we have discussed the procedure that we are going to follow. One of the concerns and you heard it voiced is that unless it is done carefully and properly, everybody in the world is going to think that this is a place to come dig and take for themselves. That is something that I think we all would be very upset about. I have also discussed this with representatives of the Town Board. There is a strong feeling that any artifacts that are developed should be at least initially under the disposition of them, should involve the Town of New Windsor. These are artifacts in the Town of New Windsor. So, what we have discussed in the past and I assume your firm is still willing to do this is that Mr. Hunter's firm as a professional firm on a temporary basis would be the organization that would hold and preserve the materials that are uncovered here as well as on the Ephiphany College site and then a disposition would be made but we have promised the town that we would discuss it with them first and that we would follow the town's direction on the artifacts. I make the same representation to you on this project that will be made to you on the Ephiphany project and that is that the owners and developers wish to acquire and will acquire for their own use none of the artifacts. They are all going to be under the contract of Mr. Hunter and his organization, professionally, and then the Town of New Windsor or the Town Board has indicated that they are very interested in seeing the disposition is done in such a manner that it may well be that the Historical Society of New Windsor may have first crack and we feel that we certainly owe that to the town.

Mr. Schiefer: May I ask you one question? You were involved with Windsor Square with your company. Are you involved with the Ephiphany project?

Mr. Hunter: Yes.

Mr. Schiefer: One firm for all three.

Mr. Loeb: Yes and the representations on all of them, the Ephiphany one and this are the same.

Mr. Hunter: In terms of the disposition of these materials with our firm in Trenton, I would regard that very much as temporary and a matter of just a few months and I am as anxious to push this stuff out of our place as much as you are perhaps interested in receiving it up here.

Mr. Loeb: I make that point if there are artifacts taken from the site they are not going to be put in someone's pocket and taken home. They are going to be handled by Mr. Hunter's firm until we agree on their disposition.

Mr. Pagano: You refer to a DeWitt map, is this a map that was drawn during the Revolutionary War period? I haven't been privileged to see it but I assume it must be some sort of a draft. Does it show Union and 32?

Mr. Hunter: It shows Union but not 32. They are very hard to interpret these maps because they don't have very much on them but it is a very important source for this particular area that map.

Mr. Pagano: This was a whole big farmland?

Mr. Hunter: It was initially a couple of farms and subdivided and subdivided.

Mr. Soukup: It shows Ephiphany homestead but not the homestead.

Mr. Hunter: It showed one at the intersection of Union and Windsor Highway.

Mr. Soukup: It didn't show the one on this parcel?

Mr. Hunter: No.

Mr. Rones: I was just wondering you mentioned the concern about people coming and looting the area and so I really don't understand the virtue of preserving such a large portion of it in place other than the area where the road is going to be excavated. Why not just go through the whole, that whole sector and recover whatever there is to be recovered.

Mr. Hunter: That is a philosophical question in many respects as a professional archaeologist, almost all of us feel beholding where possible to preserve. We have had some discussions internally both with the firm and with the client about how one should best approach something like this. The reasoning is 50 years from now, 100 years from now, there may be techniques available that will be able to elicit a great deal more information from a site like this. The State may have funding available to do research excavation. One doesn't really know so it is good if possible to leave something in tact.

Mr. Loeb: That is the Cantonment's view. We were guided by them.

Mr. Rones: Is there going to be some sort of easement or right for future entry if the Cantonment or some other agency wants to come in on this site in the future and excavate it or whatever is appropriate at the time?

Mr. VanLeeuwen: I think that is up to us.

Mr. Rones: Is that being considered?

Mr. Loeb: The Cantonment has never asked anything. The only area that they have addressed is the area that is closer to them, near Ephiphany and they haven't in all their meetings.

Mr. VanLeeuwen: Takes them awhile to think about it.

Mr. Schiefer: They have been looking for the site now they have found it, not the burial site, the camp. He said there are no indications of graves there. However, they do feel that is where the Second Massachusetts Regiment was quartered and I know the Cantonment has been looking for that. That is the first I have heard they feel they have located there and partly across the road in Windsor Square.

Mr. Loeb: You had indicated a concern with the appearance of the detention pond, John Pagano in particular. Don Mohler, our landscape architect, could make you feel a little bit better about that in a minute or two looking at his plans.

Don Mohler: My name is Don Mohler, landscape architect located in Newburgh and licensed in the State of New York. What I am going to do is turn this over and show you a blow-up of this area where the detention areas are. This is the clubhouse and the tennis courts and it was requested in some of the earlier meetings that something more be done with this detention basin. I think particularly because of the basin that existed on the previous project that was on the site. I am sure you all recall the high embankment and the fence on the top and all the weeds and everything else that grew there. It was a pretty ugly site. So what we attempted to do here was really try and develop a lot more planting around the detention basins. These will be graded so that the sides and the bottoms can be mowed when there is no water in them. There is a slight mounding that is planned as you come off of 32. There will be a slight mounding here so visually you will not be looking down into the basin. There will be plantings along this mounded area here. There will be some plantings and of course up on this slope as you go up to the tennis courts, there will be shrub and tree plantings there. For fencing, that will be in this area will be a black vinyl clad fencing. It will be done down on a lower level so that you are not going to be seeing this chain link fence that is sitting up on top.

Mr. Schiefer: How high?

Mr. Mohler: Four (4) foot chain link.

Mr. VanLeeuwen: How deep is the pond going to be in the center?

Mr. Mohler: I believe it is going to be, have the ability to pond to 4 feet.

Mr. VanLeeuwen: What do you need a fence for? It is going to drain in a matter of two or three hours.

Mr. Mohler: My feeling is it would be nice not to have it. It is a question of whether the Board wants it.

Mr. Schiefer: Remember the last time it was put up at our request.

Mr. VanLeeuwen: At that time it was 7 or 8 feet deep. If they make a broader ponding area, it is going to make it look like a lawn. If you put a fence, it is not going to look right.

Mr. Jones: When it is raining, it is going to be holding water and there is going to be kids.

Mr. Loeb: You have requested it and we put it at your request. Hank, I really think for safety we think--

Mr. Schiefer: I don't like the looks of it at all.

Mr. Loeb: Just for safety, I think we'd all feel better.

Mr. Mohler: We'd like to do it here to get a slight mounding. What was there before is what we don't want to have. It was quite an eye-sore.

Mr. Schiefer: We agree.

Mr. Mohler: And we want to be able to develop the plant materials so this is an attractive setting. I just want to bring out that point as far as this discussion tonight, if you have any questions about the rest of the plantings on the site, I'd be happy to answer them but they asked me to be as brief as possible.

Mr. Schiefer: Thank you.

Mr. Loeb: Thank you, Mr. Chairman.

Mr. Schiefer: I will open this to comments from the public. If there is anyone that wants to be heard, I request that you identify yourself and where you live. No questions from the public.

Mr. VanLeeuwen: I make a motion that we close the public hearing.

Mr. Rones: I just have a question. There appears to be a mistake or a typo or something in the traffic study that I pointed out to you.

Mr. Maffia: If I may just clarify the sizes of the Ephiphany site shown here represent an attempt to come up with a reasonable esti-

mate of the development of traffic from that development about a third of Ephiphany College so you are right, the proposed development is 5 to 600 units but we are basing the traffic on what is approximately a third of the development, 160 units, 30,000 square feet of retail. Putting a size of this development aside, we are representing approximately a third of the traffic regardless of what is specifically built there or what is estimated and we did the same thing for Foxwood.

Mr. Jones: I will second that motion.

ROLL CALL:

Mr. VanLeeuwen	Aye
Mr. Soukup	Aye
Mr. Jones	Aye
Mr. Lander	Aye
Mr. Schiefer	Aye

Mr. Schiefer: There will be no decisions made this evening. We thank you gentlemen for a very thorough presentation.

Mr. Loeb: Thank you.

BY MR. CUOMO: Then I can change that site plan to the fact I can put the apartments on?

BY MR. SCHIEFER: What have you changed?

BY MR. VAN LEEUWEN: They are going to ask you for sewer.

BY MR. CUOMO: I got sewer. We got a septic field approved.

BY MR. VAN LEEUWEN: They are going to tell you sewers.

BY MR. SCHIEFER: Take it off the plan and then when you come back to us, don't complicate the issue.

BY MR. BABCOCK: The Zoning Board of Appeals has requested that they receive a plan with your initials on it so that they know that they are redoing the same plan. Even Mr. Bloom was there the night they asked for that.

BY MR. CUOMO: There is no apartment on that.

BY MR. SCHIEFER: The one I have has no apartment on it.

BY MR. EDSALL: Once you clear the Zoning Board of Appeals, I think you might want to come, both Mr. Bloom and Mr. Cuomo, to our work session so we can go through all these items to review the plan and make sure everything has been addressed, so that the next appearance things might be a little more organized as far as all the plans having the same information and be on the same wavelength and you can schedule that with the Planning Board secretary once you are through with the Zoning Board of Appeals.

BY MR. BLOOM: Okay, thank you.

HILLTOP ESTATES: 86-89

Mr. Gregory Shaw came before the Board presenting the proposal.

BY MR. SHAW: Mr. Loeb will not be able to make the meeting tonight and I will present Hilltop Estates. Just to give the Board a quick overview, the subject parcel is approximately 24 acres. We are proposing 149 town homes on it. There is an overview of the project. In April of this year, this Planning Board decided to restart the SEQRA process and declared itself as lead agency. Following that meeting, my office prepared a long Environmental Assessment

form with attachments and this document was submitted to the Town of New Windsor. This document includes reports with respect to storm drainage, traffic, archeological and also included letters of approval from such agencies as the New York State Department of Transportation, both for drainage and highway entrances, the Town of New Windsor Bureau of Fire Prevention and letter of recommendation from the Town of New Windsor for the Phase I water systems. As this Board is aware, this project has been before this Board for over two years and a lot of work has been done on this project. Because the site is within the boundaries of the New Windsor Cantonment site, as presented on the National Register of Historic Places, this Board determined it to be a Type I action. Again, just to familiarize the Board because it is a Type I action, it does not necessarily mean a Draft Environmental Impact Statement. About three months ago, we came before this Board and asked for a determination on the project as to whether this document which was submitted and reviewed by your consultants was adequate or whether the Board would request a DEIS. A resolution was not passed that night and what the Board had decided to do was to have a public hearing to gather input from the adjacent neighbors and other residents of the Town of New Windsor with respect to this project, so you could take in their comments prior to making a determination as to whether a DEIS was warranted. That public hearing was held last month. A presentation before this Board included drainage, traffic, archeological, overall site development and architectural, so we are here before you tonight again to pose the question as to whether this Board feels this document is appropriate for us to continue the SEQRA process or whether a DEIS is warranted in your opinion, and that is my question before you tonight.

BY MR. SCHIEFER: There is nothing for approval, just the decision on whether or not we require DEIS?

BY MR. SHAW: Correct.

BY MR. SCHIEFER: Any comments, gentlemen?

BY MR. VAN LEEUWEN: I think it should be --

BY MR. SHAW: May I point out to the Board that at the public hearing last month, there was not one person that spoke out in opposition to the project, not one. Maybe you can defer to your consultants.

BY MR. SOUKUP: Circulating of the Environmental Assessment and the attachment to the involved agencies will include the DEC, which I gather have not received any of the data?

BY MR. SHAW: No, that is the next step.

BY MR. SOUKUP: As an outside review agency as as the Type I action, they are a noticed party. They are going to have to review the documents. They have the right to come back and tell us in their opinion if they want to do a DEIS. They have a right to accept or reject it, no matter what our action is taken, so there will be an outside agency looking over our shoulder no matter what we do. I have had cases where they came back and said they did not feel a SEQRA action was appropriate and it had to be redone or expanded on other projects, so they will speak their mind as to whether you have adequately reviewed it as a Board, and they may decide if you regardless of what we decide, there will be people looking over our shoulder and deciding and advising us if they feel there is more need. I haven't been involved with this project as long as you have. I have to tell you that the bulk of the items that are the major concerns thae I would personally tend to scope is the EIS, are the items that were addressed in the expanded part three. The only thing the DEIS gives is more background on community services and other related items, but not the guts of the problem with respect to a disturbed site that has already been gutted twice or three times by now. It might be to our advantage to move on down the road and get something finished and remove the eyesore rather than delay the project.

BY MR. SHAW: If I can throw my two cents in. I believe the major items with this project is traffic, storm drainage and archeological. With respect to the traffic, the traffic report was submitted to the D.O.T., as was the paperwork for the highway curb cuts. We have obtained approval from the D.O.T. We do have the permit to construct the entrances today. With respect to the storm drainage, that document was submitted to not only the Town of New Windsor, but also to the D.O.T. We do have approval from the D.O.T. to discharge storm water into the drainage system.

BY MR. VAN LEEUWEN: Excuse me, no, we have a major problem on the other end.

BY MR. SHAW: That is correct, and part of our storm drainage analysis was to investigate downstream drainage

conditions and that was performed at the request of your consulting engineer. And that is also in the document, and maybe Mark would like to comment on that.

BY MR. SOUKUP: Our action tonight is not to agree or disagree with your engineering. It is to accept the fact that you have presented at least a scenario or solution to it. We don't have to agree with it. We are not giving a site plan view. We are not giving an engineering determination. We are just deciding whether or not to submit the document to other agencies for them to look at.

BY MR. EDSALL: I think what everything Vince said initially with the comment, his opinion on the full EAS with attachments basically is my opinion. One of the reasons I waited my opinion that DEIS may not be mandatory for this is the fact that they have got so many agency approvals if they felt there were extreme or significant environmental concerns, I think we have already likely would have heard from them prior to them granting approvals. In effect, tell me if I am wrong.

BY MR. SHAW: There is no other agencies, other than the Planning Board, that have to grant approval at this point, as far as facilities and infrastructure. We expect that within 30 days we resubmitted that.

BY MR. EDSALL: DOT has already approved it so that in turn with the fact that there was no public comment and the Board has significantly reviewed this, I think we have gotten a tremendous amount of information.

BY MR. SOUKUP: If this were a virgin site, I'd lead towards the DEIS for that. I think this particular case on this particular site, we pretty much have done the items that are of major importance and I think proceeding with site plan review would probably be appropriate and we can't do that unless we decide what to do with the environmental stuff first. My gut feeling is to distribute the documents.

BY MR. EDSALL: I think a motion what I was guiding towards, we can make the proper circulation, a motion to the effect that the Board has determined that a DEIS is not mandatory unless new information is brought to their attention, and that the involved agencies --

BY MR. LANDER: I don't think we need DEIS.

BY MR. SCHIEFER: Somebody make the motion to that effect. We can address --

BY MR. VAN LEEUWEN: Without the other two members, do you really want to make that determination tonight?

BY MR. SOUKUP: At the last meeting, I don't want to speak for the attorney. He indicated if you had a quorum present, majority of the vote could rule. He said that on another case.

BY MR. VAN LEEUWEN: Do you want to carry this without the other two members present? This is a pretty big project. I have no problem with it.

BY MR. EDSALL: There is still the opportunity that during this period that the document is circulated. A member of the Board can bring new information which warrants a change in the --

BY MR. SOUKUP: The Board can always require --

BY MR. EDSALL: We can always reverse your opinion. At this point you are indicating --

BY MR. SOUKUP: If new evidence comes up, you can require a Supplemental Environmental Statement or go to a full DEIS.

BY MR. SCHIEFER: We are not -- there is no approval.

BY MR. EDSALL: At that hearing of site plan, you can backtrack on SEQRA process and require more extensive environmental work.

BY MR. SOUKUP: It is a book that is enclosed too tightly in most cases.

BY MR. EDSALL: True.

BY MR. SOUKUP: I make a resolution we circulate the document for review and approval to the interested parties and the coordinated agencies and there is a whole list of them that is pretty standard, right?

BY MR. SHAW: Correct.

BY MR. VAN LEEUWEN: I will second that.

BY MR. SCHIEFER: I assume you'd rather approve the comments we just made.

BY MR. EDSALL: Also circulate, I'd like to if possible put in there at this point it is not the Planning Board's intent to require a DEIS, so that is clear to the involved agencies.

BY MR. SCHIEFER: That is the sole purpose.

BY MR. EDSALL: That wasn't part of the resolution.

BY MR. SOUKUP: At this time, no DEIS is anticipated and the EAF and part three supplementary are being circulated for review and comments to all the involved agencies.

BY MR. VAN LEEUWEN: I will second that.

ROLL CALL:

MR. SOUKUP: Aye.
MR. VAN LEEUWEN: Aye.
MR. SCHIEFER: Aye.
MR. LANDER: Aye.

WOLFE SUBDIVISION:

Elias Grevas, L.S. came before the Board representing this proposal.

BY MR. GREVAS: Mr. Hoyt is with us tonight who is the attorney for this application. What we have here, this is the former Egelston (phonetic) property which showed up on another map, the Maharay Subdivision and was purchased by Dr. Wolfe in 1985. The reason I bring this up because I know there is a question on access to the lots. I must point out that these parcels that are here are different shaped but that the property in 1985 prior to the purchase by Brewster Wolfe consisted of two tax lots and was combined in 1985 and now contains two existing houses.

BY MR. VAN LEEUWEN: Why was that done?

BY MR. GREVAS: Because the original deeds that went into Egelston didn't fit together and when Dr. Wolfe bought the property, the external survey description was the only way the thing could be tied up without creating all types of problems with adjoining pieces of property. At this point,

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TOWN OF NEW WINDSOR
PLANNING BOARD
REVIEW COMMENTS

PROJECT NAME:	Hilltop Estates Site Plan
PROJECT LOCATION:	Route 32
PROJECT NUMBER:	86-89
DATE:	9 August 1989
DESCRIPTION:	The Application involves the construction of a one hundred forty-nine (149) residential unit townhouse project on a 24 +/- acre parcel, located off NYS Route 32. The plan was most recently reviewed at the 12 July 1989 Planning Board Meeting, at which time a Public Hearing was held.

1. The Applicants are before the Board at this time to request a determination regarding the SEQRA process. Specifically, it has been discussed whether the Full Environmental Assessment Form with numerous attachment reports is sufficient for the environmental review or, if a Draft Environmental Impact Statement (DEIS) should be required.

The Board should keep in mind that the Applicant is <u>not</u> asking for an environmental determination at this time, <u>only</u> a determination whether the submitted information is sufficient for the environmental review.

2. The Board should be aware that this application was first brought before the Board on 25 February 1987. Since that time, a reasonably extensive review of the project has been made and, to my understanding, all SEQRA related concerns have been addressed as part of the submitted Full Environmental Assessment Form, with attachments. Further, at the public hearing held on 12 July 1989, no new environmental concerns were identified by the public, nor by the Planning Board.

TOWN OF NEW WINDSOR
PLANNING BOARD
REVIEW COMMENTS

PROJECT NAME: Hilltop Estates Site Plan
PROJECT LOCATION: Route 32
PROJECT NUMBER: 86-89
DATE: 9 August 1989

Based on the above, and consistent with the Board's approach to the project during their review to date, it is my recommendation that the Board formally advise the Applicant that the information submitted to date appears acceptable for the environmental review and a DEIS is not mandatory.

If the Board so decides, it is recommended that the Board require that the Applicant circulate the submitted EAF to the involved agencies and allow for any comment from those agencies.

3. The attachment reports to the Full Environmental Assessment form are currently under final review. After a reasonable time has been afforded the involved agencies to review the document and comment on same and the Applicant has scheduled to re-appear before the Board, it is my opinion that a determination of environmental signficance could be made at that time.

Respectfully submitted,

Mark J. Edsall, P.E.
Planning Board Engineer

MJEnje

hilltop

Shaw Engineering Consulting Engineers

744 Broadway
P.O. Box 2569
Newburgh, New York 12550
(914) 561-3695

June 27, 1989

Department of Planning & Development
COUNTY OF ORANGE
124 Main Street
Goshen, New York 10924

Att: Mr. Peter Garrison, Commissioner

Re: Hilltop Estates On The Hudson
Town of New Windsor

Dear Mr. Garrison:

At the request of Mr. Mark Edsall, P.E., Engineer to the Town of New Windsor Planning Board, we are enclosing two copies of our revised Site Plan for the Hilltop Estates project. This Site Plan is being submitted to your Department for your review and comment.

The subject project consists of 149 residential condominium units, and it was previously reviewed by your Department in May of 1987 as a 186 unit project. Your file for this project is NWT-6-87 M.

The Lead Agency for this project is the Town of New Windsor Planning Board, and a Public Hearing has been scheduled for July 12, 1989. It would be appreciated if your previous review could be updated and forwarded to the New Windsor Planning Board for incorporation into the record of the Public Hearing.

Thank you for your attention to this matter.

Very truly yours,

SHAW ENGINEERING

Gregory J. Shaw, P.E.
Principal

GJS:mmv
Enclosure

cc: New Windsor Planning Board
Mark Edsall, P.E.
James R. Loeb, Esq.

DRAKE, SOMMERS, LOEB, TARSHIS & CATANIA, P.C.

ATTORNEYS & COUNSELLORS AT LAW

ONE CORWIN COURT
POST OFFICE BOX 1479
NEWBURGH, NEW YORK 12550
(914) 565-1100
FAX (914) 565-1999

MONROE OFFICE
107 STAGE ROAD
MONROE, NEW YORK 10950
(914) 783-2600
FAX (914) 782-6854

BERNARD J. SOMMERS
JAMES R. LOEB
RICHARD J. DRAKE
STEVEN L. TARSHIS
JOSEPH A. CATANIA, JR.
RICHARD F. LIBERTH
WALLACE H. MAHAN III*
KEITH B. ROSE
JAMES J. CUPERO
GLEN L. HELLER
TODD A. KELSON
RICHARD M. MAHON**
STEPHEN J. GABA

OF COUNSEL
DONALD H. McCANN

*N.Y. & FLA. BARS
**N.Y. & D.C. BARS

May 15, 1989

Planning Board
Town of New Windsor
Town Hall
555 Union Avenue
New Windsor, New York 12550

RE: Your Reference #86-89
Our File #29,416

Dear Planning Board Members:

I am writing to you in connection with the Hilltop Estates project on Route 32 in the Town of New Windsor. As you will recall on April 12, 1989 the Planning Board agreed to assume Lead Agency status in the SEQRA review of this project and directed that a Lead Agency Competition Letter be mailed out to all involved agencies. On April 14, 1989, I mailed a preliminary site-plan, Full Environmental Assessment Form and the Lead Agency Competition Letter to all involved agencies and other interested parties. Enclosed please find the Affidavit of Mailing together with the return receipts where appropriate.

Since I understand that no other agency has indicated an interest in becoming the Lead Agency, the Planning Board automatically became Lead Agency upon the expiration of the 30 day period.

That being the case the Board can now proceed with the next step in the SEQR process. This has been identified as a Type I Action because of its location in proximity to the New Windsor Cantonment. However the fact that this is a Type I Action does not in and of itself mandate the preparation of an Environmental Impact Statement.

I would respectfully request that in this instance the long Environmental Assessment Form supplemented by additional reports dealing with historical/archeological aspects of the project, drainage and traffic should satisfy the SEQR review. Once the Board is satisfied that the impacts of the project have been

satisfactorily addressed, the SEQR Regulations permit the Board as Lead Agency to make a negative declaration which will conclude the SEQR process.

Thank you in advance for your courtesies.

Very truly yours,

JAMES R. LOEB

JRL:aac
x29416102
Enclosure

cc: M.E.

MAY : 7 1989 (Enclosure not received with this letter) @

Legal Notices

NOTICE

PLEASE TAKE NOTICE, that the Planning Board of the Town of New Windsor will hold a public hearing on the site plan of Hilltop Estates at 7:30 o'clock P.M. on the 12th day of July, 1989 at the Town Hall, 555 Union Avenue, New Windsor, New York.

The Hilltop Estates Project consists of 149 residential units with associated recreation facilities located on a 24 acre parcel on the west side of Route 32; tax lot Section 35, Block 1, Lot 41.

At the same time and place, the Planning Board as lead agency under the SEQRA Review process will consider comments addressed to the long Environmental Assessment Form and supplements.

A copy of the site plan and related documents together with the long Environmental Assessment Form and supplements are available for public inspection at the Town Clerk's Office, Town Hall, Town of New Windsor, 555 Union Avenue, New Windsor, New York.

Persons may appear at the public hearing in person or by agent; all written communications addressed to the Board should be received by the Board at or prior to the public hearing.

By order of the
Planning Board
Town of New Windsor
Carl Schiefer
Chairman

STATE OF NEW YORK:
: ss.
COUNTY OF ORANGE :

EVE FLANIGAN, being duly sworn deposes and says: I am not a party to the action, am over 18 years of age and reside at (no number) Halvorsen Road, Town of Cornwall, Orange County, New York.

On June 28, 1989, I served a true copy of the annexed Notice of Public Hearing in the following manner:

by mailing the same Certified Mail, Return Receipt Requested to each abutting property owner and those directly across any adjoining street from the proposed use or proposed subdivision on the annexed Schedule A and

by mailing additional copies sent regular first class mail to those individuals on annexed Schedule B

in a sealed envelope, with postage prepaid thereon in a post office or official depository of the U.S. Postal Service within the State of New York, addressed to the last known address of the addressees as indicated on the said annexed schedules.

Eve Flanigan

Eve Flanigan

Sworn to before me this
11th day of July, 1989.

Elizabeth J. Partington
Notary Public

ELIZABETH J. PARTINGTON
NOTARY PUBLIC, State of New York
Qualified in Orange County 4657407
Commission Expires June 30, 1991

Schedule A

Sky-Lom New Windsor Development Corp.
44 Cooper Square
New York, N.Y. 10003

Josephine & Frank A.J. Manthey
205 Windsor Highway
New Windsor, N.Y. 12550

James R. Petro,Jr.
PO Box 928
Vails Gate, N.Y. 12584

Arthur O. Maharay, Jr.
238 Windsor Highway
New Windsor, N.Y. 12550

Margaret & Brewster W. Wolfe
238 Windsor Highway
New Windsor, N.Y. 12550

Windsor Square Ass. Inc.
19 Barrie Drive
Spring Valley, N.Y. 10977

Roppelt Kunigunde & Schatz Frederick
28-31 43 St.
Long Island City, N.Y. 11103

Schedule B

4. In addition to the above-mentioned notices, the following must also receive a copy of the notice of hearing. However, these may be sent <u>regular first-class mail.</u>

George A. Green, Supervisor
Town of New Windsor
555 Union Avenue
New Windsor, NY 12550

Carl Schiefer, Chairman
Planning Board
555 Union Avenue
New Windsor, NY 12550

Pauline G. Townsend, Town Clerk
Town of New Windsor
555 Union Avenue
New Windsor, NY 12550

Mark J. Edsall, P.E.
McGoey and Hauser
Consulting Engineers, P.C.
45 Quassaick Avenue
New Windsor, NY 12550

Joseph P. Rones, Esq.
436 Route 9W
Newburgh, NY 12550

D:N29416103.02
JRL:kml

STATE OF NEW YORK:
: ss.
COUNTY OF ORANGE :

JAMES R. LOEB, being duly sworn, deposes and says:

1. I am an attorney duly licensed to practice law in the State of New York and a member of the firm of Drake, Sommers, Loeb, Tarshis & Catania, P. C., attorneys for Hilltop Estates

2. Pursuant to the direction of the Planning Board of the Town of New Windsor serving as lead agency in the Hilltop Estates project on the 14th day of April, 1989 I did mail a preliminary site plan and Full Environmental Assessment Form to the parties set forth below; the mailings were made certified mail, return-receipt requested and attached to the original of this affidavit are the white receipts for certified mail duly stamped and the green receipts returned by each of the addressees:

Orange County Department of Planning and Economic Development

New York State Department of Environmental Conservation, New Paltz

New York State Department of Environmental Conservation, Albany

State Clearing House Administrator, N.Y.S. Clearing House

New York District Office, U. S. Army Corp. of Engineers

Orange County Department of Health

N.Y.S. Parks, Recreation and Historic Preservation

3. Pursuant to the direction of the Planning Board of the Town of Newburgh serving as lead agency in the Hilltop Estates project on the 14th day of April, 1989 I did mail, by regular mail, a

preliminary site plan and Full Environmental Assessment Form to the parties set forth below:

New York State Department of Transportation, Region 8 Office

Mr. George A. Green, Supervisor, Town of New Windsor

Ms. Pauline G. Townsend, Town Clerk, Town of New Windsor

Mark J. Edsall, P. E., Consulting Engineer, Town of New Windsor

Attorney for Planning Board, Town of New Windsor

Chairman, Town of New Windsor Planning Board

Mr. Berek Blumenfeld, Applicant

James R. Loeb

Sworn to before me this

14th day of April, 1989

Notary Public

[illegible]
NOTARY PUBLIC State of New York
Qualified in Orange County
Commission Expires February 28, 1990

TOWN OF NEW WINDSOR

555 UNION AVENUE
NEW WINDSOR, NEW YORK

April 12, 1989

SUBJECT: HILLTOP ESTATES SITE PLAN;
TOWN OF NEW WINDSOR, NEW YORK (P/B REF. NO. 86-89)

To All Involved Agencies:

The Town of New Windsor Planing Board has had placed before it an Application for Site Plan Approval of the Hilltop Estates project located off New York State Route 32 within the Town. The project involves the development of 149 residential units with associated recreation facilities and site improvements, located on a 24 +/- acre parcel. It is the opinion of the Town of New Windsor Planning Board that the action is a Type I action since the property is located in the proximity of the New Windsor Cantonment site as presently listed in the National Register of Historic Places.

This letter is written as a request for Lead Agency coordination as required under Part 617 of the Environmental Conservation Law.

A letter of response with regard to your interest in the position of Lead Agency, as defined by Part 617, Title 6 of the Environmental Conservation Law and the SEQRA Review Process, sent to the Town of New Windsor Planning Board, 555 Union Avenue, New Windsor, New York 12550, Attention: Mark J. Edsall, P. E., Planning Board Engineer (contact person), would be most appreciated. Should no other involved Agency desire the Lead Agency position, it is the desire of the Town of New Windsor Planning Board to assume such role. Should the Planning Board fail to receive a response requesting Lead Agency within thirty (30) days, it will be understood that you do not have an interest in the Lead Agency position.

Attached hereto is a copy of a preliminary site development plan, with location plan, for your reference. A copy of the Full Environmental Assessment Form submitted for the project is also included.

Your attention in this matter would be most appreciated. Should you

have any questions concerning this project, please do not hesitate to contact the undersigned at (914) 562-8640.

Very truly yours,

MARK J. EDSALL
PLANNING BOARD ENGINEER

Enclosure
cc: NYS Department of Environmental Conservation, New Paltz
NYS Department of Environmental Conservation, Albany
New York State Parks, Recreation and Historic Preservation
NYS Department of Transportation, Poughkeepsie
Orange County Department of Health
Town of New Windsor Supervisor
Town of New Windsor Town Clerk
Orange County Department of Planning
State Clearing House Administrator
NY District Office, US Army Corp. of Engineers
Applicant
Planning Board Chairman
Planning Board Engineer
Planning Board Attorney

OFFICE OF PARKS · RECREATION · HISTORIC PRESERVATION
NEW YORK STATE
Orin Lehman
Commissioner

New York State Office of Parks, Recreation and Historic Preservation
The Governor Nelson A. Rockefeller Empire State Plaza
Agency Building 1, Albany, New York 12238-0001

May 9, 1989

Mr. Mark J. Edsall
Planning Board Engineer
Town of New Windsor
555 Union Street
New Windsor, New York 12550

Dear Mr. Edsall:

Re: SEQR
Hilltop Estates
New Windsor, Orange County

The Office of Parks, Recreation and Historic Preservation (OPRHP) would like to thank you for the additional information. As the state agency responsible for the coordination of the State's historic preservation programs, including the encouragement and assistance of local preservation programs, we would like to offer the following comments:

OPRHP does not object to the Town assuming lead agency status. However, we would like to review this project concerning its impact to the New Windsor Cantonment. In order to do so, we require the following (previously requested) information:

-Photographs of the surroundings looking out from project site in all directions.

-Elevations

-Specify materials and finishes to be used

-Detail impact on historic property

In addition, the project's developer has informed us that a Stage I Archaeological Survey has been undertaken as per our request. We would appreciate the opportunity to review this report.

Please note that if any State Agency is involved in this undertaking, it is appropriate for that agency to determine whether consultation should take place with OPRHP under Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law. In addition, if there is any federal agency involvement, Advisory Council on Historic Preservation's regulations, "Protection of Historic and Cultural Properties" 36 CFR 800 may require that agency to initiate consultation with the State Historic Preservation Officer (SHPO).

MAY 12 1989

If you have any questions, please contact our Project Review Unit at (518) 474-0479.

Sincerely,

Julia S. Stokes
Deputy Commissioner for
Historic Preservation

JSS:VJD:sm

Department of Health

LOUIS HEIMBACH
County Executive

SALLY FAITH DORFMAN, M.D., M.S.H.S.A.
Commissioner of Health

April 18, 1989

RE: Hilltop Estates
Town of New Windsor

Planning Board
Town of New Windsor
555 Union Avenue
New Windsor, NY 12550

Attention: Mark J. Edsall, P.E.

Dear Sir:

We are in accord with your assuming Lead Agency status for this project.

It is noted from the E.A.F. that plans for the needed water system will be submitted for our review. The E.A.F. states that this is a condominium project; however, the plan shows dark lines around the units which might be lot lines. As you are aware, if land is transferred or delineated for the individual units, the project is construed as a realty subdivison under the Public Health Law and requires our review and approval.

Very truly yours,

M. J. Schleifer, P.E.
Assistant Commissioner

MJS:dlb

cc: File

124 Main Street (1887 Building), Goshen, New York 10924 Tel: 914-294-7961

APR 20 1989

orange county

Louis Heimbach
County Executive

Department of Planning
& Development
124 Main Street
Goshen, New York 10924
(914) 294-5151

Peter Garrison, Commissioner
Richard S. DeTurk, Deputy Commissioner

May 18,1989

Mr. Henry Scheible, Chairperson
Town of New Windsor Planning Board
555 Union Avenue
New Windsor, New York 12550

RE: Site Plan; Hilltop Estates, Inc.
N.Y.S. Route 32
Our File No. NWT 13-89 M

Dear Mr. Scheible:

We have reviewed the site plan for Hilltop Estates, Inc. and offer the following comments for your review. These comments relate primarily to the required EIS. More detailed comments will be forthcoming when the SEQR requirements have been met and detailed site plans are made available.

CONCERNS TO BE ADDRESSED IN EIS

1. Traffic: The traffic impacts associated with this project should consider the probable development of other parcels in the local area. In particular, traffic impacts should be analyzed in consideration of the full development of Epiphany College.

2. Water and Sewer Analysis: This analysis should consider other proposals in Town that will likely be tied into the municipal system. As noted, the availablity of water is questionable. If New Windsor is not able to provide water service throughout the phased development, then the use of the remaining area of the parcel should be clarified (open space, held for future developmnet when water is available, subdivided, etc.). The lack of water supply could affect the project design substantially. These effects should be detailed in the EIS.

3. Erosion and Sediment Control: Given the steep slopes associated with the site, erosion and sediment control is a major concern on the site. A full discussion of the erosion

MAY 19 1989 cc: CARL SCHIEFER MARK EDSALL

and sediment control is needed. It would be benefical for the Soil Conservation Service to review the project.

4. Visual Analysis: A complete visual impact analysis should be undertaken. This should include the delineation of areas of the site that would be visible from off the site (ie. New Windsor Cantonment) and an analysis of the opportunities for mitigating any adverse visual impacts.

5. Site Design: After the initail review, the project design appears forced onto the landscape. The design could benefit from a complete site anaylsis- physiography, soils, vegetation, and slope analysis.

If you have any questions, please don't hesitate to call.

Sincerely yours,

Peter Garrison
Commissioner of
Planning & Development

Reviewed by: Cheryl Mergo
Cheryl Mergo
Planner

CM:cam

CHRONOLOGICAL JOB STATUS REPORT

JOB: 87-56 NEW WINDSOR PLANNING BOARD (Chargeable to Applicant) CLIENT: NEWWIN - TOWN OF NEW WINDSOR

TASK: 86- 89

TASK-NO	REC	--DATE--	TRAN	EMPL	ACT	DESCRIPTION---------	RATE	HRS.	DOLLARS TIME	EXP.	BILLED	BALANCE
86-89	279	01/25/87	TIME	MJE	MC	HILLTOP	40.00	2.00	80.00			
86-89	280	02/01/87	TIME	MJE	MC	HILLTOP	40.00	0.30	20.00			
86-89	281	02/08/87	TIME	FMD	CL	HILLTOP	17.00	0.50	8.50			
86-89	282	02/15/87	TIME	MJE	MC	HILLTOP	40.00	1.00	40.00			
86-89	283	02/22/87	TIME	MJE	MC	HILLTOP	40.00	1.50	60.00			
86-89	284	03/08/87	TIME	MJE	MC	HILLTOP	40.00	2.00	80.00			
86-89	842	04/20/87	TIME	MJE	MC	HILLTOP SITE PLAN	40.00	0.50	20.00			
86-89	1367	05/26/87	TIME	MJE	MC	HILLTOP	40.00	0.50	20.00			
86-89	1371	05/29/87	TIME	MJE	MC	HILLTOP	40.00	0.50	20.00			
86-89	4646	10/12/87	TIME	MJE	MC	HILLTOP	40.00	1.00	40.00			
86-89	5389	12/03/87	TIME	MJE	MC	HILLTOP SITE	40.00	0.30	12.00			
86-89	6601	01/12/88	TIME	MJE	MC	HILLTOP SITE PLAN	40.00	0.50	20.00			
86-89	9732	04/27/88	TIME	EK	PA	HILLTOP ESTATES	35.00	1.00	35.00			
86-89	11863	05/25/88	TIME	MJE	MC	HILLTOP	40.00	0.30	12.00			
86-89	14449	07/11/88	TIME	MJE	MC	HILLTOP	40.00	0.50	20.00			
86-89	17332	08/31/88	TIME	MJE	MC	HILLTOP	40.00	0.50	20.00			
									507.50			
86-89	16095	09/17/88				BILL Hilltop Partial Bill					-487.50	
											-487.50	
86-89	20421	10/25/88	TIME	MJE	MC	HILLTOP	40.00	0.50	20.00			
86-89	20974	10/25/88	TIME	EJ	CL	HILLTOP PB COMM	17.00	0.20	3.40			
86-89	20987	10/26/88	TIME	EJ	CL	HILLTOP PB COMM	17.00	0.20	3.40			
86-89	22225	11/16/88	TIME	MJE	MC	HILLTOP	40.00	0.80	32.00			
									566.30			
86-89	24295	12/19/88				BILL PARTIAL					-78.80	
											-566.30	
86-89	25361	01/07/89	TIME	KJM	MR	HILLTOP EST DRAINAGE	60.00	1.00	60.00			
86-89	25810	01/12/89	TIME	MJE	MC	HILLTOP	60.00	1.50	90.00			
86-89	26710	01/18/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	26841	02/06/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	26872	02/05/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	28275	02/07/89	TIME	EJ	CL	HILLTOP	19.00	0.50	9.50			
86-89	26857	02/10/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	26888	02/10/89	TIME	MJE	MC	DUPLICATE ENTRY	60.00	0.00	0.00			
86-89	28278	02/10/89	TIME	EJ	CL	HILLTOP	19.00	0.30	5.70			
86-89	27990	02/15/89	TIME	MJE	MC	HILLTOP	60.00	0.70	42.00			
86-89	27996	02/16/89	TIME	MJE	MC	HILLTOP	60.00	0.20	12.00			
86-89	28192	02/16/89	TIME	LSB	CL	HILLTOP	19.00	0.80	15.20			
86-89	28000	02/17/89	TIME	MJE	MC	HILLTOP	60.00	0.10	6.00			
86-89	28006	02/19/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	28709	02/21/89	TIME	EJ	CL	HILLTOP WATER SYS	19.00	1.00	19.00			

CHRONOLOGICAL JOB STATUS REPORT

JOB: 87-56 NEW WINDSOR PLANNING BOARD (Chargeable to Applicant) CLIENT: NEWWIN - TOWN OF NEW WINDSOR
TASK: 86- 89

TASK-NO	REC	--DATE--	TRAN	EMPL	ACT	DESCRIPTION---------	RATE	HRS.	DOLLARS TIME	EXP.	BILLED	BALANCE
86-89	28622	02/22/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	28626	02/23/89	TIME	MJE	MC	HILLTOP	60.00	0.30	18.00			
86-89	28710	02/23/89	TIME	EJ	CL	HILLTOP WATER SYS	19.00	0.30	5.70			
									1029.40			
86-89	29009	02/28/89				BILL inv 89 172					-453.10	
											-1029.40	
86-89	29347	03/05/89	TIME	KJM	MR	DRAINAGE	60.00	0.50	30.00			
86-89	30049	03/09/89	TIME	MJE	CL	HILLTOP EST ON HUDSO	19.00	0.50	9.50			
86-89	30494	03/13/89	TIME	MJE	CL	MEMO/HILLTOP ESTATES	19.00	0.50	9.50			
86-89	31233	03/31/89	TIME	MJE	MC	HILLTOP	60.00	0.30	18.00			
86-89	32361	04/05/89	TIME	MJE	MC	HILLTOP	60.00	2.50	150.00			
86-89	32210	04/06/89	TIME	EJ	CL	HILLTOP EST S/P	19.00	0.50	9.50			
86-89	32362	04/06/89	TIME	MJE	MC	HILLTOP	60.00	1.00	60.00			
86-89	32603	04/11/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	32649	04/11/89	TIME	MJE	CL	MEMO/HILLTOP EST	19.00	0.50	9.50			
86-89	32607	04/13/89	TIME	MJE	MC	HILLTOP	60.00	1.20	72.00			
86-89	32609	04/14/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	32960	04/17/89	TIME	MJE	MC	HILLTOP	60.00	0.30	18.00			
86-89	32973	04/21/89	TIME	MJE	MC	HILLTOP	60.00	0.40	24.00			
86-89	33391	04/24/89	TIME	MJE	MC	HILLTOP	60.00	0.40	24.00			
86-89	33412	04/25/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
									==========	==========	==========	==========
							TASK TOTAL		1553.40	0.00	-1029.40	524.00
									==========	==========	==========	==========
							GRAND TOTAL		1553.40	0.00	-1029.40	524.00

86-89

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
4 BURNETT BOULEVARD
POUGHKEEPSIE, N.Y. 12603

ALBERT E. DICKSON
REGIONAL DIRECTOR

FRANKLIN E. WHITE
COMMISSIONER

Date: 4/21/89

To: Mark J. Edsall P.E
Planning Board Engineer.
Town of New Windsor
555 Union Avenue
New Windsor, N.Y. 12550

Re: Hilltop Estates on Hudson
New Windsor
Orange County.

☑ This department has no objection to the Town of New Windsor Planning Board being the lead agency for this action.

☑ We have reviewed the Environmental Assessment Form (EAF) and find the estimated number of vehicular trips to be reasonable.

☑ If a draft environmental impact statement is prepared for the proposed project, please forward one to us for review.

☑ Please be aware that a state highway work permit will be required for any curb cuts onto Route 32. Application and final site plan should be forwarded to this department's local residency office, as soon as possible, to initiate the review process.

☐ Other: _____

Very truly yours,

DOUGLAS G. DRUCHUNAS
Civil Engineer II (Planning)

By _____

Adefeyi Apara
Transportation Analyst

DGD:AA:ak

APR 28 1989

McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

45 QUASSAICK AVE. (ROUTE 9W)
NEW WINDSOR, NEW YORK 12550

TELEPHONE (914) 562-8640
PORT JERVIS (914) 856-5600

RICHARD D. McGOEY, P.E.
WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.

Licensed in New York,
New Jersey and Pennsylvania

MEMORANDUM

TO: TOWN OF NEW WINDSOR PLANNING BOARD
FROM: MARK J. EDSALL, P.E., PLANNING BOARD ENGINEER
SUBJECT: HILLTOP ESTATES (T86-89)
DATE: 13 MARCH 1989

Attached hereto, please find a copy of a Memorandum For Record from our office with regard to the review made of the Stormwater Drainage Report dated 25 April 1988, for the subject project. We are forwarding a copy of this Memorandum with attachments to the Project Engineer, such that they can review same and make the necessary responses.

These items should be resolved prior to any anticipated approval of the project, or environmental determination under the State Environmental Quality Review Process.

If you should have any questions concerning the above, please do not hesitate to contact the undersigned.

Respectfully submitted,

Mark J. Edsall, P.E.
Planning Board Engineer

MJEnje

Encl.as

cc: Shaw Engineering (w/encl.)

hilltop

cc: P.B. Members 3-17-89

McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

45 QUASSAICK AVE. (ROUTE 9W)
NEW WINDSOR, NEW YORK 12550

TELEPHONE (914) 562-8640
PORT JERVIS (914) 856-5600

RICHARD D. McGOEY, P.E.
WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.

Licensed in New York,
New Jersey and Pennsylvania

9 March 1989

MEMORANDUM FOR RECORD

SUBJECT: HILLTOP ESTATES ON THE HUDSON
TOWN OF NEW WINDSOR

The following comments are based upon a review of the storm water drainage report dated 25 April 1988.

1. The time of concentration (Tc) utilized is unsubstantiated. Also a Tc routing map should be supplied.

2. The rainfall intensity curve utilized should be supplied.

3. A 50 year storm should be utilized and not a 25 year as submitted. An overflow for a 100 year storm should be provided for the detention basins.

4. The calculations utilized to determine the composite runoff coefficients should be submitted.

5. The pond volumes in the report do not correspond with the scaled volume of the ponds on the plans.

6. The report does not consider any flow entering the NYSDOT storm system under Route 32. The Hilltop system as, proposed, will require the entire capacity of the NYSDOT drainage system.

7. After the above changes are made, some of the detention basin sizes may be deficient.

8. The report does not address what will happen downstream with the discharge of a significantly larger volume of storm water. Currently, the down stream areas flood and a larger volume of water may worsen this condition.

9 March 1985

MEMORANDUM FOR RECORD

SUBJECT: HILLTOP ESTATES ON THE HUDSON
TOWN OF NEW WINDSOR

9. The number of catch basins shown on the plans may not be adequate and sheet flow water depths should be submitted.

10. What is the downstream capacity without any flooding occuring?

Respectfully submitted,

Kurt J. Matscherz
Project Engineer

KJMnje

AS OF: 02/27/89 PAGE: 1

CHRONOLOGICAL JOB STATUS REPORT

JOB: 87-56 NEW WINDSOR PLANNING BOARD (Chargeable to Applicant) CLIENT: NEWWIN - TOWN OF NEW WINDSOR

TASK: 86- 89

TASK-NO	REC	--DATE--	TRAN	EMPL	ACT	DESCRIPTION---------	RATE	HRS.	TIME	EXP.	BILLED	BALANCE
									-------DOLLARS-------			
86-89	389	01/25/87	TIME	MJE	MC	HILLTOP	40.00	2.00	80.00			
86-89	390	02/01/87	TIME	MJE	MC	HILLTOP	40.00	0.50	20.00			
86-89	391	02/08/87	TIME	FMD	CL	HILLTOP	17.00	0.50	8.50			
86-89	392	02/15/87	TIME	MJE	MC	HILLTOP	40.00	1.00	40.00			
86-89	393	02/22/87	TIME	MJE	MC	HILLTOP	40.00	1.50	60.00			
86-89	394	03/08/87	TIME	MJE	MC	HILLTOP	40.00	2.00	80.00			
86-89	1168	04/20/87	TIME	MJE	MC	HILLTOP SITE PLAN	40.00	0.50	20.00			
86-89	1804	05/26/87	TIME	MJE	MC	HILLTOP	40.00	0.50	20.00			
86-89	1808	05/29/87	TIME	MJE	MC	HILLTOP	40.00	0.50	20.00			
86-89	5520	10/12/87	TIME	MJE	MC	HILLTOP	40.00	1.00	40.00			
86-89	6337	12/03/87	TIME	MJE	MC	HILLTOP SITE	40.00	0.30	12.00			
86-89	7694	01/12/88	TIME	MJE	MC	HILLTOP SITE PLAN	40.00	0.50	20.00			
86-89	10993	04/27/88	TIME	EK	PA	HILLTOP ESTATES	35.00	1.00	35.00			
86-89	13195	05/25/88	TIME	MJE	MC	HILLTOP	40.00	0.30	12.00			
86-89	15879	07/11/88	TIME	MJE	MC	HILLTOP	40.00	0.50	20.00			
86-89	18853	08/31/88	TIME	MJE	MC	HILLTOP	40.00	0.50	20.00			

									507.50			
86-89	17565	08/17/88				BILL Hilltop Partial Bill					-487.50	

											-487.50	
86-89	22096	10/25/88	TIME	MJE	MC	HILLTOP	40.00	0.50	20.00			
86-89	22660	10/25/88	TIME	EJ	CL	HILLTOP PB COMM	17.00	0.20	3.40			
86-89	22673	10/26/88	TIME	EJ	CL	HILLTOP PB COMM	17.00	0.20	3.40			
86-89	24014	11/16/88	TIME	MJE	MC	HILLTOP	40.00	0.80	32.00			

									566.30			
86-89	26136	12/19/88				BILL PARTIAL					-78.80	

											-566.30	
86-89	27246	01/07/89	TIME	KJM	MR	HILLTOP EST DRAINAGE	60.00	1.00	60.00			
86-89	27706	01/12/89	TIME	MJE	MC	HILLTOP	60.00	1.50	90.00			
86-89	28627	01/18/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	28761	02/06/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	28793	02/06/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	30215	02/09/89	TIME	EJ	CL	HILLTOP	19.00	0.50	9.50			
86-89	28777	02/10/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	28809	02/10/89	TIME	MJE	MC	DUPLICATE ENTRY	60.00	0.00	0.00			
86-89	30218	02/10/89	TIME	EJ	CL	HILLTOP	19.00	0.30	5.70			
86-89	29926	02/15/89	TIME	MJE	MC	HILLTOP	60.00	0.70	42.00			
86-89	29932	02/16/89	TIME	MJE	MC	HILLTOP	60.00	0.20	12.00			
86-89	30130	02/16/89	TIME	LSB	CL	HILLTOP	19.00	0.80	15.20			
86-89	29936	02/17/89	TIME	MJE	MC	HILLTOP	60.00	0.10	6.00			
86-89	29942	02/18/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	30661	02/21/89	TIME	EJ	CL	HILLTOP WATER SYS	19.00	1.00	19.00			

CHRONOLOGICAL JOB STATUS REPORT

JOB: 87-56 NEW WINDSOR PLANNING BOARD (Chargeable to Applicant) CLIENT: NEWWIN - TOWN OF NEW WINDSOR
TASK: 86- 89

TASK-NO	REC	--DATE--	TRAN	EMPL	ACT	DESCRIPTION---------	RATE	HRS.	DOLLARS TIME	EXP.	BILLED	BALANCE
86-89	30564	02/22/89	TIME	MJE	MC	HILLTOP	60.00	0.50	30.00			
86-89	30662	02/23/89	TIME	EJ	CL	HILLTOP WATER SYS	19.00	0.30	5.70			
86-89	30568	02/23/89	TIME	MJE	MC	HILLTOP	60.00	0.30	18.00			
							TASK TOTAL		1029.40	0.00	-566.30	463.10
							GRAND TOTAL		1029.40	0.00	-566.30	463.10

86-89

DRAKE, SOMMERS, LOEB, TARSHIS & CATANIA, P.C.

ATTORNEYS & COUNSELLORS AT LAW

ONE CORWIN COURT
POST OFFICE BOX 1479
NEWBURGH, NEW YORK 12550
(914) 565-1100
FAX (914) 565-1999

MONROE OFFICE
107 STAGE ROAD
MONROE, NEW YORK 10950
(914) 783-2600
FAX (914) 782-6854

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KEITH B. ROSE
JAMES J. CUPERO
GLEN L. HELLER
TODD A. KELSON
RICHARD M. MAHON**
STEPHEN J. GABA

OF COUNSEL
DONALD H. McCANN

*N.Y. & FLA. BARS
**N.Y. & D.C. BARS

January 23, 1989

Planning Board
Town of New Windsor
555 Union Avenue
New Windsor, New York 12550

Attention: Karl Schiefer

Dear Karl: RE: Our File #29,416

I am writing to you in connection with the Hilltop Estates project on Windsor Highway in the Town of New Windsor. You may recall that I appeared before your Board on two occasions in this matter over a year ago but have not appeared since then. I was not wholly in agreement with how the matter was being handled and did not wish to continue my involvement under those circumstances. Recently I have met with Rubin Schron who is the principal and managing partner in the land development entity. Mr. Schron appeared before your Board at the time the matter was originally presented but I do not believe he has been before your Board since then. He has assured me that Harold Wolland is no longer involved in this project and that Mr. Wolland was not a principal. Based upon that I have agreed to reinvolve myself in the approval process and have recently met with Greg Shaw.

I would request that this matter be placed upon the February 22, 1989 Planning Board agenda. I understand from Greg Shaw that many of the required agency approvals are going to be forthcoming in the near future and I will want to coordinate those approvals with the most important approval which is of course that from of the Town of New Windsor. I am sending a copy of this letter to Joe Rones and to Mark Edsall so that they will know of my present involvement in the project.

Very truly yours,

JAMES R. LOEB

JRL:kml
cc: Mark J. Edsall, P. E.
Joseph P. Rones, Esq.
Gregory J. Shaw, P. E.
D:N2941612.02

JAN 24 1989

PERM 42i (5/88)

STATE OF NEW YORK — DEPARTMENT OF TRANSPORTATION

8009819

HIGHWAY WORK PERMIT

Permit Fee $ 300.00
Ins. Fee $ 2.50
Total Received $ 302.50
Check or M.O. No. 1010

Permit No. 08-88-9819
Est. Compl. Date 12/31/89
SH No. 9037
Deposit Rec. for $ 3000.00
Check or M.O. No. 1011
Dated 10/14/88

Liability Insurance
Policy No. N/A Expiring / /

Disability Benefit Coverage
Policy No. N/A

Permittee HILLTOP ESTATES ON HUDSON, INC.
501 ROUTE 208
MONROE, NY 10950

Charge to Bond No. ($ 0.00) or Undertaking on File
Workmen's Compensation
Policy No. N/A

Billin (

As a condition of this permit, permittee agrees that the proposed development of the real property to which access is provided pursuant to the terms hereof, and all future development of such property, shall be planned and designed so that the access provided herein shall be the only necessary access from the State Highway(s) and that permittee shall not by sale, lease or other business arrangement create any condition whereby other access to or from the State Highway(s) becomes necessary.

to:
se)

Un

TWO 30 FOOT WIDE HIGHWAY ENTRANCES ONTO ROUTE 32 ON THE TOWN OF NEW WINDSOR. ALL DISTURBED AREAS WITHIN STATE ROW A RE TO BE TOPSOILED, SEEDED, AND MULCHED. NO TREES WITHIN THE STATE ROW OVER 3" DBH ARE TO BE REMOVED WITHOUT PRIOR PERMISSION FROM THIS OFFICE.

THE PERMITTEE IS RESPONSIBLE FOR THE MAINTENANCE AND PROTECTION OF TRAFFIC. IN ADDITION, ANYBODY WORKING IN THE RIGHT OF WAY IS REQUIRED TO WEAR A HARD HAT AND A REFLECTIVE SAFETY VEST.

County — ORANGE Municipality — NEW WINDSOR Route # — 32

as set forth and represented in the attached application at the particular location or area, or over the routes as stated therein, if required; and pursuant to the conditions and regulations whether, general or special, and methods of performing work, if any; all of which are set forth in the application and form of this permit.

Dated at POUGHKEEPSIE, N.Y.
Date Signed 01/05/89

Commissioner of Transportation

By MICHAEL J. MIGNOGNA

M. J. Mignogna

IMPORTANT

This permit, with application and drawing (or copies thereof) attached shall be placed in the hands of the contractor before any work begins.

NOTICE: Before work is started and upon its completion, the permittee absolutely must notify the Resident Engineer,
DONALD F FULCAM
(914)562-4020
112 DICKSON STREET
NEWBURGH, NEW YORK 12550

UPON COMPLETION OF WORK AUTHORIZED, THE FOLLOWING WILL BE COMPLETED AND SIGNED BY THE PERMITTEE AND DELIVERED TO THE RESIDENT ENGINEER.

Work authorized by this Permit was completed on (Date) _____

Refund of deposit or return of bond or reduction of amount charged against bond or deposit on file for this permit whichever is appropriate, is requested:

Date _____ _____ _____

PERMITTEE AUTHORIZED AGENT (IF ANY)

Upon acceptance of work performed as satisfactorily completed, the Resident Engineer will sign the following and forward to the Regional Office.

Work authorized by this Permit has been satisfactorily completed and is accepted. **(Reverse side of this form must be completed).**

Date _____ _____

RESIDENT ENGINEER

The Regional Office will forward this form to the Main Office with the appropriate box checked.

To : HIGHWAY PERMIT SECTION:

[ ] Refund of Deposit on this Permit is authorized.
[ ] Return of Bond furnished for this Permit is authorized.
[ ] Amount charged against Blanket Bond for this permit may be cancelled.
[ ] Retain Bond for future permits.

Date _____ _____

REGIONAL TRAFFIC ENGINEER

The issuing authority reserves the right to suspend or revoke this permit, at its discretion without a hearing or the necessity of showing cause, either before or during the operations authorized.

The Permittee will cause an approved copy of the application to be and remain attached hereto until all work under the permit is satisfactorily completed, in accordance with the terms of the attached application. All damaged or disturbed areas resulting from work performed pursuant to this permit will be repaired to the satisfaction of the Department of Transportation.

Upon completion of the work within the state highway right-of-way, authorized by the work permit, the person, firm, corporation, municipality, or state department agency, and his or its successors in interest, shall be for maintenance and repair of such work as set forth within [illegible]ms and conditions of the work permit.

PERM 42i (5/88)
REVERSE

INSPECTION REPORT

For each Highway Work Permit issued, inspections will be performed. The following report must be completed for each site visit, indicating the date, inspector and hours spent on inspection. If the total inspection time exceeds 4 hours, then a FIN 12 (PERMIT INSPECTION COST RECORD FOR DEPARTMENT SERVICES) IS **REQUIRED.**

INSPECTION REPORT

		HOURS WORKED BY DATE										HOURS	
Name	Date											Regular	Overtime
	R												
	O												
Name	Date											Regular	Overtime
	R												
	O												
Name	Date											Regular	Overtime
	R												
	O												
R = Regular Time, O = Overtime													

INSTRUCTIONS:

1. NAME: Name of inspector.
2. DATE: Day inspected.
3. R: The number of Regular hours spent on inspection for that day.
4. O: The number of Overtime hours spent on inspection for that day.

5. **HOURS:** Add across for R and O.

6. **TOTAL HOURS:** Add the columns for R and O.

COMMENTS / OBSERVATIONS

I HEREBY CERTIFY THAT THE INFORMATION CONTAINED ABOVE IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

NAME _____

TITLE _____

PERM 33e (11/85)

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
HIGHWAY WORK PERMIT APPLICATION FOR NON-UTILITY WORK

PREPARE 3 COPIES

Application is hereby made for a highway work permit

Highway Work Permit No. 888

Effective Date 9819

Name Hilltop Estates on Hudson, Inc.

Address 501 Route 208

City Monroe State N.Y. Zip 10950

RETURN PERMIT TO: (If different from above)

Name Shaw Engineering

Address 744 Broadway P.O. Box 2569

City Newburgh State N.Y. Zip 12550

RETURN OF DEPOSIT/BOND TO:
(COMPLETE ONLY IF DIFFERENT FROM PERMITTEE)

Name _____

Address _____

City _____ State _____ Zip _____

1. Requested duration from November 1 19 88 thru December 31 19 89, to apply to the operations(s) checked below:
2. Protective Liability Insurance covered by Policy No. N/A ; expires on _____ 19 ____
3. Workers' Compensation Insurance Policy No. N/A expiring _____
4. Disability Benefits Coverage Policy No. N/A

NOV 29 1988

CHECK TYPE OF OPERATION	Permit Fee	Show Ins. Fee in Amt. or PERM 17 or Undertaking on file	Total Amount of Fee and / or Insurance	Guarantee Deposit Amount and / or Bond	Check or Bond Number
[X] 4 Single job - Permit issued for each job		$2.50	302.50	$3,000	
[ ] a Driveway or roadway					Check
[ ] Residential	$ 15				1011
[ ] Commercial - Minor	150		1010		10/14/88
[ ] Commercial - Major	500				
[ ] Subdivision Street	300				
[ ] Temporary access road or street	25		10/14/88		
[ ] b Improvement					
[ ] Residential	15				
[ ] Commercial	25				
Check additional description below:					
[ ] Install sidewalk, curb paving, stabilized shoulder, drainage, etc.					
[ ] Grade, seed, improve land contour, clear land of brush, etc.					
[ ] Resurface existing roadway or driveway					
[ ] c Tree Work					
[ ] Residential	15				
[ ] Commercial (not required for pruning if utility has annual maintenance permit)	25				
Check additional description below:					
[ ] Removal or planting					
[ ] Pruning, applying chemicals to stumps, etc.					
[ ] d Miscellaneous Construction					
[ ] Beautifying ROW - (for Civic Groups only)	NC				
[ ] Temporary signs, banners, Christmas decorations	25				
[ ] Traffic control signals	500				
[ ] Warning and entrance signs	25				
[ ] 5 Encroachments caused by D.O.T. acquisition of property	25				
[ ] 6 Compulsory permit required when work performed at the request of D.O.T.					
[ ] a. Building demolition or moving requested by D.O.T					
[ ] Demolition [ ] Moving	NC				
[ ] b Improvement to meet Department standards	NC				

WORK MAY BE DESCRIBED BRIEFLY AS FOLLOWS: Two 30 foot wide highway [illegible]
Route 32 on the Town of New Windsor. Including Amendments shown in red.

Additional work description is attached; Plans 2 page and/or _____ Map is attached showing work to be performed at:

LOCATION (on X along _____ across _____) State Route 32 & 9303

between Reference Marker 8301-1129 and Reference Marker 8301-1131 in the Town of New Windsor

County of Orange known as _____

SEQR REQUIREMENTS: (Check appropriate box)

☐ Exempt ☐ Ministerial ☐ Type II ☒ EIS or DEIS Lead Agency Planning Board

If project is identified to be ministerial, exempt, or TYPE II, no further action is required.

If project is determined to be other than ministerial, exempt, or TYPE II, refer to M.A.P. 7.12-2, Appendix A SEQR REQUIREMENTS FOR HIGHWAY WORK PERMITS.

Acceptance of the requested permit subjects the permittee to the restrictions, regulations and obligations stated on this application and on the permit.

Applicant Signature [signature] Date 10/16 19 58

For Joint application and work, note name and address of Second Applicant below:

Second Applicant Signature _____ Date _____ 19 ____.

Approval recommended 11/25 19 58. By Resident Engineer [signature] Residency No. 8-4

Approved _____ 19 ____. By Regional Traffic Engineer _____ Region No. ____.

PERMIT IS ISSUED CONTINGENT UPON LOCAL REQUIREMENTS BEING SATISFIED.

RESPONSIBILITIES OF PERMITTEE

1. PROTECTIVE LIABILITY INSURANCE COVERAGE

Permittee must have protective liability insurance coverage in accordance with Department requirements. (See *Certificate of Protective Liability Insurance for Permits on State Highways Form PERM 17*)

Expiration of, or lack of, liability insurance automatically terminates the permit. Insurance coverage may be provided by furnishing the Department with one of the following:

a. A Certificate of Protective Liability Insurance for Permits on State Highways (Form PERM 17, NYSDOT).
b. A $2.50 remittance (check drawn on a New York State Bank or Certified) for coverage under the Departmental Blanket Policy.
c. Undertakings are limited to Public Service Corporations and government units. They must be executed through an insurance/bonding company and are subject to approval by NYSDOT Office of Legal Affiars.

2. COMPENSATION INSURANCE AND DISABILITY COVERAGE

The applicant is required to have compensation insurance and disability coverage as noted in the provisions of the Worker's Compensation Law and Acts amendatory thereof for the entire period of the permit, or the permit is invalid.

3. NOTIFICATIONS

Notify Commissioner, through Regional Office, one week prior to commencing work, except emergency work by public service utilities which should be reported the next work day.

Work must start within 30 days from date of permit.
Notify area gas distributors 72 hours prior to any blasting.
Notify utility companies with facilities in work areas (permission must be obtained before doing work affecting utilities' facilities) before starting work in accordance with Industrial Code 53.
Notify Department of Transportation at conclusion of work and return original copy of permit to Resident Engineer.

Annual Maintenance Permit Notifications:
Notify by telephone the Regional or Resident Engineer's office, one week in advance, each time regular maintenance work is to be performed. In emergencies, notification by telephone should be made the next work day.

4. SITE CARE AND RESTORATION

An Undertaking, a bond or certified check in an amount designated by the Department of Transportation may be required by the Regional Office, before a permit is issued, to guarantee restoration of the site to its original condition. If the Department is obliged to restore the site to its original condition, the costs to the Department will be deducted from the amount of the permittee's guarantee deposit at the conclusion of the work.

The permittee is responsible for traffic protection and maintenance including adequate use of signs and barriers during work and evening hours. Anyone working within the R.O.W. will wear an orange vest and hard hat.

No unneccessary obstruction is to be left on the pavement or the right-of-way or in such a position as to block warning signs or between work hours.

No work shall be done to obstruct drainage or divert creeks, water courses or sluices onto the right-of-way.

All falsework must be removed and all excavations must be filled in and restored to the satisfaction of the Regional Maintenance Engineer.

5. COSTS INCURRED BY ISSUANCE OF THIS PERMIT

All costs beyond the limits of the protective liability insurance, surety deposits, etc., are the responsibility of the permittee.

The State shall be held free of any costs incurred by the issuance of this permits, direct or indirect.

6. SUBMITTING WORK PLANS

The applicant will submit work plans and/or a map as required by the Department. This shall include such details as measurements of driveways with relation to nearest property corner, positions of guys supporting poles and a schedule of the number of poles and feet of excavation necessary for completion of the work on the State right-of-way. A description of the proposed method of construction will be included.

Plan work with future adjustments in mind, as any relocation, replacement or removal of the installation authorized by this permit and made necessary by future highway maintenance, reconstruction or new construction, will be the responsibility of the permittee.

Driveway plans should be prepared in accordance with the POLICY AND STANDARDS FOR ENTRANCES TO STATE HIGHWAYS.

The permittee must coordinate his work with any state construction being conducted.

7. TRAFFIC MAINTENANCE

A plan detailing how the permittee intends to maintain and protect traffic shall be submitted with work plans. Traffic shall be maintained on the highway in a safe manner during working and non-working hours until construction is completed. The permittee is responsible for traffic protection and maintenance, including adequate use of signs, barriers, and flag persons during working and non-working hours until construction is completed.

All sketches will be stamped with "MAINTENANCE OF TRAFFIC SHALL BE IN CONFORMANCE WITH THE NEW YORK STATE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES."

8. COST OF INSPECTION AND SUPERVISION

Prior to issuance of the Highway Work Permit, the permittee will be required to sign a SUPERVISION AND INSPECTION PAYMENT AGREEMENT FOR HIGHWAY WORK PERMITS (FORM PERM 50) agreeing to the payment of inspection and supervision charges for Department employees. Supervision and inspection charges will be based on number of work days.

NOTE: Work day is determined on basis of minimum of four (4) hours of inspection.

9. SCOPE

a. **Areas Covered**
Permits issued are for highways, bridges and culverts over which the New York State Department of Transportation has jurisdiction. (Local governments issue permits for their own jurisdiction.)

b. **Legal**
The privilege granted by the permit does not authorize any infringement of federal, state or local laws or regulations, is limited to the extent of the authority of this Department in the premises and is transferable and assignable only with the written consent of the Commissioner of Transportation.

c. *Commissioner's Reservation*
The Commissioner of Transportation reserves the right to modify fees and to revoke or annul the permit at any time, at his discretion without a hearing or the necessity of showing cause.

d. **Locations**
Work locations must be approved by the Department.

e. **Maintenance**
Property owners having access to a state highway shall be fully responsible for the maintenance of their driveway in accordance with POLICY AND STANDARDS FOR ENTRANCES TO STATE HIGHWAYS.

10. **COMPLETION OF PROJECT**

Upon completion of the work within the state highway right-of-way authorized by the work permit, the person and his or its sucessors in interest, shall be responsible for the maintenance and repair of such work or portion of such work as set forth within the Terms and Conditions of the Highway Work Permit.

INTER-OFFICE CORRESPONDENCE

TO: Town Planning Board

FROM: Town Fire Inspector

DATE: 5 December 1988

SUBJECT: Hilltop Estates, Inc.

PLANNING BOARD REFERENCE NUMBER: 86-89

FIRE PREVENTION REFERENCE NUMBER: 88-103
88-99

A review of the above referenced subject site plan/ subdivision was conducted on 5 December 19 88. This site plan, was previously rejected and is now found to to be acceptable.

Robert F. Rodgers; CCA
Fire Inspector

cc: Planning Board Engineer Edsall
Town Engineer McGoey
Gregory Shaw, P.E.

INTER-OFFICE CORRESPONDENCE

TO: Town Planning Board

FROM: Town Fire Inspector

DATE: 29 November 1988

SUBJECT: Hilltop Estates, Inc.

PLANNING BOARD REFERENCE NUMBER: 86-89

FIRE PREVENTION REFERENCE NUMBER: 88-99

A review of the above referenced subject site plan/ subdivision was conducted on 29 November 19 88 with the following being noted.

1) One (1) additional fire hydrant to be installed by unit number 17 in order to meet Town Code Section 21-10.

2) It appears that the main streets meet Town Code, however, the side streets are twenty-four (24) feet wide. The side opposite the parking areas is hereby designated for emergency access under Section 1161.2. Signs stating "No Parking, Stopping or Standing" shall be installed prior to occupancy of the buildings.

This site plan/subdivision is found unacceptable.

Robert F. Rodgers; CCA
Fire Inspector

cc: M.E.

Shaw Engineering Consulting Engineers

744 Broadway
P.O. Box 2569
Newburgh, New York 12550
(914) 561-3695

HILLTOP ESTATES ON THE HUDSON, INC.

OUTLINE OF PROJECT STATUS
October 26, 1988

S.E.Q.R.A.	A Long E.A.F. was submitted to the New Windsor Planning Board, who declared themselves as Lead Agency on May 27, 1987. Project is awaiting Environmental Determination.
Fire Prevention Bureau	Approved road system for entire project site on December 15, 1987. Bureau is awaiting locations of water mains and fire hydrants.
Eva Royce Gravesite	Disinterment completed
Storm Drainage System	The Storm Water Drainage Report was submitted to the New Windsor Planning Board Engineer on August 4, 1988. This Report which included the design of the detention ponds was approved by the N.Y.S.D.O.T. on September 9, 1988.
Sanitary Sewer System	As this system will be owned and maintained by the Condominium Association, approval from the N.Y.S.D.E.C. will not be required.
Traffic	The Traffic Study was submitted to the New Windsor Planning Board Engineer on August 15, 1988. The design of the highway entrances have been submitted to N.Y.S.D.O.T. for the required Highway Work Permits.
Archeological Survey	The N.Y.S. Office of Parks, Recreation, and Historic Preservation has permitted the exclusion of the areas disturbed in 1983 from all Archeological Surveys. Hunter Associates has been retained to complete a Phase I-Archaeological Survey. The anticipated completion date of this Study is December 20, 1988.

-Over-

Site Landscaping	A Landscape Plan for the entire project, which was prepared by Donald Moller, L.A., was submitted to the New Windsor Planning Board on October 5, 1988.
Water System	The design documents for the water system of Phase I, consisting of ~~56~~ 46 units, are completed and awaiting New Windsor's signature on the Application.

INTER-OFFICE CORRESPONDENCE

TO: Town Planning Board

FROM: Town Fire Inspector

DATE: 25 August 1988

SUBJECT: Hilltop Estates, Inc

Planning Board Reference Number: Not supplied

Fire Prevention Reference Number: 88-77

A review of the above referenced subject site plan/subdivision was conducted on 24 August 19 88, with the following being noted.

1) Provide one (1) additional fire hydrant as shown in red on sheet S-2 (Section 21-10, Paragraph F, Page 2109 of Town Code)

This site plan/subdivision is found unacceptable.

Robert F. Rodgers; CCA
Fire Inspector

TOWN OF NEW WINDSOR PLANNING BOARD
TRACKING SHEET

PROJECT NAME: Hilltop Estates

PROJECT NO. : 86-89

TYPE OF PROJECT: Subdivision ✓ Site Plan _____
Lot Line Change _____ Other (Describe) _____

TOWN DEPARTMENT REVIEWS:	Date App'd	Date Not App'd	Not Required
Planning Board Engineer			
Highway			
Bus. Fire Prev.		12-15-87	
Sewer		12-14-87 ✓	
Water			
Flood			

OUTSIDE DEPT./AGENCY REVIEWS:

DOT	Need Highway Work Permit / Traffic Study + Drainage		
DEC			
O/C PLANNING	See letter		
O/C HEALTH	See letter		
NYSDOH			
OTHER (SPECIFY)			

SEQR: Lead Agency Action _____
Determination _____
EAF Short ____ Long _____ Submitted _____ Accepted _____
Proxy: Filed _____ Representative _____

PUBLIC HEARING: Held (DATE) _____ Waived* _____
Other _____
(* Minor Subdivision and Site Plans only.)

TIME SEQUENCING:
(SUBDIVISIONS)

Sketch Plan Date _____ + 30 days = Action Date _____
Preliminary P/H Date _____ + 45 days = Action Date _____
Preliminary App'l Date _____ + 6 months = Final Resub. Date _____
Final Plan Date _____ + 45 days = Final App'l Date _____

TIME SEQUENCING:
(SITE PLANS)
Presubmission Conf. Date _____ + 6 months = Submittal Date _____
First Meeting Date _____ + 90 days = Final App'l Date _____

McGOEY and HAUSER
CONSULTING ENGINEERS P.C.

45 QUASSAICK AVE. (ROUTE 9W)
NEW WINDSOR, NEW YORK 12550

TELEPHONE (914) 562-8640
PORT JERVIS (914) 856-5600

RICHARD D. McGOEY, P.E.
WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.
Associate

Licensed in New York,
New Jersey and Pennsylvania

TOWN OF NEW WINDSOR
PLANNING BOARD
REVIEW COMMENTS

PROJECT NAME: Hilltop Estates Site Plan
PROJECT LOCATION: Route 32 (previous "Commons" site)
NEW WINDSOR #: 86-89
13 January 1988

1). The Applicant proposes a 149 Unit Townhouse complex with double access off Route 32. The comments below are intended to serve as a general status of the project, indicating those areas where additional Engineering work is required.

2). The Planning Board at its 27 May 1987 meeting assumed the position of lead agency under the SEQRA review process. I do not recommend that the Board take action with regard to the environmental significance of the project at this time.

3). Sewage Disposal - The applicant should make a determination as to the ability of the downstream sewage collection system to handle the additional flows from this project. This should be reviewed with the Town's Engineers.

4). Potable Water Supply - As has been previously discussed, water supply for this project will be from the existing Town distribution system. With the addition of the Snake Hill Tank, it is anticipated that the available pressures throughout the project will be acceptable. The applicant has previously "phased" the project based on the fact that the Snake Hill Tank is not completed to date and the fact that the existing pressures in the watermains in Route 32 are not sufficient for the entire project. The possibility of a through connection from Union Avenue, through the Epiphany property, through this project and to the Route 32 line should continue to be investigated and reviewed with the Town's engineers. Necessary control valving should be determined.

5). Traffic Impact - It was understood that a traffic study was being prepared for the proposed project. Any such available information, even if in a draft form, should be submitted for review. As requested by the New York State Department of Transportation, a drainage study is required (also see next comment).

TOWN OF NEW WINDSOR
PLANNING BOARD
REVIEW COMMENTS

PROJECT NAME: Hilltop Estates Site Plan
PROJECT LOCATION: Route 32 (previous "commons" site)
NEW WINDSOR #: 86-89
13 January 1988
Page 2

6). Stormwater Control - A paramount concern for this project is the collection, control and disposal of stormwater runoff. The applicant has previously been requested to furnish a complete drainage study with calculations demonstrating the adequacy of the proposed retention basins and demonstrating that there will be no negative affects downstream. Details of the retention basins indicating maximum side slope and depth, finished surface conditions, etc. should be provided. A copy of this report should be forwarded to the New York State Department of Transportation as requested.

7). Project Layout - The proposed complex has been discussed with the Planning Board on several occasions. The layout of the road system has been approved by the Bureau of Fire Prevention. IT IS RECOMMENDED AT THIS TIME THAT THE PLANNING BOARD REVIEW THE LAYOUT AND GIVE INDICATION TO THE APPLICANT REGARDING ITS ACCEPTABILITY.

8). If the Planning Board determines that the layout is acceptable, it is recommended that the Board suggest that the Applicant prepare individual plans for utilities such that same can be reviewed by the Town's Engineers and individual Departments.

Respectfully submitted,

Mark J. Edsall, P.E.
Planning Board Engineer

6-89

COUNTY OF ORANGE / Department of Health
LOUIS HEIMBACH, County Executive
124 MAIN STREET
GOSHEN, NEW YORK 10924 TEL: 914-294-7961

Walter O. Latzko
President, Board of Health

December 15, 1987

RE: Hilltop Estates, Inc.
Town of New Windsor

Planning Board
Town of New Windsor
555 Union Avenue
New Windsor, NY 12550

Gentlemen:

We have reviewed the site plan for this project and cannot determine whether this will be a realty subdivision including the sale or long term of lease of land under and/or around the individual units.

In any event, plans for water service must receive the review and approval of this department. If the project is a realty subdivision, that approval is also required.

Very truly yours,

M. J. Schleifer, P.E.
Assistant Commissioner

MJS:dlb

cc: File

PLANNING BOARD
12-16-87

PLANNING BOARD
12-17-87

86-8

orange county

Louis Heimbach
County Executive

Department of Planning & Development
124 Main Street
Goshen, New York 10924
(914) 294-5151

Peter Garrison, *Commissioner*
Richard S. DeTurk, *Deputy Commissioner*

ORANGE COUNTY DEPARTMENT OF PLANNING & DEVELOPMENT
239 L, M or N Report

This proposed action is being reviewed as an aid in coordinating such action between and among governmental agencies by bringing pertinent inter-community and Countywide considerations to the attention of the municipal agency having jurisdiction.

Referred by ~~Town of New Windsor Planning Board~~ **D P & D Reference No.** NWT 6-87 M
County I.D. No. 35 / 1 / 41

Applicant Hilltop Estates

Proposed Action: site plan review (re-submission)

State, County, Inter-Municipal Basis for 239 Review ~~L and M~~

County Effects: 1. The first site plan (2-17-87) submitted has a better site design than the revised plan (12-2-87). The original design of small clusters of housing and parking areas provide a "sense of community." The revised design is too linear. A disadvantage of linear designs is that it tends to lack focus.

~~2. Parking areas: The short cul-de-sac design of the first plan better facilitates traffic flow and provides better visual opportunities when backing a vechile.~~

3. Vistor Parking: On the revised plan, no vistor parking is provided. 50 spaces were provided on the original plan.

Related Reviews and Permits

County Action: XXXXXXX **Local Determination** _____ **Approved** _____ **Disapproved**

Approved subject to the following modifications and/or conditions:

December 16, 1987
Date

Peter Garrison
Commissioner

☐ **Postcard Returned**
Date _____

86-89

COUNTY OF ORANGE
LOUIS HEIMBACH, COUNTY EXECUTIVE

Department of Public Works
ROUTE 17-M P.O. BOX 509
GOSHEN, NEW YORK 10924
TEL: Office 294-7951 - Garage 294-9115

LOUIS J. CASCINO, P.E.
Commissioner

PLANNING BOARD
12-9-87

December 7, 1987

Mr. Henry Schieble, Chairman
Town of New Windsor Planning Board
555 Union Avenue
New Windsor, New York 12550

Re: Hilltop Estates, Inc.

Dear Mr. Schieble:

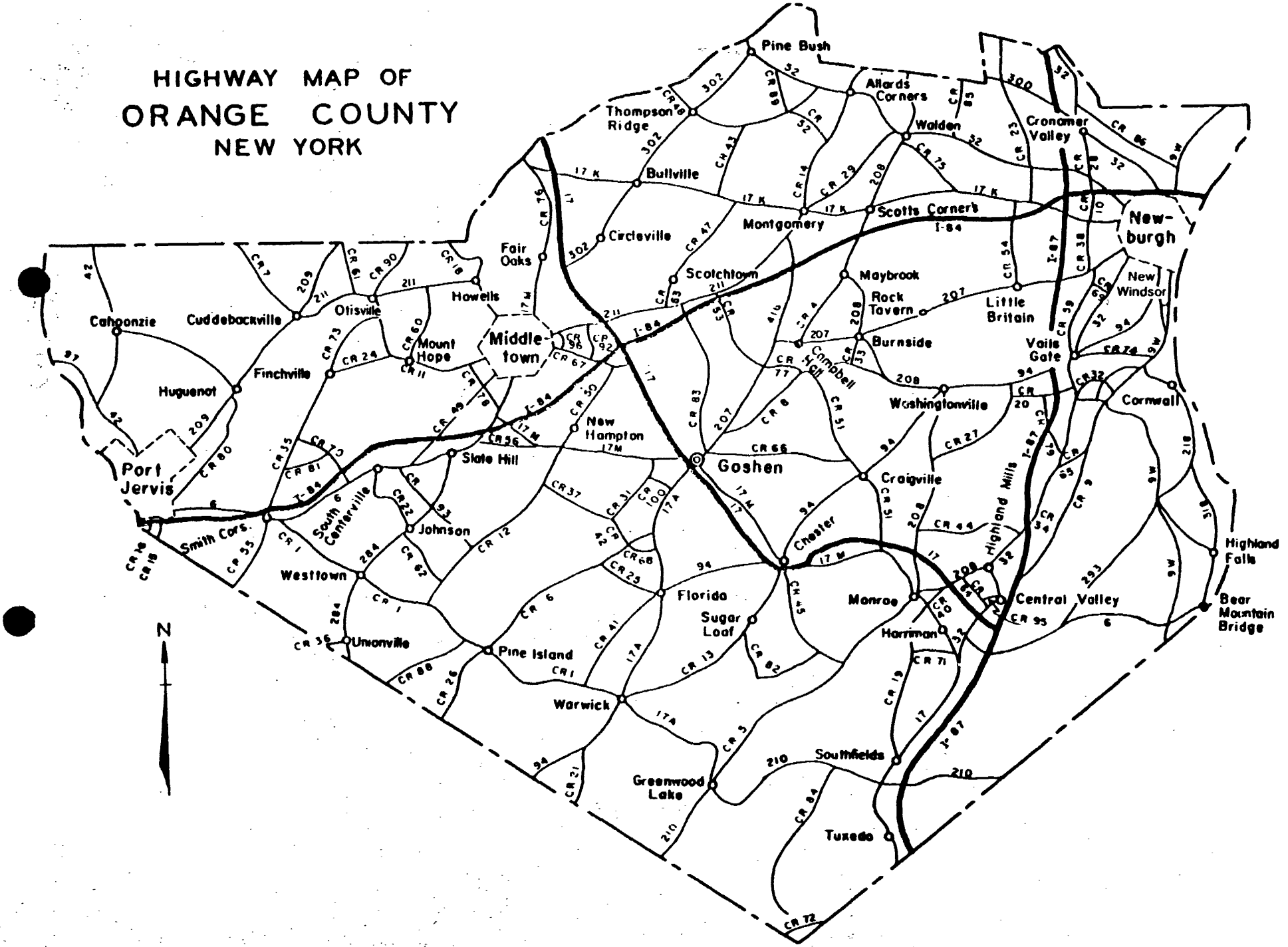
With reference to the above mentioned subdivision, we have reviewed the plan and inasmuch as they do not effect the County Road System, we have no comment. However, we will retain the maps for future reference.

Very truly yours,

Robert W. Gilson
Division of Engineering

RWG/1j1

HIGHWAY MAP OF ORANGE COUNTY NEW YORK



86-89

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
112 DICKSON STREET
NEWBURGH, NY 12550

Albert E. Dickson
Regional Director

Franklin E. White
Commissioner

December 15, 1987

Planning Board
Town of New Windsor
555 Union Ave.
New Windsor, NY 12550

RE: Hill Top Estates Inc.
Route 32 S.L. 9033

Dear Chairman:

We have reviewed this matter and please find our comments checked below:

_X_ A Highway Work Permit will be required

___ No objection

_X_ Need additional information __ Traffic Study

_X_ Drainage Study

___ To be reviewed by Regional Office

___ Does not affect N.Y. State Dept. of Transportation

ADDITIONAL COMMENTS:

Very truly yours,

Don Greene

Donald Greene
C.E. I Permits
Orange County

DG/dn

TOWN OF NEW WINDSOR
BUREAU OF FIRE PREVENTION
SITE PLAN REVIEW FORM

PLANNING BOARD REFERANCE NUMBER: 86-89

FIRE BUREAU REFERANCE NUMBER: 87-101

SITE PLAN FOR: Hilltop Estates

ADDRESS: Route 32, New Windsor, New York 12550

The aforementioned site plan or map was reviewed by the BUREAU OF FIRE PREVENTION at a meeting held on 15 December 1987.

____ The site plan or map was approved by the BUREAU OF FIRE PREVENTION.

X The site plan or map was disapproved by the BUREAU OF FIRE PREVENTION for the following reason(s).

Road System Was Previously Approved By Bureau. This Plan Rejected Because Water Main Lines And Fire Hydrants Are Not Shown On Plan.

Re: 87-51-FB
87-80-FB

SIGNED: [signature]

86-89

BUILDING INSPECTOR, P.B. ENGINEER, FIRE INSPECTOR, D.O.T. O.C.H. O.C.P. D. P. W.
SEWER, HIGHWAY REVIEW FORM:

The maps and plans for the Site Approval ✓
Subdivision _____ as submitted by
Shaw Engineering for the building or subdivision of
Hill Top Estates, Inc. has been
reviewed by me and is approved _____,
disapproved ✓.

If disapproved, please list reason.

No information regarding the disposal of waste water

_____
HIGHWAY SUPERINTENDENT

_____
WATER SUPERINTENDENT

Lyman D. Masten Jr.
SANITARY SUPERINTENDENT

Dec. 14, 1987
DATE

86-89

BUILDING INSPECTOR, P.B. ENGINEER, FIRE INSPECTOR, D.O.T. O.C.H. O.C.P.
WATER, [redacted] HIGHWAY REVIEW FORM: D. P. W.

The maps and plans for the Site Approval _____
Subdivision _____ as submitted by
Shaw Eng. for the building or subdivision of
Hilltop Estates has been
reviewed by me and is approved _____,
disapproved ✓.

If disapproved, please list reason.

Proposed map of Hilltop Est. shows wrong size water main end and wrong side of road - There is a 12" main on east side - On west side there is a 20" Ductile Pipe in which the old "Commons" tapped in to.

HIGHWAY SUPERINTENDENT

Steven DiDio
WATER SUPERINTENDENT

SANITARY SUPERINTENDENT

DATE

ANDREW S. KRIEGER
ATTORNEY AT LAW
219 QUASSAICK AVENUE
SQUIRE SHOPPING CENTER, SUITE 7
NEW WINDSOR, NEW YORK 12550
(914) 562-2333

November 2, 1987

Halo Homes
Route 208
Monroe, New York 10950

Attn: Mr. Harold Wolland

Re: Hilltop Estates on Hudson,
Inc. with Eva Royce

Dear Mr. Wolland:

Pursuant to your request, I am writing this letter to bring both you and Mr. Schron up-to-date on the status of Eva Royce's gravesite.

As you know, one Eva Royce is interred in a gravesite on the property owned by you on Route 32 in the Town of New Windsor. As you also know, I as well as Drake, Sommers, Loeb, Tarshis and Catania have been investigating for some time what procedures are appropriate for Mrs. Royce's disinterment from the site.

It now appears that it will be permissible for you to have a funeral director disinter Mrs. Royce and reinter her in a proper gravesite. The procedures are outlined in a letter written by Todd A. Kelson, Esq., to one Sid Rubin, which letter is dated September 23, 1987 and a copy of which is enclosed for your reference. In a letter dated September 29, 1987, Mr. Rubin consented to the procedure outlined in that letter.

It appears that it will first be necessary to have a local funeral director arrange for a new gravesite for Mrs. Royce. I understand that you are willing to bear any cost necessary for the establishment and maintenance of such a gravesite. After the publication requirement outlined in Mr.Kelson's September 23, 1987 letter is completed, the disinterment and reinterment may take place as indicated in that letter.

As you also know, I have commissioned on your behalf a genealogical investigation to establish whether any heirs

of Mrs. Royce are alive and to identify those heirs. For your information a copy of my letter dated September 14, 1987 to genealogical investigations is also enclosed.

In a recent telephone conversation with Mr. Ledman of Genealogical Investigations, I am advised that they have made considerable progress and have ruled out the existence of any heirs with the possible exception of one man in New York City. As of this date it appears that they have been unable to contact that man. I have been assured by Mr. Ledman that when that contact has been made, Genealogical Investigations will prepare a full report outlining the steps taken to discover any heirs and the results thereof. It does not appear that you must wait for the results of the genealogical investigations report in order to commence the procedure outlined in Mr. Kelson's September 23, 1987 letter, but before the actual disinterment takes place, it would be my recommendation that the genealogical investigation's report should have been received and reviewed.

I understand that you may wish to show this letter to the New Windsor Planning Board and/or it's attorney, I would be happy to answer any questions that either you, Mr. Schron, the New Windsor Planning Board or the Board's attorney may have.

Thank you.

Very truly yours,

ANDREW S. KRIEGER

ASK:mmt
cc: Mr. Rubin Schron

ANDREW S. KRIEGER
ATTORNEY AT LAW
219 QUASSAICK AVENUE
SQUIRE SHOPPING CENTER, SUITE 7
NEW WINDSOR, NEW YORK 12550
(914) 562-2333

November 16, 1987

Shaw Engineering
744 Broadway
Newburgh, New York 12550

Attn: Mr. Greg Shaw

Re: Hilltop Estates with Eva Royce

Dear Mr. Shaw:

Pursuant to the request of Harold Wolland, I am writing this letter to you to bring you up-to-date on the status of the above referenced matter.

Enclosed for your reference is a copy of a letter dated November 2, 1987 which I wrote to Mr. Wolland.

Since the writing of that letter, I have been advised by Genealogical Invesitgations, that they have located the person mentioned in my November 2, 1987 letter which person is currently residing in California. As soon as Genealogical Investigations have contacted that person, they should be ready to render a written report to us.

As soon as final arrangements have been made with a local funeral director in contracting for the disinterment and in having that director obtain for our client an alternate grave site, the publication can begin. After the publication is complete, the disinterment will take place and after the disinterment takes place, the final notice will be filed with the Orange County Clerk.

If you have any questions, please feel free to contact me.

Thank you.

Very truly yours,

ANDREW S. KRIEGER

ASK:mmt
Encl.
cc: Mr. Harold Wolland
Mr. Rubin Schron

1763

TOWN OF NEW WINDSOR

555 UNION AVENUE
NEW WINDSOR, NEW YORK

BUREAU OF FIRE PREVENTION

SITE PLAN APPROVAL

HILLTOP ESTATES

The aforementioned site plan or map was reviewed by the Bureau of Fire Prevention at a meeting held on 27 FEBRUARY 19 87 .

___ The site plan or map was approved by the Bureau of Fire Prevention.

__√__ The site plan or map was disapproved by the Bureau of Fire Prevention for the following reason(s).

All roads to meet Town Specifications. Vails Gate Fire Departments ladder truck CAN NOT reach any buildings under present layout. No Fire hydrants are shown, water main lines not shown. Not enough parking spaces to accommodate cars will mean parking in roadway. Entire road layout is not acceptable for fire protection.

SIGNED: Richard Hotaling
CHAIRMAN

1763

TOWN OF NEW WINDSOR

555 UNION AVENUE
NEW WINDSOR, NEW YORK

86-89

BUREAU OF FIRE PREVENTION

SITE PLAN APPROVAL

HILLTOP ESTATES ON THE HUDSON

The aforementioned site plan or map was reviewed by the Bureau of Fire Prevention at a meeting held on 18 August 1987.

✓ The site plan or map was approved by the Bureau of Fire Prevention.

____ The site plan or map was disapproved by the Bureau of Fire Prevention for the following reason(s).

SIGNED: Richard Golasky
CHAIRMAN

WATER, SEWER, HIGHWAY REVIEW FORM:

The maps and plans for the Site Approval ✓
Subdivision _____ as submitted by
Degenshein Denker for the building or subdivision of
HillTop Estates has been
reviewed by me and is approved _____,
disapproved ✓.

If disapproved, please list reason.

1. Submitted map does not indicate any means of disposing of waste.
2. The sewer lines in this area have not been tested by the Town.
3. Any sewer lines installed must be AIR tested by the Town

_____
HIGHWAY SUPERINTENDENT

_____
WATER SUPERINTENDENT

Lyman W. Masten Jr
SANITARY SUPERINTENDENT

Feb. 18, 1987
DATE

86-89

BUILDING INSPECTOR, P.B. ENGINEER,
WATER, [redacted] HIGHWAY REVIEW FORM:

The maps and plans for the Site Approval ✓
Subdivision _____ as submitted by
Degenshein Denker for the building or subdivision of
Hilltop Estates has been
reviewed by me and is approved _____,
disapproved ✓.

If disapproved, please list reason.

1.) No information regarding sewer lines.
2.) The lines put in for the Commons were never AIR tested by the town and laterals were torn out.
3) A plug was installed in manhole across from Wall Place.

HIGHWAY SUPERINTENDENT

WATER SUPERINTENDENT

Lyman D. Masten Jr
SANITARY SUPERINTENDENT

May 29, 1987
DATE

86-89

BUILDING INSPECTOR, P.B. ENGINEER,
[redacted], SEWER, HIGHWAY REVIEW FORM:

The maps and plans for the Site Approval_____
Subdivision_____as submitted by
Degenshein Donker for the building or subdivision of
Hilltop Estates has been
reviewed by me and is approved_____,
disapproved ✓.

If disapproved, please list reason.

Insufficient data on water —

_____
HIGHWAY SUPERINTENDENT

Steve Di Dio
WATER SUPERINTENDENT

_____
SANITARY SUPERINTENDENT

_____
DATE

86-89

BUILDING INSPECTOR, P.B. ENGINEER,
WATER, SEWER, [redacted] REVIEW FORM:

The maps and plans for the Site Approval Hill Top Subdivision _____ as submitted by Degenstein Denker for the building or subdivision of _____ has been reviewed by me and is approved _____, disapproved Yes.

If disapproved, please list reason.

Due to drainage problems on Leslie Ave.

Fred Fay, Jr. (MD)
HIGHWAY SUPERINTENDENT

_____
WATER SUPERINTENDENT

_____
SANITARY SUPERINTENDENT

6/2/87
DATE

TOWN OF NEW WINDSOR
PLANNING BOARD
RECEIVED
DATE

WATER, SEWER, HIGHWAY REVIEW FORM:

The maps and plans for the Site Approval _____
Subdivision _____ as submitted by
Degroshein Doctor Arch. for the building or subdivision of
Hilltop Est. (formerly the Commons) has been
reviewed by me and is approved ✓,
~~disapproved~~ _____.

~~If disapproved, please list reason.~~

There is an existing 6" water line servicing the property. The water is now shut off due to leaks - Notify water Dept. for further information.

_____
HIGHWAY SUPERINTENDENT

✓ _____
WATER SUPERINTENDENT

_____
SANITARY SUPERINTENDENT

_____
DATE

WATER, SEWER, HIGHWAY REVIEW FORM:

The maps and plans for the Site Approval Hilltop Estates Subdivision _____ as submitted by Degenstein Denker for the building or subdivision of _____ has been reviewed by me and is approved ✓, disapproved _____.

If disapproved, please list reason.

Concerned about drainage problem this project will create in area of Leslie Ave., and Parkway Drive. Provisions should be made now ~~with~~ from the developers to upgrade drainage system.

Fred Fayo, Jr. MD

HIGHWAY SUPERINTENDENT

_____

WATER SUPERINTENDENT

_____

SANITARY SUPERINTENDENT

_____

DATE

86-89

Planning Board
Town of New Windsor
555 Union Avenue
New Windsor, NY 12550

(This is a two-sided form)

Date Received 1-29-87
Meeting Date _____
Public Hearing _____
Action Date _____
Fees Paid $25.00 App. - $100.00 preliminary

APPLICATION FOR SITE PLAN APPROVAL -AMENDED

1. Name of Project ~~Hilltop Estates~~ Hilltop Estates on Hudson

2. Name of Applicant _____ Phone (1) 782 0373
Address Route 208, MOnroe, New York
(Street Name & No.) (Post Office) (State) (Zip Code)

3. Owner of Record Hilltop Estates on Hudson Phone See #2
Address Route 32, New Windsor New York 12550
(Street Name & No.) (Post Office) (State) (Zip Code)

4. Name of Person Preparing Plan Shaw Engineering, P.C. Phone 561 3665
Address 744 Broadway, Newburgh, NY 12550
(Street Name & No.) (Post Office) (State) (Zip Code)

5. Attorney ~~Andrew S. Krieger~~ Drake, Sommers, Loeb, Tarshis & Catania, PC. Phone 562 2333
Address ~~219 Quassaick Ave, Suite 7, New Windsor, NY 12550~~ 873 Union Ave, New Windsor, NY 12550
(Street Name & No.) (Post Office) (State) (Zip Code)

6. Location: On the West side of Windsor Highway (Street)
Approx 1500 feet South (direction)
of Union Avenue (Street)

7. Acreage of Parcel 24.007

8. Zoning District R-4

9. Tax Map Designation: Section 35.1 Block 41 Lot(s) 1 ~~2~~

10. This Application is for the use and Construction of Condominiums, prior approval for "The Commons" 9-18-82

11. Has the Zoning Board of Appeals granted any variance or special permit concerning this property? No If so, list case Number and Name _____

12. List all contiguous holdings in the same ownership None
Section _____ Block _____ Lot(s) _____

FOR OFFICE USE ONLY:
Schedule _____ Column _____ Number _____

Attached hereto is an affidavit of ownership indicating the dates the respective holdings of land were acquired, together with the liber and page of each conveyance into the present owner as recorded in the Orange County Clerk's Office. This affidavit shall indicate the legal owner of the property, the contract owner of the property and the date the contract of sale was executed.

IN THE EVENT OF CORPORATE OWNERSHIP: A list of all directors, officers and stockholders of each corporation owning more than five percent (5%) of any class of stock must be attached.

I HEREBY DEPOSE AND SAY THAT ALL THE ABOVE STATEMENTS AND INFORMATION, AND ALL STATEMENTS AND INFORMATION CONTAINED IN THE SUPPORTING DOCUMENTS AND DRAWINGS ATTACHED HERETO ARE TRUE.

Sworn before me this

26th day of January, 198X

Notary Public

(Applicant's Signature)

HAROLD WOLLAND

GENERAL PARTNER HILLTOP ESTATES ON HUDSON

Title

ANDREW S. KRIEGER
NOTARY PUBLIC, STATE OF NEW YORK
Qualified in County of Orange
No. 4648478
Commission Expires March 30, 19...

OWNER'S ENDORSEMENT

(Completion required ONLY if applicable)

COUNTY OF ORANGE
STATE OF NEW YORK

HAROLD WOLLAND being duly sworn, deposes and says

that he resides in Monroe (Owner's Address) in the

county of Orange and State of New York

and that he is (~~the Owner in fee~~) of (General Partner (Official Title) of the Partnership

~~Corporation~~ which is the Owner in fee) of the premises described in the foregoing application and that he has been authorized

to make the foregoing application for special use approval as described herein. *

Sworn before me this

day of , 198X

Notary Public

(Owner's Signature)

*The other partner is Rubin Schron of 32 Broadway, New York, New York 10004 Tel No. (212) 509 9797

ANDREW S. KRIEGER
NOTARY PUBLIC, STATE OF NEW YORK
Qualified in County of Orange
No. 4648478
Commission Expires March 30, 19...

Standard N Y B T U Form 8002 – 2-73 – Bargain and Sale Deed with Covenant against Grantor s Acts – Individual or Corporation (single sheet)

CONSULT YOUR LAWYER BEFORE SIGNING THIS INSTRUMENT – THIS INSTRUMENT SHOULD BE USED BY LAWYERS ONLY.

THIS INDENTURE, made the day of January, nineteen hundred and eighty-seven

BETWEEN PHILIP SHELBY, residing at 1796 East 8th Street, Brooklyn, New York

party of the first part, and HILLTOP ESTATES ON HUDSON, a New York general partnership having an office at Route 32, New Windsor, New York

party of the second part,

WITNESSETH, that the party of the first part, in consideration of Ten Dollars and other valuable consideration paid by the party of the second part, does hereby grant and release unto the party of the second part, the heirs or successors and assigns of the party of the second part forever,

ALL that certain plot, piece or parcel of land, with the buildings and improvements thereon erected, situate, lying and being in the

SEE SCHEDULE A ANNEXED HERETO
AND MADE PART HEREOF

TOGETHER with all right, title and interest, if any, of the party of the first part of, in and to any streets and roads abutting the above-described premises to the center lines thereof; TOGETHER with the appurtenances and all the estate and rights of the party of the first part in and to said premises; TO HAVE AND TO HOLD the premises herein granted unto the party of the second part, the heirs or successors and assigns of the party of the second part forever.

AND the party of the first part covenants that the party of the first part has not done or suffered anything whereby the said premises have been encumbered in any way whatever, except as aforesaid.

AND the party of the first part, in compliance with Section 13 of the Lien Law, covenants that the party of the first part will receive the consideration for this conveyance and will hold the right to receive such consideration as a trust fund to be applied first for the purpose of paying the cost of the improvement and will apply the same first to the payment of the cost of the improvement before using any part of the total of the same for any other purpose.

The word "party" shall be construed as if it read "parties" whenever the sense of this indenture so requires.

IN WITNESS WHEREOF, the party of the first part has duly executed this deed the day and year first above written.

IN PRESENCE OF:

PHILIP SHELBY

STATE OF NEW YORK, COUNTY OF NEW YORK SS:

On the day of January 19 87, before me personally came Philip Shelby

to me known to be the individual described in and who executed the foregoing instrument, and acknowledged that he executed the same.

STATE OF NEW YORK, COUNTY OF SS:

On the day of 19 , before me personally came

to me known to be the individual described in and who executed the foregoing instrument, and acknowledged that executed the same.

STATE OF NEW YORK, COUNTY OF SS:

On the day of 19 , before me personally came

to me known, who, being by me duly sworn, did depose and say that he resides at No.

;

that he is the

of

, the corporation described in and which executed the foregoing instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the board of directors of said corporation, and that he signed h name thereto by like order.

STATE OF NEW YORK, COUNTY OF SS.

On the day of 19 , before me personally came

the subscribing witness to the foregoing instrument, with whom I am personally acquainted, who, being by me duly sworn, did depose and say that he resides at No.

;

that he knows

to be the individual described in and who executed the foregoing instrument; that he, said subscribing witness, was present and saw execute the same; and that he, said witness, at the same time subscribed h name as witness thereto.

Bargain and Sale Deed

WITH COVENANT AGAINST GRANTOR'S ACTS

TITLE NO.

SECTION 35
BLOCK 1
LOT 41
COUNTY OR TOWN New Windsor, Orange

PHILIP SHELBY

TO

HILLTOP ESTATES ON HUDSON,
a New York General Partnership

STANDARD FORM OF NEW YORK BOARD OF TITLE UNDERWRITERS
Distributed by

american title
insurance company
northeast region

a subsidiary of The Continental Corporation

Recorded At Request of American Title Insurance Company

RETURN BY MAIL TO:

Allen Jay Bodner, Esq.
369 Lexington Avenue
New York, New York 10017

Zip No.

RESERVE THIS SPACE FOR USE OF RECORDING OFFICE

SCHEDULE A

PARCEL I

All that certain plot, piece or parcel of land situate, lying and being in the Town of New Windsor, County of Orange, State of New York, bounded and described as follows:

BEGINNING at a point in the center of the road known as the Snake Hill Turnpike, said point of beginning being the southeast corner of lands conveyed by Marshall Merritt to Shipp & Osborne and now owned by Charles Brill, and runs thence along the line of lands of said Brill being along a wire fence north 53° 29' west for 184-6/10 feet to an angle in wire fence; thence north 49° 12' west for 346-7/10 feet to a corner of wire fence; thence still along the line of lands of said Brill south 41° 45' west for 128 feet to the junction of two wire fences; thence along the line of other lands of Marshall Merritt north 41° 58' west for 225 feet to corner of wire fence; thence still along a wire fence being along other lands of said Merritt south 62° 46' west for 189-2/10 feet to the center of a stone wall in the line of lands of Herbert Maharay; thence along the line of lands of said Maharay being along a stone wall north 7° 25' west for 1080 feet to the junction of two stone walls; thence along the lands now or formerly of Heron, being along a stone wall north 78° 32' east for 100-7/10 feet to a stone heap on said wall; thence along the line of lands of Frederick J. Stanley south 54° 05' east for 829-4/10 feet to a stone wall; thence still along the line of land of said Stanley being along a stone wall south 53° 33' east for 682-8/10 feet to the center of the aforesaid road; thence along the center of the same south 35° 02' west for 627-2/10 feet to the place of BEGINNING.

SUBJECT to the rights of the public in that part of said premises included within the limits of the highway.

PARCEL II

All that certain plot, piece or parcel of land situate, lying and being in the Town of New Windsor, County of Orange, State of New York, bounded and described as follows:

BEGINNING at a point in the center of the road known as the Snake Hill Turnpike, said point being in range with a wire fence in the division line between the land conveyed hereby and lands of Marshall Merritt, and runs thence along said wire fence and on line of same extended north 51° 25' west for 349-7/10 feet to corner of wire fence; thence north 40° 58' east for 134-4/10 feet to a corner of wire fence; thence north 51° 2' west for 223 feet to a corner of wire fence; thence north 41 45' east for 283 feet to a corner of wire fence; thence south 49° 12' east for 346-7/10 feet to an angle in wire fence; thence still along a wire fence and on line of same extended south 53° 29' east for 184-6/10 feet to the center of the aforesaid road; and thence along the center of the said road south 35° 45' west for 412 feet to the place of BEGINNING.

EXCEPTING THEREFROM premises having been released by Release of Part of Mortgaged premises given by Union National Bank, dated January 5, 1983 and recorded in the Orange County Clerk's Office on January 6, 1983 in Liber 2240 of Deeds at page 1037.

STATE OF NEW YORK, COUNTY OF NEW YORK ss:

On the day of January 19 87, before me personally came Philip Shelby

STATE OF NEW YORK, COUNTY OF ss:

On the day of 19 , before me personally came

ANDREW S. KRIEGER
ATTORNEY AT LAW
219 QUASSAICK AVENUE
SQUIRE SHOPPING CENTER, SUITE 7
NEW WINDSOR, NEW YORK 12550
(914) 562-2333

March 20, 1987

Henry Scheible, Chairman
New windsor Planning Board
555 Union Avenue
New Windsor, New York 12550

Re: Hilltop Estates

Dear Mr. Scheible:

Enclosed herewith is an original consent to change attorney in the above referenced matter. From this point forward please change the Planning Board's records to list the lawfirm of Drake, Sommers, Loeb, Tarshis & Catania, P.C. as attorney of record for the above referenced applicant.

This change in counsel has been requested by the applicant.

Thank you.

Very truly yours,

ANDREW S. KRIEGER

ASK:mmn
Encl.
cc: James Loeb, Esq.

TOWN OF NEW WINDSOR
PLANNING BOARD
RECEIVED
DATE 3-23-87

X 317—Consent to Change (Substitution) of Attorney.

COPYRIGHT 1973 BY JULIUS BLUMBERG, INC., LAW BLANK PUBLISHERS
80 EXCHANGE PL. AT BROADWAY, N. Y. C. 10004

Consent must be signed by attorney of record and signed and acknowledged by party. Type name beneath each signature.

PLANNING BOARD: TOWN OF NEW WINDSOR

Index No.

HILLTOP ESTATES ON HUDSON, INC. d/b/a/
HILLTOP ESTATES

Applicant

with

PLANNING BOARD OF THE TOWN OF NEW WINDSOR

CONSENT TO CHANGE ATTORNEY

IT IS HEREBY CONSENTED THAT DRAKE, SOMMERS, LOEB, TARSHIS AND CATANIA

Esqs

of No. 873 Union Avenue , New Windsor, New York 12550

be substituted as attorney(s) of record for the undersigned party(ies) in the above entitled ~~action~~ application *in place and stead of the undersigned attorney(s) as of the date hereof.*

Dated: March 11, 1987

HILLTOP ESTATES, by Harold Wolland

ANDREW S. KRIEGER, ESQ. outgoing attorney

DRAKE, SOMMERS, LOEB, TARSHIS AND CATANIA, incoming attorney

STATE OF
COUNTY OF } *ss.:*

On the day of , 19 , before me personally came

to me known, and known to me to be the same person described in and who executed the foregoing consent and acknowledged to me that he executed the same.

State of New York, County of ss.:

being duly sworn, deposes and says; that deponent is not a party to the action, is over 18 years of age and resides at

That on the day of 19 deponent served the within consent to change attorney(s) on

attorney(s) for herein, at his office at

during his absence from said office.

Strike out either (a) or (b).

(a) by then and there leaving a true copy of the same with his clerk; partner; person having charge of said office.

(b) and said office being closed, by depositing a true copy of same, enclosed in a sealed wrapper directed to said attorney(s), in the office letter drop or box.

Sworn to before me this
day of 19

State of New York, County of ss.:

being duly sworn, deposes and says; that deponent is not a party to the action, is over 18 years of age and resides at

That on the day of 19 deponent served the within consent to change attorney(s) on

attorney(s) for at the address designated by said attorney(s) for that purpose by depositing a true copy of same enclosed in a postpaid properly addressed wrapper, in — a post office — official depository under the exclusive care and custody of the United States Postal Service within New York State.

Sworn to before me, this
day of 19

Index No.

COURT

COUNTY OF

Plaintiff(s)

against

Defendant(s)

CONSENT TO CHANGE ATTORNEY

Attorney(s) for

Office and Post Office Address

State of *County of* ss.:

On the *day of* *, 19* *, before me personally came to me known, who, being by me duly sworn, did depose and say, that he resides at No.* *that he is the* *of the* *the corporation described in and which executed the within instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the board of directors of said corporation, and that he signed h* *name thereto by like order.*

ANDREW S. KRIEGER
ATTORNEY AT LAW
219 QUASSAICK AVENUE
SQUIRE SHOPPING CENTER, SUITE 7
NEW WINDSOR, NEW YORK 12550
(914) 562-2333

January 27, 1987

Henry Scheible, Chairman
New Windsor Planning Board
555 Union Avenue
New Windsor,New York 12550

Re: Hilltop Estates

Dear Mr. Scheible:

Enclosed are an original application for site plan approval (amended), a copy of a proposed deed and two checks in the sums of $25.00 and $100.00 made payable to the Town of New Windsor.

Although the property is currently owned by Mr. Phil Shelby, the property will be transferred to a General Partnership known as Hilltop Estates. The partners of said partnership are Rubin Schron and Harold Wolland, both of whom have appeared before the Planning Board.

Since it appears that the property will be in the name of the partnership before any approvals, , I thought it best to prepare the application in that name.

If you have any questions or comments with respect to this, please do not hesitate to contact me at your convenience.

Thank you.

Very truly yours,

ANDREW S. KRIEGER

ASK:mmn
Encl.
cc: Harold Wolland
Rubin Schron

Jack J. Karnig CONSULTING FORESTER
Box 483 • Continental Road • Cornwall, N.Y.12518-0483 • Office (914) 534-4517
Home (914) 534-7502

To: The New Windsor Planning Board
From: Jack J. Karnig, Consulting Forester
Date: March 24, 1987
Subject: Forestry report on Hilltop Estates

Acting upon the request of Mr. Dan McCarville, I inspected the property presently known as Hilltop Estates located on Windsor Highway near Union Ave. The following is a preliminary report based on data gathered during the week of March 16th. Based upon my findings and recommendations, the Board may wish to ask for more information or assistance from me. I will be available to devote additional time to help gather more facts if requested.

My narrative which follows refers to a map (attached). I have delineated five distinctly different areas with dashed lines. They are marked A thru E.

AREA DESCRIPTIONS

Area A Location of site previously developed by Valley View Estates about eight years ago. A few trees of the original forest are still standing but will likely be destroyed if Hilltop proposal gains approval as it is presently designed.

Area B The recent clearing of trees has eliminated all of the trees from this once forested area.

Area C About one acre of forest remains uncut in the vicinity of the old home.

Area D This portion of the property was cleared of all but a few scattered large trees in the last four or five years. Seedlings, saplings and briars now dominate the site which is very dense thus difficult to penetrate.

Area E Natural second growth woodland is found on this six acre segment of the twenty four acre property. About fifty years ago this agricultural field was abandoned and nearby trees seeded into the void. First black locust (Robinia pseudoaccacia) began to grow and a few years later white ash (Fraxinus amercana) also became established. These two species together make up 80% of the tree population. Also present in lesser numbers are elm (Ulmus americana), black cherry (Prunus serotina), dogwood (Cornus florida) and black walnut (Juglans nigra).

The dominant trees fall mostly into the large pole to small sawtimber sizes, 8" - 14" diameter measured at breast height. The understory is heavily infested with briars and generous amounts of poison ivy. Soil conditions in this section tend to be rather wet due to the nearly level terrain. This timber type is quite vulnerable to any change in soil or water relationships since they are shallow rooted. Heavy thinning can induce windthrow of isolated clumps of trees left by well intentioned but ill informed builders.

Along the narrow strip of woods north of the dots on map of Area E there are widely scattered old growth trees of oak, sugar maple and hickory. Most of these trees are over mature and defective in one way or another. Some of them may be worth saving providing each tree is carefully evaluated and there is a guarantee that no soil disturbance is contemplated within fifty feet of any given tree.

Recommendations

Areas A, B, and D require no comments since there are insufficient numbers of trees on them to require discussion.

Area C may contain some trees along the highway and along the SW boundary worthy of being saved from over zealous loggers. I suggest this strip be closely studied with the purpose of retaining a buffer along the road and a green curtain to protect adjoining property owners.

Area E according to the site plan submitted by Hilltop Estates is due to contain about ten building units. There is no possibility of saving any of this fragile woodland if the present plan gains approval. Changes in grade, road construction and expected drainage modifications will leave only a very narrow strip of trees unmolested along the outer boundary. Even if the buildings were shifted into a more clustered arrangement, I doubt that small clumps of trees of the species present are worth preserving.

I believe the New Windsor Planning Board needs to look at this project from a new perspective. There seems to be little validity in attempting to preserve the few remaining healthy trees. Instead, the Board should make rehabilitation a prerequisite for the plans' approval.

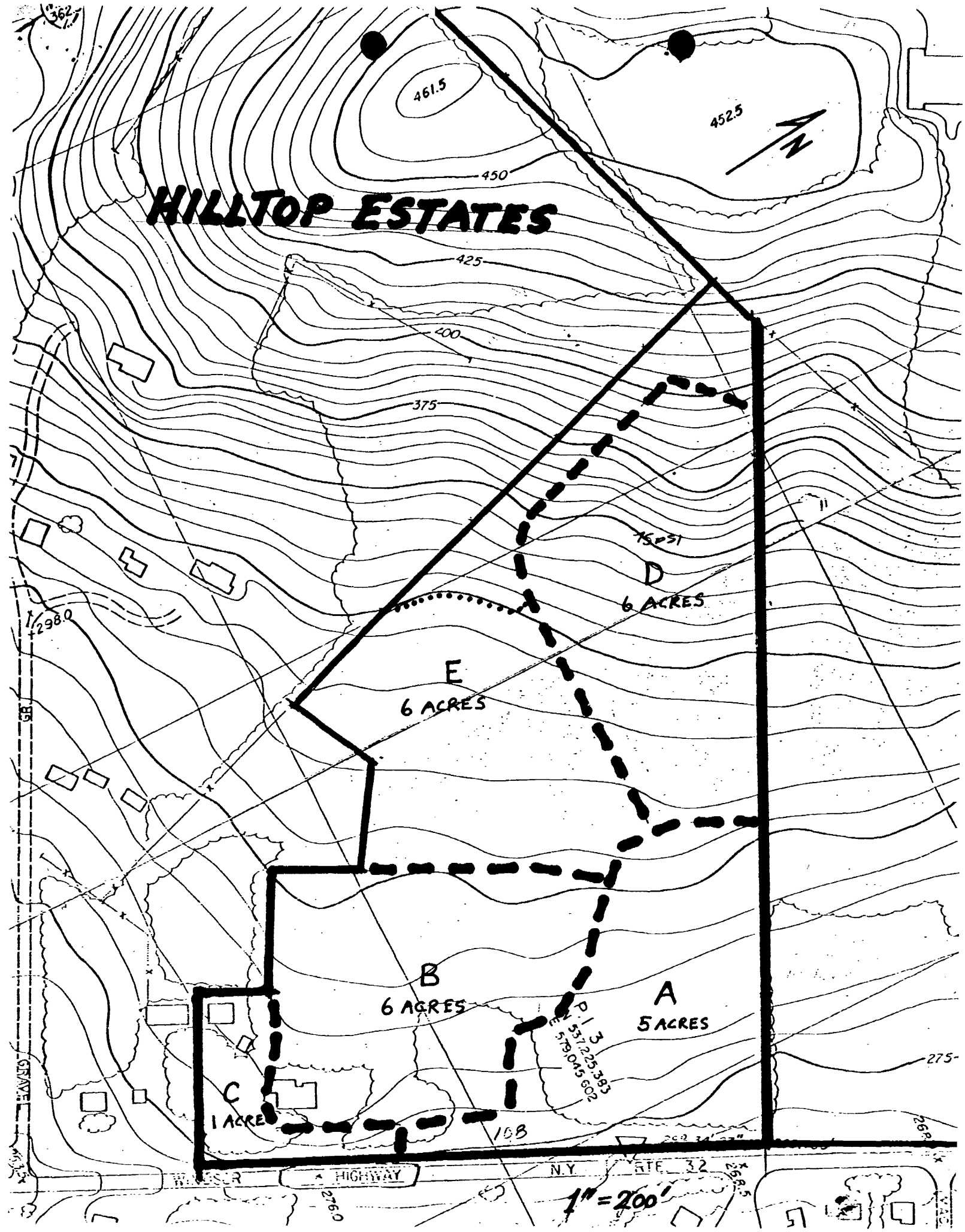
A minimum requirement should call for planting five hundred 1½ - 2½ inch caliper balled and burlaped nursery grown trees along roads and around buildings. These should be mixed deciduous and evergreen species with guarantees for survival for one year. A licenced landscape architect needs to be hired to design an overall planting plan. The Town should hold a minimum of $50,000 dollars to guarantee adequate performance or some type of bonding to accomplish the same purpose.

summary

Seventeen acres of trees have already been felled in the name of progress. The remaining seven acres can not withstand the disruption planned by the developers. So the only option left is to insure some reasonable planting program which will partially replace what progress has wrought on the former woodland.

March 24, 1987

Jack J. Karnig
Consulting Forester


HILLTOP ESTATES
461.5
452.5
450
425
400
375
298.0
275
D
6 ACRES
E
6 ACRES
B
6 ACRES
A
5 ACRES
C
1 ACRE
P.I. 3
N 537,225.383
E 579,045.602
108
WINDSOR
HIGHWAY
N.Y.
RTE 32
1" = 200'

FORM 42e (1/83) STATE OF NEW YORK – DEPARTMENT OF TRANSPORTATION

Permit Fee $ 200.00
Ins. Fee $ 2.50
Total Received $ 202.50
Check or M.O. No. 149 and 150 MAY 1984

SH No. 9033
Est. Compl. Date December - 1985

HIGHWAY WORK PERMIT

Permit No. 8-84-0134
Liability Insurance
Deposit Rec. for $ _____
Policy No. _____ Expiring _____
Check or M.O. No. _____
Disability Benefit Coverage
Dated _____
Policy No. _____

or
$ 20,000.00
Chargeable to Bond No. 8-103537
or Undertaking on File

Permittee VALLEY VIEW ESTATES, INC. c/o ALFRED CAPPELLI, JR., Architect
Address Box 256, RD#2, Route 52
City Hopewell Junction State NY Zip 12533

Workmen's Compensation
Policy No. _____

Mailing Address for Return of Bond or Deposit
(Complete only if different from above.)
Name _____
Address _____
City _____ State _____ Zip _____

Return of Deposit Made Payable To:
(Complete Only if Different From Permittee)
Name _____
Address _____
City _____ State _____ Zip _____

Under the provisions of the Highway Law or Vehicle & Traffic Law permission is hereby granted to the permittee to Grade within State R.O.W. and construct two entrances to "Valley View Estates" Construct Retention Areas as indicated on attached plan.
(1) All disturbed areas within State R.O.W. are to be topsoiled, seeded, and mulched.
(2) No trees, within State R.O.W., over 6"DBH, are to be removed without prior permission in the county of ORANGE as set forth and represented in the attached application; at the particular location or area, or over the routes as stated therein, if required; and pursuant to the conditions and regulations, whether general or special, and methods of performing work, if any; all of which are set forth in the application and form part of this permit.

Dated at POUGHKEEPSIE, N.Y.
Date Signed May 16, 1984

Commissioner of Transportation
By M.J.MIGNOGNA

IMPORTANT

THIS PERMIT, WITH APPLICATION AND DRAWINGS (OR COPIES THEREOF) ATTACHED, SHALL BE PLACED IN THE HANDS OF THE CONTRACTOR BEFORE ANY WORK IS STARTED.

NOTICE – It is absolutely necessary that the permittee notify Mr. D. Fullam, Resident Engineer, whose address is 112 Dickson St., Newburgh, NY 12550 Tel. No. 562-4020 before work is started and upon its completion.

The issuing authority reserves the right to suspend or revoke this permit, at its discretion without a hearing or the necessity of showing cause, either before or during the operations authorized.

The Permittee will cause an approved copy of the application to be and remain attached hereto until all work under the permit is satisfactorily completed, in accordance with the terms of the attached application.

(SEE OTHER SIDE)

RECEIVED
FEB 17 1987
SHAW ENGINEERING

Shaw Engineering Consulting Engineers

P.O. Box 2569
744 Broadway
Newburgh, New York 12550
(914) 561-3695

February 17, 1987

New Windsor Planning Board
TOWN OF NEW WINDSOR
555 Union Avenue
New Windsor, New York 12550

Att: Mr. Henry Scheible, Chairman

Re: Hilltop Estates, Route 32

Dear Mr. Scheible:

Enclosed please find 12 copies of the following documents for the above referenced project which we are submitting for your review at the February 25th New Windsor Planning Board meeting:

- Site Plan of Hilltop Estates prepared by Degenshein Denker Architects & Planners, and dated February 17, 1987
- Utility Plan of Hilltop Estates prepared by Shaw Engineering, and dated January 26, 1987

With respect to the Utility Plan, the drawing indicates a water pump station to service the residential units in Phase II which are located on the western portion of the site. It is our intention to eliminate this pump station once the proposed water storage tank is constructed on Snake Hill by the Town of New Windsor. We shall coordinate this aspect of the project's water system with your Consulting Engineer.

We have also enclosed for your files a copy of the N.Y.S.D.O.T. Highway Work Permit to allow the construction of the entrances and retention ponds on Route 32.

We look forward to our meeting on February 25th.

Cordially,

SHAW ENGINEERING

Gregory J. Shaw, P.E.
Principal

GJS:mmv
Enclosure

CATCH BASIN SCHEDULE

C.B. №	RIM ELEV.	INV IN		INV IN		INV OUT
1	289.60					286.60
2	290.40	287.40				287.40
3	292.50	289.40	(12")	289.65	FROM C.B. #4	289.40
4	293.00					290.10
5	279.00	275.34				279.34
6	279.00	276.14				275.64
7	284.00	281.00	FROM C.B. 8	281.25	FROM C.B. #6	281.00
8	292.50	289.50				289.25
9	292.50					289.80
10	286.50					284.00
11	285.87					281.70
12	381.67	278.89				278.89
13	283.65	280.00				279.50
14	288.30	285.40	FROM C.B. 15	285.65	FROM C.B. #9	285.40
15	291.00	288.00	FROM C.B. 16	288.25	FROM C.B. #20	288.00
16	301.60			298.50	FROM C.B. #17	298.00
17	301.90	299.00				299.00
18	302.60					299.50
19	290.30					288.05
20	293.90	291.20				291.20
21	296.00					292.65
22	287.90					283.00
* 23	274.50	269.25				269.25
* 24	275.00	270.80				270.80
25	273.64	270.97				270.97
26	273.64					271.33
27	277.65			275.00		275.00
28	277.65					275.40

* INDICATES FLUSHING BASIN

LEGEND

EXISTING

- 20"W — WATER MAIN
- 8"S — SANITARY SEWER
- MANHOLE
- CB — CATCH BASIN
- HYDRANT
- POLE
- 24"S — STORM SEWER
- 272 — CONTOUR

N.I.W.

- 10"ST — STORM SEWER
- 8"S — SANITARY SEWER
- 12"W — WATER MAIN
- CB#1 — CATCH BASIN
- MANHOLE
- HYDRANT
- 6"S — SEWER SERVICE
- 1½"W — WATER SERVICE
- STEEL END SECTION
- THRUST BLOCK
- WATER VALVE
- OUTLET CONTROL STRUCTURE
- FB#1 — FLUSHING BASIN
- UTILITY EASEMENT TO TOWN OF NEW WINDSOR
- YD — YARD DRAIN

NOTES

1. Upon installation of the 12" Water Main within the Utility Easement, and upon restoration of the easement surface, the Developer shall offer for dedication said Easement to Town of New Windsor.
2. Fire walls shall be of solid masonry construction, and shall penetrate both the walls and the roof.
3. Each building will be equipped with a water meter to record water consuption. All billings for water consumption shall be paid by the Home Owners Assoc.
4. Water service for Units 29 thru 34 shall be 2" copper, and all interior water piping shall be oversized to reduce system headlosses.
5. Location of existing 20" Water Main on N.Y.S. Route 32 was obtained from a Drawing entitled "Water Transmission Main, Town of New Windsor, Contract No 3" by Wehran Engineering, Drawings 9, 10, & 11 of 14. The location of this 20" main is to be considered approximate.
6. A valve chamber shall be provided at Sta. 0+40, Line W1, with provision for installing, at a future time, control valves permitting the emergency interconnection of the Snake Hill Water Storage Tank with the Union Avenue Tank service area.
7. Prior to installation of on-site sanitary sewer system, Contractor shall excavate test pits to locate the vertical and horizontal locations of the existing 20" Water Main on Windsor Highway between the existing MH and MH 1A.
8. New York State Industrial Code requires two working days notice before excavation, drilling or blasting. Underground Utilities Call Center Telephone No. is 1-800-2452828.
9. Storm drain piping shall be Bit. Coated C.M.P., 16 Ga.
10. The Town of New Windsor Water Department shall be consulted prior to relocating existing air release chamber on Windsor Highway.

PARTIAL UTILITY PLAN

Shaw Engineering
Consulting Engineers
744 Broadway Newburgh N.Y. 12550

UNAUTHORIZED ALTERATION OR ADDITION TO THIS DOCUMENT IS A VIOLATION OF SECTION 7209-2 OF THE NEW YORK STATE EDUCATION LAW.

COPIES FROM THE ORIGINAL OF THIS DOCUMENT WITHOUT A FASCIMILE OF THE SIGNATURE AND AN ORIGINAL OF THE STAMP OR EMBOSSED SEAL OF THE PROFESSIONAL ENGINEER SHALL NOT BE CONSIDERED VALID TRUE COPIES.

SITE PLAN APPROVAL GRANTED BY TOWN OF NEW WINDSOR PLANNING BOARD
ON APR 11 1990
BY DANIEL C. McCARVILLE SECRETARY

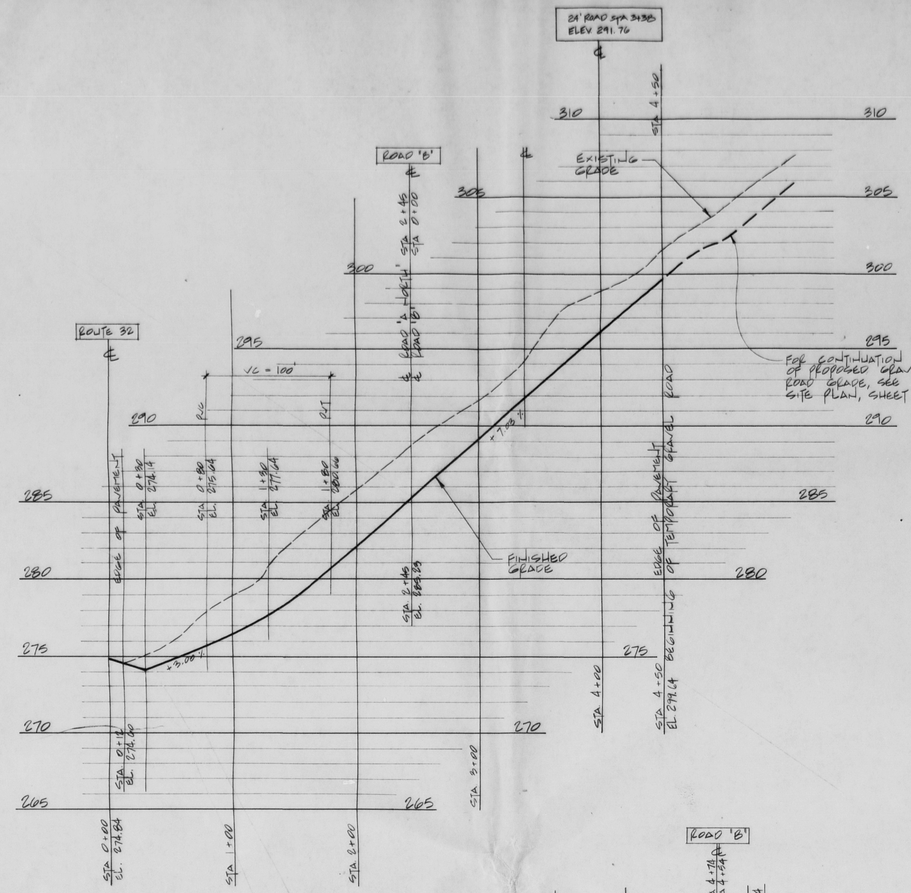
ISSUE	REVISION	DATE

Drawn By GJ
Checked By LAM
Scale 1"=50'-0"
Date 3-1-90

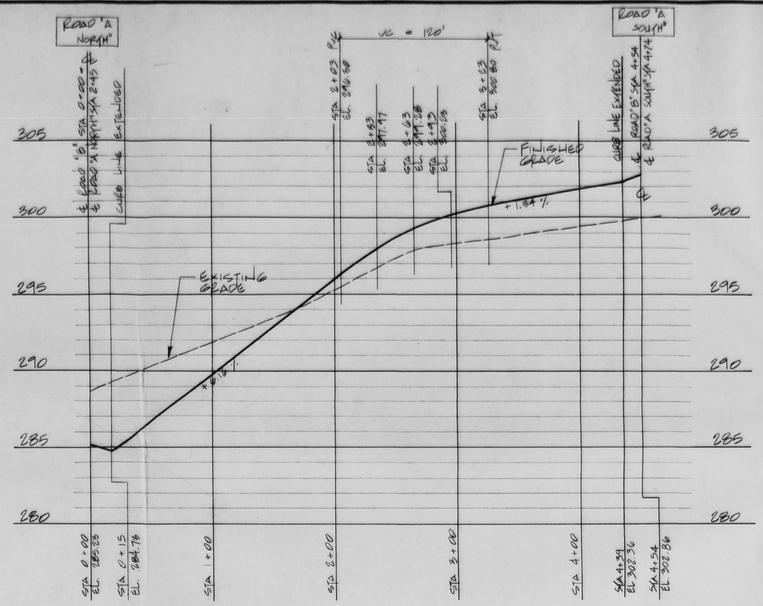
Drawing PHASE I UTILITY PLAN
Project HILLTOP ESTATES, INC.
ROUTE 32 TOWN OF NEW WINDSOR N.Y.

2 OF 12
Project No. 8636

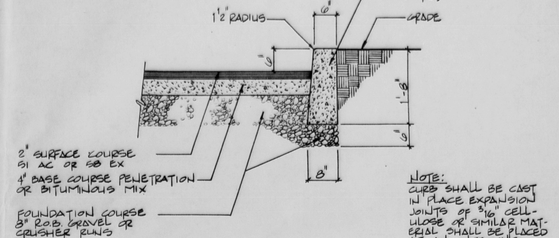
Cover page of the Set to M Babcock 86-89



ROAD PROFILE - ROAD 'A-NORTH'
(STA 0+00 TO STA 4+50)



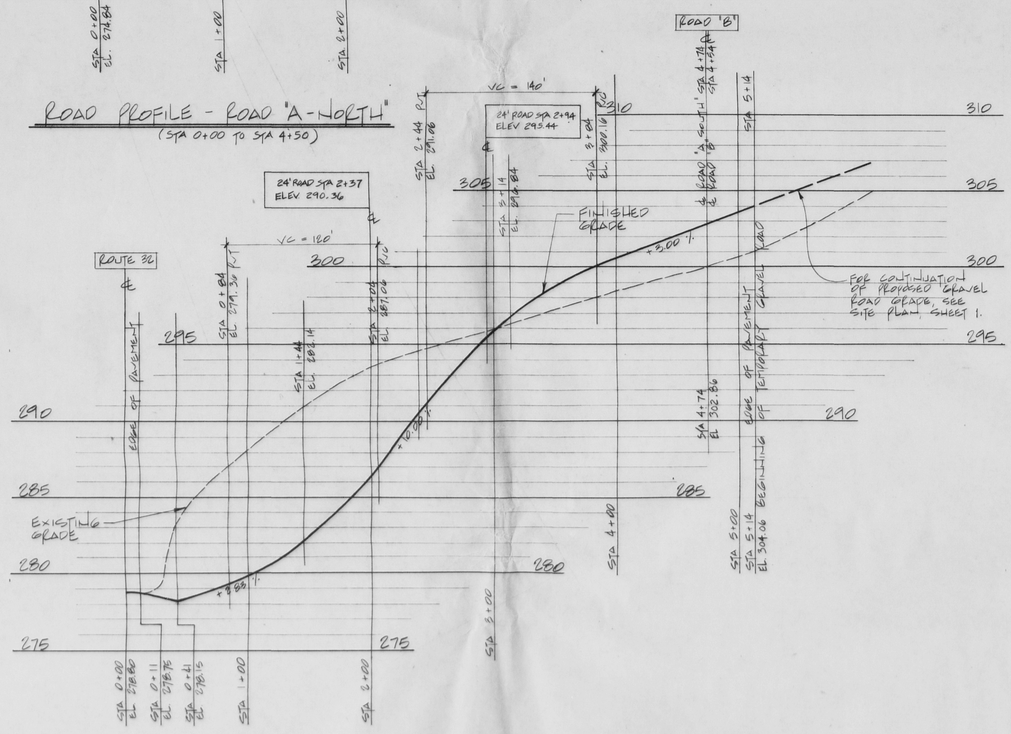
ROAD PROFILE - ROAD 'B'
(STA 0+00 TO STA 4+54)



NOTE:
CURB SHALL BE CAST IN PLACE EXPANSION JOINTS OF 3/4" CELLULOSE OR SIMILAR MATERIAL SHALL BE PLACED AT 10' INTERVALS.

PAVEMENT/CURB DETAIL
scale 3/4" = 1'-0"

STREET SPECIFICATION
N.T.S.



ROAD PROFILE - ROAD 'A-SOUTH'
(STA 0+00 TO STA 5+14)

Shaw Engineering
Consulting Engineers
744 Broadway Newburgh N.Y. 12550

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COPIES FROM THE ORIGINAL OF THIS DOCUMENT WITHOUT A FASCIMILE OF THE SIGNATURE AND AN ORIGINAL OF THE STAMP OR EMBOSSED SEAL OF THE PROFESSIONAL ENGINEER SHALL NOT BE CONSIDERED VALID TRUE COPIES.

SITE PLAN APPROVAL GRANTED
BY TOWN OF NEW WINDSOR PLANNING BOARD
ON APR 11 1990
BY Daniel C. McCarville
DANIEL C. McCARVILLE
SECRETARY

ISSUE	REVISION	DATE

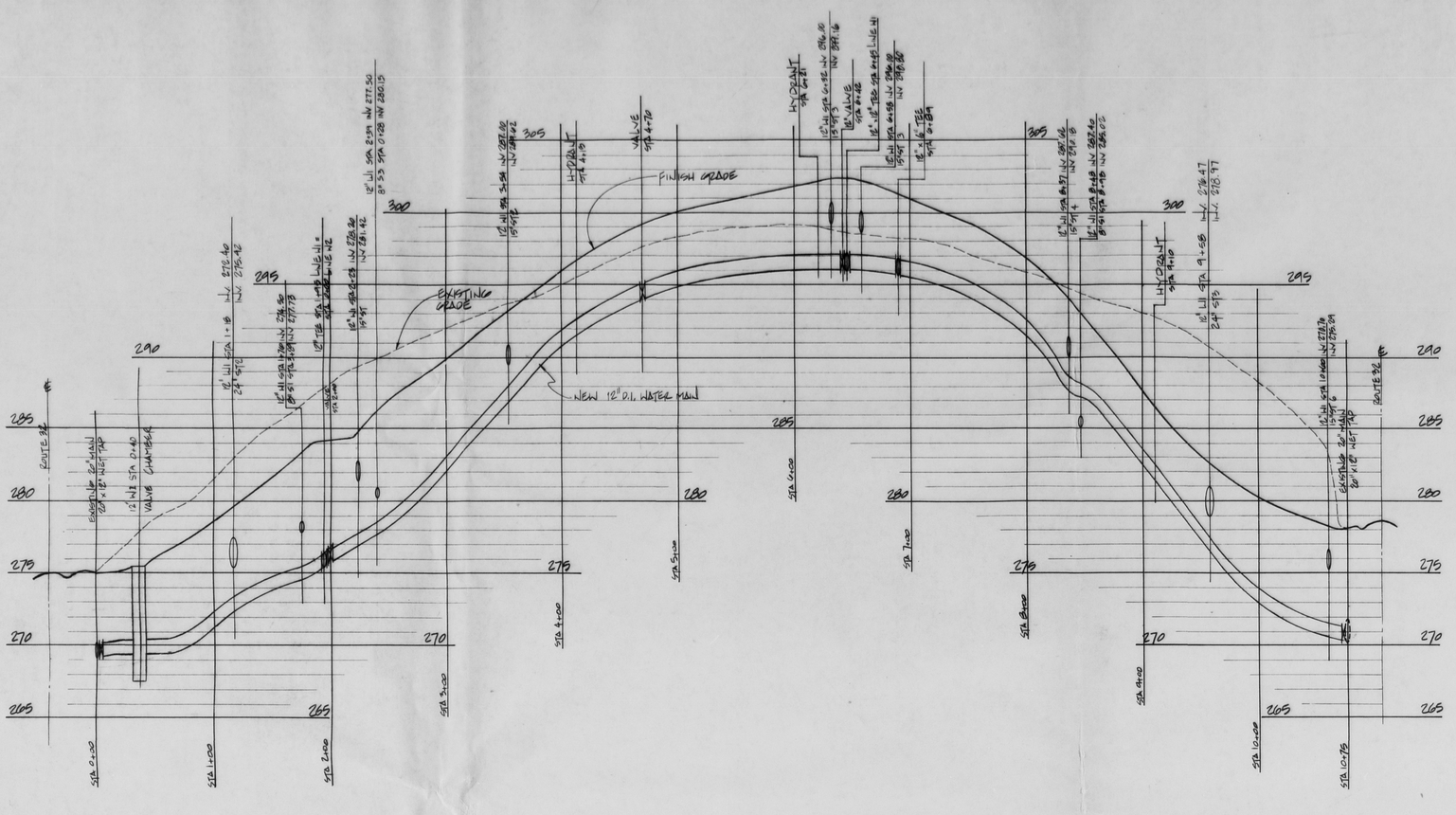
Drawn By: RC
Checked By: LAM
Scale: VERT: 1" = 4' HORIZ: 1" = 50'
Date: 3-1-90

Drawing: PHASE I
ROAD PROFILES / DETAILS

Project:
HILLTOP ESTATES, INC.
ROUTE 32 TOWN OF NEW WINDSOR, N.Y.

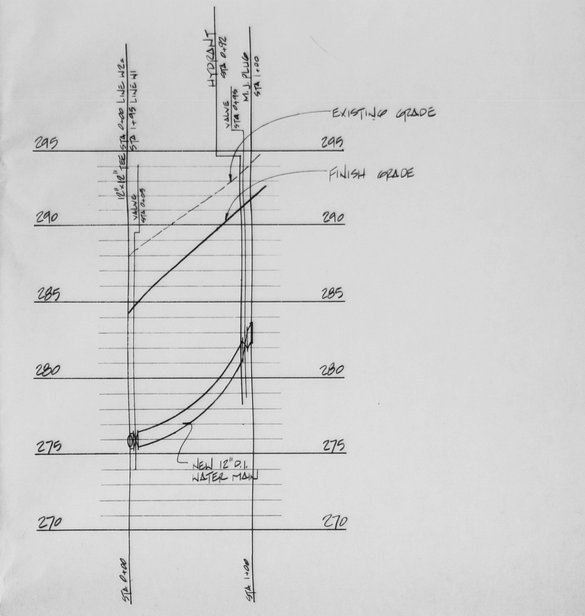
3 OF 12

Project No. 8636



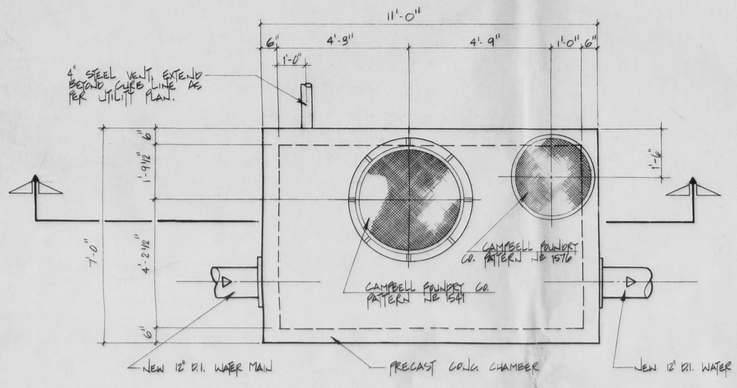
WATER MAIN PROFILE - LINE W1

SCALE: HORIZ 1" = 50'
VERT 1" = 4'

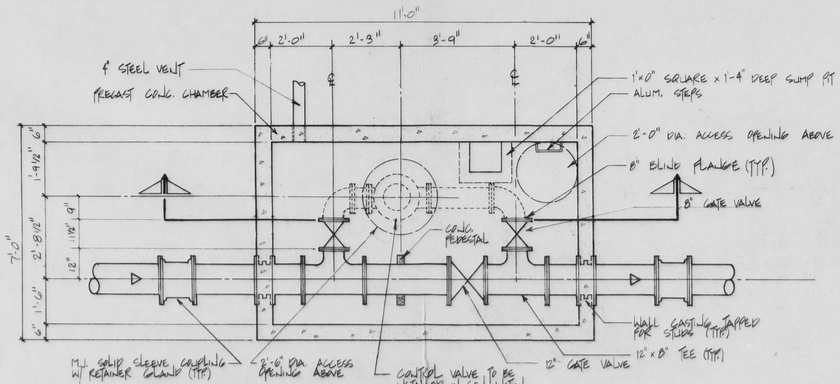


WATER MAIN PROFILE - LINE W2

SCALE: HORIZ 1" = 50'
VERT 1" = 4'

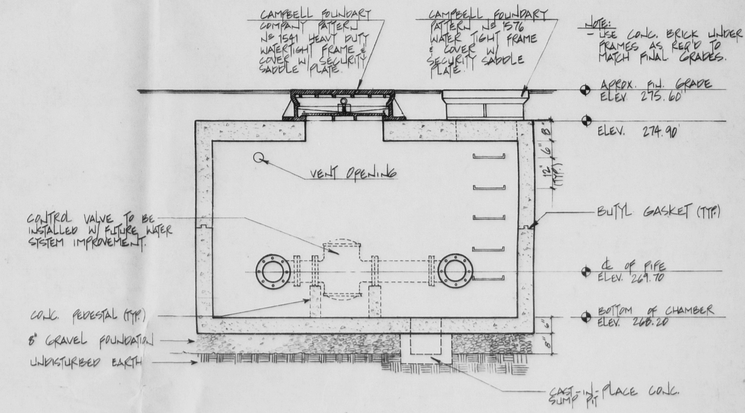


TOP VIEW

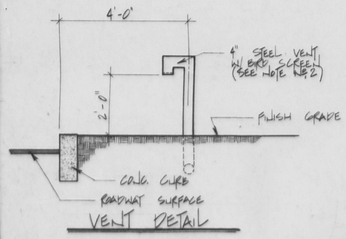


PLAN VIEW

NOTE:
1. PROVIDE HANDWHEELS FOR MANUAL OPERATION OF GATE VALVES.
2. INSTALL 3/8" TYPE K COPPER TUBING IN 4" VENT FROM BIRDSCREEN TO CHAMBER
3. MH COVERS TO HAVE THE WORD "WATER" CAST INTO COVER



SECTION



VENT DETAIL

VALVE CHAMBER STATION 0+40 LINE W1

NOT TO SCALE

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Consulting Engineers
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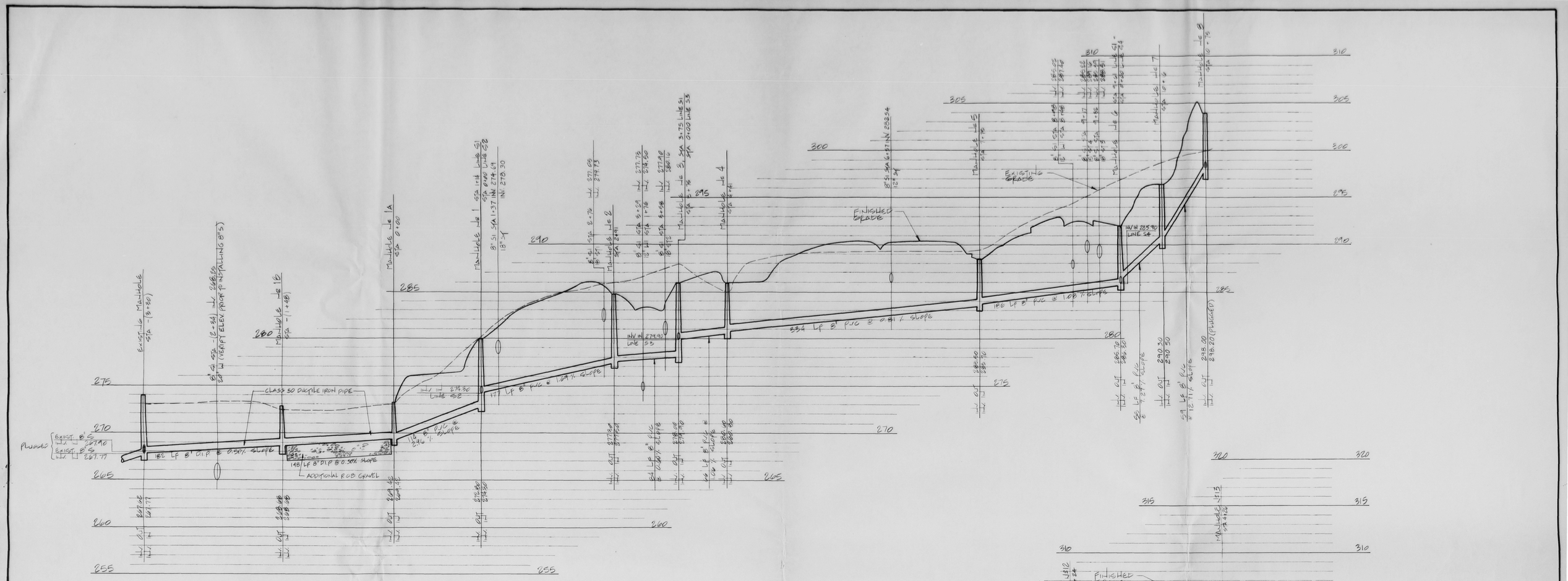
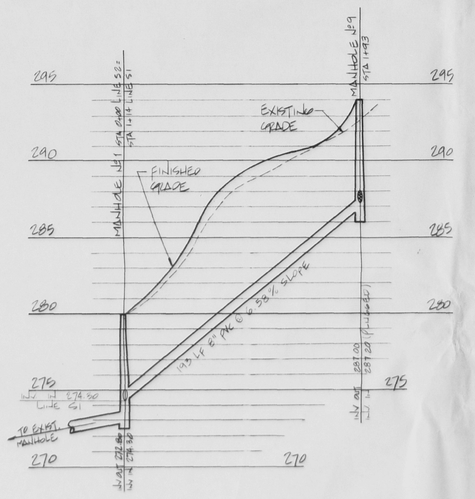
Drawn By: VJ
Checked By: LAM
Scale: AS NOTED
Date: 3-1-90

Drawing: PHASE 1 WATER MAIN PROFILES
Project: HILLTOP ESTATES, INC.
ROUTE 32 TOWN OF NEW WINDSOR N.Y.

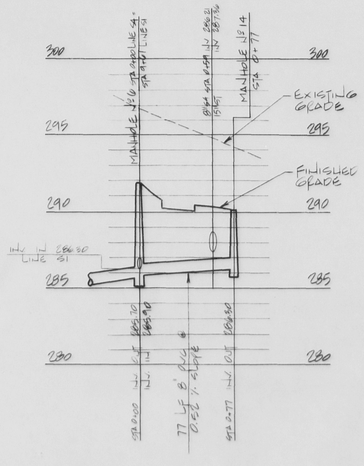
4 OF 12
Project No. 86.36



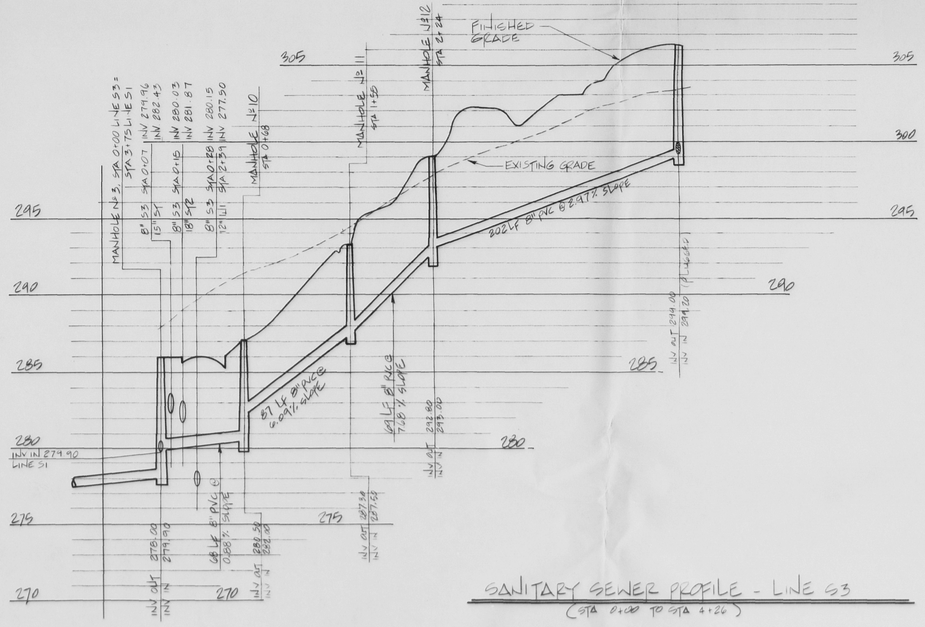
SANITARY SEWER PROFILE - LINE S1
(STA 0+00 TO STA 0+75)



SANITARY SEWER PROFILE - LINE S2
(STA 0+00 TO STA 1+93)



SANITARY SEWER PROFILE - LINE S4
(STA 0+00 TO STA 0+77)



SANITARY SEWER PROFILE - LINE S3
(STA 0+00 TO STA 4+26)

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Consulting Engineers
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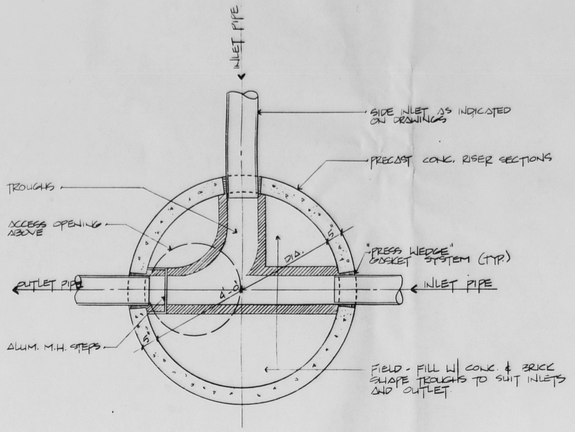
Drawn By: [illegible]
Checked By: LAM
Scale: VERT: 1" = 4'-0" HORIZ: 1" = 50'-0"
Date: 3-1-90

Drawing: PHASE I
SANITARY SEWER PROFILES

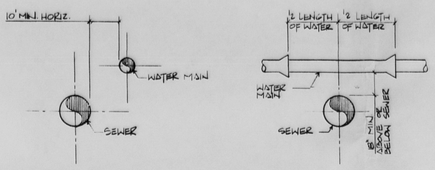
Project: HILLTOP ESTATES, INC.
ROUTE 32 TOWN OF NEW WINDSOR, N.Y.

6 OF 12

Project No. 8636



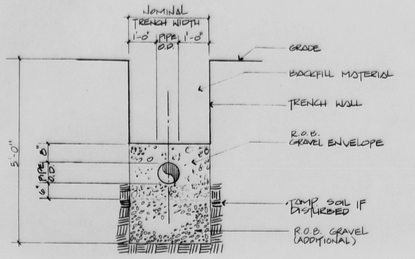
PLAN



NOTE:
1. – WATER MAINS CROSSING SEWERS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF 18" BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF THE SEWER. AT CROSSINGS, ONE FULL LENGTH OF WATER PIPE SHALL BE LOCATED SO THAT JOINTS WILL BE AS FAR FROM THE SEWER AS POSSIBLE.
2. – THE TERM SEWER IS DEFINED AS SANITARY, STORM OR SEWER SERVICE LATERALS.
3. – THE TERM WATER MAINS SHALL ALSO INCLUDE WATER SERVICE LINES.
4. – ANY DEVIATION FROM THE MINIMUM HORIZONTAL AND VERTICAL SEPERATION REQUIREMENTS SHALL BE SPECIFICALLY APPROVED BY THE ORANGE COUNTY DEPT OF HEALTH

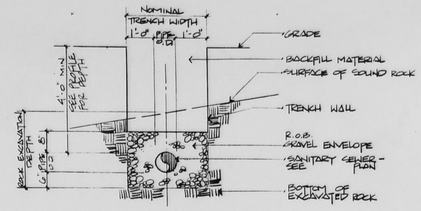
WATER/SEWER SEPARATION

NO SCALE



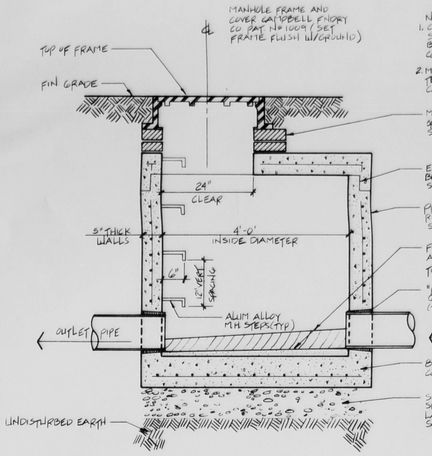
SANITARY SEWER EXCAVATION (MH1A TO MH1B)

N.T.S.



SANITARY SEWER/ROCK EXCAVATION

NO SCALE

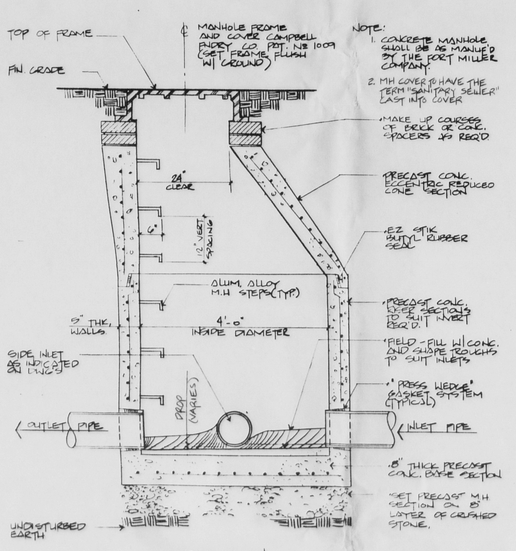


NOTES:
1. CONCRETE MANHOLE SHALL BE AS MANUF'D BY THE FORT MILLER COMPANY
2. MH COVER TO HAVE THE TERM 'SANITARY SEWER' CAST INTO COVER

SECTION

MANHOLE ASSEMBLY

NOT TO SCALE

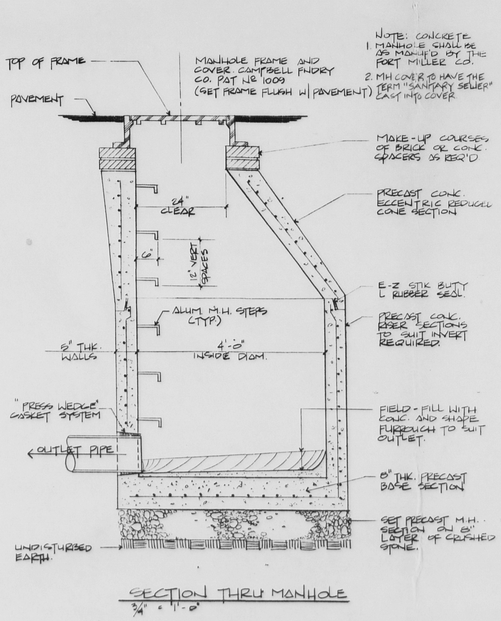


NOTE:
1. CONCRETE MANHOLE SHALL BE AS MANUF'D BY THE FORT MILLER COMPANY.
2. MH COVER TO HAVE THE TERM "SANITARY SEWER" CAST INTO COVER

SECTION

MANHOLE ASSEMBLY

SCALE 3/4" = 1'-0"

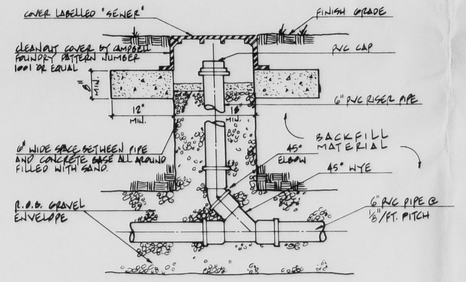


NOTE: CONCRETE MANHOLE SHALL BE AS MANUF'D BY THE FORT MILLER CO.

2. MH COVER TO HAVE THE TERM "SANITARY SEWER" CAST INTO COVER

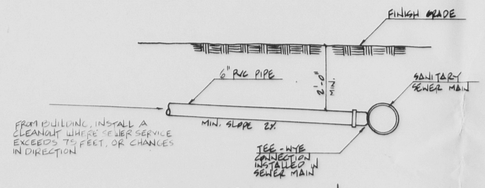
SECTION THRU MANHOLE

3/4" = 1'-0"



SANITARY IN-LINE CLEANOUT

NOT TO SCALE



SEWER SERVICE DETAIL

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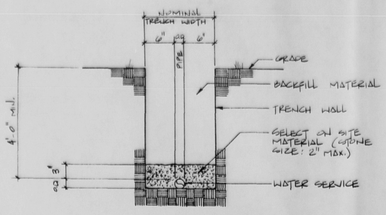
Drawn By: CLJ
Checked By: LAM
Scale: AS NOTED
Date: 3-1-90

Drawing: PHASE I SANITARY SEWER DETAILS
Project: HILLTOP ESTATES INC.
ROUTE 32 TOWN OF NEW WINDSOR, N.Y.

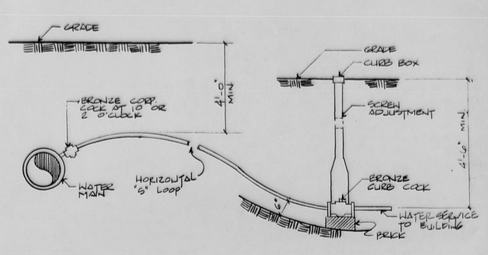
7 OF 12

Project No. 8636



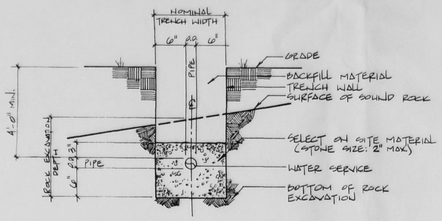
WATER SERVICE EXCAVATION

NOT TO SCALE



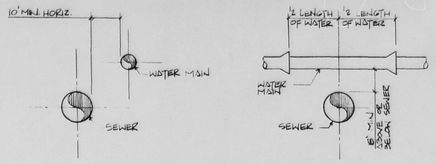
RESIDENTIAL WATER SERVICE

NO SCALE



WATER SERVICE/ROCK EXCAVATION

NOT TO SCALE

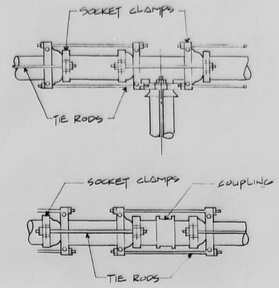


NOTE:

1. WATER MAINS CROSSING SEWERS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF 8" BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF THE SEWER. AT CROSSINGS, ONE FULL LENGTH OF WATER PIPE SHALL BE LOCATED SO THAT JOINTS WILL BE AS FAR FROM THE SEWER AS POSSIBLE.
2. THE TERM SEWER IS DEFINED AS SANITARY, STORM OR SEWER SERVICE LATERALS.
3. THE TERM WATER MAINS SHALL ALSO INCLUDE WATER SERVICE LINES.
4. ANY DEVIATION FROM THE MINIMUM HORIZONTAL AND VERTICAL SEPERATION REQUIREMENTS SHALL BE SPECIFICALLY APPROVED BY THE COUNTY DEPARTMENT OF HEALTH.

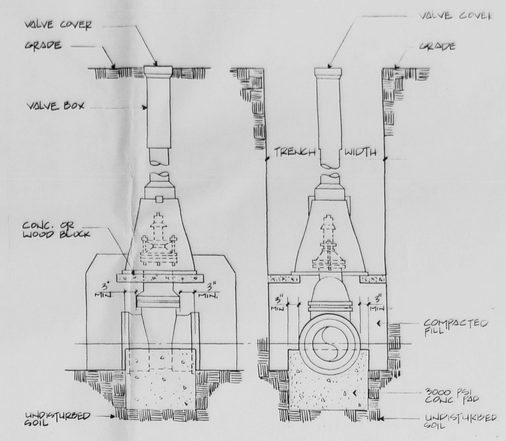
WATER/SEWER SEPARATION

NO SCALE



PIPE HARNESSING

NOT TO SCALE



WATER VALVE INSTALLATION DETAIL

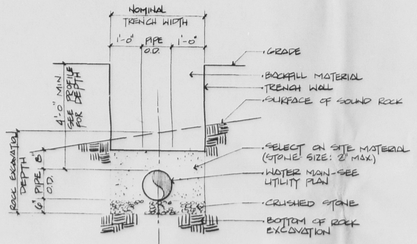
NOT TO SCALE

THRUST BLOCK SCHEDULE

WATER MAIN	PIPE DIA.	STATION	FITTING	MIN. BEARING AREA (MIN.)
W1	20"	0+00	12" WET TAP	9 S.F.
	12"	1+95	12" TEE	9 S.F.
	12"	6+45	12" TEE	9 S.F.
	12"	6+45	M.J. PLUG	9 S.F.
	12"	6+89	12"-6" TEE	6 S.F.
	6"	6+89	M.J. PLUG	6 S.F.
	20"	10+75	12" WET TAP	9 S.F.
W2	12"	1+00	M.J. PLUG	9 S.F.

*1 THIS THRUST BLOCK IS REQUIRED FOR STUB EXTENSION FROM 12" TEE STA 6+45 LINE W1

*2 THIS THRUST BLOCK IS REQUIRED FOR STUB EXTENSION FROM 12" TEE STA 6+89 LINE W1

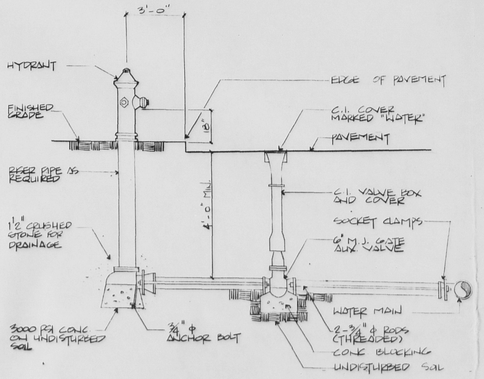


WATER MAIN EXCAVATION

NO SCALE

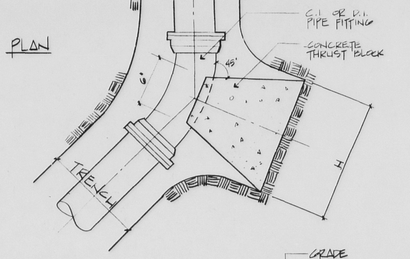
WATER MAIN/ROCK EXCAVATION

NO SCALE



HYDRANT INSTALLATION

WATER MAIN UNDER PAVEMENT NO SCALE



DETAIL - THRUST BLOCK

NO SCALE

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Consulting Engineers
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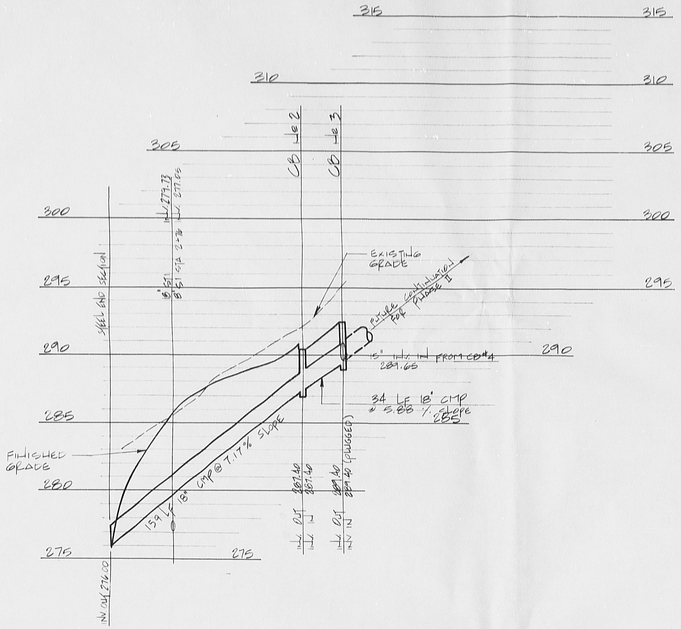
Drawn By: CLG
Checked By: JE
Scale: AS NOTED
Date: 3-1-90

Drawing: PHASE I
WATER MAIN DETAILS

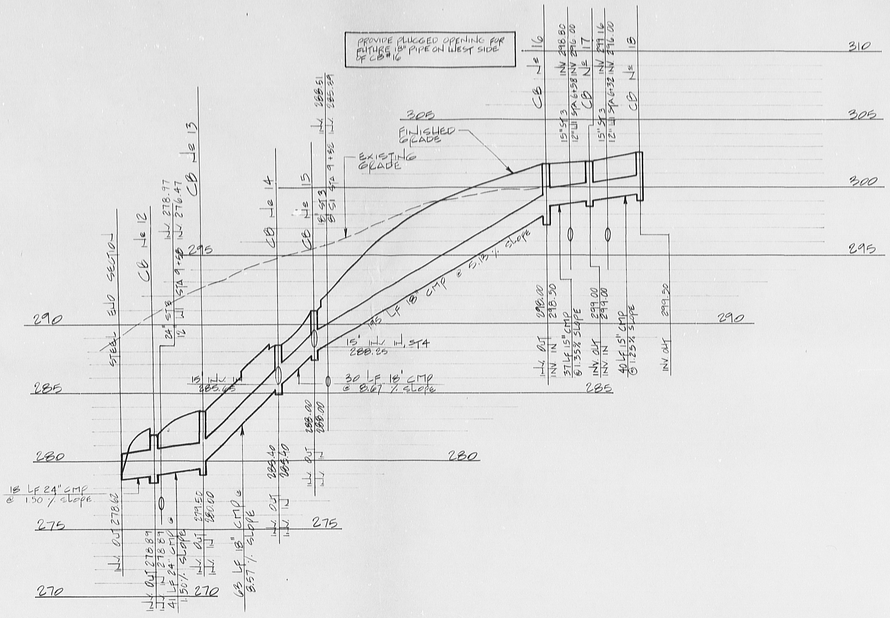
Project:
HILLTOP ESTATES, INC.
ROUTE 32 TOWN OF NEW WINDSOR, N.Y.

5 OF 12

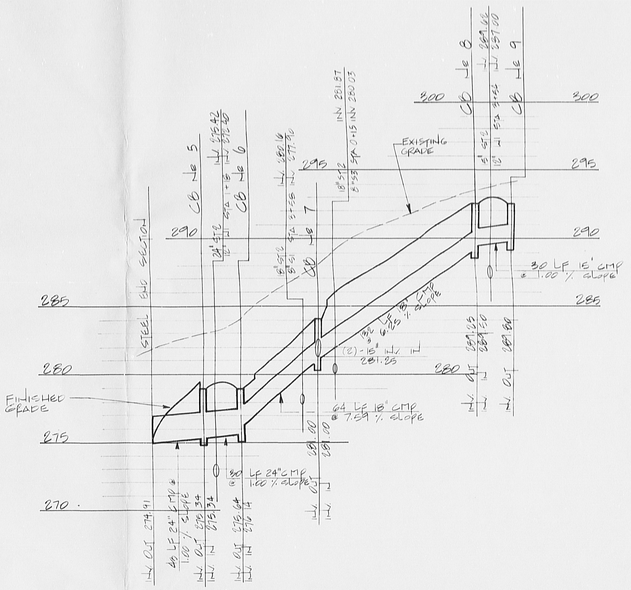
Project No. 864



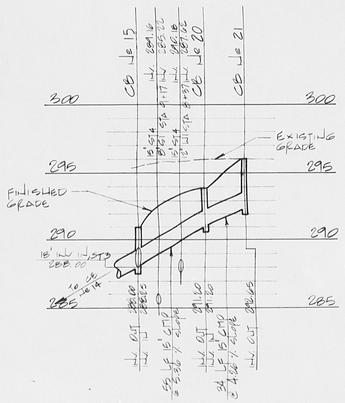
STORM SEWER PROFILE - LINE ST1



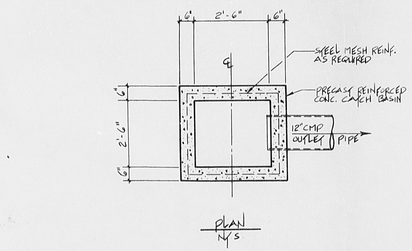
STORM SEWER PROFILE - LINE ST3



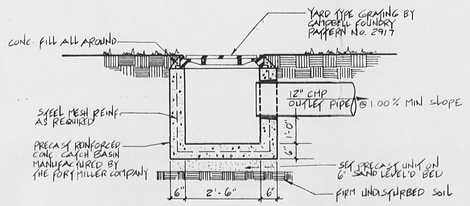
STORM SEWER PROFILE - LINE ST2



LINE ST4

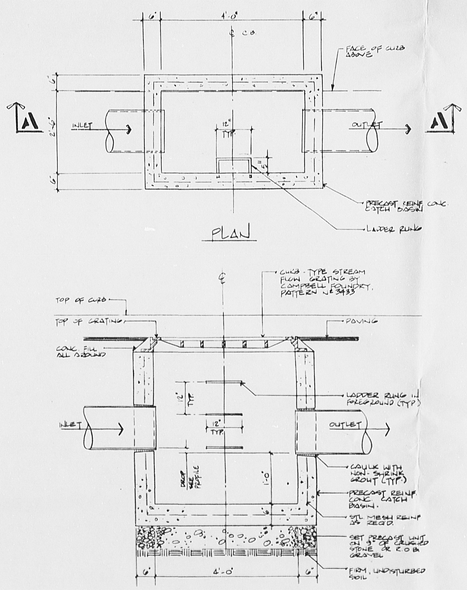


PLAN
N.T.S.



SECTION
N.T.S.

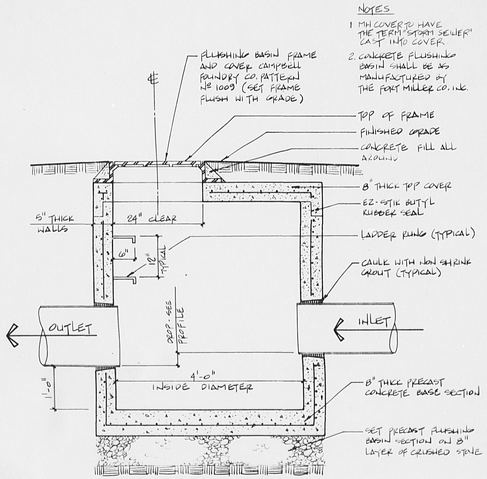
CATCH BASIN - YARD TYPE



SECTION AA
N.T.S.

CURB - TYPE CATCH BASIN

NOTES
1. MH COVERS TO HAVE THE TERM "STORM SEWER" CAST INTO COVER.
2. CONCRETE FLUSHING BASIN SHALL BE AS MANUFACTURED BY THE FORT MILLER CO. INC.



TYPICAL FLUSHING BASIN
NOT TO SCALE

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Consulting Engineers
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SITE PLAN APPROVED
BY TOWN OF NEW WINDSOR PLANNING BOARD
ON APR 11 1990
BY Daniel C. McCarville
DANIEL C. McCARVILLE
SECRETARY

ISSUE	REVISION	DATE

Drawn By: RJ
Checked By: LAM
Scale: VERT. 1" = 4' HORIZ. 1" = 50'
Date: 3-1-90

Drawing: PHASE I
STORM SEWER PROFILES / DETAILS
Project:
HILLTOP ESTATES, INC.
ROUTE 32 TOWN OF NEW WINDSOR, N.Y.

8 OF 12
Project No. 8636

LEGEND

EXISTING		NEW	
20"W	WATER MAIN	15"ST	STORM SEWER
8"S	SANITARY SEWER	8"S	SANITARY SEWER
	MANHOLE	12"W	WATER MAIN
	CATCH BASIN	CB #1	CATCH BASIN
	HYDRANT		MANHOLE
	POLE		HYDRANT
		6"S	SEWER SERVICE
		1½"W	WATER SERVICE
			STEEL END SECTION
			THRUST BLOCK
			WATER VALVE
			OUTLET CONTROL STRUCTURE
		FB #1	PLUMBING BASIN
			UTILITY EASEMENT TO TOWN OF NEW WINDSOR

NOTES

1. UPON INSTALLATION OF THE 12" WATER MAIN WITHIN THE UTILITY EASEMENT AND UPON RECEIPT OF THE EASEMENT DEEDS THE DEVELOPER SHALL OFFER FOR DEDICATION SAID EASEMENT TO TOWN OF NEW WINDSOR
2. FIRE WALLS SHALL BE OF SOLID MASONRY CONSTRUCTION AND SHALL PENETRATE BOTH THE WALLS AND THE ROOF.
3. EACH UNIT CLUSTER WILL BE EQUIPPED WITH A WATER METER TO RECORD WATER CONSUMPTION. BILLING FOR WATER CONSUMPTION SHALL BE PAID BY THE HOME OWNERS ASSOCIATION.
4. WATER SERVICE FOR UNITS 29 THRU 34 SHALL BE 2" COPPER, AND ALL INTERIOR WATER PIPING SHALL BE OVERSIZED TO REDUCE SYSTEM HEAD LOSSES.
5. LOCATION OF EXISTING 20" WATER MAIN ADJACENT TO NYS ROUTE 32 WAS SCALED FROM A MAP ENTITLED "WATER TRANSMISSION MAIN TOWN OF NEW WINDSOR, CANTLINE LOOP" BY NEWMAN ENGINEERING, SHEETS 9, 10, & 11 OF 14. THE LOCATION OF THIS 20" MAIN IS TO BE CONSIDERED APPROXIMATE.

CATCH BASIN SCHEDULE

CB №	RIM ELEV.	INV IN		INV IN		INV OUT
1	290.40	287.40				287.40
2	292.50	289.40	PLUM. CB #1	289.65	FROM CB #7	289.40
3						
4						
5						
6						
7	293.00					292.10
8						
9	278.00	274.70				274.70
10	278.00	275.00				275.00
11	284.00	281.00	FROM CB #12	281.25	FROM #43	281.00
12	293.50	289.50				289.25
13	293.50					289.80
14	280.00					281.70
15	280.80	278.20				278.20
16	282.00	279.00				279.00
17	288.30	285.40	FROM CB #16	285.65	FROM CB #16	285.40
18	291.00	288.00	FROM CB #19	288.25	FROM CB #20	288.00
19	302.15			299.20	FROM CB #34	298.95
20						
* 21						
22						
* 23						
24						
25						
26	290.30					287.40
27						
28						
29						
30						
31						
32	293.90	291.20				291.20
33	295.50					
34	301.90	299.65				299.65
35	302.40					300.10
36						
37						
38	287.00					283.00

* INDICATES SUMP IN CB

CATCH BASIN SCHEDULE (CONTINUED)

CB №	RIM ELEV	INV IN	INV IN	INV OUT
39	273.64		270.80	270.80
40	273.64			271.98
41	277.65		275.90	275.90
42	277.63			275.40
43	280.50			284.00
* 44	275.00	270.90		270.90
* 45	274.50	268.90		268.90

* INDICATES SUMP IN CB

NEW OR FORMERLY LANDS OF SKY-LOM NEW WINDSOR DEVELOPMENTS CORP.

NEW OR FORMERLY LANDS OF MAHARAY

NEW OR FORMERLY LANDS OF BELTZ

NEW OR FORMERLY LANDS OF ROPPELT AND SCHATZ

ROUTE 32 — WINDSOR HIGHWAY --- ROUTE 32

TO CITY OF NEWBURGH

LESLIE AVENUE

WINDSOR SQUARE SUBDIVISION

TO SAILS GATE

EXISTING CB E1 — RIM ELEV 274.61 — INV IN 271.35 — INV OUT 271.25 — NEW INV IN 271.35

EXISTING CB E2 — RIM ELEV 274.67 — INV IN 271.42 — INV OUT 271.42 — NEW INV IN 272.10

EXISTING CB E3 — RIM ELEV 271.42 — INV IN 269.67 — INV OUT 268.92 — NEW INV IN 270.80

EXISTING MH — RIM ELEV 274.00 — INV IN 267.9 — INV IN 267.77 — INV OUT 267.64

OUTLET CONTROL STRUCTURE A — ANTHEAN ELEV 278.00 — INV IN 275.15 — INV OUT 274.5

OUTLET CONTROL STRUCTURE B — ANTHEAN ELEV 274.00 — INV IN 269.35 — INV OUT 269.10

MH №1 STA 1+17 LINE 91 / STA 2+00 LINE 93 — RIM ELEV 280.00 — INV IN 91 276.30 — INV IN 93 274.50 — INV OUT 272.80

MH №2 STA 2+08 LINE 92 / STA 2+00 LINE 93 — RIM ELEV 280.00 — INV IN 91 277.57 — INV IN 92 278.50 — INV OUT 277.30

MH №3 STA 7+73 — RIM ELEV 288.50 — INV IN 285.70 — INV OUT 283.50

MH №4 STA 4+42 — RIM ELEV 279.00 — INV IN 276.30 — INV OUT 276.00

MH №5 STA 0+77 — RIM ELEV 291.00 — INV IN 288.30

MH №6 STA 0+59 LINE 94 — RIM ELEV 292.00 — INV IN 91 286.90 — INV IN 94 285.90 — INV OUT 283.70

MH №7 STA 10+14 — RIM ELEV 282.50 — INV IN 280.80 — INV OUT 280.60

MH №8 STA 10+73 — RIM ELEV 301.00 — INV IN 294.40 — INV OUT 292.50

MH №9 STA 2+71 — RIM ELEV 296.40 — INV IN 289.10 — INV OUT 288.90

MH №10 STA 2+02 — RIM ELEV 298.10 — INV IN 287.50 — INV OUT 287.30

MH №11 STA 4+73 — RIM ELEV 295.30 — INV IN (HIGH) 279.20 — INV OUT 279.80

MH №12 STA 0+00 — RIM ELEV 276.00 — INV IN (HIGH) 269.16 — INV OUT 269.16

MH №13 STA 0+00 — RIM ELEV 276.00 — INV IN 270.50 — INV OUT 270.30

MH №14 STA 0+00 — RIM ELEV 278.00 — INV IN 269.16 — INV OUT 269.16

MH №15 STA 1+18 — RIM ELEV 287.79 — INV IN 282.60 — INV OUT 281.50

MH №16 STA 1+17 LINE 91 / STA 0+00 LINE 93 — RIM ELEV 280.00 — INV IN 91 276.30 — INV IN 93 274.50 — INV OUT 272.80

MH №18 STA 0+00 — RIM ELEV 274.61 — INV IN 269.60 — INV OUT 268.30

MH №19 STA 1+59 LINE 94 — RIM ELEV 292.00 — INV IN 94 285.90 — INV OUT 283.70

EXISTING CB E4 — RIM ELEV 274.67 — INV IN 271.42 — INV OUT 271.42 — NEW INV IN 272.10

EXISTING CB E5 — RIM ELEV 271.42 — INV IN 269.67 — INV OUT 268.92 — NEW INV IN 270.80

EXISTING MH — RIM ELEV 274.00 — INV IN 267.9 — INV IN 267.77 — INV OUT 267.64

EXISTING R.O.W. LINE

EXIST. CB TO BE REMOVED

EXIST. MH TO BE ADJUSTED TO FINISH GRADE

EXIST. 1" COMBINATION AIR RELEASE VALVE CONNECTION TO BE RE-LOCATED

EXISTING UTILITY POLES TO BE RELOCATED

TEMPORARY CUL-DE-SAC

FUTURE ROADWAY

FUTURE PARKING AREA (TYP.)

CHAIN & STREAMERS CRASH GATE

LIMITING OF ROADS AND PARKING AREAS FOR POSSIBLE FUTURE SITE DEVELOPMENT

LOCATION OF PUMP STATION AND FUTURE BUILDING SHOULD SAME BE NECESSARY

EMERGENCY BUILDING EL 276.00

TENNIS COURT

RETENTION POND "A"

RETENTION POND "B"

LIMITS OF RETENTION POND "A"

STEEL END SECTION INV ELEV 274.00

STEEL END SECTION INV ELEV 289.00

STEEL END SECTION INV ELEV 278.00

STEEL END SECTION INV ELEV 276.00

STEEL END SECTION INV ELEV 284.00

STEEL END SECTION INV ELEV 280.00

STEEL END SECTION INV ELEV 288.00

STEEL END SECTION INV ELEV 278.00

STEEL END SECTION INV ELEV 276.00

STEEL END SECTION INV ELEV 274.00

STEEL END SECTION INV ELEV 272.00

STEEL END SECTION INV ELEV 270.00

STEEL END SECTION INV ELEV 268.00

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STEEL END SECTION INV ELEV 222.00

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STEEL END SECTION INV ELEV 218.00

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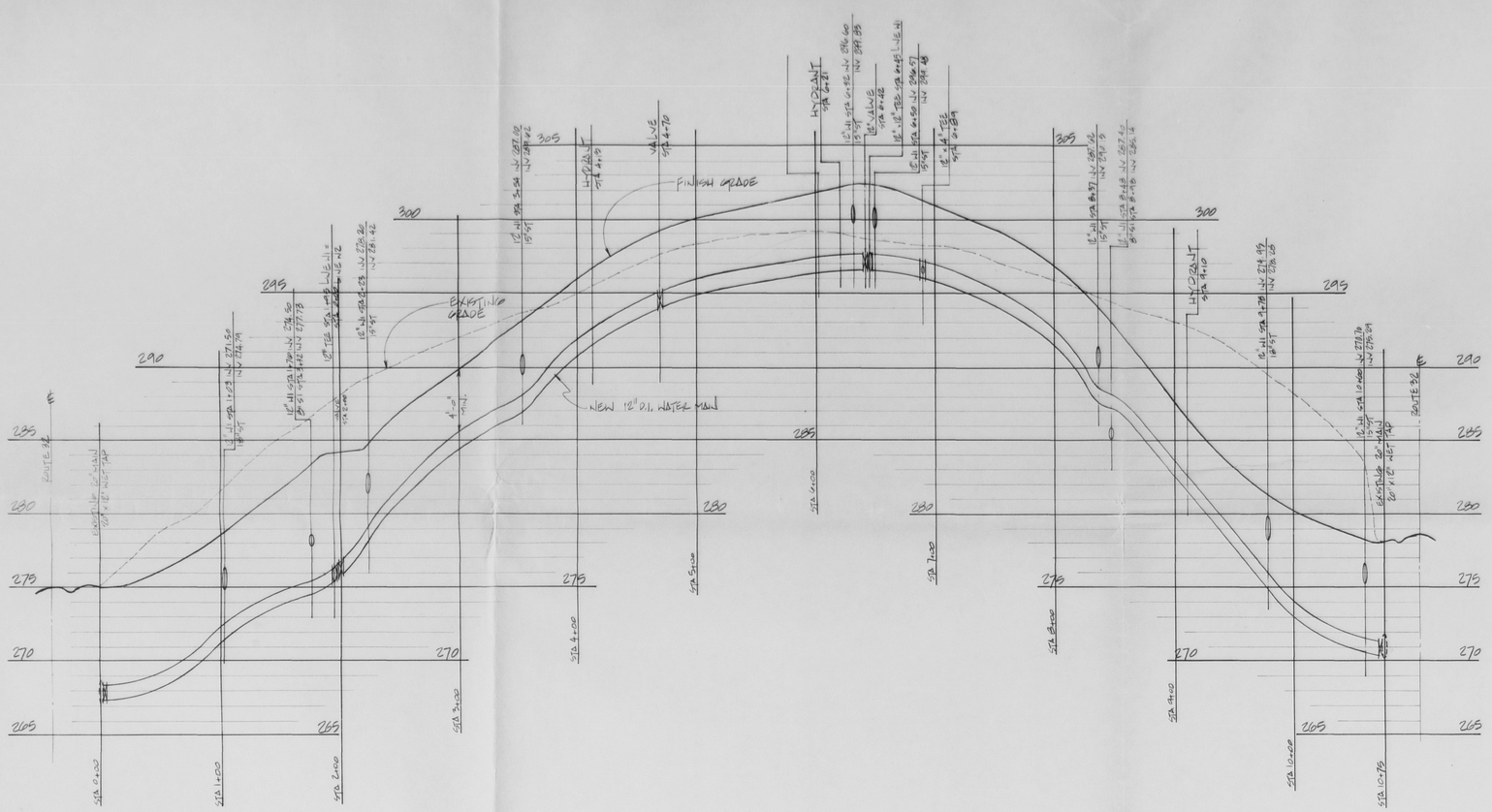
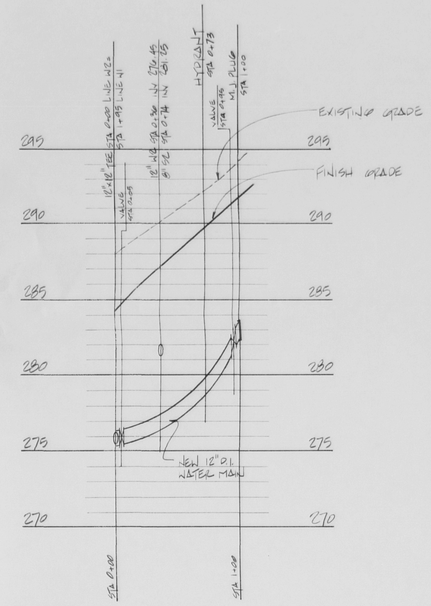
STEEL END SECTION INV ELEV



WATER MAIN PROFILE - LINE W1
(STA 0+00 TO STA 10+75)



WATER MAIN PROFILE - LINE W2
(STA 0+00 TO STA 1+00)

WATER MAIN EXTENSION - TOWN OF NEW WINDSOR

Shaw Engineering
Consulting Engineers
744 Broadway Newburgh N.Y. 12550

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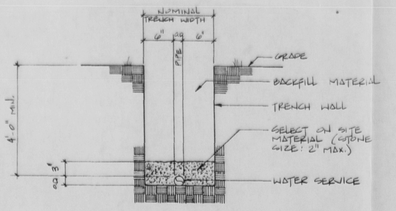
ISSUE	REVISION	DATE
1	AS PER BUREAU FIRE PREVENTION COMMENTS	12-5-88

Drawn By: [illegible]
Checked By: [illegible]
HORIZ: 1" = 50'
Scale: VERT: 1" = 4'
Date: 11-1-88

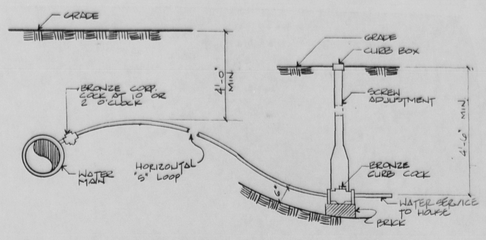
Drawing: WATER MAIN PROFILES
Project: HILLTOP ESTATES, INC.
ROUTE 32 TOWN OF NEW WINDSOR, N.Y.

3 OF 4
Project No. 8636



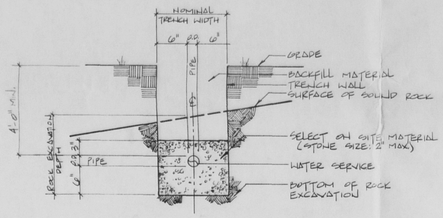
WATER SERVICE EXCAVATION

NOT TO SCALE



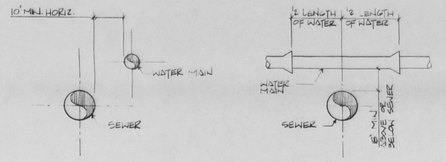
RESIDENTIAL WATER SERVICE

NO SCALE



WATER SERVICE/ROCK EXCAVATION

NOT TO SCALE

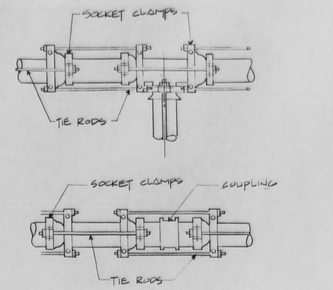


NOTE:

1. WATER MAINS CROSSING SEWERS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF 8" BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF THE SEWER AT CROSSINGS, ONE FULL LENGTH OF WATER PIPE SHALL BE LOCATED SO THAT JOINTS WILL BE AS FAR FROM THE SEWER AS POSSIBLE.
2. THE TERM SEWER IS DEFINED AS SANITARY, STORM OR SEWER SERVICE LATERALS.
3. THE TERM WATER MAINS SHALL ALSO INCLUDE WATER SERVICE LINES.
4. ANY DEVIATION FROM THE MINIMUM HORIZONTAL AND VERTICAL SEPERATION REQUIREMENTS SHALL BE SPECIFICALLY APPROVED BY THE COUNTY DEPARTMENT OF HEALTH.

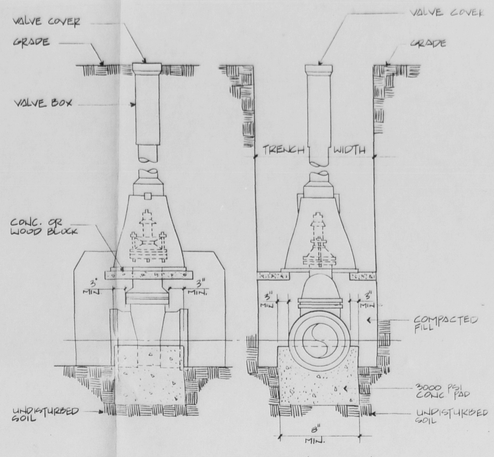
WATER/SEWER SEPARATION

NO SCALE



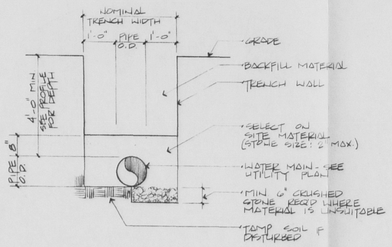
PIPE HARNESSING

NOT TO SCALE



WATER VALVE INSTALLATION DETAIL

NOT TO SCALE



WATER MAIN EXCAVATION

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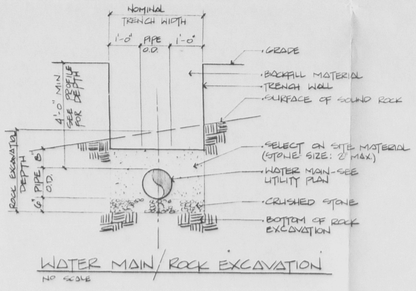

WATER MAIN/ROCK EXCAVATION

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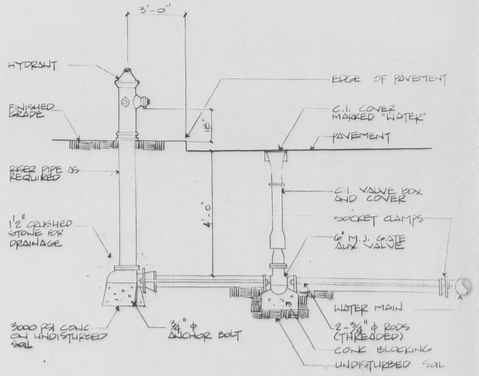
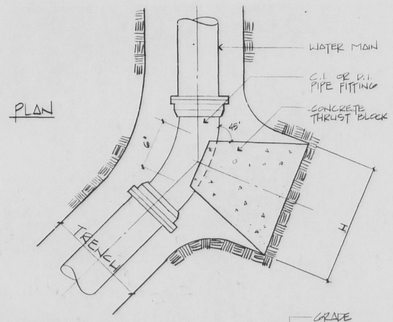
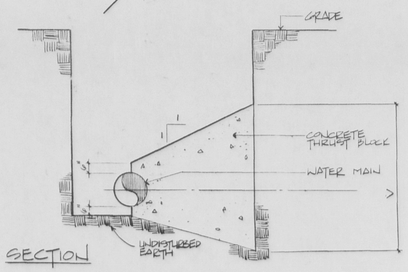


HYDRANT INSTALLATION

WATER MAIN UNDER PAVEMENT NO SCALE





DETAIL - THRUST BLOCK

NO SCALE

THRUST BLOCK SCHEDULE

WATER MAIN	PIPE DIA.	STATION	FITTING	MIN. BEARING AREA (i.n)
W1	20"	0+00	12" WET TAP	9 S.F.
	12"	1+95	12" TEE	9 S.F.
	12"	0+45	12" TEE	9 S.F.
	20"	10+75	12" WET TAP	9 S.F.
W2	12"	1+22	M.J. PLUG	9 S.F.
*1	12"	4|A	M.J. PLUG	9 S.F.

*1 THIS THRUST BLOCK IS REQUIRED FOR STUB EXTENSION FROM 12" TEE STA 0+45 LINE W1

WATER MAIN EXTENSION - TOWN OF NEW WINDSOR

Shaw Engineering
Consulting Engineers
744 Broadway Newburgh N.Y. 12550

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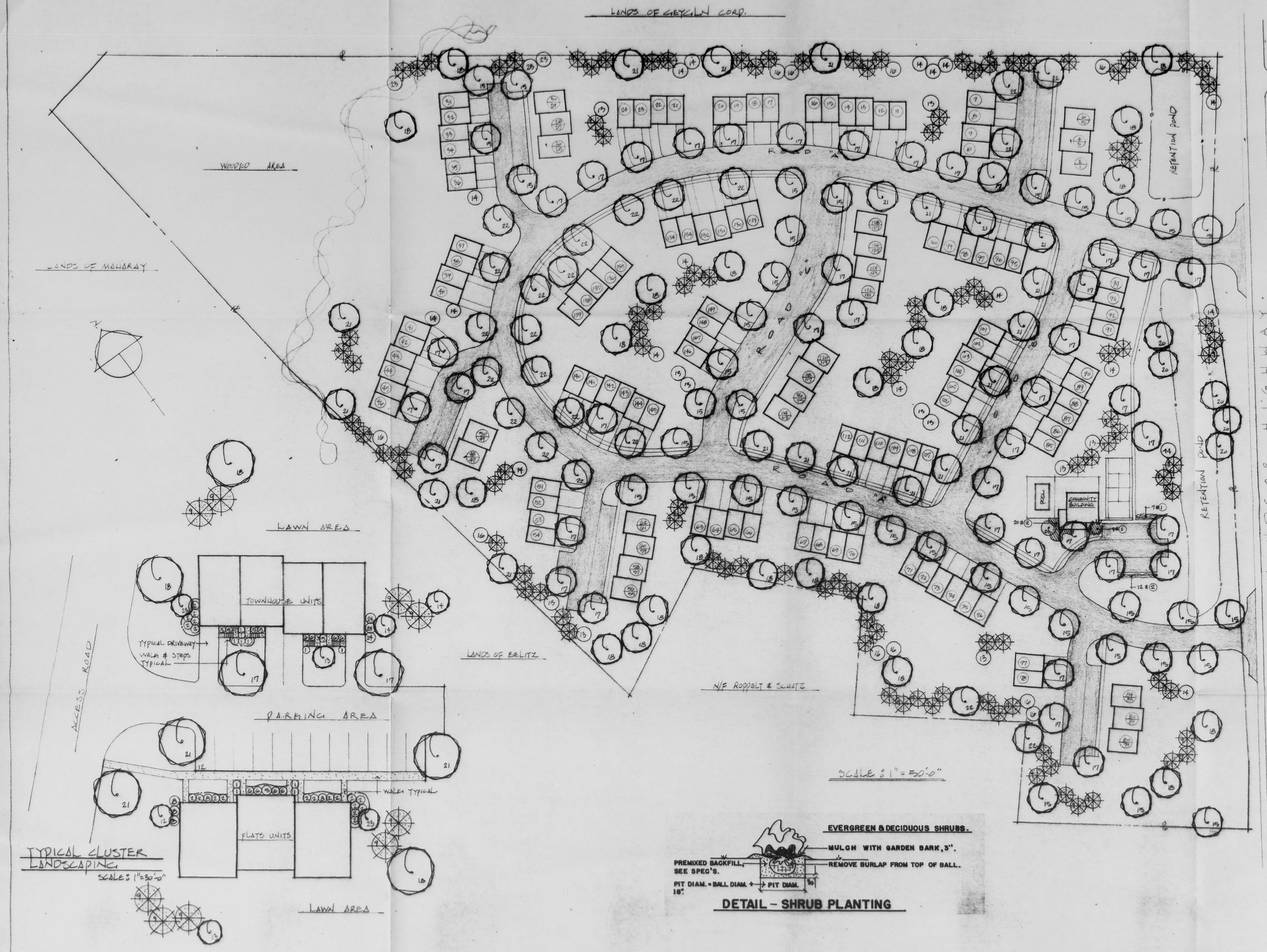
ISSUE	REVISION	DATE

Drawn By: LG
Checked By: JE
Scale: AS NOTED
Date: 11-1-80

Drawing: WATER MAIN DETAILS
Project: HILLTOP ESTATES, INC.
ROUTE 32 TOWN OF NEW WINDSOR, N.Y.

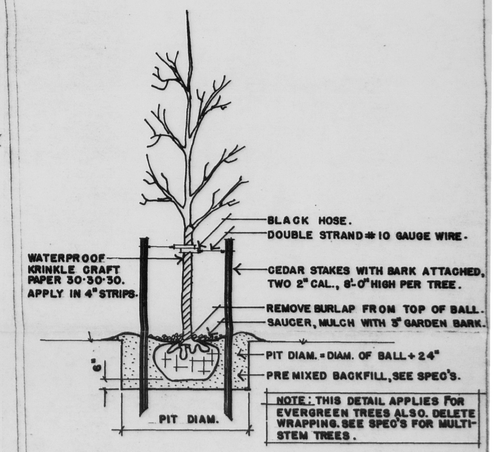
4 OF 4
Project No. 8036



PLANT LIST

KEY	SCIENTIFIC NAME	COMMON NAME	SIZE	QUANT.
1	TAXUS CUSPIDATA DENSA	DENSE JAP. YEW	2'-2½'	80
2	JUNIPERUS CHIN. PFITZERIANA	PFITZERS JUNIPER	2'-2½'	200
3	JUNIPERUS CHIN. SARGENTI	SARGENT JUNIPER	2'-2½'	54
4	AZALEA KURUME	DELAWARE VAL. WH. AZALEA	2'-2½'	30
5	RHODODENDRON ROS ELEGANS	HYBRID RHODODENDRON	2½'-3'	107
6	KALMIA LATIFOLIA	MOUNTAIN LAUREL	2'-2½'	98
7	AZALEA POUKHANENSIS	KOREAN AZALEA	2'-2½'	30
8	VIBURNUM TOMENTOSUM	DOUBLEFILE VIBURNUM	3'-4'	57
9	PINUS STROBUS	WHITE PINE	5'-6'	112
10	TAXUS CUSPIDATA CAPITATA	UPRIGHT JAP. YEW	4'-5'	16
11	ILEX BULLATA	CONVEX LEAF HOLLY	2'-2½'	30
12	PYRUS CALLERYANA BRADFORD	BRADFORD PEAR	6'-7'	7
13	CORNUS FLORIDA	WHITE DOGWOOD	6'-7'	37
14	MALUS HOPA	HOPA CRABAPPLE	6'-7'	44
15	PLATANUS ACERIFOLIA	LONDON PLANE	2½"-2½" CAL	37
16	CRATAEGUS CORDATA	WASHINGTON HAWTHORN	6'-7'	10
17	GLEDITSIA TRIA. INERMIS	SHADEMASTER LOCUST	2½"-2½" CAL	40
18	QUERCUS PALUSTRIS	PIN OAK	2½"-2½" CAL	22
19	PINUS MONTANA MUGHUS	MUGHO PINE	2'-2½'	32
20	SALIX NIOBE	NIOBE WEEPING WILLOW	8'-10'	5
21	ACER SACCHARUM	SUGAR MAPLE	2½"-2½" CAL	20
22	ACER RUBRUM	RED MAPLE	2½"-2½" CAL	22
23	BETULA ALBA	EUROPEAN WHITE BIRCH	8'-10' 3 STEM	37
24	FORSYTHIA INT. SPECTABILIS	SHOWY BORDER FORSYTHIA	3'-4'	56
25	PACHYSANDRA TERMINALIS	PACHYSANDRA	R. CUT.	1000

NOTE: ALL PLANTS BALL & BURLAP OR POTTED TO MEET CURRENT STANDARDS OF AMER. ASSOC. OF NURSERYMEN.



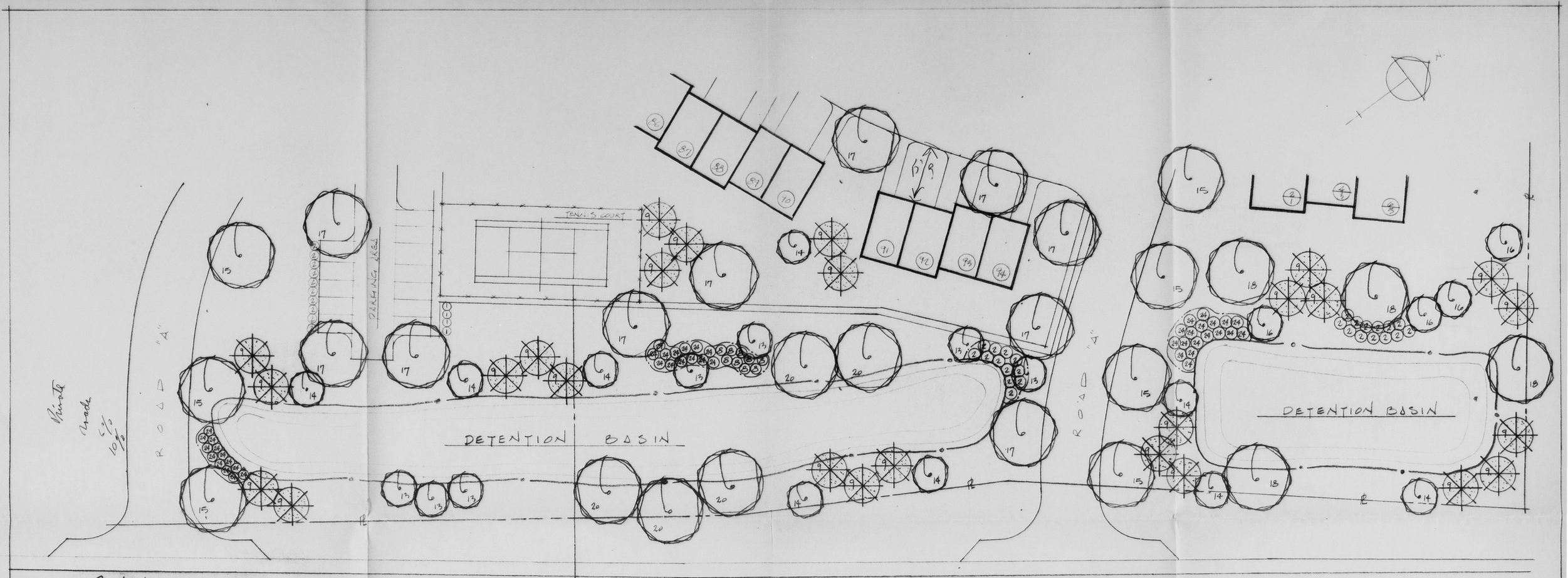
DETAIL — TREE PLANTING

DETAIL — SHRUB PLANTING

SHAW ENGINEERING CONSULTING ENGINEERS 744 BROADWAY NEWBURGH, N.Y.	DON MOLLER, LANDSCAPE ARCHITECT 12 SYLVIA ST. NEWBURGH, N.Y.		DRAWN BY MOLLER CHECKED BY SCALE: 1" = 50'-0" DATE: 9-15-88	LANDSCAPE PLAN HILLTOP ESTATES, INC. WINDSOR HIGHWAY NEW WINDSOR, N.Y.

L-1

PROJECT NO. 8636



PLANT LIST

KEY	SCIENTIFIC NAME	COMMON NAME	SIZE	QUANT.
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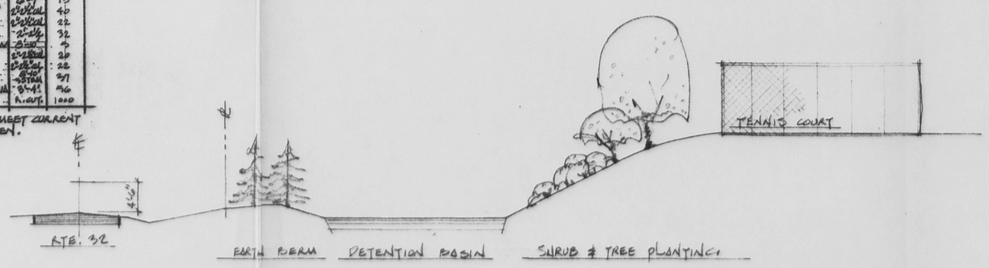
2	JUNIPERUS CHIN. PFITZERIANA	PFITZERS JUNIPER	2'-2½'	200
3	JUNIPERUS CHIN. SARGENTI	SARGENT JUNIPER	2'-2½'	34
4	AZALEA KURUME	DELAWARE VAL. WH. AZALEA	2'-2½'	30
5	RHODODENDRON ROSELEGANS	HYBRID RHODODENDRON	2½'-3'	107
6	KALMIA LATIFOLIA	MOUNTAIN LAUREL	2'-2½'	98
7	AZALEA POUKHANENSIS	KOREAN AZALEA	2'-2½'	30
8	VIBURNUM TOMENTOSUM	DOUBLEFILE VIBURNUM	3'-4'	57
9	PINUS STROBUS	WHITE PINE	5'-6'	119
10	TAXUS CUSPIDATA CAPITATA	UPRIGHT JAP. YEW	4'-5'	16
11	ILEX BULLATA	CONVEX LEAF HOLLY	2'-2½'	30
12	PYRUS CALLERYANA BRADFORD	BRADFORD PEAR	6'-7'	7
13	CORNUS FLORIDA	WHITE DOGWOOD	6'-7'	44
14	MALUS HOPA	HOPA CRABAPPLE	6'-7'	49
15	PLATANUS ACERIFOLIA	LONDON PLANE	2½"-2½" CAL	37
16	CRATAEGUS CORDATA	WASHINGTON HAWTHORN	6'-7'	13
17	GLEDITSIA TRIA. INERMIS	SHADEMASTER LOCUST	2½"-2½" CAL	40
18	QUERCUS PALUSTRIS	PIN OAK	2½"-2½" CAL	22
19	PINUS MONTANA-MUGHUS	MUGHO PINE	2'-2½'	32
20	SALIX NIOBE	NIOBE WEEPING WILLOW	8'-10'	5
21	ACER SACCHARUM	SUGAR MAPLE	2½"-2½" CAL	20
22	ACER RUBRUM	RED MAPLE	2½"-2½" CAL	22
23	BETULA ALBA	EUROPEAN WHITE BIRCH	8'-10' STEM	37
24	FORSYTHIA INT. SPECTABILIS	SHOWY BORDER FORSYTHIA	3'-4'	56
25	PACHYSANDRA TERMINALIS	PACHYSANDRA	R. CUT.	1000

NOTE: ALL PLANTS BALL & BURLAP OR POTTED TO MEET CURRENT STANDARDS OF AMER. ASSOC. OF NURSERYMEN.



SECTION -"A" THRU RTE 32, BERM, DETENTION BASIN & SLOPE

VERTICAL SCALE x 3

LANDSCAPING @ DETENTION BASINS

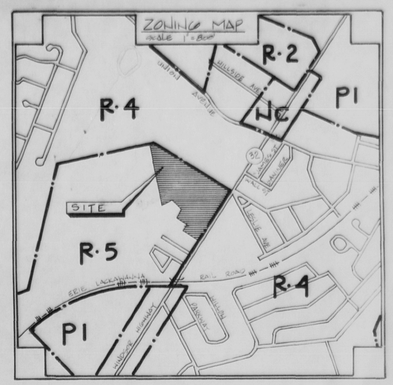
HILLTOP ESTATES, INC. RTE. 32, NEW WINDSOR, N.Y.
SHAW ENGINEERING NEWBURGH, N.Y.
DON MOLLER, LANDSCAPE ARCHT. NEWBURGH, N.Y.

12/5/88

Flow from hill
6-10% slope

STEVEN MAFIA

MAR 1 - 1989 P.B. 11-86-89



ZONING SCHEDULE

ZONE	R-5	REQUIRED	PROPOSED
MIN LOT AREA		5 ACRES (7,000 SF/UNIT)	*
MIN LOT WIDTH		20 FT	
FRONT YARD	MIN SETBACK	30 FT	
SIDE YARD/BOTH	MIN SETBACK	NONE/35 FT	
REAR YARD	MIN SETBACK	100 FT	
STREET FRONTAGE		15 FT	
MAX. BLDG. HEIGHT		35 FT	
FLOOR AREA RATIO		N/A	
MIN. LIVABLE FLR. AREA		1,000 SF	
DEVELOPMENT COVERAGE		50%	
MIN. PARKING		2 SPACES/UNIT	*

* SEE NOTES BELOW

LEGEND

EXISTING

- 314 CONTOUR
- BOUNDARY LINE
- CB CATCH BASIN
- POLE
- MH MANHOLE
- ZONE R-4 / ZONE R-5 ZONING LINE
- ADJOINING PROP. LINE

NEW

- FIN. GRADE
- CATCH BASIN #9
- MANHOLE #1
- UNIT LOCATION SIGN
- 21-34 UNIT NUMBERS
- 1/2 UNIT NUMBER

NOTES

1. TAX MAP REFERANCE: SECTION 35 BLOCK 1 LOT 41
2. SITE AREA: 24.01 ACRES (1,045,876 SF)
3. RECORD OWNER & APPLICANT: HILLTOP ESTATES ON HUDSON, INC. 501 ROUTE 208 MONROE, N.Y. 10950
4. NUMBER OF UNITS PROPOSED:
   PERMITTED: 7,000 SF/UNIT .... 1,045,876 SF/7000 = 149.4
   PROPOSED: 99 - 3 BDRM UNITS
   50 - 2 BDRM UNITS
   TOTAL 149 UNITS < 149.4
5. NUMBER OF PARKING SPACES
   REQUIRED: 2 PARKING SPACES/UNIT
   PROVIDED: 2 × 149 UNITS = 298 PRKG. SPACES (99 IN GARAGES)
   12 PRKG. SPACES FOR COMM. BLDG.
   TOTAL 310 PARKING SPACES
6. LIMITS OF PROPOSED RETENTION AREA ARE APPROXIMATE
7. BOUNDARY AND TOPOGRAPHY ACQUIRED FROM ELIAS D. GREVAS LS

Shaw Engineering
Consulting Engineers
744 Broadway Newburgh, N.Y. 12550

ISSUE	REVISION	DATE

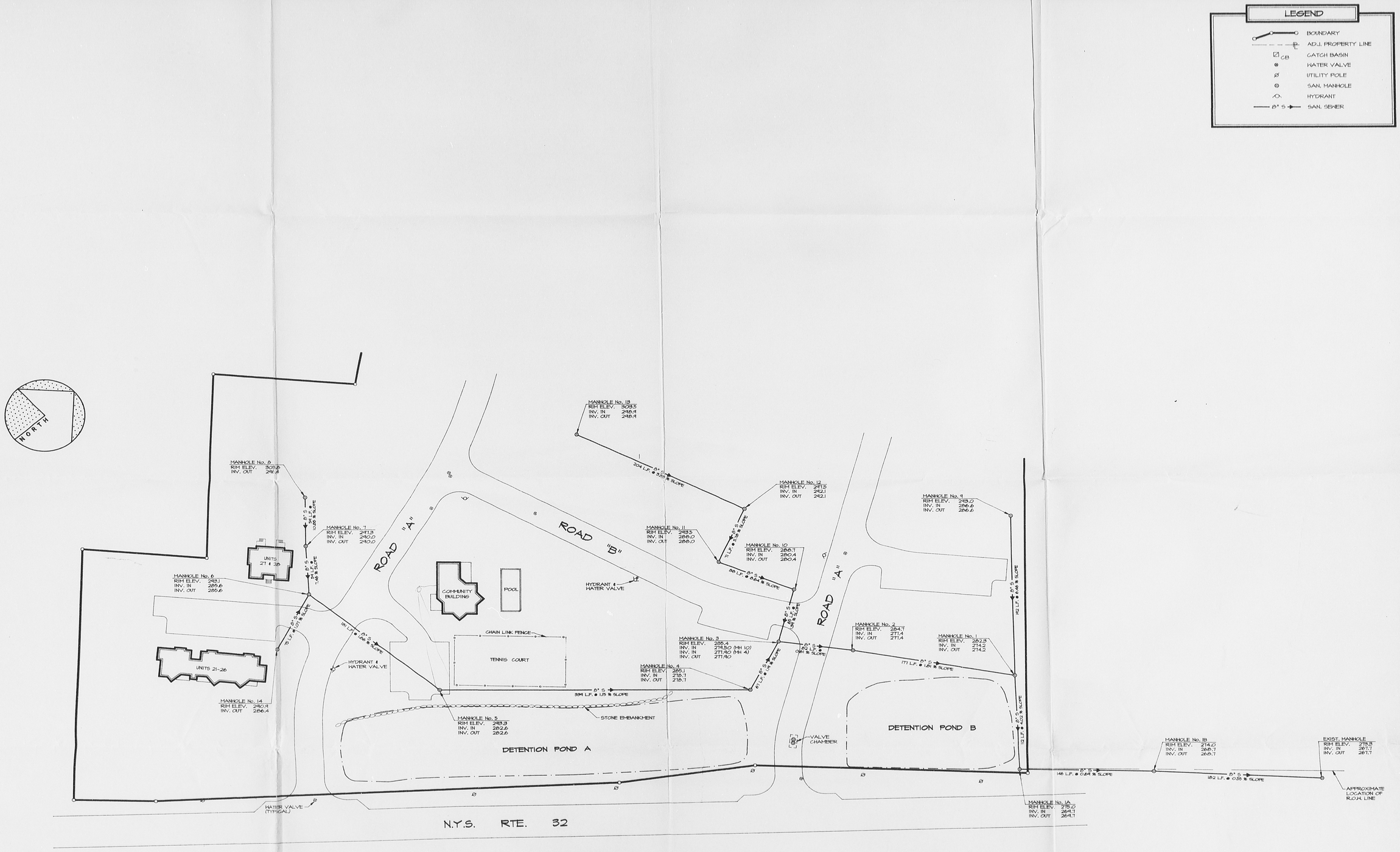
Drawn By: [illegible]
Checked By:
Scale: 1" = 50'-0"
Date: 1-2-87

Drawing: SITE PLAN

Project: HILLTOP ESTATES, INC.
ROUTE 32 TOWN OF NEW WINDSOR, N.Y.

S 1

Project No. 8636



SANITARY SEWER AS - BUILT PLAN

FORMERLY KNOWN AS HILLTOP ESTATES ON THE HUDSON

Shaw Engineering
Consulting Engineers
744 Broadway Newburgh N.Y. 12550

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ISSUE	REVISION	DATE

Drawn By: J.R.J.
Checked By: G.J.S.
Scale: 1"=40'
Date: 2-24-1992

Drawing: PHASE I
SANITARY SEWER AS - BUILT PLAN

Project: WINDSOR CREST CONDOMINIUMS
WINDSOR HIGHWAY TOWN OF NEW WINDSOR, N.Y.

1 OF 1

Project No. 9105