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Technical Memorandum Tuxedo Farms

June 9, 2022

A. INTRODUCTION

Tuxedo Reserve Owner, LLC (the “Applicant”) is seeking to amend its development program last approved in April 2015 by the Tuxedo Town Board as part of the 2015 Amendment to the Special Permit for the Tuxedo Farms project (formerly known as “Tuxedo Reserve”).

Specifically, the Applicant proposes to increase the total (including age-restricted) unit count from 1,195 to 1,609, and to increase the total bedroom count from 3,324 to 3,514. The 2015 Special permit limited the number of non-age-restricted bedrooms to 2,860 and the Proposed Action would increase that cap to 2,950. Due to sewer and water capacity, the maximum number of bedrooms inclusive of age-restricted units would be capped at 3,560. As such, this Technical Memorandum analyzes both the proposed 1,609 unit/3,514 bedroom development program and a maximum build-out scenario of 1,609 units with 3,560 bedrooms.

The proposed changes to the Special Permit and associated plans and Design Standards would adjust the unit mix distribution to meet current market demand for “Missing Middle” housing. As further described below, Missing Middle housing is a range of buildings with multiple units that provide a similar living experience to single-family homes and that are located in a walkable neighborhood.¹ In addition, the Applicant proposes to update and replace the Preliminary Plan and Design Standards² to accommodate the new development program, new building types such as stacked townhomes, and to permit additional building materials. The Applicant also proposes an amendment to Local Law 3 of 2011 (collectively, all these modifications are referred to as the “Proposed Action”).

Tuxedo Farms is located in the Town of Tuxedo and consists of three tracts of land—the Fox Hill Tract, Northern Tract, and Southern Tract—totaling approximately 2,247 acres (see **Table 1** and “Land Holdings” map in **Attachment A**).

The Proposed Action locates the development within the previously analyzed limits of disturbance and would not establish new development areas (see “2022 Land Development Plan” and “Overall Land Development Plan” in **Attachment A**). In addition, because the Proposed Action involves more townhome and multi-family units to meet demand for the “Missing Middle,” the overall limits of disturbance on the Southern Tract would be reduced from approximately 443 acres to approximately 380 acres as the development would be more concentrated in the Commons area and the neighborhoods immediately surrounding it. Under the Proposed Action, the limits of disturbance would be reduced in the area formerly designated as Phase III in the northern portion of the Southern Tract (see Sheet C, “2022 Land Development

¹ <https://missingmiddlehousing.com/> (accessed 05/04/2022)

² The “Design Standards” consists of the Smart Code, Performance Standards, and Architectural and Landscape Design Guidelines.

Plan” in **Attachment A**). The remaining areas of disturbance would be substantially similar to the previously approved project with minor deductions due to slight roadway realignments or reduction in lots. Therefore, with these reductions in disturbed areas, the Proposed Action involves no significant adverse changes to earthwork or other physical improvements related to the Preliminary Plan, last approved in April 2015.

The purpose of this Technical Memorandum is to determine whether the Proposed Action analyzed herein has the potential to generate any new significant adverse environmental impacts not previously analyzed. The Tuxedo Farms project has been in various stages of approvals and development since the 1990s. Over this extended period changes in market demand and demographics have occurred. The purpose and need of the Proposed Action is to develop a community that responds to the changing and current demographic and market needs. The Preliminary Plan and Design Standards offer a framework for the buildout of the project.

B. NEW YORK STATE ENVIRONMENTAL QUALITY REVIEW ACT (SEQRA)

The Tuxedo Farms project is a Planned Integrated Development (PID) most recently approved under the Town of Tuxedo Zoning ordinance in 2015. The 2015 development program comprised a total of 1,195 residential units,³ up to 100,000 square feet of project amenity/commercial use on the Southern Tract,⁴ a 3,000 square foot farm stand in the Village of Sloatsburg⁵, up to 196,100 square feet of office/light industrial/flex space on the Northern Tract, and associated infrastructure, stormwater, landscaping and other site improvements on ±2,301 acres (see **Table 1**). No changes are proposed to the previously contemplated development program on the Northern Tract at this time. The Proposed Action would maintain the total site acreage and total preserved open space areas that were approved as part of the 2015 Special Permit.

Table 1
Project Acreage

Area	Total Open Space	Total Area (Acres)
Southern Tract ¹	782	1,197 ²
Northern Tract ³	753	841 ⁴
Foxhill Tract ⁵	209	209
TOTAL AREA⁶	1,744	2,247
Notes:		
¹ Currently owned by Tuxedo Reserve Owner LLC but will be transferred to a joint venture of Related and Lennar.		
² Includes 1.6-acre Medynski, and 3.2-acre Mazzariello parcels (added in 2007). Includes 31.682 conservation buffer gifted to the Village of Tuxedo Park in 2016.		
³ Owned by Tuxedo Reserve Investment Partners, LP		
⁴ Includes 702.242 acres gifted to the Town of Tuxedo and 50.258 acres gifted to the Village of Tuxedo Park in 2016. Excludes 28.648 acres sold in 2015.		
⁵ This Tract was gifted to the Village of Tuxedo Park.		
⁶ Excludes Sloatsburg.		

³ The 2015 approvals analyzed and showed 1,195 units. However, the Special Permit allowed for the potential of up to 1,395 units inclusive of 180 senior or assisted living units.

⁴ Per the 2015 Special Permit, non-residential uses in the Southern Tract shall be limited to the following: (a) Project Amenities and civic facilities, which may include but are not limited to a day care center, fitness facilities, meeting rooms, a post office, a library, community centers, and such similar facilities or amenities; and (b) Commercial Uses, which may include but are not limited to the Greeting Center, a general store, a gourmet delicatessen and/or coffee shop, a bank, a dry cleaner, restaurant, and similar local community retail uses as may be approved by the Planning Board during site plan review. The Applicant proposes that such non-residential uses may include event space, pet care, property management or leasing office, and temporary offices for home sales and rentals.

⁵ As detailed in the 2009 DSEIS and 2010 FEIS, the 3,000 square foot farm stand would be subject to Village of Sloatsburg site plan approval.

The project has been the subject of extensive environmental review under SEQRA. The original Preliminary Plan and Special Permit for the Tuxedo Farms project were issued in 2004 after publication of the Final Environmental Impact Statement in 2003, and the adoption of a SEQRA Findings Statement in 2004. In 2008, Tuxedo Reserve Owner, LLC, an affiliate of the Related Companies, submitted an application to amend the previously approved development plan to include new areas of disturbance and to amend the unit distribution. A Supplemental Environmental Impact Statement (SEIS) and Final SEIS (2010 FSEIS) were prepared, and a new SEQRA Findings Statement, amendment to the 2004 Special Permit, amended Preliminary Plan approval, and amended Design Standards were adopted by the Town Board in 2010. In 2015, additional amendments to the Special Permit and Preliminary Plan, for which the Town of Tuxedo Town Board issued an Amended Findings Statement, were approved. In 2017, additional amendments to the Special Permit were reviewed by the Town Board. However, the 2017 Special Permit was not finalized and that application has been withdrawn. Where applicable, the 2017 proposed changes are incorporated into the Proposed Action. This includes changes to the permissible building materials to allow items such as vinyl siding.

The Proposed Action would not change the approvals for the Project enumerated in the 2003 FEIS and 2010 FSEIS. To approve the Proposed Action as described in this Technical Memorandum, the following additional approvals and referrals are required.

LOCAL APPROVALS

TOWN OF TUXEDO TOWN BOARD

- Amendment to Local Law 3 of 2011, “Amendment to Local Law No. 4A of 1998”
- Amendment to the Special Permit and Preliminary Plan
- Amendment to the Regulating Plan
- Update and replace Design Standards

TOWN OF TUXEDO PLANNING BOARD

- Planned Integrated Development Referral

ORANGE COUNTY

ORANGE COUNTY PLANNING DEPARTMENT

- General Municipal Law (GML) Review

C. DESCRIPTION OF THE PROPOSED ACTION

The Applicant proposes to amend its development program to meet current market demand. There is strong market demand for compact walkable communities with access to a town center. These types of communities rely on neighborhood-scale density and amenities to enliven community activity and support retail and other commercial uses.

TUXEDO FARMS

Tuxedo Farms is a walkable planned community comprising several residential neighborhoods centered around a mixed-use town center. The centerpiece of Tuxedo Farms is the Commons. It is a neighborhood commercial area providing a critical place-making function which is essential to establishing the character and quality of Tuxedo Farms. Areas that have been designated as environmentally sensitive still form the foundation of the open space system throughout the site. Approximately 1,744 acres are to remain primarily in a natural and undeveloped state as open space, preserving scenic and environmental qualities of the Southern, Fox Hill, and Northern Tracts. As further described below, each of the neighborhoods within

Tuxedo Farms has its own character, amenities, and meets a housing need, while maintaining physical and visual connectivity to the Commons through walking trails and cohesive design.

THE COMMONS

The Commons is the mixed-use center of Tuxedo Farms, located on approximately 20 acres at the crossroads of Quail Road, which connects Tuxedo Farms to the broader region from Route 17 and internally to the neighborhoods north and east, and Bridle Trail Road, which connects to the neighborhoods to the south and west. Following the tradition of towns in the region, The Commons draws inspiration from the Tudor style which is often in the urban center of these historic communities. The Commons will offer a range of amenities that could include shops and restaurants, gathering and event spaces, fitness facilities and a recreation center, farmers markets, and other locally serving uses. Multi-family units, some located above retail and others in multi-story buildings, will provide a concentration of residents that will help to support the retail uses and maintain activity throughout the day. The Commons is connected to its adjacent neighborhoods and surrounding natural areas through a network of sidewalks and off-street trails.

WEST TERRACE

West Terrace occupies a hilltop overlooking The Commons. This neighborhood will provide a combination of townhouses closer to The Commons before transitioning to single-family houses above which boast impressive views of the area's hilltops and undulating landforms. These residents have access to nature trails and trails to The Commons.

UPLAND PARK

The Upland Park neighborhood is adjacent to The Commons and will feature a mix of multi-family units, townhouses and stacked townhouses. The central feature of the neighborhood is a park that offers views to the surrounding landforms and areas for unstructured play.

EAST TERRACE

The East Terrace neighborhood is nestled on a series of undulating hillsides that overlook a natural drainage course and The Commons to the west. Sidewalks and trail networks connect East Terrace to the amenities of The Commons. The neighborhood will feature an array of townhouses and stacked townhouses with neighborhood parks and pocket parks that offer unstructured gathering and play areas.

WINDING HILL & THE BLUFFS

Winding Hill overlooks its surrounding neighborhoods of The Commons and Upland Park and offers magnificent views of the region's hilltops and undulating landforms. The neighborhood will offer a combination of townhomes closer to The Commons before transitioning to single-family homes along the hilltop. Adjacent to Winding Hill are The Bluffs which are two small enclaves of single-family homes accessed from Bridle Trail Road.

MOUNTAIN LAKE

Nestled between hills and situated below the West Terrace neighborhood, Mountain Lake is an enclave of single family lots surrounded by nature with direct trail access to Mountain Lake.

NORTH RIDGE

Accessed from Quail Road, North Ridge is an enclave of townhouses on a hilltop overlooking the Ramapo River valley. Walking paths will offer connections back to East Terrace and The Commons, as well as down into the Hamlet Center.

ACTIVE ADULT COMMUNITY

South of the core areas of The Commons and its adjacent neighborhoods is an active adult community along Bridle Trail Road. The community will offer a range of two-family (also known as duplex homes) and

single-family houses, a neighborhood clubhouse, and a network of trails connecting it to the natural areas of the site and The Commons along Bridle Trail Road.

FARM LOTS

West of a central high ridge separating the more clustered development areas of Tuxedo Farms to the east, is an area of undulating landforms offering eight single family large lots which have access off a country road that winds through the landscape. These minimum two-acre lots will offer privacy and direct access to an abundance natural areas and trails.

MISSING MIDDLE HOUSING

The Proposed Action includes more unit types in the “Missing Middle” in lieu of a substantial proportion of large single-family homes. “Missing Middle” housing is the transitional housing between a denser town center and more suburban single-family housing. It is walkable, neighborhood scale, two to three story housing. It could include housing typologies such as duplexes, stacked townhomes, and townhomes. These housing typologies—which are typically smaller and more moderately priced than a single-family home—can meet the needs of downsizing seniors looking to stay near family and friends within the community, as well as first-time home buyers.

In “Missing Middle Housing: Thinking Big and Building Small to Response to Today’s Housing Crisis,” author Daniel Parolek explains that Missing Middle housing is “about house-scale buildings that happen to have more than one unit within them.” Parolek, who coined the term in 2010, lays out its two meanings: first it represents the middle scale of buildings between single-family homes and large apartment buildings, and second it relates to the affordability or attainability level by providing housing choices to middle-income families without subsidies. He further explains that one of the most important characteristics of Missing Middle housing is that it provides a similar living experience to single-family homes—such as entering from a private door—which is consistent with the duplex, townhome, and stacked townhome units proposed for Tuxedo Farms.

Table 2
2015 Program Mix

Unit Type	Beds	2015 Plan Number of Units
NON-RESTRICTED		
<i>Single Family Detached</i>		
Estate	4	48
Manor	4	126
Village	3	250
Cottage	3	251
Cottage (Alley)	3	66
<i>Subtotal</i>		741
<i>Single Family Attached</i>		
Townhouse	2	77
<i>Subtotal</i>		77
<i>Multi-family</i>		
Multi-family	3	10
Multi-family	2	108
Multi-family	1	62
<i>Subtotal</i>		180
AGE-RESTRICTED		
<i>Single Family Detached</i>		
Cottage	3	71
<i>Subtotal</i>		71
<i>Single Family Attached</i>		
Carriage	2	55
Townhouse	2	71
<i>Subtotal</i>		126
TOTAL RESIDENTIAL		1,195

The Tuxedo Farms homes sizes are anticipated to range as follows: single-family 2,400 to 3,400 square feet, townhomes 2,200 to 3,000 square feet, stacked townhomes 1,200 to 1,900 square feet, age-restricted single-family 1,900 to 2,900 square feet and age-restricted carriage homes 2,100 square feet. The “Proposed New Concept Plan by Neighborhood” plan in Attachment A shows the unit types by neighborhood.

Table 3
2022 Program Mix

Unit Type	Beds	2022 Plan Number of Units	2022 Number of Bedrooms
NON-RESTRICTED			
Single Family Detached			
Farm Lots (fmr. Estate)	4	8	32
Single Family (fmr. Village)	4	107	428
Single Family (fmr. Village)	3	10	30
<i>Subtotal</i>		125	490
Single Family Attached			
Townhouse	3	307	921
Townhouse	2	226	452
Stacked Townhouses	2	232	464
<i>Subtotal</i>		765	1,837
MULTI-FAMILY			
Multi-family	2	146	292
Multi-family	1	285	285
<i>Subtotal</i>		431	577
AGE-RESTRICTED			
Single Family Detached			
Single-family (fmr. Cottage)	3	34	102
Single-family (fmr. Cottage)	2	80	160
<i>Subtotal</i>		114	262
Single Family Attached			
Duplex (fmr. Carriage)	2	174	348
<i>Subtotal</i>		174	348
TOTAL RESIDENTIAL		1,609	3,514

The Proposed Action would increase the number of townhome and multi-family units but would reallocate the bedrooms between unit types to minimize the increase in anticipated population size. The existing Special Permit includes caps on non-age restricted units and bedrooms, as well as a requirement for a minimum number of single-family units. The Proposed Action requires an amendment to the Special Permit to modify these requirements and caps to reflect the new proposed development program.

As shown in **Tables 2, 3, and 4**, the Applicant proposes to increase the total (including age-restricted) maximum unit count from 1,195 to 1,609, and to increase the total bedroom count from 3,324 to 3,514.⁶ The 2015 Special permit limited the number of non-age-restricted bedrooms to 2,860 and the Proposed Action would increase that cap to 2,950. The project previously included a requirement of at least 764 single-family homes, many of which were in the large “manor” home style. The Proposed Action would remove that requirement to allow for more diverse, smaller unit types that meet the current market demand and provide housing opportunities for a wider variety of income levels and a diversity of household sizes. These changes would also further cluster the development, reduce disturbed areas, and create a walkable community, while not substantially increasing population (measured by bedroom count). **Tables 2, 3, and**

⁶ Due to sewer and water capacity, the maximum number of bedrooms inclusive of age-restricted units would be 3,560. As such, this Technical Memorandum analyzes both the proposed 1,609 unit/3,514 bedroom development program and a maximum build-out scenario of 1,609 units with 3,560 bedrooms.

4 provide an overview of the changes in unit and bedroom distribution. **Table 5** presents the projected population of the 2022 building program.⁷

Table 4
Summary Unit and Bedroom Count Comparison

Type of Unit	Total Age Restricted Units	Total Non-Age Restricted Units	Total Units	Total Age Restricted Bedrooms	Total Non-Age Restricted Bedrooms	Total Bedrooms
2015						
Four Bedroom	0	174	174	0	696	696
Three Bedroom	71	577	648	213	1,731	1,944
Two Bedroom	126	185	311	252	370	622
One Bedroom	0	62	62	0	62	62
TOTAL	197	998	1,195	465	2,859	3,324
2022						
Four Bedroom	0	115	115	0	460	460
Three Bedroom	34	317	351	102	951	1,053
Two Bedroom	254	604	858	508	1,208	1,716
One Bedroom	0	285	285	0	285	285
TOTAL	288	1,321	1,609	610	2,904	3,514
Notes:	* The maximum number of units permitted under the Special Permit would be 1,609. The maximum non-age restricted units is 2,950 bedrooms					

⁷ The 2014 Technical Memorandum estimated a total population of 3,276 for the 2015 development program.

Table 5
2022 Population Generation

Unit Type	Beds	Population Generation Rate	2022 Plan Number of Units	Total # of People
NON-RESTRICTED				
Single Family Detached				
Farm Lots (fmr. Estate)	4	3.719	8	30
Single Family (fmr. Village)	4	3.719	107	398
Single Family (fmr. Village)	3	2.606	10	26
<i>Subtotal</i>			125	454
Single Family Attached				
Townhouse	3	2.755	307	846
Townhouse	2	2.359	226	533
Stacked Townhouses	2	2.359	232	547
<i>Subtotal</i>			765	1,926
Multi-family				
Multi-family	2	2.355	146	344
Multi-family	1	1.551	285	442
<i>Subtotal</i>			431	786
AGE-RESTRICTED				
Single Family Detached				
Single-family (fmr. Cottage)	3	2.606	34	89
Single-family (fmr. Cottage)	2	2.359	80	189
<i>Subtotal</i>			114	277
Single Family Attached				
Duplex (fmr. Carriage)	2	2.359	174	410
<i>Subtotal</i>			174	410
TOTAL RESIDENTIAL			1,609	3,854
Notes:				
1 Table I-6, Illustrative New Jersey Statewide Residential Demographic Household Size and School Multipliers. Listokin, D., & A. Voicu (November 2018). Who Lives in New Jersey Housing? Updated New Jersey Demographic Multipliers. Rutgers Center for Urban Policy Research Edward J. Bloustein School of Planning and Public Policy.				
2 This analysis does not take a deduction in population for age restricted units, and therefore presents a conservative analysis.				

COMMERCIAL AND COMMUNITY SPACES

As described above, the center of the walkable development is the 20-acre Commons which features the Town Center. The Commons includes multi-family apartment units in mixed-use buildings, resident recreational amenities, a trail network, and local retail and restaurant spaces. The restaurant, retail, and trails would be open to the general public for their use and enjoyment. **Table 6** summarizes the proposed commercial and community spaces.

Table 6
Commercial and Community Amenity Space

Use	2015	2022
Southern Tract		
Neighborhood Retail, Service Business & Commercial	30,000 sf	44,000 sf
Private Community Club ³	35,000 sf	41,000 sf
Library ¹	5,000 sf	4,000 sf
Active Adult Social Club ³	5,000 sf	8,000 sf
Private Pool Club	6,000 sf	NA
Welcome Center	4,000 sf	NA
Neighborhood Amenity Buildings Maintenance and Recreation ³	15,000 sf	3,000 sf
Farm Stand (Sloatsburg)	3,000 sf	3,000 sf
Subtotal	103,000 sf	103,000 sf
Northern Tract/LIO Parcel		
Office/Light Industrial/Flex Space	196,100 sf	196,100 sf
TOTAL	299,100 sf	299,100 sf
<p>Notes: ¹ The 2015 Special Permit provided, among other things, that the Library would have an opportunity to construct, at its own cost, a new library facility on land to be donated by the Applicant within the Project site. The Applicant now proposes to construct an Event Building (approx. 4,000sf) in the Commons, at the Applicant's own cost, which would be used exclusively by the Applicant for the first three (3) years, after which the Applicant and Library would share the use of the Event Building for special events based on a schedule and other terms to be agreed upon between the Applicant and Library. The Library would also have an option to purchase the Event Building from the Applicant within a certain period of time..</p> <p> ² 2015 and 2022 amenity sizes are estimated.</p> <p> ³ Amenity components for residents and resident's guest use only.</p>		

DESIGN STANDARDS

The Design Standards have been revised to reflect the current building program and the requirements of today's homebuilding community. At the time of 2015 approvals, the Applicant did not have a specific builder on the project team as it does now (Lennar). The prior approved Design Standards do not address some of the new housing types, such as stacked townhomes, that are included in the Proposed Action to meet market demand for missing middle housing. In addition, some of the materials specifications, housing typologies, and construction standards in the prior Design Standards do not meet current market trends or building requirements. The prohibition of certain building materials does not reflect the significant design and durability improvements that have been made to vinyl, asphalt shingle, and other composite building products since the project was contemplated in 2004.

Therefore, the Design Standards have been updated and replaced with Design Standards that match the proposed building program, maintains the high-quality appearance of the planned Tuxedo Farms community, and modernizes the permitted materials to comport with the best practices of today's homebuilders.

The Proposed Action would not change the overall implementation of the Design Standards or result in homes of a lesser quality. The proposed Design Standards provide building styles and materials that work together to ensure a cohesive, attractive community and will ensure quality design and craftsmanship.

SPECIAL PERMIT

Changes are proposed to the Special Permit to reflect the new development program. The original provisions were designed to protect the character and economic stability of the hamlet and maintain the visual character and amenities of the proposed development—the Proposed Action would not change these objectives. The proposed changes would further cluster the development creating a walkable community that meets current housing needs for a wider variety of income levels. They would also reinforce and

modify, where necessary to address changed circumstances, prior community commitments. To accommodate the revised development program, the Applicant proposes amendments to the Special Permit, including, but not limited to, the following:

1. Remove the requirement to build 764 single family homes;
2. Increase the maximum unit count from 1,375 to 1,609;
3. Increase the non-age restricted maximum bedroom cap from 2,860 to 2,950;
4. Remove references to the Palisades Interstate Parks Commission (PIPC) swap alternative as it is no longer contemplated;
5. Update the definition of multi-family to exclude attached home concepts such as townhomes and stacked townhomes;
6. Revise the timing of the Hamlet Revitalization Funding Program payments (total amount of funding would remain the same);
7. Modify the library agreement to permit shared use between the Applicant and Library (and Town) of a new, approximately 4,000sf event center building in the Commons to be constructed by the Applicant, with an option for the library to acquire the building;
8. Modify the PILOT payment schedule regarding the 88.78 acres of LIO zoned land depicted on the 2022 Preliminary Plan;
9. Remove the requirement to build the project in three phases in strict sequence to allow a more thoughtful and flexible development phasing to meet the market demands and allow construction of Active Adult community sooner;
10. Update the Preliminary Plan and Regulating Plan to:
 - a. Show new master plan with planned unit types;
 - b. Adjust certain Transect Zone designations to allow more smaller homes and allow concentrated development around center of community; and
11. Update and replace the Design Standards as needed to allow proposed home types to meet the market demand and latest building materials while maintaining the quality and desired aesthetic character of the Development.

The Proposed Action would not change the commitments regarding the Tuxedo Union Free School District (TUFSD), Open Space, Recreation, or Town Facilities. Although the Proposed Action would decrease the amount of land disturbance, it would not change the total area of open space to be preserved on the Regulating Plan (see **Table 1** above and **Attachment A**).

D. POTENTIAL EFFECTS OF THE PROPOSED ACTION

The purpose of this Technical Memorandum is to determine whether the Proposed Action has the potential to generate any new significant potential adverse environmental impacts not previously analyzed or analyzed herein. The following analyses address each of the relevant technical areas contained in the FEIS, comparing the potential impacts of the Proposed Action analyzed herein to those of the 2003 FEIS, 2010 FSEIS, and 2014 Technical Memorandum (as applicable).

It should be noted that the framework for analysis in this Technical Memorandum applies a different build year and phasing plan for the proposed development than was last analyzed. The 2015 Special Permit anticipated that the Project would be constructed in three phases over a 12-year period with full build out in 2027. This Technical Memorandum anticipates development over approximately a 10-year period (subject to market conditions) commencing in late 2022 with full build out by approximately 2032. This Technical Memorandum recognizes that background conditions for certain analyses have changed and incorporates these changes as appropriate. Where standard generation rates have changed since 2015, the

previous data has been updated with the new generation rates so an “apples to apples” comparison can be made to the Proposed Action.

E. LAND USE, ZONING, AND PUBLIC POLICY

The Proposed Action would not alter the basic conclusion of the prior approvals that the overall development would be compatible with nearby land uses, consistent with state and regional plans that focus on open space, and in conformity with all the objectives and requirements of the Town’s Planned Integrated Development (PID) regulations in the Zoning Code.

In 2021 the Town of Tuxedo adopted a new zoning ordinance and zoning map. However, the Proposed Action is grandfathered into the PID regulations in existence at the time the Special Permit was first issued. The current zoning designations are shown on the “Zoning Plan” in **Attachment A**. The Proposed Action would require modifications to the Preliminary Plan, Design Standards, and Regulating Plan to accommodate the increase in the number of multi-family units and corresponding adjustments to the development layout. The proposed single-family, attached single-family, and townhome units would be on fee simple lots. However, the overall intent underlying the Preliminary Plan, Design Standards, and Regulating Plan remain unchanged.

In addition, the Proposed Action requires an amendment to Local Law 3 of 2011, “Amendment to Local Law No. 4A of 1998.” Local Law No. 4A of 1998, as last revised, reads:

I. No more than 1,195 residential dwelling units may be constructed on the Tuxedo Reserve planned integrated development of which no more than 180 units shall be rental and no less than 764 shall be single family detached and semidetached. An additional 180 dwelling units may be constructed provided those units are constructed for senior citizens and persons in need of congregate care or assisting living.

The Proposed Action would amend the local law to read as follows:

I. No more than 1,609 residential dwelling units may be constructed on the Tuxedo Farms Planned Integrated Development of which no more than 500 units shall be multi-family units and no less than 239 units shall be single family detached units and no less than 174 shall be duplex units.

As discussed above, the amount of the Applicant’s financial commitment to the hamlet revitalization fund would remain the same (as proposed the payments would be phased over time), and thus the Proposed Action would continue to advance the goal of hamlet and community character preservation. In addition, the Proposed Action would provide housing opportunities for a wider variety of income levels and a diversity of household sizes.

F. ECONOMIC AND FISCAL ANALYSIS

INTRODUCTION AND METHODOLOGY

The economic and fiscal analysis below examines whether the Proposed Action would have the potential to result in significant adverse fiscal impacts to the Town’s community service providers and taxing jurisdictions. The Proposed Action’s potential fiscal impact on the Town budget and Tuxedo Union Free School District (TUFSD) are analyzed below, using similar methodologies outlined in the 2010 FSEIS and the 2014 fiscal memorandum that was the basis of the 2015 Special Permit. Both of these prior analyses are included for reference in **Attachment C**. This analysis updates the methodologies outlined in the 2010 FSEIS and 2014 fiscal memorandum to account for 2022 budgets, population, school-age child multipliers, and market values for the various home types.

As further detailed below, this Technical Memorandum concludes that the Proposed Action would be tax positive for both the Town and TUFSD, and would not result in significant adverse fiscal impacts.

Tables 2 through 6 above provide a comparison between the Proposed Action and the project with the 2015 Approved Special Permit. As detailed in **Tables 2 and 3**, the Proposed Action responds to changed market

conditions since 2015 by shifting the program away from single-family non-age-restricted housing toward a greater number of townhome and multi-family units, including a greater number of age-restricted units. The Proposed Action would increase the residential population by approximately 17.6 percent. This increase is due to an increase in the overall unit count and the resulting increase in the overall number of bedrooms (approximately 5.7 percent). As further discussed below, this population increase was used to proportionally grow the anticipated costs to community service providers.

As further described below, this fiscal analysis is based on current market values, and accounts for fee-simple versus non-fee simple taxation. In New York State, tax assessors determine residential property value in two ways: (1) market approach, which looks at properties recently sold, and (2) income approach. The income approach analyzes how much income a property (such as an apartment building) will produce if rented, and considers operating expenses, insurance, maintenance costs, financing terms, and amount expected to be earned.⁸ The property assessment is a fraction of the property's market value.

PROJECTED MUNICIPAL PROPERTY TAX REVENUES

The Town's budget process determines the amount of local taxation required to meet appropriations. In 2021, the Town required approximately \$9.63 million in property taxes to do so. Once the amount of required tax revenue is established, property tax rates are determined for each budget fund. Two factors determine these rates: (1) the portion of the budget that is to be financed by real property taxes and (2) the total taxable assessed valuation. The property tax rate (known as the mil levy) is the amount to be paid for every \$1,000 of assessed valuation. **Table 7** presents the 2021 Town property tax rates for each fund.

Table 7
2021 Town Property Tax Rates
(Per \$1,000 Assessed Valuation)

	Town Tax Rate (per \$1,000 Assessed Valuation)
General	\$11.636
General: Outside Village	\$18.642
Highway: Townwide	\$3.849
Highway: Outside Village	\$5.150
Tuxedo Joint Fire	\$4.425
Tuxedo Library	\$2.916
Source: Town of Tuxedo 2021 Adopted Budget.	

Property tax revenues for the Proposed Action were estimated based on: March 2022 market values provided by Lennar and the Related Companies and 2021 equalization and Town tax rates from the Town of Tuxedo 2021 Adopted Budget. Multifamily market values were estimated using an income-based approach to valuation, assuming an 8 percent capitalization rate. In addition, the rental unit valuation assumes a 3 percent vacancy rate. All multifamily units and stacked townhomes were evaluated using an income-based approach, and all remaining townhomes and single-family units were evaluated as fee-simple ownership units (see **Table 8**). **Table 8** shows the estimated total assessed value of the proposed Tuxedo Farms Project⁹ in 2022. The Proposed Action would have market value of approximately \$884.29 million

⁸ NYS Department of Taxation and Finance. <https://www.tax.ny.gov/pit/property/learn/howassess.htm>

⁹ The 2010 FSEIS estimated the total assessed value of the 2010 development program to be \$163,839,445. The 2014 fiscal memorandum estimated the total assessed value of the 2015 Special Permit program to be \$161,670,281. (See Attachment B).

and an assessed value of approximately \$143.25 million. The Proposed Action would shift the overall mix of units away from non-age-restricted single-family homes toward more age-restricted homes.

Table 8

2022 Land Development Plan: Market and Assessed Values (in 2021 dollars)

Unit Type	Beds	Market Value per Unit	2022 Plan Number of Units	2022 Plan Market Value	2021 Equalization Rate	2022 Plan Assessed Value*	Valuation Methodology for Fiscal Analysis/Taxation
NON-RESTRICTED							
SINGLE FAMILY DETACHED							
Farm Lots (fmr. Estate)	4	\$1,300,000	8	\$10,400,000	0.162	\$1,684,800	Fee simple
Single Family (fmr. Village)	4	\$829,000	107	\$88,703,000	0.162	\$14,369,886	Fee simple
Single Family (fmr. Village)	3	\$809,000	10	\$8,090,000	0.162	\$1,310,580	Fee simple
SUBTOTAL			125	\$107,193,000		\$17,365,266	
SINGLE FAMILY ATTACHED							
Townhouse	3	\$644,000	307	\$197,708,000	0.162	\$32,028,696	Fee simple
Townhouse	2	\$609,000	226	\$137,634,000	0.162	\$22,296,708	Fee simple
Stacked Townhouses	2	\$467,000	232	\$108,344,000	0.162	\$17,551,728	Income-based
SUBTOTAL			765	\$443,686,000		\$71,877,132	
MULTI-FAMILY							
Multi-family	2	\$386,000	146	\$56,356,000	0.162	\$9,129,672	Income-based
Multi-family	1	\$353,000	285	\$100,605,000	0.162	\$16,298,010	Income-based
SUBTOTAL			431	\$156,961,000		\$25,427,682	
AGE-RESTRICTED							
Single Family Detached							
Single-family (fmr. Cottage)	3	\$674,000	34	\$22,916,000	0.162	\$3,712,392	Fee simple
Single-family (fmr. Cottage)	2	\$665,000	80	\$53,200,000	0.162	\$8,618,400	Fee simple
SUBTOTAL			114	\$76,116,000		\$12,330,792	
Single Family Attached							
Duplex (fmr. Carriage)	2	\$545,000	174	\$94,830,000	0.162	\$15,362,460	Fee simple
SUBTOTAL			174	\$94,830,000		\$15,362,460	
TOTAL RESIDENTIAL			1,609	\$878,786,000		\$142,363,332	
COMMERCIAL							
		Value psf	2022 Plan Square feet	2022 Plan Market Value		2022 Plan Assessed Value	
Retail	N/A	\$125	44,000	\$5,500,000	0.162	\$891,000	Income-based
Subtotal**			240,100	\$5,500,000		\$891,000	
TOTAL PROJECT				\$884,286,000		\$143,254,332	
Notes:							
*Total assessed value is calculated using the assessment ratio of 16.2% for both residential and commercial property.							
** Consistent with the methodology used in the FSEIS, planned community facility and recreation space was not included in total assessed value.							
Sources: AKRF, Inc. based on market information provided by Related Companies in March 2022.							

As shown in **Table 9**, using conservative assumptions with respect to market valuation, with 1,609 residential units and 44,000 square feet total of commercial development, the Proposed Action would generate approximately \$6.68 million in Town (including special districts) property taxes.

Table 9

Future with the 2022 Proposed Action:
Estimated Town Property Taxes from the Tuxedo Farms Development in 2021 Dollars

	Assessed Value	Category	Town Tax Rate (per 1,000)	Estimated Taxes Generated
		General	\$11.636	\$1,666,958
Residential (1,609 units)	\$142,363,332	G.OV	\$18.642	\$2,670,519
Commercial (440,000 sf)	\$891,000	Highway: Townwide	\$3.849	\$551,450
Total Assessed Value	\$143,254,332	H.OV	\$5.150	\$737,717
		Tuxedo Joint Fire	\$4.425	\$633,843
		Tuxedo Library	\$2.916	\$417,787
TOTAL REVENUES				\$6,678,274
Note: Assessed values based on assessment ratio of 16.2% for both residential and commercial property. General Outside Village (G. OV), Highway Outside Village (H. OV)				
Source: AKRF, based on estimated market values provided by The Related Company in March 2022, updated equalization rate from Town of Tuxedo 2021 Adopted Budget.				

The Proposed Action also would generate non-property tax revenues for the Town including from sources such as licenses and permits and fines and forfeitures. For the 2010 FSEIS and 2015 Special Permit approvals, the incremental non-property tax revenues generated by the project were estimated based on the project's incremental population, unit count, miles of roads, and increases in property taxes (see **Attachment C**). Consistent with past assessments, for certain revenue categories the estimates were grown based on incremental population and unit count. Other revenue categories that would not be expected to grow with population increases were held constant, other than to adjust for inflation. Adjustments for inflation use the U.S. Bureau of Labor Statistics Consumer Price Index (CPI) for New York-Newark-Jersey City, NY-NJ-PA metropolitan region.

PROJECTED MUNICIPAL COSTS AND NET FISCAL IMPACT

The estimated annual expense of providing additional community services for the Proposed Action is based on municipal cost estimates established in the 2015 Approved Special Permit, which based on methodology adopted by the Lead Agency in the 2010 FSEIS (see **Attachment C**). Most municipal services, such as police protection, are influenced by total population (i.e., on a per-capita basis). This means that as a population grows, there would be a proportional increase in costs to serve that new population. Typical costs would include personnel hours, facility use, and equipment.

The Proposed Action would increase the overall population count by approximately 17.6 percent as compared with the 2015 Special Permit (see **Tables 4A and 4B**). Therefore, this analysis grew most of the estimated municipal costs by 17.6 percent and adjusted for inflation so that both costs and revenues are reported in 2021 dollars.

Table 10 summarizes the estimated annual expenses for the project at full build with the Proposed Action, considering each major service currently provided by the Town, organized by Town budget category. Overall, at full build-out the Proposed Action is projected to have an annual cost to the town of approximately \$6.68 million.

Table 10
Future with the Proposed Action
Summary of Project-Related Incremental Municipal Costs
Town of Tuxedo

Budget Category	Estimated Annual Cost (2021 dollars)
General Fund: Townwide	\$2,259,850
General Fund: Outside Village	\$2,041,514
Highway: Townwide	\$189,700
Highway: Outside Village	\$163,829
Tuxedo Joint Fire District	\$1,128,085
Library District	\$894,912
Total Cost:	\$6,677,888
Source: Based on project-related incremental municipal expenditures estimates for the project with the 2015 Approved Special Permit, population-based costs grown by 17.6 percent to reflect increase in population; unit-based costs grown by 34.6 percent to reflect increase in units; and all costs adjusted to 2021 dollars using the NY/NJ/PA Consumer Price Index for All Urban Consumers.	

The projected net fiscal impact to the Town of the Proposed Action is presented in **Table 11** by budget category. At full build-out the Town would experience a net positive fiscal impact overall. This net positive would be achieved solely through property taxes generated by the Proposed Action. At full build-out, the Proposed Action would generate approximately \$6,678,274 in total property tax revenue (see Table 9), and approximately \$6,677,888 (see Table 10) in costs. However, the Proposed Action would also generate approximately \$1.9 million in non-property tax revenues (see **Table 11**), which would increase the annual net fiscal benefit to the Town.

The Town Highway Department, Police Department, and Fire Departments were contacted to confirm cost assumptions and the ability to serve the project (see **Attachment D**). The Town Highway Department confirmed that since the Proposed Action would include the same future Town roads as the previously approved project, no change in impacts or ability to serve are anticipated. The Fire Department confirmed that the proposed building heights can be accommodated with the current fire equipment. The Police Department has not responded to the inquiry.

Table 11
Summary of Annual Net Revenues/(Costs) at Full Build-Out
of the 2022 Proposed Action (in 2021 Dollars)

Budget Category	2022 Proposed Action ¹
General	(\$57,846)
General Outside Village	\$1,990,689
Highway: Town wide	\$364,352
Highway Outside Village	\$587,323
Tuxedo Joint Fire	(\$494,242)
Tuxedo Library	(\$477,125)
Net Revenue/(Cost)	\$1,913,151²
Notes: ¹ To present a more conservative analysis, the Proposed Action does not include the previous PILOT or CBD Grant. ² Town revenue estimates include property and non-property taxes projected to be generated by the project. Non-property tax revenues include sources such as licenses, permits, fines and forfeitures.	

POTENTIAL FISCAL EFFECTS ON THE TUFSD

PROJECTED TUFSD REVENUES

Similar to the Town’s budget process, TUFSD determines the amount of local taxation required to meet appropriations. For the 2020/2021 school year, the TUFSD required approximately \$11.24 million in property taxes to do so. The established property tax rate to meet that budgetary need was approximately \$76.13 per \$1,000 of assessed valuation. **Table 12** presents the projected property tax revenues to the TUFSD from the project with the Proposed Action.

Table 12
Future with the 2022 Proposed Action:
Estimated TUFSD Property Taxes from the Tuxedo Farms Development in 2021 Dollars

	Assessed Value	TUFSD Tax Rate (per 1,000)	Estimated Taxes Generated
Project Total (1,609 units, 44,000 sf of commercial)	\$143,254,332	\$76.128	\$10,905,634
Note: Assessed values based on assessment ratio of 16.2% for both residential and commercial property. Source: AKRF, based on estimated market values provided by The Related Companies in March 2022, updated equalization rate from Town of Tuxedo 2021 Adopted Budget and TUFSD tax rate from the 2020/2021 TUFSD Budget.			

In addition to property tax revenues, TUFSD received approximately \$1.05 million in revenue funds from New York State (i.e., “State Aid”) for the 2020/2021 school year. While a school’s enrollment is a factor in determining State Aid, given the relatively low current enrollment at TUFSD (241 K-12 students), estimating potential State Aid revenue from the project on a per-student basis using the current enrollment would likely overstate future State Aid amounts. Therefore, to estimate incremental revenues from State Aid, this analysis conservatively assumes the same per-student amount utilized for the 2015 Special Permit, adjusted for inflation. This equates to approximately \$1,963 per student in the future with the Proposed Action. As detailed below, the Proposed Action is estimated to generate 377 school-aged children, equating to an estimated total of approximately \$740,000 in State Aid annually at full build-out.

PROJECTED TUFSD COSTS AND NET FISCAL IMPACT

Two factors are considered in estimating the project’s cost to the TUFSD: 1) the number of school-aged children likely to be generated by the project; and 2) the marginal cost per student to the TUFSD. The following sections summarize the analysis assumptions used to derive these estimates. Previous fiscal analyses had considered the Applicant’s donation of a parcel of land for a new school to accommodate potential overcrowding of the existing school facilities. However, due to changes in background conditions and the substantial reduction in the number of school age children within the TUFSD, a new school building may not be warranted. Although the Applicant has not proposed any changes to the existing agreements with the TUFSD memorialized in the 2015 Special Permit, to present a conservative analysis, this analysis does not take any financial credit for the value of the land donation outlined in the Special Permit.

Number of School-Aged Children

For consistency purposes, this analysis presents student generation rates prepared by the Town of Tuxedo’s consultant Bay Area Economics (BAE) for the 2010 FSEIS. **Table 13** presents these student generation rates by housing type, and the resulting student projection estimates for the Proposed Action. However, since those rates were based on the 2000 US Census, the estimated school age children based on the 2018 study, *Who Lives in New Jersey Housing? Updated New Jersey Demographic Multipliers*, is provided for comparative purposes (see **Table 14**).¹⁰ The school-age children generation rates presented in **Table 14** are

¹⁰ Listokin, D., & A. Voicu (November 2018). *Who Lives in New Jersey Housing? Updated New Jersey Demographic Multipliers*. Rutgers Center for Urban Policy Research Edward J. Bloustein School of Planning and Public Policy.

based on the occupancy of newer housing units (constructed between 2000 and 2016) with above median housing values. These multipliers, while based on US Census data specific to New Jersey, reflect the regional trends of the declining number of school age children residing in new housing units. They are also particularly relevant to Orange County due to its proximity to New Jersey. Furthermore, the study provides multipliers that focus on the occupants of new housing units above the median housing values, which is relevant to the Proposed Action as it would comprise an entirely new development. These multipliers were reviewed with the TUFSD Superintendent in a conference call on March 23, 2022.

Table 13
Projected Number of School Age Children Based on 2010 FSEIS Student Generation Rates

	Number of Bedrooms	Student Generation Rate	Unit Count	Total Number of Students
SINGLE FAMILY DETACHED				
Farm Lots (fmr. Estate)	4	0.88	8	7
Single Family (fmr. Village)	4	0.88	107	94
Single Family (fmr. Village)	3	0.524	10	5
SUBTOTAL			125	106
SINGLE FAMILY ATTACHED				
Townhouse	3	0.343	307	105
Townhouse	2	0.074	226	17
Stacked Townhouses	2	0.074	232	17
SUBTOTAL			765	139
MULTI-FAMILY				
Multi-family	2	0.064	146	9
Multi-family	1	0.036	285	10
SUBTOTAL			431	20
TOTAL			1,321	265
Notes: ¹ Student generation rates from BAE Memorandum dated March 16, 2010, per 2010 FSEIS. ² The 2015 Special Permit anticipated 468 school age children using the 2010 FSEIS Student Generation Rates.				

Table 14
Projected Number of School Age Children Based on 2018 Student Generation Rates

	Number of Bedrooms	Student Generation Rate	Unit Count	Total Number of Students
SINGLE FAMILY DETACHED				
Farm Lots (fmr. Estate)	4	1.057	8	8
Single Family (fmr. Village)	4	1.057	107	113
Single Family (fmr. Village)	3	0.362	10	4
SUBTOTAL			125	125
SINGLE FAMILY ATTACHED				
Townhouse	3	0.403	307	124
Townhouse	2	0.245	226	55
Stacked Townhouses	2	0.245	232	57
SUBTOTAL			765	236
MULTI-FAMILY				
Multi-family	2	0.096	146	14
Multi-family	1	0.008	285	2
SUBTOTAL			431	16
TOTAL			1,321	377
Notes: ¹ Table I-6, Illustrative New Jersey Statewide Residential Demographic Household Size and School Multipliers. Listokin, D., & A. Voicu (November 2018). <i>Who Lives in New Jersey Housing? Updated New Jersey Demographic Multipliers</i> . Rutgers Center for Urban Policy Research Edward J. Bloustein School of Planning and Public Policy. ² The 2015 Special Permit development program would generate 420 school age children using the 2018 student generation rates.				

The 2015 Special Permit plan included 998 non-age-restricted units, which were anticipated to generate 468 school-age children (or 420 children utilizing the 2018 multipliers). The Proposed Action includes 1,321 non-age-restricted units and is anticipated to generate 265 to 377 school-age children. The conceptual maximum buildout with 2,950 non-age-restricted units would result in 274 to 384 school age children. The proposed development program's shift from single-family to multi-family reduces the anticipated number of school-age children by between 42 and 203.

Since 2006, student enrollment within the Tuxedo Union Free School District has declined. This decline is from a combination of factors including a regional trend in declining birth rates and outmigration, and more substantially the loss of Greenwood Lake tuition students. In May 2013, Hudson Valley Pattern for Progress (HVPP) published *The Empty Classroom Syndrome*, which discussed declining enrollment projections in the Hudson Valley as a result of declining birth rates and a net out-migration. In particular, this report identified declining enrollment trends in suburban and rural parts of Orange County. By 2020, HVPP projected the Tuxedo Union Free School District to have a 33 percent decline in student population from its peak of 655 students in 2006 to 440. However, this report was published before the Greenwood Lake students left the district. At this time, the Tuxedo Union Free School District has 241 students, a 63 percent decline since 2006.

As detailed in **Table 15** below, the Tuxedo Union Free School District was experiencing years of declining enrollment before the agreement with Greenwood Lake was fully dissolved.

Table 15
Tuxedo Union Free School District Enrollment Trends

Year	Total Enrollment	% Change
2006-07	655	--
2007-08	645	-1.53%
2008-09	639	-0.93%
2009-10	618	-3.29%
2010-11	623	0.81%
2011-12	591	-5.14%
2012-13	552	-6.60%
2013-14	508	-7.97%
2014-15	474	-6.69%
2015-16	247	-47.89%
2016-17	240	-2.83%
2017-18	235	-2.08%
2018-19	222	-5.53%
2019-20	222	0.00%
2020-21	225	1.35%
2021-22	241	7.11%

Source: <https://data.nysed.gov/archive.php?instid=800000040171>

The Tuxedo Union Free School District is currently at 37 percent of its previous student capacity. The Tuxedo Union Free School District is substantially under its physical capacity and has been accepting students from other districts on a tuition basis to reach the economies of scale necessary to sustain the array of support services for the students. With the Proposed Project, the enrollment would be 618 students—which was the enrollment during the 2009-10 school year and less than the peak enrollment of 655 in the 2006-07 school year. The Applicant's consultants reviewed the conclusions presented in this memorandum with the TUFSD Superintendent on March 23, 2022, and provided follow-up information requested at that meeting (see **Attachment D**).

Marginal Cost per Student

This analysis utilizes a similar methodology as the 2010 FSEIS to derive the marginal cost per student, utilizing current (2020/2021) TUFSD budget data. Specifically, the analysis considers the current TUFSD expenditures by district function (e.g., general support services, instruction, transportation, employee benefits) and considers whether the estimated project-generated student population would be expected to generate incremental (marginal) costs associated with these functions. Consistent with the 2010 FSEIS, this analysis included costs associated with Central Services, Pupil Transportation, Employee Benefits, Interfund Transfer, and Undistributed costs in estimating a marginal cost per student. One notable departure from the 2010 FSEIS methodology was the exclusion in this analysis of Instructional Costs. Given that the TUFSD is substantially under capacity, with a student-teacher ratio of 7:1 (compared to the New York State average of 14:1), it is reasonable to assume that the instructional demands of project students could largely be met by existing staff. Utilizing these assumptions, the estimated marginal cost per student is an estimated \$24,423 annually.¹¹

Table 16 summarizes the projected annual cost and revenue to the TUFSD from the Proposed Action. Under the Proposed Action the anticipated revenue would be approximately \$11.65 million, and the projected costs would be approximately \$9.22 million. Overall, the Proposed Action would have a net revenue of approximately \$2.43 million.

Table 16
Summary of Annual Net Revenues/(Costs) to TUFSD at Full Build-Out of
2022 Proposed Action (in 2021 Dollars)

	2022 Proposed Development Program (in 2021 dollars)	2022 Conceptual Maximum Buildout (in 2021 dollars)³
Projected Revenue ¹	\$11,646,572	\$11,833,281
Projected Costs ²	(\$9,217,269)	(\$9,405,252)
Net Revenue/(Cost)	\$2,429,304	\$2,428,028
Notes:	TUFSD revenue and cost estimates are based on the 2018 student generation rates. ¹ TUFSD revenue estimates include property tax revenues and State Aid equaling \$1,963 per incremental student. ² Projected cost assumes a marginal cost of \$24,423 per incremental student. ³ Assumes 1,321 non-age-restricted units with a total of 2,590 non-age-restricted bedrooms (3,560 total bedrooms).	

COMMONS AREA BUILD-OUT FISCAL EFFECTS

Some of the preliminary road alignments and infrastructure has been initiated on the Tuxedo Farms Project Site in accordance with prior approvals. These preliminary roads and infrastructure are primarily in the vicinity of the Commons Area and would be the first areas to be built-out when construction commences on the Proposed Project. As requested by the Town, this section analyzes the fiscal effects of the Proposed Action if hypothetically construction ceased after construction of the Commons and West Terrace (the Applicant does not anticipate this happening). This first development area would include 473 units, comprising 31 4-bedroom homes, 72 3-bedroom townhomes, 34 2-bedroom townhomes, 84 2-bedroom multi-family units, and 252 1-bedroom multi-family units. This analysis does not include the fiscal benefits from the LIO parcel, or homes that would be constructed subsequent to this initial construction sequence.

As shown in **Table 17**, the Proposed Action would be tax positive for both the Town of Tuxedo and the TUFSD upon build-out of the Commons Area and West Terrace. Estimated Town tax revenues would

¹¹ The estimated \$24,423 marginal cost by TUFSD budget category includes approximately \$4,604 in General Support, \$3,752 in Pupil Transportation, and \$16,067 in Undistributed.

exceed estimated municipal costs, and estimated TUFSD revenues would exceed the marginal costs generated from additional students. See **Attachment C** for the complete back-up of this analysis.

Table 17

Commons Area and West Terrace Build-Out Fiscal Effects

	2022 Proposed Action (in 2021 dollars)
Town	
Revenues*	\$2,611,319
Costs	(\$1,705,383)
Net Revenue/(Cost)	\$905,936
TUFSD	
Revenues**	\$2,866,354
Costs	(\$1,958,549)
Net Revenue/(Cost)	\$907,805
Notes: * Town revenue estimates include property and non-property taxes projected to be generated by the project.	
** TUFSD revenue estimates include property taxes and estimated	

FISCAL CONCLUSIONS

The proposed 2022 development program shows 1,321 non-age restricted units with a total of 2,904 non-age-restricted bedrooms. However, to allow minor adjustments to the building program to meet market demand, the proposed amendments to the Special Permit would cap non-age-restricted bedrooms at 2,950. As such, **Table 18** below presents both the currently proposed building program and a maximum build-out of 2,950 bedrooms. The conceptual maximum buildout considers a similar distribution of units as the proposed building program.

As summarized in **Table 18**, the Proposed Action would be tax positive for both the Town of Tuxedo and the TUFSD. Some Town of Tuxedo costs are estimated to increase with the growth in residential population, but some non-property tax revenues also would be expected to increase with an increase in project population. In addition, some costs estimated on a per-capita basis may be overstated because they do not take into account existing excess capacity that might exist for particular services, nor do they account for potential economies of scale. Overall, the projected revenues generated by the Proposed Action are expected to exceed costs, and the Proposed Action would remain tax positive for both the Town of Tuxedo and the TUFSD.

Furthermore, the analysis conservatively excludes the value of the mitigations and community benefits prescribed in the 2015 Special Permit, which are anticipated to be carried forward to the 2022 Special Permit. These mitigations and community benefits, which have a monetary value, include:

- Construction of event center building in the Commons to be shared with the Library (and Town);
- Donation of 42 acres of land to the Tuxedo Union Free School District;
- Donation of the remaining \$1,000,000 to the Hamlet Revitalization Fund (\$1,000,000 was already paid);
- Donation of +/- 702 acres of conservation land to the Town of Tuxedo;
- Donation of +/- 82 acres of conservation land to the Village of Tuxedo Park;
- Donation of 3,000 square feet of garage/storage space for the Highway Department for 30 years;
- Free use of community trail system by residents of the Town;
- Recreation fees; and
- PILOT agreement.

Table 18
Summary Comparison of Fiscal Impacts:
2022 Development Program and Conceptual Maximum Buildout

	2022 Proposed Development Program (in 2021 dollars) ⁴	2022 Conceptual Maximum Buildout (in 2021 dollars) ⁵
Town		
Revenues ¹	\$8,591,039	\$8,696,120
Costs	(\$6,677,888)	(\$6,742,955)
Net Revenue/(Cost)	\$1,913,151	\$1,953,165
TUFSD²		
Revenues ³	\$11,646,572	\$11,833,281
Costs	(\$9,217,269)	(\$9,405,252)
Net Revenue/(Cost)	\$2,429,304	\$2,428,028
Notes:	¹ Town revenue estimates include property and non-property taxes projected to be generated by the project. Non-property tax revenues include sources such as licenses, permits, fines and forfeitures. ² TUFSD revenue and cost estimates are based on the 2018 student generation rates. ³ TUFSD revenue estimates include property taxes and estimated incremental State Aid. ⁴ Analysis of the proposed 1,609 unit with 3,514 bedrooms development program . ⁵ Analysis of the maximum build-out scenario of 1,609 units with 3,560 bedrooms.	

G. CULTURAL RESOURCES

The Proposed Action would not expand the limits of disturbance beyond those previously approved or add new development to areas not previously analyzed (see “2022 Land Development Plan” and “Overall Land Development Plan” in **Attachment A**). As part of the previous SEQRA reviews of the project, several archaeological sites were identified as a result of Phase 1B Archaeological Investigations. Construction of the Proposed Action would occur in accordance with the Memorandum of Understanding (MOU) Between

the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) and The Related Companies, L.P. Regarding the Tuxedo Reserve Planned Integrated Development Project (Phases 1, 2 & 3) dated March 19, 2001.

In accordance with the MOU, the Applicant previously completed a Phase 3 Archaeological Data Recovery and mitigation of the on-site quartz quarry (OPRHP Archaeological Site A07116.000435). In a letter dated February 26, 2007, OPRHP indicated that the report fulfills the conditions of the Data Recovery Plan for the Project. A 2008 Phase IB Archeological Investigation identified limited portions of three other areas that may require further investigation depending on the definitive delineation of the area of potential effect (APE). The current layout would avoid these areas and the avoidance measures identified in the Phase IB would be implemented during construction.

In view of the archaeological investigations and mitigation already completed and the process that was established by the 2003 FEIS and 2004 Statement of Environmental Findings and the MOU for addressing any resources that remain on the project site, the Proposed Action is not anticipated to have a significant adverse environmental impact on cultural resources.

H. VISUAL QUALITY AND COMMUNITY CHARACTER

The Proposed Action would not add new development areas, and instead would concentrate development nearer to the center of the Project Site and farther away from existing residences within Tuxedo Park. The potential impacts to Tuxedo Park, Harriman State Park, and other sensitive receptors were thoroughly evaluated by the Lead Agency during the previous environmental reviews. As the Proposed Action would not introduce new development areas, no new impact to these receptors would result. In addition, the Proposed Action would maintain the development's extensive open space system, trails, sidewalks, and the visual buffer provided by the site's topography. As shown in the land holdings map in Attachment A, there is an existing conservation buffer between the Southern Tract and Tuxedo Park that was transferred by the Applicant to Tuxedo Park in 2016. The Proposed Action would not increase the visibility of the development from what was previously analyzed. Potential views of the Proposed Action would be comparable to what was previously studied and documented in the prior SEQRA reviews. As such, the Proposed Action is not anticipated to substantially change views of the Project Site from offsite locations.

The Proposed Action would cluster development and would integrate community amenity spaces such as community parks, trails, and neighborhood retail. The Proposed Action is designed to foster a sense of place and established community. The maximum height would be 63 feet, which is a slight increase from the previous approvals. The height increase is proposed to allow 20-foot ceilings for the first-floor commercial spaces and a pitched roof. The only planned 4-story buildings would be located in the Commons area, along Quail Road, and around the town center. This minimal increase in height—which would be limited to the buildings in the Commons—in a central portion of the Project Site is not anticipated to increase the visibility of the project from offsite locations. In addition, the Applicant has reached out to the Tuxedo Fire Department which confirmed its ability to respond to a 63-foot-tall building and the project as a whole (see **Attachment D**). Written confirmation from the Tuxedo Fire Department is expected and will be forwarded to the Town Board upon receipt.

In addition, the Proposed Action would update and replace the Design Standards (Smart Code, Performance Standards, and Architectural and Landscape Design Guidelines) to reflect the new development program and updated building materials. The new Design Guidelines would regulate the form and size of development (such as height, setback, etc.), and establish the minimum requirements for building and landscape design and aesthetics of the private development areas reflecting the anticipated array of housing, commercial, and amenity buildings to be offered, modern construction practices, and quality building materials.

Together, the new Design Standards will establish a cohesive character and visual quality for the new Tuxedo Farms development. The new Design Standards will maintain design integrity throughout the Project Site such that the cumulative effects of the design changes would be a walkable community with

sidewalks, trails, public spaces, and thoughtful design. Although the new Design Standards would introduce new housing typologies and architectural styles to reflect market demand, the proposed changes would continue to employ architectural features and site design characteristics that are visually consistent with other buildings and structures in the area. The Proposed Action would not impair the character of quality of important historic, archeological, architectural, or aesthetic resources. The new Design Standards would create a thoughtful and well-designed community with traditional architectural influences.

The Commons Area would have a clear architectural style that would set the tone for the community and distinguish the neighborhood as the community's mixed-use center. Moving away from the Commons Area, additional architectural criteria would be established in a cohesive manner to maintain the design integrity and quality of the development and respond to the scale and residential nature of the building types outside of the Commons. Provisions within the Design Guidelines address transitions from the Commons to adjacent development to ensure a feathering of the mixed-use center to the residential neighborhoods. Moreover, the modernization of the building materials and expanding the housing typologies are captured in the market values of the new development program which is the basis for the fiscal analysis presented above. Overall, the Proposed Action would establish an attractive community that would address current housing needs, stabilize the Tuxedo Union Free School District, and generates positive tax revenue for the Town.

Therefore, the Proposed Action is not anticipated to result in any significant adverse visual quality or community character impacts.

I. GEOLOGY, SOILS, AND TOPOGRAPHY

The 2003 FEIS and 2010 FSEIS concluded that potentially significant adverse impacts to geography, soils, and topography would be avoided through adherence to the Performance Standards prepared for the Project. The Proposed Action includes both changes to the Preliminary Plan and Performance Standards to address the shift and relocation of unit types. However, the proposed changes are limited to permitting more multi-family units within the previously analyzed limits of the proposed development. Because the Proposed Action involves more townhome and multi-family units, the overall limits of disturbance on the Southern Tract would be reduced from approximately 443 acres to approximately 380 acres. All development would be within the previously analyzed limits of disturbance (see "2022 Land Development Plan" and "Overall Land Development Plan" in **Attachment A**). The precise development footprint, impervious surface area, and grading limits for each area of the development will be determined during the site plan approvals process. The site plan will be designed to minimize grading, to balance the site, and to avoid new areas of disturbance.

The Applicant does propose a minor modification to the Performance Standards to permit the Town Engineer to administratively approve reasonable deviations to slope and cut/fill requirements based on field conditions and a detailed grading plan. The current standards limit development to areas where surface slope does not exceed 33% (3:1) and requires that roads and buildings be located in areas where cuts/fills do not exceed 20 feet where feasible. There may be areas within the Project Site with existing topographic conditions that would require cuts/fills to be greater than 20 feet. Balanced earthwork onsite is a goal for both the Applicant and the Town. The restrictions placed on 33% existing slope areas may limit areas of development in conjunction with cuts and fills onsite and could affect the ability to balance the site. The inclusion of an administrative waiver would ensure that the Project Site is developed in a way that addresses both the steep slopes and grading concerns, as well as the desire to balance cut and fills.

Therefore, the Proposed Action is not anticipated to result in any significant adverse impacts to geology, soils, or topography.

J. NATURAL RESOURCES

As discussed above, the Proposed Action would not substantially change the limits of the development from what was previously analyzed. The Proposed Action would remain within the approved development

footprint and would not cause new disturbance to natural areas. The limits of disturbance for each area of the development will be determined during the site plan approvals process and will be designed to avoid new wetland or wetland buffer impacts and new areas of disturbance.

West Ridge Lane and the water tank site are near a known copperhead den. As previously documented, the presence of the copperhead den requires certain measures to protect the den and the species. The den is located within a portion of the Southern Tract designated as permanently protected open space. The Proposed Action would maintain a distance of 500 feet from the nearest residence to the den, which is consistent with the 2015 Preliminary Plan. The residences in closest proximity to this den are sited generally to the south of its location. The water tower, which is already installed, is roughly 567 feet from the den. The lots proposed along the road leading to the water tower would be no closer than roughly 510 feet to the copperhead den. The closest point of disturbance (a point along Upper Mountain Lake Road) would be approximately 392 feet away from the den; equivalent to the distance under the 2015 Preliminary Plan. Therefore, the Proposed Action would not result in any encroachments closer to the copperhead den than previously approved. As required under previous approvals, the following steps would be undertaken to avoid all disturbances to the den and nearby potential copperhead basking areas: (1) fencing and barriers shall be erected in a manner to direct snakes away from the water tower site and from residential development; and (2) additional wildlife tunnels shall be evaluated and installed under proposed roadways to assure that sufficient migration pathways are maintained between the den and nearby wetlands.

The Project Site is located in an area that has the potential to support the federally endangered Indiana bat (*Myotis sodalis*) and federally threatened northern Long-eared Bat (*Myotis septentrionalis*).¹² Potential impacts to threatened or endangered bat species were assessed as part of previous SEQRA reviews of the Project Site. In the spring of 2006, a bat mist net survey was conducted on the Southern Tract to determine the presence or absence of the Indiana bat. The survey pre-dated the 2015 listing of the Northern Long-eared Bat as a federally threatened and New York State endangered species; however, this species was included in the analysis. The Project Site was surveyed in two separate sessions from May 15, 2006, to May 21, 2006, and from June 9, 2006, to June 12, 2006. The survey confirmed the absence of the Indiana bat but confirmed the presence of several other bat species occurring on the site. Fifty-six bats representing four species were captured: 39 big brown bats (*Eptesicus fuscus*), 8 little brown bats (*Myotis lucifugus*), 2 northern long-eared bats (*Myotis septentrionalis*), and 7 eastern red bats (*Lasiurus borealis*). Approximately 58 percent of all captures were females; 72 percent of those females were pregnant. Big brown bats accounted for nearly 70 percent of the total capture. Reproductive adult females were captured from all species except the northern long-eared bat, which was only represented by adult males. No juveniles of any species were captured due to the early timing of the survey. Netting efforts provided no evidence that endangered Indiana bats use the Project Area during summer months. However, the survey did document the summer presence of the now federally threatened northern long-eared bat. The Proposed Action would maintain previous mitigation measures for threatened and endangered species and species of special concern as detailed in the previous approvals. In addition, consistent with NYSDEC requirements under existing permits for the Project Site, tree clearing would occur during the northern long-eared bat hibernation period of November 1 through March 31.¹³ As this condition is in place, no further review by NYSDEC is required at this time.

K. HYDROLOGY AND STORMWATER MANAGEMENT

The Proposed Action is not anticipated to result in a new significant adverse drainage impact. The Proposed Action would not substantially change the impervious surfaces (and hence, nor the Project's hydrology)

¹² On March 22, 2022, the USFWS proposed to reclassify the northern long-eared bat as endangered under the Endangered Species Act. This proposal is currently undergoing a public review process and a final decision will be announced in November 2022. In the interim, the existing 4(d) rule continues to apply to the Proposed Action. <https://www.fws.gov/press-release/2022-03/proposal-reclassify-northern-long-eared-bat-endangered>

¹³ <https://www.dec.ny.gov/animals/106713.html>

associated with the overall development (see “2022 Land Development Plan” and “Overall Land Development Plan” in **Attachment A**). As discussed above, because the Proposed Action involves more townhome and multi-family units, the overall limits of disturbance on the Southern Tract would be reduced from approximately 443 acres to approximately 380 acres.

The proposed stormwater management practices for the development will be finalized during the site plan approvals process to comply with the latest New York State Department of Environmental Conservation (NYSDEC) Stormwater Management Design Manual (SDM), latest revision of January, 2015. Portions of the project were constructed from 2015 to 2017 and were designed to meet the latest NYSDEC SDM criteria for water quality treatment and quantity control while at the same time meeting the objectives of the project criteria reviewed under SEQRA. The practices included bioretention basins for water quality and dry/extended detention basins for stormwater quantity control, where needed.

The Proposed Action may increase the impervious surfaces in the higher density areas, such as the Commons, where larger footprint buildings would be located. However, while the impervious surface areas in the Commons would increase, impervious surfaces elsewhere on the Project Site would be reduced. New impervious surface areas will be treated in accordance with the latest NYSDEC SDM criteria for water quality treatment and quantity control. As noted above, Tuxedo Farms has already installed some of the stormwater management infrastructure. A stormwater analysis of the previously installed drainage systems will be performed as part of the site plan approval process. The installed stormwater management systems are bioretention basins, which provide runoff reduction. The installed basins will be analyzed during the site plan approval process to evaluate if they can accommodate the increase in impervious area or if additional stormwater management measures will be required. Should additional stormwater management measures be required, stormwater management practices with runoff reduction volume or runoff reduction techniques, where feasible, will be incorporated into the stormwater management design for the Commons. The Preliminary Plan has been designed with adequate space to accommodate increased impervious surfaces with NYSDEC SDM compliant stormwater management systems. The plan will incorporate bio-swales, rain gardens, bioretention, and potentially other approved stormwater management practices noted within the NYSDEC SDM. The Proposed Action would integrate the stormwater management system with the landscape plan submitted with each site plan approval document set for each neighborhood. In addition, the proposed vegetation would primarily consist of native plantings to be consistent with the overall character of the Project.

L. WATER SUPPLY

The Proposed Action is not anticipated to generate a new significant adverse impact on water supply or energy. The proposed development program includes 3,514 bedrooms. As further described below, the proposed water supply is sufficient to meet the demand for the proposed 3,514 bedrooms and associated commercial and amenity spaces. Therefore, the Proposed Action is not anticipated to result in any new significant adverse impacts to potable water services.

The water facilities are being constructed in phases. The first phase, which is partially constructed, would accommodate 204,550 gallons per day (gpd). As detailed below, 204,550 gpd can accommodate 1,860 bedrooms. At full buildout the water facilities will have a total capacity of 474,550 gpd. As detailed below, 474,550 gpd can accommodate 4,314 bedrooms. The water system and construction were subject to Town, NYSDEC and NYSDOH review for compliance with all health and regulatory standards.

Flow monitoring would be utilized to verify actual water consumption and well capacity limits. Once capacity is reached, no further connections would be permitted until the additional capacity is in place and able to operate. Water availability for the project would be further addressed during individual site plan reviews.

The potable water system is designed to accommodate flows as follows:

Water System – Currently Permitted / Partially Installed

2 wells – each rated for 250 gallons per minute (gpm)

Design average flow capacity (largest well out of service and maximum day factor 1.76) 204,550 gpd

Equivalent bedroom count (110 gpd / bedroom – DEC 2014) at 204,550 gpd: 1,860 bedrooms

2 Hour Fire flow capability: 2,000 gpm.

Water System at Full Buildout

Well LBG-1: 130 gpm

Well LBG-2: 250 gpm

Well LBG-6: 130 gpm

Well TW-2B: 250 gpm

Well TW-F: 70 gpm

Design average flow capacity (largest well out of service and maximum day factor 1.76) 474,550 gpd

Commercial uses (0.1 gpd/gsf): 4,200 gpd¹⁴

Equivalent bedroom count (110 gpd / bedroom – DEC 2014) at 474,550 gpd: 4,314 bedrooms

Bedrooms available after accounting for commercial flow: 4,274 bedrooms

As summarized above, as designed, the proposed water system would accommodate the proposed development program, which includes 3,514 bedrooms and commercial space.

M. SANITARY SEWER SERVICES

The Proposed Action is not anticipated to generate a new significant adverse impact on sanitary sewer services. The proposed development program includes 3,514 bedrooms, but the Special Permit would allow a maximum potential bedroom count of 3,560. As further described below, at full build-out, the proposed sanitary sewer system is sufficient to meet the demand for the proposed 3,514 bedrooms, and maximum potential buildout of 3,560 bedrooms inclusive of the associated commercial and amenity spaces. Therefore, the Proposed Action is not anticipated to result in any new significant adverse impacts to sanitary sewer services.

Tuxedo Farms has constructed a new wastewater treatment plant (WWTP) that will serve both residents of the project and the Town hamlet. The WWTP is being constructed in phases, and the first phase (Phase #1) is constructed to accommodate 311,000 gpd. WWTP Phase #1 can accommodate 1,918 equivalent bedrooms. Construction of WWTP Phase #1 is constructed and can be placed into operation Summer 2022. However, the WWTP is master planned for a capacity expansion in excess of 500,000 gpd as a second construction phase (Phase #2). WWTP Phase #2 will be designed to accommodate the full-build out of Tuxedo Farms. The WWTP Phase #2 expansion would be accommodated by adding additional flow equalization capacity along with additional aeration and membrane bioreactor (MBR) system capacity. The WWTP design and construction was subject to Town and NYSDEC review for compliance with treatment procedures and effluent standards.

Flow monitoring would be utilized to verify actual wastewater generation and capacity limits. Once capacity is reached, no further connections would be permitted until the additional capacity is in place and

¹⁴ The amenity areas are for resident and their guest use only. Water/wastewater demand for the amenity spaces is accounted for in the bedroom count.

able to operate. Sanitary sewer availability for the project would be further addressed during individual site plan reviews.

The following section summarizes the WWTP plant and collection system capacity design and constraints.

COLLECTION SYSTEM

A significant portion of the collection system is constructed and ready for operation. The design was reviewed and approved by both the Town and NYSDEC. The capacity of the collection system is limited upstream of Pump Station 1C (PS 1C) by the capacity of the pump station. The capacity of the collection system downstream of PS 1C exceeds the capacity of the WWTP at full buildout and the limiting factor for the service area between the PS 1C and the WWTP is the capacity of the WWTP.

The capacity of the collection upstream of pump station PS 1C is as follows:

Upstream of pump station PS 1C

Design average flow: 270,000 gpd

Actual capacity based on final pump selection: 349,000 gpd (3.3 PF to 1.15 MGD)

Equivalent bedroom count (110 gpd / bedroom – DEC 2014) at 349,000 gpd: 3,173 bedrooms

WASTEWATER TREATMENT PLANT (WWTP)

As discussed above, the WWTP was master planned with two phases. WWTP Phase #1 with a capacity of 311,000 gpd is constructed and the WWTP is nearly ready to be placed into operation. WWTP Phase #2 would expand the capacity up to or beyond 500,000 gpd. The design flows for each phase are summarized below.

WWTP – Current Design

Design average flow: 311,000 gpd

Flow allocated to Hamlet District: 100,000 gpd

Available average flow capacity for Farms District: 211,000 gpd

Equivalent bedroom count (110 gpd / bedroom – DEC 2014) at 211,000 gpd: 1,918 bedrooms

WWTP Buildout – Master Plan

WWTP master planned for buildout in excess of 500,000 gpd.

Flow allocated to Hamlet District: 100,000 gpd

Available average flow capacity for Farms District: 400,000 gpd or greater as required

As summarized above, the Phase #2 WWTP upgrade will be design to accommodate the entire buildout of Tuxedo Farms.

N. SOLID WASTE

The 2003 FEIS concluded that the Project would not result in a significant impact on the Town's ability to manage solid waste. The Proposed Action is not anticipated to substantially change the conclusions presented in the FEIS. Although the Proposed Action would increase the number of units overall, the proposed increase would not substantially increase anticipated population of the development. The Environmental Protection Agency (EPA) estimates municipal solid waste (MSW) of 4.9 pounds per person

per day.¹⁵ As shown in **Tables 4A and 4B**, the Proposed Action would increase the anticipated population from 3,163 people to 3,854 people (including children). As such, the Proposed Action would increase solid waste generation from approximately 15,499 to 18,885 pounds per day. It is anticipated that the increased costs associated with waste removal would be accommodated by the tax revenues associated with the Proposed Action.

O. HAZARDOUS MATERIALS

A Phase 1 Environmental Site Assessment was conducted as part of the 2003 FEIS. The assessment did not reveal any hazardous conditions on the site. However, two historic dumping sites have since been identified on the Southern and Northern Tracts. The fill deposited in these areas are not classified as “hazardous materials” and are not considered to pose a hazardous condition to the surrounding area, surface or ground water quality.

The “Eastern Historic Fill Area” has been closed per the approved closure plan developed by Lagan Engineering. The closure documents and subsequent NYSDEC approval have been provided to the Town and Town engineer.

The second dumping site, located in the former Phase 3 area and referred to as the “Western Historic Fill Area” has not been disturbed. It was identified in a 2015 Phase I Environmental Site Assessment prepared by EcolSciences. This document, which includes the closure documents, has been provided to the Town under separate cover and is incorporated herein by reference. The Western Historic Fill Area comprises a smaller footprint than the Eastern Historic Fill Area and contains similar materials. Although there is no known requirement for any remediation unless the area is developed, the Applicant has prepared an RFP for an approved closure plan as a mitigative measure. This request has been transmitted to the appropriate environmental engineering firms.

The Proposed Action is not anticipated to uncover any hazardous conditions not previously discovered. However, as per the prior approvals, the Applicant is responsible for delivering a site remediated in accordance with NYSDEC standards should such conditions be discovered.

P. TRAFFIC

The Proposed Action is not anticipated to generate a new significant adverse impact on traffic.

No changes are proposed to site access. The proposed entrance on South Gate road would continue to be used for emergency access only. A traffic impact study (TIS) was conducted by Philip Habib & Associates, last revised May 5, 2022, to analyze the potential impacts of the Proposed Action (see **Attachment B**). As detailed in the TIS, based on an updated travel demand forecast it is estimated that there would be a relatively small (4 percent to 5 percent) increase in the numbers of vehicle trips generated during the weekday AM and PM peak hours under the Proposed Action compared to the numbers of vehicle trips generated by the program assessed in the 2003 FEIS. However, it should be noted that the traffic analysis in the 2003 FEIS took a conservative approach with respect to forecasting background conditions (e.g., by assuming a one percent/year background growth rate). Recent traffic count data collected both prior and subsequent to the onset of the Covid-19 pandemic indicate that volumes at analyzed intersections are below levels forecasted for the 2015 No Build condition in the 2003 FEIS. In addition, it should also be noted that one long-term effect of the pandemic has likely been a permanent shift from daily commuting to work-from-home by a portion of the workforce, a condition that is not reflected in the factors used for the residential travel demand forecasts for both the 2003 FEIS and the Proposed Action (which are based on pre-pandemic data). The forecasts therefore likely overestimate the levels of peak hour commuter travel demand that will be generated in the future by the Project’s residential component. Consequently, it is unlikely that future traffic volumes with the Proposed Action would exceed those forecast in the 2003 FEIS,

¹⁵ <https://www.epa.gov/facts-and-figures-about-materials-waste-and-recycling/national-overview-facts-and-figures-materials#Generation> (accessed January 10, 2022)

or would result in new or substantially different significant adverse traffic impacts in the AM and PM peak hours compared to those disclosed in the 2003 FEIS and subsequent analyses. Therefore, at most locations, the traffic mitigation measures outlined in the 2003 FEIS and subsequent approvals would likely remain effective at mitigating any significant adverse impacts under the Proposed Action. The traffic mitigation measures established by the past approvals include monitoring traffic volumes at each of the Project's driveway access points and along Route 17 (see Attachment J to the 2015 Special Permit) to ensure that the proposed mitigation measures adequately address the project's traffic volumes. The Proposed Action would not change these monitoring requirements or subsequent mitigative measures. However, as discussed in the TIS, monitoring traffic volumes and conditions at the unsignalized intersection of SR 17 and Washington Avenue as part of the Project's traffic monitoring program is now recommended given the recent reduction in travel lanes along this segment of SR 17 by NYSDOT.

Lastly, based on the updated travel demand forecast and the likely permanent shift from daily commuting to work-from-home by some workers, it is anticipated that there will be less demand for the planned jitney service to nearby commuter rail stations and bus stops than previously estimated. Therefore, under the Proposed Action the jitney service would be initiated at the issuance of the 100th certificate of occupancy for the Project rather than the 50th certificate of occupancy as previously assumed.

Q. AIR QUALITY

Air quality levels were assessed in the 2003 FEIS and it was determined that the Project would not result in any significant adverse air quality impacts. Since the Proposed Action is not anticipated to result in any significant change in traffic volumes, potential changes to air quality from the levels previously analyzed would be insignificant. Therefore, the Proposed Action is not anticipated to result in any significant adverse air quality impacts.

R. NOISE

Operational noise levels were assessed in the 2003 FEIS and it was determined that the Project would not result in any significant adverse noise impacts. Since the Proposed Action is not anticipated to result in any significant change in traffic volumes, potential noise increases would be insignificant. Therefore, the Proposed Action is not anticipated to result in any significant adverse noise impacts. Potential impacts from construction noise, such as blasting, are discussed under Construction Impacts below.

S. CONSTRUCTION IMPACTS

The Proposed Action would alter the sequencing of construction activities and would allow for overlapping of construction sequencing as necessary to accommodate changes in market demand. Previous iterations of the project contemplated three distinct phases. The Proposed Action moves away from this strict sequencing of the development. This would enable the development of the Active Adult community sooner since that community was planned for the area formerly designated as Phase 2. The construction sequencing will be developed rationally to allow efficient cutting and filling, thoughtful completion of amenities, commercial areas, and neighborhoods to deliver the quantity and diversity of home types to meet the market as it may evolve and minimize construction disturbance to residents. It is anticipated that initial construction will involve the completion of Quail Road (with connection to Route 17 in Sloatsburg); the amenities, commercial and multifamily buildings in the Commons; and the townhomes and single-family homes in West Terrace.

To prepare for the construction of the Active Adult community, construction would then commence on Bridle Trail Road (in the area formally known as Phase 2). Site fill work would continue in East Terrace throughout as appropriate material is available (from internal or external sources) and is anticipated to commence full development following completion of grading. Upland Park, Winding Hill, The Bluffs, Mountain Lake, and North Ridge neighborhoods are anticipated to follow. All construction phasing and sequencing is subject to change and will evolve as the project develops.

The amount of construction activity on the Project Site would not materially change from previous approvals. However, the Proposed Action would alter the timing of construction vehicle access to the Project Site. Previously, construction vehicles were to avoid, to the extent practical, entering and exiting the site between 7:15 a.m. and 8:15 a.m. and between 5 p.m. and 6 p.m. on weekdays. Under the Proposed Action, construction trucks will be limited to five entering and five exiting the site from 7:30 a.m. to 8:30 a.m. and from 5 p.m. to 6 p.m. This limitation would not apply to two-axle vehicles; however, construction would typically start at 7 a.m. on weekdays to facilitate the arrival of worker autos and deliveries by truck prior to 7:30 a.m. In addition, as construction work typically ends at 4 p.m., relatively little construction-related traffic is expected to enter/exit the site during the 5 p.m. to 6 p.m. period. Given the small number of construction vehicle trips expected to use the local roadway system during the 7:30 a.m. to 8:30 a.m. and 5 p.m. to 6 p.m. periods with this change in the timing of vehicle access to the site, the Proposed Action is not anticipated to result in any new potentially significant adverse traffic impacts.

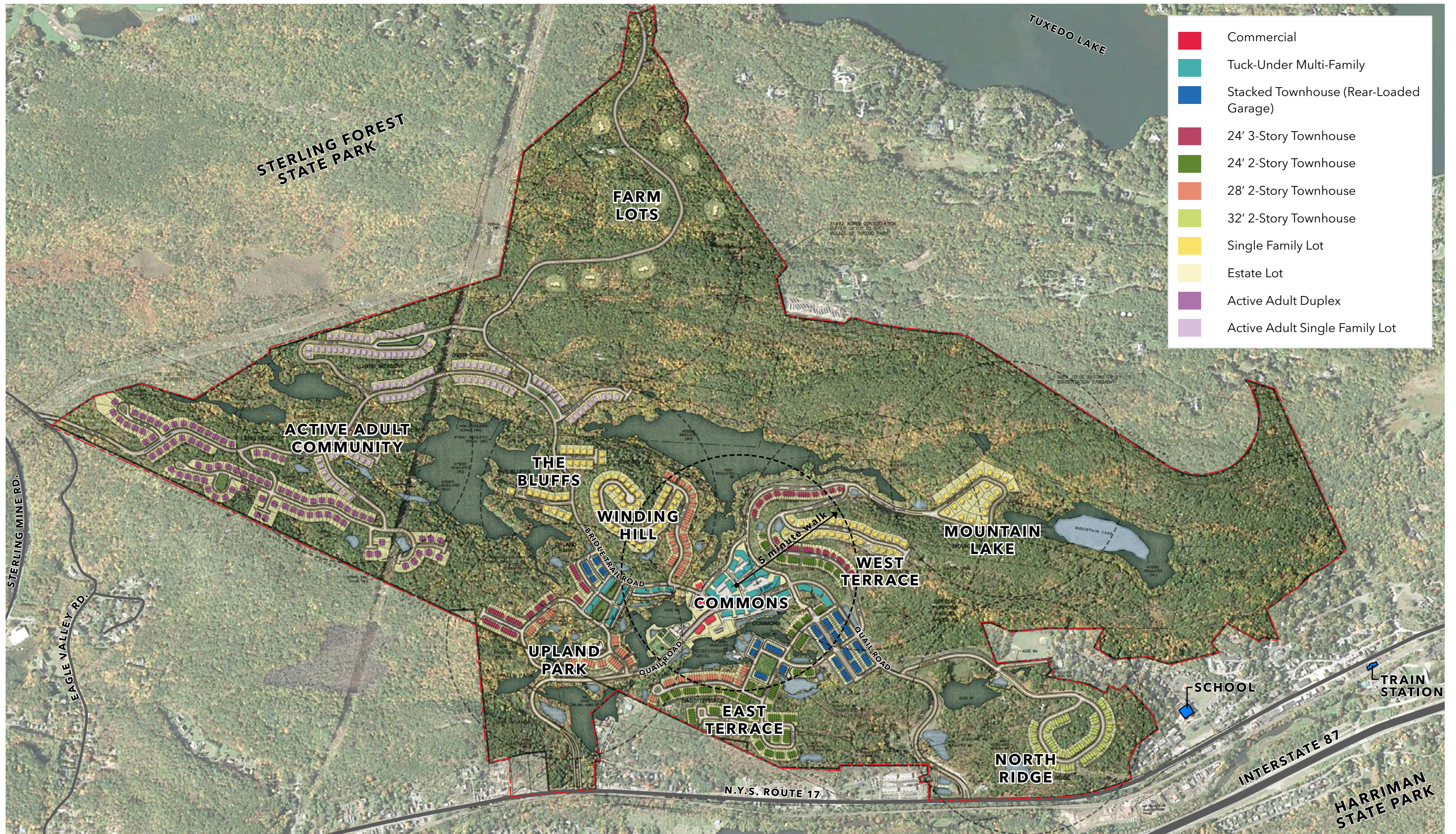
The current approvals limit rock blasting to between the hours of 9 am and 5 pm, Monday through Friday, and no blasting permitted on Saturdays, Sundays, or holidays. The Applicant proposes to allow blasting on Saturdays with 24-hour prior notice to Town Engineer. Under this proposal, Saturday blasting hours would be restricted to 10 am to 3 pm. Noise associated with blasting during the construction period would be temporary in nature and would occur during the hours permitted by the Town's noise ordinance. As such, no long term noise impacts are anticipated.

In addition, the Proposed Action would concentrate development nearer to the center of the Project Site and decrease the overall development footprint. The Proposed Action would adhere to all construction mitigation measures specified in the prior approvals. Therefore, the Proposed Action is not anticipated to result in any new potentially significant adverse construction impacts from those evaluated in the prior approvals.

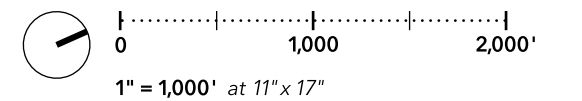
Attachment A: Design Plans

The following Design Plans are incorporated by reference and will be provided under separate cover:

- 1) Land Holdings Plan
- 2) Regulating Plan
- 3) Preliminary Plan
- 4) Zoning Plan



Proposed Concept Master Plan



Farm Lots	
Estate	8
Total	8

Active Adult Community	
Cottage (40' wide SF)*	114
Carriage (Duplex)*	174
Total	288

* Age Restricted

The Bluffs	
Village (40' wide SF)	22
Total	22

Mountain Lake	
Village (40' wide SF)	24
Total	24

West Terrace	
Village (40' wide SF)	31
Townhouse 3-Story (24' wide)	72
Townhouse 2-Story (24' wide)	34
Total	137

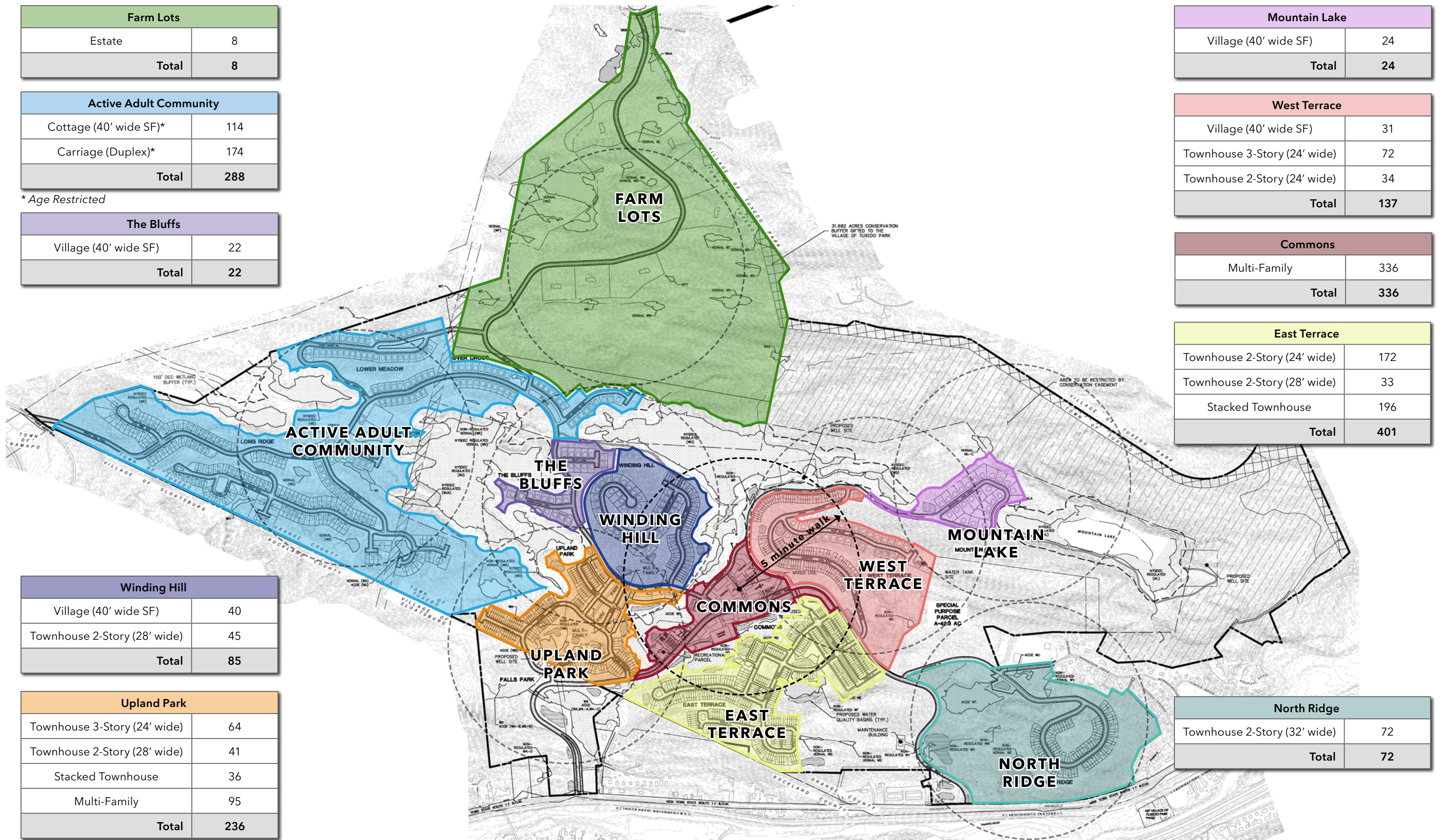
Commons	
Multi-Family	336
Total	336

East Terrace	
Townhouse 2-Story (24' wide)	172
Townhouse 2-Story (28' wide)	33
Stacked Townhouse	196
Total	401

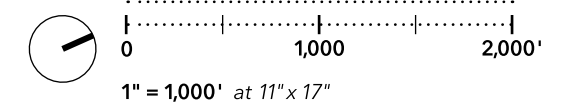
Winding Hill	
Village (40' wide SF)	40
Townhouse 2-Story (28' wide)	45
Total	85

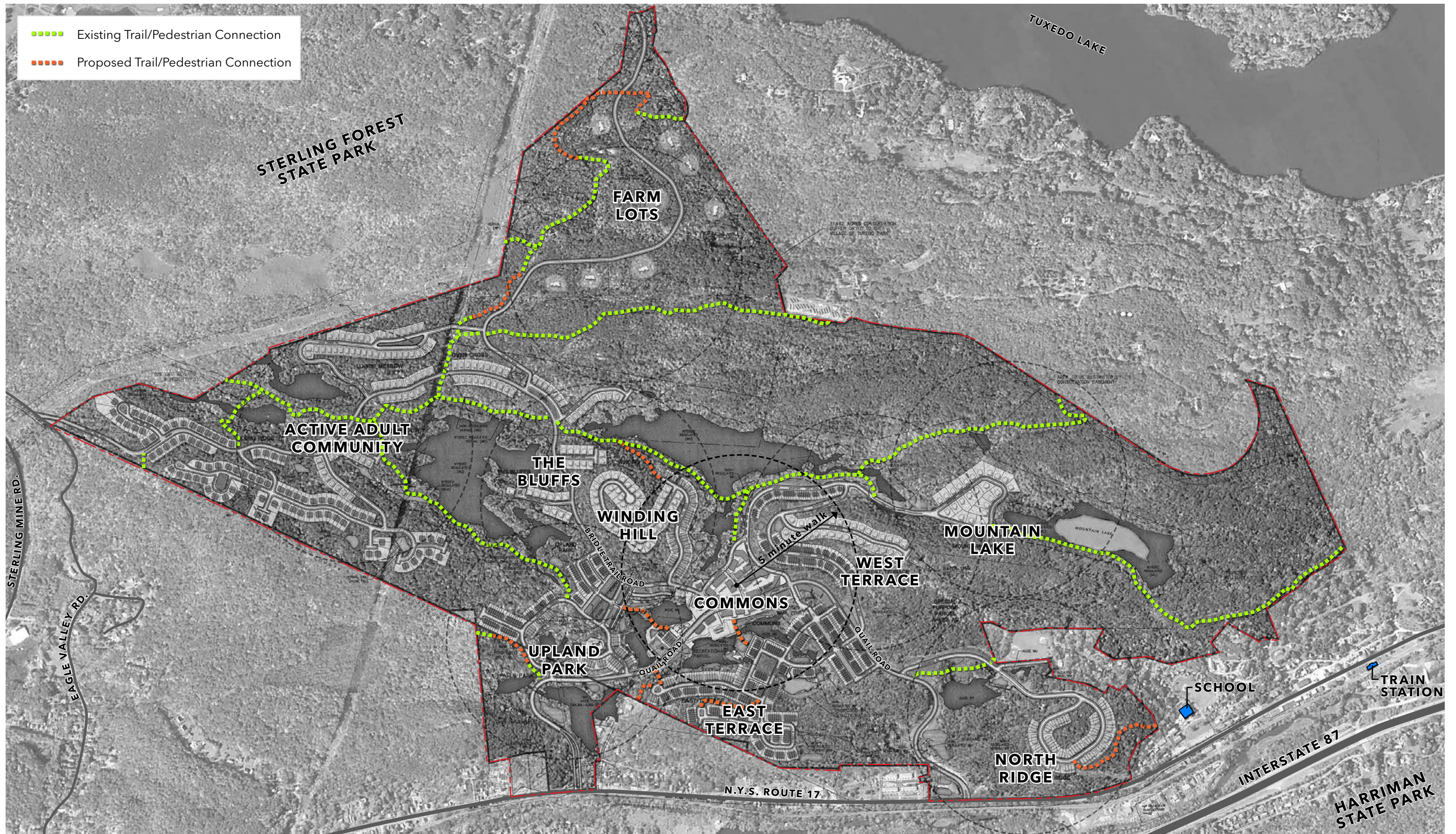
Upland Park	
Townhouse 3-Story (24' wide)	64
Townhouse 2-Story (28' wide)	41
Stacked Townhouse	36
Multi-Family	95
Total	236

North Ridge	
Townhouse 2-Story (32' wide)	72
Total	72

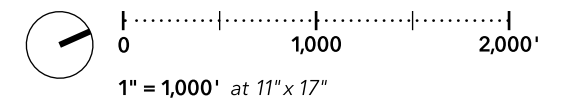


Proposed New Concept Plan by Neighborhood





Trail & Pedestrian Connection Plan





The Commons

**Attachment B:
Traffic Impact Study**



TECHNICAL MEMORANDUM

TRAFFIC ASSESSMENT OF PROPOSED MODIFICATIONS TO TUXEDO FARMS

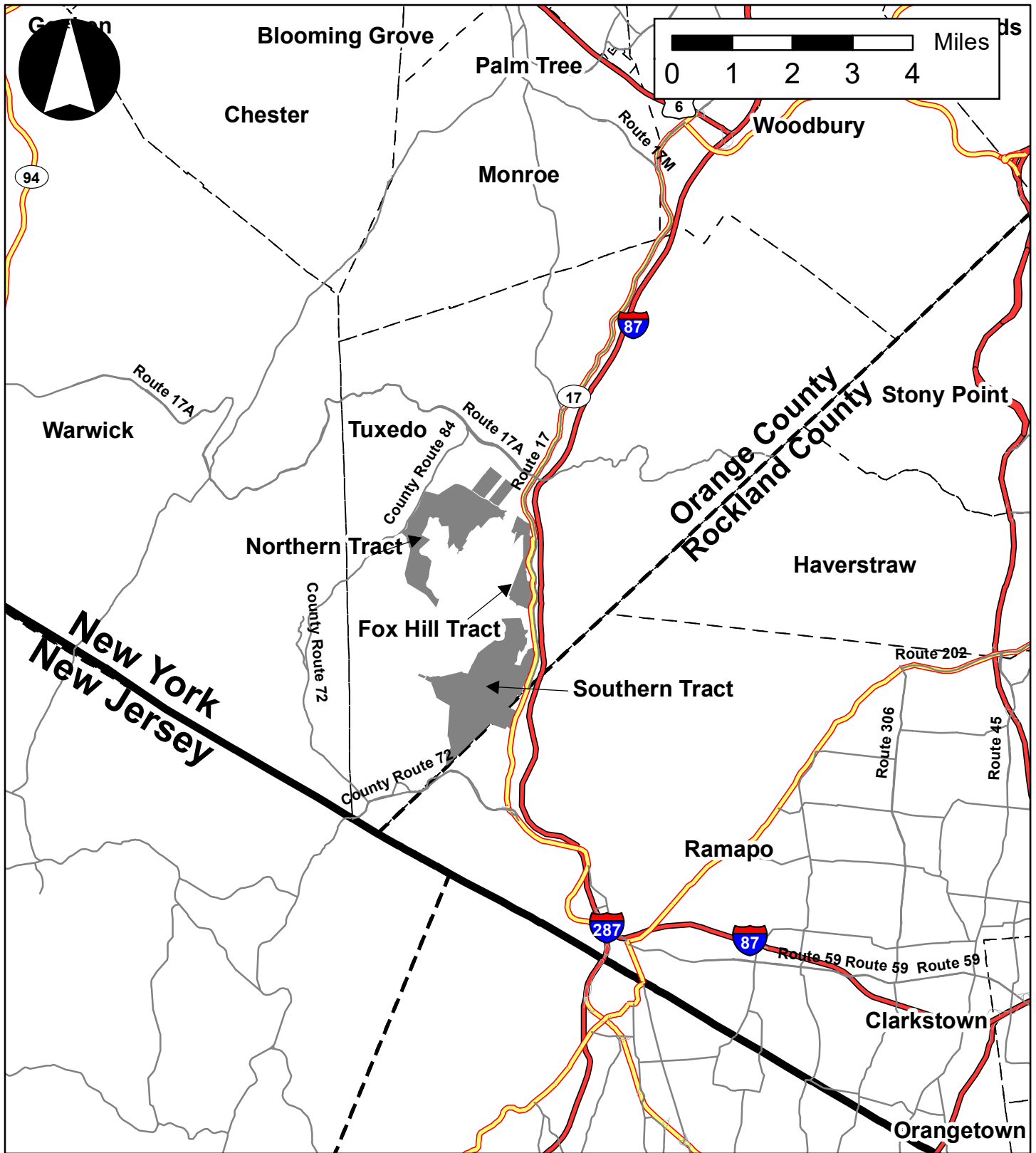
**November 15, 2021
(Revised May 5, 2022)**

I. EXECUTIVE SUMMARY

The Tuxedo Farms project is a planned residential and mixed-use development primarily located in the Town of Tuxedo, Orange County, with a small portion in the Village of Sloatsburg, Rockland County. A Final Environmental Impact Statement (FEIS) for the Project assessing traffic conditions with full build-out in 2015 was completed in November 2003. A Final Supplemental Environmental Impact Statement (FSEIS) assessing modifications to the Project was completed in 2010. Further modifications to the Project that would potentially affect traffic conditions and needed mitigation have now been proposed, including an increase in the number of dwelling units (DU) and a change in the project schedule to reflect full build-out in 2032. The numbers of new vehicle trips generated in the weekday AM and PM peak hours with the Proposed Modifications would be 4 percent to 5 percent higher than the numbers forecast in the 2003 FEIS, although this estimate does not take into account future work-from-home trends. Further, it is likely that background volumes upon full build-out of the Project in 2032 will be lower than what were conservatively assumed for 2015 in the 2003 FEIS. Consequently, the Proposed Modifications are not expected to result in the potential for new or substantially different significant adverse traffic impacts and mitigation needs from those previously disclosed in the 2003 FEIS. Monitoring traffic volumes and conditions at the unsignalized intersection of SR 17 and Washington Avenue as part of the Project's traffic monitoring program is recommended, however, given the recent reduction in travel lanes along this segment of SR 17 by NYSDOT.

II. INTRODUCTION

The Project, Tuxedo Farms (formerly Tuxedo Reserve), is a planned residential and mixed-use development primarily located in the Town of Tuxedo, Orange County, with a small portion in the Village of Sloatsburg, Rockland County. The Project's boundaries are New York State Route 17 (SR 17) and the Orange County/Rockland County border to the east and south, Warwick Brook Road to the north, and County Route 84 (CR 84, also known as Long Meadow Road) and South Gate Road to the west (see **Figure 1**).



Legend

 Project Site

The Project Site consists of three principal tracts: the Southern Tract (where residential uses would be located), the Northern Tract (where commercial uses would be located), and the Fox Hill Tract (undeveloped open space). As currently planned, the Project would be undertaken in up to three phases over a 12-year period with completion anticipated in 2032.

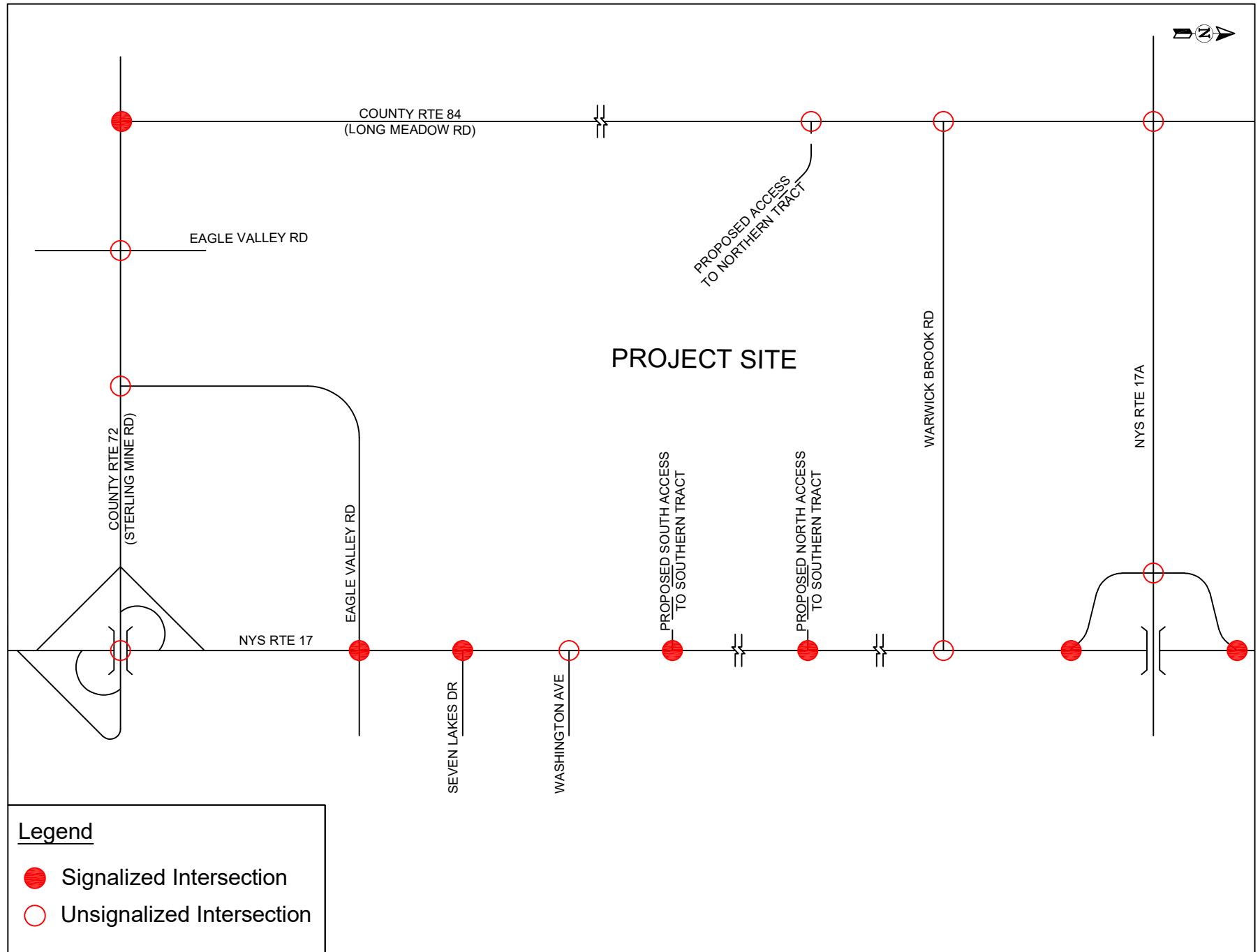
A Final Environmental Impact Statement for the Project was completed in November 2003 (the “2003 FEIS”) based on a development program that consisted of 1,195 dwelling units (DU) and 70,000 square feet (sf) of non-residential space on the Southern Tract, and 196,100 sf of office/light industrial/warehouse space on the Northern Tract. A technical memorandum issued in 2009 (the 2009 Technical Memorandum) and an accompanying Traffic Impact Study Addendum assessed whether proposed modifications to the development (the “2009 Modifications”) would have the potential for significant adverse impacts not previously identified in the 2003 FEIS. The modifications included changes to the residential unit type (although the number would remain unchanged at 1,195 DU), an increase in the Project’s neighborhood commercial component (to 30,000 sf of retail and a 3,000 sf farm stand), and a change in the project schedule to reflect full build-out in 2023 (compared to 2015 in the 2003 FEIS). These modifications were further assessed in a Draft Supplemental EIS completed in September 2009 (the “2009 DSEIS”) and a Final Supplemental EIS completed in November 2010 (the “2010 FSEIS”). A Special Permit was issued for the Project in 2015 (the “2015 Special Permit”) reflecting modifications to the Project’s traffic mitigation measures as set forth in the 2003 FEIS and further assessed in the 2009 Technical Memorandum noted above. Lastly, a Special Permit issued in 2017 (the “2017 Special Permit”) allowed an additional 180 senior units (for a total of 1,375 DU), with the expectation that no changes from the 2015 Special Permit would be needed with respect to traffic impacts and mitigation.

Further Project modifications that would potentially affect traffic conditions are now proposed (the “Proposed Modifications”), including an increase in the number of dwelling units and a further change in the project schedule to reflect full build-out in 2032. This memorandum compares site access, travel demand, and background conditions under the Proposed Modifications with those documented in the 2003 FEIS, and assesses the potential for new or different significant adverse traffic impacts and mitigation needs from those previously disclosed in the 2003 FEIS.

III. SCOPE OF PREVIOUS ANALYSIS

The traffic analysis in the 2003 FEIS assessed traffic conditions at a total of 15 intersections during two weekday peak hours – 7:15 to 8:15 AM and 5:00 to 6:00 PM (see **Figure 2**). Conditions were evaluated for two analysis years – at the end of Phase 1 in 2010 and at full build-out of the Project in 2015. In addition, the analysis considered future conditions both with and without the then-planned Oak Brook Shopping Center, the development of which was uncertain at the time. Development of this shopping center was subsequently discontinued.

The 2009 Technical Memorandum assessed weekday AM and PM peak hour traffic conditions with the 2009 Modifications at two representative intersections analyzed in the 2003 FEIS and at the Project’s two access points on SR 17.



Mitigation measures recommended based on the findings of these analyses (discussed later in this technical memorandum) included the installation of new turn lanes and traffic signals, and/or modifying the timing and phasing at existing traffic signals at eight intersections.

IV. SITE ACCESS

2003 FEIS

For the 2003 FEIS it was assumed that vehicle site access to the Southern Tract would be provided from two new roads connecting to SR 17 (see **Figure 2**). The principal access would be within the Town of Tuxedo just north of the Orange County/Rockland County border. A second access point would be within the Village of Sloatsburg just south of Park Avenue. The installation of new traffic signals and left-turn lanes on SR 17 were recommended at both of these locations. A third road would connect the Southern Tract with County Road 72 via Eagle Valley Road. An emergency access road would be provided to South Gate Road and another would provide emergency access to Mountain Road. Vehicle access to commercial development in the Northern Tract would be provided by a new road near the intersection of CR 84 and Warwick Brook Road.

Proposed Modifications

Under the Proposed Modifications, site access would remain essentially unchanged from what was considered in the 2003 FEIS.

V. DEVELOPMENT PROGRAM

2003 FEIS

As shown in **Table 1**, under the development program analyzed in the 2003 FEIS, the Project included the construction of 1,195 DU (including 197 units of active adult housing) in the Southern Tract in three phases over a 12-year period. These included 890 single-family homes with approximately half (409 units) constructed during Phase 1. Also included in Phase I were an additional 305 units of multi-family housing. The 197 units of active adult housing were to have been constructed during Phase 2, with the remaining 284 single-family detached units constructed during Phase 3. The 2003 FEIS also included up to 70,000 square feet (sf) of nonresidential uses in the Southern Tract to accommodate amenities for residents, a sales office, and a gourmet delicatessen. The Northern Tract was to be developed with approximately 196,100 sf of office/light industrial/warehouse space, comprised of approximately 15 percent office space, 40 percent light industrial space and 45 percent warehouse space. The 2003 FEIS analyses assumed completion of Phase I in 2010 and full build-out of the project in 2015.

Proposed Modifications

As shown in **Table 2**, under the Proposed Modifications, the development program would occur in up to three phases and would include the construction of 1,609 DU (including 288 DU of active adult housing) in the Southern Tract. The number of single-family homes would total 413 (288 age restricted) and the

number of townhouse and multi-family DU would total 1,196. The amount of non-residential space in the Southern Tract would total 103,000 sf including 43,000 sf of retail/commercial space, mostly in the Project's Commons area, and 60,000 sf of neighborhood amenity and recreational space. Full build-out of the Project is now assumed to occur in 2032.

Table 1
2003 FEIS Development Program

Use	Phase 1	Phase 2	Phase 3	Total
Residential (Southern Tract)				
Single Family (Non-Restricted)	409 DU	0 DU	284 DU	693 DU
Single Family (Age Restricted)	0 DU	197 DU	0 DU	197 DU
Single Family Total	409 DU	197 DU	284 DU	890 DU
Multi-Family (Non-Restricted)	305 DU	0 DU	0 DU	305 DU
Multi-Family (Age Restricted)	0 DU	0 DU	0 DU	0 DU
Multi-Family Total	305 DU	0 DU	0 DU	305 DU
Total Residential Units	714 DU	197 DU	284 DU	1,195 DU
Non-Residential (Southern Tract)				
Neighborhood Retail & Commercial (Commons) ¹	3,000 sf	0 sf	0 sf	3,000 sf
Neighborhood Amenity & Recreational Space ²	67,000 sf	0 sf	0 sf	67,000 sf
Total Non-Residential	70,000 sf	0 sf	0 sf	70,000 sf
Non-Residential (Northern Tract)				
Office, Flex/Light Industrial and/or Warehouse ³	N/A	N/A	N/A	196,100 sf
Notes				
¹ Neighborhood commercial within the Commons.				
² A 0.5-acre site would also be provided for a potential library use.				
³ No timetable for commercial/industrial/warehouse uses on the Northern Tract. Development would occur as market conditions dictate.				

Table 2
Development Program with Proposed Modifications

Use	Phase 1	Phase 2	Phase 3	Total
Residential (Southern Tract)				
Single Family (Non-Restricted)	117 DU	0 DU	8 DU	125 DU
Single Family (Age Restricted)	0 DU	288 DU	0 DU	288 DU
Single Family Total	117 DU	288 DU	8 DU	413 DU
Multi-Family (Non-Restricted)	1,196 DU	0 DU	0 DU	1,196 DU
Multi-Family (Age Restricted)	0 DU	0 DU	0 DU	0 DU
Multi-Family Total	1,196 DU	0 DU	0 DU	1,196 DU
Total Residential Units	1,313 DU	288 DU	8 DU	1,609 DU
Non-Residential (Southern Tract)				
Neighborhood Retail & Commercial (Commons)	43,000 sf	0 sf	0 sf	43,000 sf
Neighborhood Amenity & Recreational Space ¹	60,000 sf	0 sf	0 sf	60,000 sf
Total Non-Residential	103,000 sf	0 sf	0 sf	103,000 sf
Non-Residential (Northern Tract)				
Office, Light Industrial and/or Warehouse ²	N/A	N/A	N/A	196,100 sf
Notes				
¹ A 0.5-acre site would also be provided for a potential library use.				
² No timetable for commercial/industrial/warehouse uses on the Northern Tract. Development would occur as market conditions dictate.				

As shown in **Table 3**, compared to the development program analyzed in detail in the 2003 FEIS, the Proposed Modifications would result in an additional 414 DU (including 91 additional active senior units). The number of single-family residences would be reduced by 477 while the number of multi-family units would increase by 891. There would be an overall net increase of 33,000 sf of non-residential uses developed on the Southern Tract, including 40,000 sf of additional retail/commercial space in the Commons, and a reduction of 7,000 sf of neighborhood amenity and recreational space. Lastly, there would be no net change in the amount of commercial/light industrial/warehouse uses planned for the Northern Tract (a total of approximately 196,100 sf of space).

Table 3
Net Change in Development Program
Proposed Modifications vs 2003 FEIS

Use	2003 FEIS	Proposed Modifications	Net Change
Residential (Southern Tract)			
Single Family (Non-Restricted)	693 DU	125 DU	-568 DU
Single Family (Age Restricted)	197 DU	288 DU	91 DU
Single Family Total	890 DU	413 DU	-477 DU
Multi-Family (Non-Restricted)	305 DU	1,196 DU	891 DU
Multi-Family (Age Restricted)	0 DU	0 DU	0 DU
Multi-Family Total	305 DU	1,196 DU	891 DU
Total Residential Units	1,195 DU	1,609 DU	414 DU
Non-Residential (Southern Tract)			
Neighborhood Retail & Commercial (Commons)	3,000 sf	43,000 sf	+40,000 sf
Neighborhood Amenity & Recreational Space	67,000 sf	60,000 sf	-7,000 sf
Total Non-Residential	70,000 sf	103,000 sf	+33,000 sf
Non-Residential (Northern Tract)			
Office, Light Industrial and/or Warehouse	196,100 sf	196,100 sf	0 sf

VI. TRAVEL DEMAND

2003 FEIS

The numbers of vehicle trips generated by each of the Project's land uses were estimated for the 2003 FEIS using standard rates cited in the Institute of Transportation Engineers' (ITE) *Trip Generation, 6th Edition*. As the Proposed Project's market analysis indicated that as many as 15 to 25 percent of the single-family home buyers would likely be purchasing for use as a second home, primarily for recreational and weekend use, the trip forecasts for the single-family units were adjusted to account for the likelihood of a substantial number of second-home buyers. A reduction factor of 17 percent (at the low end of the market analysis range) was conservatively applied to the weekday AM and PM peak hour trips from these units. An additional adjustment factor of 10 percent was applied to reflect the proposed provision of an on-site jitney service to nearby train stations and express bus stops, thereby reducing the amount of traffic generated by the Project.

In addition to residential uses, the 2003 FEIS assumed that the Southern Tract would include a “Town Center” community area with several non-residential uses including a Tuxedo Farms sales office, a gourmet delicatessen, and neighborhood amenity and recreational facilities for Tuxedo Farms residents. The sales office and delicatessen uses were assumed to generate a small number of off-site trips, and these were reflected in the vehicle trip forecast in the 2003 FEIS. As the amenities and recreational facilities would not attract off-site trips, their travel demand was not included for the purposes of the traffic analysis.

As shown in **Table 4**, based on the program analyzed in the 2003 FEIS, it was estimated that the Southern Tract would generate 515 vehicle trips in the weekday AM peak hour and 671 vehicle trips in the PM peak hour. Full build-out of the Project in 2015 (including the office/light industrial/warehouse uses on the Northern Tract) was estimated in the 2003 FEIS to generate a total of 636 and 799 vehicle trips during these same two periods, respectively.

Table 4
2003 FEIS Vehicle Trip Forecast

	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Southern Tract						
Phase 1	75	248	323	272	150	422
Phase 2 and 3	53	139	192	161	88	249
Total	128	387	515	433	238	671
Northern Tract						
	102	19	121	27	101	128
Total Project						
Phase 1	75	248	323	272	150	422
Full Build-Out	230	406	636	460	339	799

Proposed Modifications

Table 5 shows the estimated vehicular travel demand that would be generated by the project with the Proposed Modifications to the development program shown in **Table 2**. The forecast used trip generation factors cited in the latest (10th) edition of ITE *Trip Generation*¹, and assumed the 17 percent second-home market share that was assumed in the 2003 FEIS.² It also relied on the 2003 FEIS assumption that ten percent of commuters would use the planned jitney service to access nearby transit (rail and bus) services. As shown in **Table 6**, this may be conservative as recent (2019) American Community Survey 5-year journey-to-work data for the census tract encompassing the project site show a higher combined rail/bus mode split of 13.6 percent. The forecast for the office/light industrial/warehouse uses planned for the

¹ These included trip generation factors for Single-Family Detached Housing (Land Use 210), Multifamily Housing – Low Rise (Land Use 220), Senior Adult Housing – Detached (Land Use 251), and Senior Adult Housing – Attached (Land Use 252) and Shopping Center (Land Use 820).

² Assuming a 17 percent market share (which is at the low end of the second-home market analysis range cited in the 2003 FEIS) is likely conservative with respect to future 2032 conditions given the current strong second-home market in the Hudson Valley, the pandemic-related increase in remote working (much of which is expected to continue in the future, thereby facilitating second-home use by reducing the need to commute daily), and the fact that the Applicant intends to target second-home buyers/renters in their marketing efforts.

Northern Tract was assumed to remain unchanged from the 2003 FEIS. As shown in **Table 5**, full build-out of the Project with the Proposed Modifications would generate a total of approximately 668 and 834 vehicle trips in the weekday AM and PM peak hours, respectively. Of these, 487 and 628 would be generated upon completion of Phase 1, which is roughly 75 percent of the peak hour vehicle trips that would be generated with full build-out of the project.

Table 5
Vehicle Trip Forecast
For Proposed Modifications

	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Southern Tract						
Phase 1	117	370	487	390	238	628
Phases 2 + 3	20	40	60	46	32	78
Total	137	410	547	436	270	706
Northern Tract						
	102	19	121	27	101	128
Total Project						
Phase 1	117	370	487	390	238	628
Full Build-Out	239	429	668	463	371	834

Table 6
2019 Census Journey-to-Work Mode Split Data

Mode	Percent
Auto/Taxi	84.2%
Bus	2.1%
Commuter Rail	11.5%
Walk/Other	2.2%
Total	100.0%
Source: 2019 American Community Survey 5-year journey-to-work data for Orange County Census Tract 149.	

Table 7 compares the numbers of vehicle trips generated by the Project with the Proposed Modifications to the numbers reported and analyzed in the 2003 FEIS. As shown in **Table 7**, compared to the development program analyzed in the 2003 FEIS, the Project would generate an estimated 32 more trips (5 percent more) in the weekday AM peak hour and 35 more trips (4 percent more) in the PM with the Proposed Modifications.

It should be noted that one effect of the ongoing Covid-19 pandemic has been a marked shift from daily commuting to work-from-home by a relatively large segment of the workforce, a condition that is not reflected in the data presented in **Table 7**. While the magnitude of the change once the pandemic has subsided is still unclear, it is expected that commuting habits have been altered in ways unforeseen when the forecasts in the 2003 FEIS were prepared. It is highly likely that the factors used for the residential travel demand forecasts for both the 2003 FEIS and the Proposed Modifications (which are based on pre-pandemic data from ITE) overestimate the levels of peak hour commuter travel demand that will be generated.

in the future by the Project’s residential component. Therefore, although the results shown in **Table 7** show a relatively small (4 percent to 5 percent) increase in peak hour traffic compared to the 2003 FEIS forecast, this is likely a conservative estimate as fewer peak hour commuter trips are expected to be generated with the Proposed Modifications over the long term than is indicated in the forecast.

Table 7
Net Change in Vehicle Trips
2003 FEIS vs Proposed Modifications

	AM Peak Hour			PM Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total
Southern Tract						
2003 FEIS	128	387	515	433	238	671
Proposed Modifications	137	410	547	436	270	706
Net Change	9	23	32	3	32	35
Total Project						
2003 FEIS	230	406	636	460	339	799
Proposed Modifications	239	429	668	463	371	834
Net Change	9	23	32	3	32	35

VII. BACKGROUND CONDITIONS

2003 FEIS

Future conditions without the Project (the No Build condition) serves as the baseline condition for assessing the potential for significant adverse Project impacts. The 2015 No Build traffic analysis forecasted in the 2003 FEIS reflected a one percent per year annual background growth rate applied to 2003 existing traffic volumes, and analyzed two scenarios, one with traffic generated by the proposed 135,000 sf Oakbrook Shopping Center in Sloatsburg and one without the traffic from this shopping center. Both No Build scenarios also included demand from three other developments planned or under construction at that time:

- Woodlands Residential in Tuxedo (119 townhouses and 27 single-family units)
- Eagle Valley Residential in Ramapo (110 townhouse units)
- Shelter Rock Residential in Sloatsburg (80 townhouse units).

The traffic analysis in the 2003 FEIS assessed No Build conditions both at the completion of Phase I in 2010 and with full build-out of the Project in 2015 (i.e., 12 years out from the 2003 existing condition). **Table 8** shows the 2015 No Build volumes forecasted in the 2003 FEIS by direction at eight locations near the project site—three on SR 17, three on CR 72 and two on CR 84. As shown in **Table 8**, the highest volumes were projected to occur along SR 17 south of CR 72, with 4,019 vehicles per hour (both directions combined) in the AM peak hour and 4,262 vehicles per hour (vph) in the PM. The high volumes along this segment of SR 17 reflect traffic flows en route to and from the New York State Thruway (I-87) interchange located approximately 2.5 miles to the south of CR 72. Two-way peak hour volumes along SR 17 to the north of CR 72 were projected to range from 2,105 to 2,369 vph, while volumes along CR 72 were projected to range from 1,134 to 1,505 vph. By contrast, two-way peak hour volumes along CR 84 were projected to range from 267 to 366 vph in the AM and PM.

Table 8

**Comparison of Study Area Corridor Traffic Volumes
2003 FEIS No Build (2015) vs Estimated 2032 No Build Volumes**

Location	Direction	AM Peak Hour			PM Peak Hour		
		2003 FEIS 2015 No Build Volumes	Estimated 2032 No Build Volumes	+/-	2003 FEIS 2015 No Build Volume	Estimated 2032 No Build Volumes	+/-
SR 17 south of CR 72	NB	646	694	48	3,298	2,667	-631
	SB	3,373	2,366	-1007	964	995	31
SR 17 north of Washington Ave	NB	426	530	104	1,892	1,571	-321
	SB	1,928	1,401	-527	477	624	147
SR 17 south of Warwick Brook Rd	NB	316	249	-67	1,787	1,336	-451
	SB	1,789	1,104	-685	377	370	-7
CR 84 north of CR 72	NB	165	119	-46	140	90	-50
	SB	134	62	-72	170	223	53
CR 84 south of SR 17A	NB	42	44	2	218	193	-25
	SB	324	109	-215	49	31	-18
CR 72 west of SR 17	EB	1,214	1,129	-85	349	389	40
	WB	291	253	-38	1,132	1,035	-97
CR 72 east of Eagle Valley Rd	EB	1,246	1,114	-132	299	316	17
	WB	256	231	-25	1,093	985	-108
CR 72 west of CR 84	EB	1,082	879	-203	154	214	60
	WB	115	133	18	980	920	-60

Notes:

Estimated 2032 volumes based on NYSDOT 2014-2018 ATR data grown by 0.5 percent/year to 2032.

Recent Traffic Trends

Recent traffic data for roadways in proximity to the Project Site were reviewed to further assess how the 2015 No Build volumes projected in the 2003 FEIS (which include annual background growth and estimated demand from planned developments) compare to actual background conditions on the analyzed roadway network. These include historical annual data on New York State Thruway volumes, data from New York State Department of Transportation (NYSDOT) automatic traffic recorder counts, traffic data from the June 2009 *Tuxedo Reserve Technical Memorandum*, the June 2011 *Watchtower Traffic Impact Study* and the April 2021 *World Headquarters of Jehovah's Witnesses Audio/Video Production Center DEIS*, and data from November 2021 automatic traffic recorder (ATR) counts.

New York State Thruway Data

Table 9 shows annual passenger car count data for the 2004 through 2020 period for two locations—the Mario Cuomo Tappan Zee Bridge to the south of the study area and the Harriman toll plaza to the north. While the 2003 FEIS assumed that background traffic would increase by one percent annually through 2015, as shown in **Table 9**, Thruway passenger car volumes actually decreased by 1.4 percent from 2004 through 2015 at the Mario Cuomo Tappan Zee Bridge and by 5.3 percent during the same period at the Harriman toll plaza. Through 2019,³ volumes at the Mario Cuomo Tappan Zee Bridge increased by 6.7

³ Volumes for 2020 reflect the effects of the Covid-19 pandemic and are therefore considered anomalous and not used for comparison purposes.

percent compared to 2004, or an average of less than 0.5 percent per year for the 2004 through 2019 period compared to the one percent assumed in 2003 FEIS. Volumes at the Harriman toll plaza were 13.1 percent lower in 2019 compared to 2004. Overall, the Thruway count data indicate that any increases in regional traffic volumes over the last 15 years (prior to the Covid-19 pandemic) were substantially less than the one percent per year conservatively utilized for the traffic impact analysis in the 2003 FEIS.

Table 9
Annual NYS Thruway Passenger Car Volumes
(2004 to 2020)

Year	Annual Passenger Car Traffic	
	Mario Cuomo/ Tappan Zee Bridge	Harriman
2004	23,897,322	18,299,228
2005	23,737,888	18,225,703
2006	23,578,841	18,256,210
2007	23,681,680	18,258,645
2008	22,930,527	17,611,814
2009	22,737,239	17,224,793
2010	23,110,216	17,236,481
2011	22,597,614	17,076,965
2012	22,924,174	16,778,954
2013	23,312,180	16,800,697
2014	23,352,494	16,851,469
2015	23,552,561	17,338,439
2016	24,370,708	17,510,285
2017	24,648,476	17,656,571
2018	24,805,668	16,940,297
2019	25,487,490	15,903,293
2020	19,202,163	13,533,582
% Change (2004-2015)	-1.4%	-5.3%
% Change (2004-2019)	6.7%	-13.1%
Source: NYS Thruway Authority data.		

NYS DOT Count Data

NYS DOT ATR count data were obtained for eight locations along the SR 17, CR 72 and CR 84 corridors in the vicinity of the Project Site. The available data are from the 2014 to 2018 period and therefore reflect conditions prior to the onset of the Covid-19 pandemic. A conservative 0.5 percent per year compounded growth factor (consistent with the worst-case annual growth rate reflected in the New York State Thruway data discussed above) was then applied to estimate 2032 No Build volumes. These were then compared to the 2015 No Build volumes projected in the 2003 FEIS. As shown in **Table 8**, at all eight locations two-way peak hour traffic volumes are in most cases less than those projected for the 2015 No Build condition in the 2003 FEIS. This is especially true for the SR 17 corridor where projected 2032 No Build volumes south of CR 72 are 959 vph less in the weekday AM peak hour than the 2015 No Build volumes projected in the 2003 FEIS, and 600 less in the PM peak hour. Volumes on SR 17 were also 423 and 174 vph lower in the AM and PM, respectively, north of Washington Avenue, and 752 and 458 vph lower,

respectively south of Warwick Brook Road. As shown in **Table 8**, the estimated 2032 two-way No Build peak hour volumes along both CR 72 and CR 84 were also comparable to or less than those projected for the 2015 No Build in the 2003 FEIS.

2009 Tuxedo Reserve Technical Memorandum and 2011 Watchtower Traffic Impact Study

In addition to the NYSDOT ATR count data for the SR 17, CR 72 and CR 84 corridors, historical traffic data for four of the intersections analyzed in the 2003 FEIS were obtained from the June 22, 2009 *Tuxedo Reserve Technical Memorandum* and the June 6, 2011 *Watchtower Warwick Property Redevelopment Traffic Impact Study*. These intersections include SR 17 at Seven Lakes Drive, CR 72 at Eagle Valley Road and at CR 84, and SR 17A at CR 84. (As discussed later in this technical memorandum, all but the CR 72/CR 84 intersection were projected to require mitigation in the 2003 FEIS.) The 0.5 percent per year compounded growth factor based on New York State Thruway Authority data was conservatively applied to these intersection volumes to estimate 2032 No Build volumes. They were then compared to the 2015 No Build volumes projected in the 2003 FEIS. As shown in **Table 10**, while the projected 2032 No Build peak hour traffic volumes for some individual lane groups are somewhat higher than was forecasted for the 2015 No Build in the 2003 FEIS, overall, the projected 2032 No Build volumes at all four intersections are comparable to or less than those projected for the 2015 No Build in the 2003 FEIS. At the SR 17A/CR 84 intersection, total projected 2032 volumes are 17.9 percent and 7.9 percent lower in the AM and PM peak hours, respectively, than the 2015 No Build volumes forecasted in the 2003 FEIS. Similarly, total projected 2032 No Build intersection volumes at SR 17A/Seven Lakes Drive are 14 percent and 2.9 percent lower in the AM and PM, respectively. Projected 2032 No Build volumes at the remaining two intersections are more comparable to but still lower than those forecasted for 2015 in the 2003 FEIS – 0.6 percent and 2.8 percent lower, respectively, at CR 72/CR 84 and 1.5 percent and 0.2 percent lower, respectively at CR 72/Eagle Valley Road.

World Headquarters of Jehovah's Witnesses Audio/Video Production Center DEIS

In 2016, the Watchtower Bible and Tract Society of New York, Inc. opened their World Headquarters facility consisting of administrative offices, 588 dwelling units and support facilities on a site in Tuxedo Park along CR 84 (Sterling Mine Road) to the west of its intersection with CR 72. Much of the traffic generated by this new development, which was not reflected in previous traffic studies for the Tuxedo Farms project, is likely concentrated along CR 84 and CR 72. As shown in **Table 8**, based on NYSDOT ATR count data grown to reflect 2032 conditions,⁴ intersections along CR 72 would experience lower traffic volumes in 2032 than were forecasted for 2015 in the 2003 FEIS. For example, in 2032 there are forecasted to be 157 and 91 fewer vehicles on CR 72 east of Eagle Valley Road (both directions combined) in the weekday AM and PM peak hours, respectively, than were forecasted in the 2003 FEIS.

⁴ These NYSDOT count data date from 2017 and 2018 and therefore include vehicle trips generated by the Watchtower World Headquarters facility which opened in 2016.

Table 10

**Comparison of Study Area Intersection Traffic Volumes
2003 FEIS No Build (2015) vs Estimated 2032 No Build Volumes**

Intersection	Direction	2032 No-Build ³		2003 FEIS 2015 No-Build		Net Difference (2032 NB-2015 NB)		Intersection % Difference	
		AM	PM	AM	PM	AM	PM	AM	PM
SR 17 (NB/SB) @ Seven Lakes Dr (WB) ¹	NB-T	351	1,793	338	1,808	13	-15		
	NB-R	77	245	60	295	17	-50		
	NB Total	428	2,038	398	2,103	30	-65		
	SB-L	17	24	12	8	5	16		
	SB-T	1,531	408	1,822	445	-291	-37		
	SB Total	1,548	432	1,834	453	-286	-21		
	WB-L	232	186	336	185	-104	1		
	WB-R	16	36	18	31	-2	5		
	WB Total	248	222	354	216	-106	6		
	Intersection Total		2,224	2,692	2,586	2,772	-362	-80	-14.0%
CR 72 (EB/WB) @ Eagle Valley Rd (NB/SB) ²	NB-L	0	0	0	0	0	0		
	NB-T	0	0	0	0	0	0		
	NB-R	3	0	2	4	1	-4		
	NB Total	3	0	2	4	1	-4		
	SB-L	74	41	52	45	22	-4		
	SB-T	1	0	0	0	1	0		
	SB-R	3	4	1	2	2	2		
	SB Total	78	45	53	47	25	-2		
	EB-L	0	3	0	0	0	3		
	EB-T	1,178	257	1,192	250	-14	7		
	EB-R	1	0	0	0	1	0		
	EB Total	1,179	260	1,192	250	-13	10		
	WB-L	2	3	7	5	-5	-2		
	WB-T	193	1,019	232	1,018	-39	1		
	WB-R	25	64	17	70	8	-6		
WB Total	220	1,086	256	1,093	-36	-7			
Intersection Total		1,480	1,391	1,503	1,394	-23	-3	-1.5%	-0.2%
CR 72 (EB/WB) @ CR 84 (SB) ²	SB-L	156	92	117	125	39	-33		
	SB-R	33	33	17	45	16	-12		
	SB Total	189	125	134	170	55	-45		
	EB-L	20	22	38	22	-18	0		
	EB-T	1,023	169	1,044	132	-21	37		
	EB Total	1,043	191	1,082	154	-39	37		
	WB-T	105	908	98	935	7	-27		
	WB-R	95	115	127	118	-32	-3		
WB Total	200	1,023	225	1,053	-25	-30			
Intersection Total		1,432	1,339	1,441	1,377	-9	-38	-0.6%	-2.8%
SR 17A (EB/WB) @ CR 84 (NB/WB) ²	NB-L	6	61	8	97	-2	-36		
	NB-T	0	4	0	1	0	3		
	NB-R	28	67	34	120	-6	-53		
	NB Total	34	132	42	218	-8	-86		
	SB-L	21	8	17	11	4	-3		
	SB-T	4	1	1	0	3	1		
	SB-R	0	1	0	4	0	-3		
	SB Total	25	10	18	15	7	-5		
	EB-L	0	1	2	1	-2	0		
	EB-T	910	152	986	108	-76	44		
	EB-R	67	6	136	10	-69	-4		
	EB Total	977	159	1,124	119	-147	40		
	WB-L	88	20	187	39	-99	-19		
	WB-T	73	729	88	748	-15	-19		
WB-R	8	12	8	14	0	-2			
WB Total	169	761	283	801	-114	-40			
Intersection Total		1,205	1,062	1,467	1,153	-262	-91	-17.9%	-7.9%

Notes:

¹Source: June 22, 2009 Tuxedo Reserve Technical Memorandum.

²Source: June 6, 2011 Watchtower Warwick Property Development Traffic Impact Study.

³Source traffic volumes grown by 0.5 percent per year to 2032.

In April 2021, a DEIS was issued for the World Headquarters of Jehovah’s Witnesses Audio/Video Production Center. This project would involve development of a 1.7 million sf facility for the creation and production of audio and video/film recordings in an integrated working, living, and worship facility that would include 645 residential units. The primary access to the project site would be located on CR 72 just east of Eagle Valley Road in the Town of Tuxedo. The proposed audio/video (A/V) production center, which is expected to be operational in 2027, was not reflected in previous traffic studies for the Tuxedo Farms project; however, traffic from Tuxedo Farms was reflected in the 2021 DEIS for the A/V production center.

Traffic generated by the proposed A/V production center in 2027 would be primarily concentrated along CR 72 and SR 17 south of CR 72. Based on data from the 2021 DEIS, the peak demand along CR 72 from this project would total 41 vehicles (both directions combined) at a point east of the project’s main entrance driveway in the AM peak hour, and 165 vehicles in the PM peak hour. Peak incremental demand along SR 17 would total 32 vehicles south of CR 72 in the AM peak hour and 128 vehicles in the PM. Significant adverse traffic impacts were identified in the 2021 DEIS at two unsignalized locations—CR 72 and Eagle Valley Road (west)/Sister Servants Lane, and at CR 72 and Eagle Valley Road (east). At this latter location, installation of the traffic signal recommended under the Tuxedo Farms traffic mitigation plan (discussed below), would fully mitigate the impact due to the A/V production center. No mitigation was recommended for the impact at CR 72 and Eagle Valley Road/Sister Servants Lane as traffic volumes on the impacted Eagle Valley Road approach would not warrant installation of a new traffic signal.

November 2021 ATR Count Data

Automatic traffic recorder counts were conducted by Philip Habib & Associates for the Tuxedo Farms project on Wednesday, November 3, 2021 and Thursday, November 4, 2021 at five locations along SR 17, SR 17A and CR 84 to document current traffic volumes in the vicinity of the project site. **Table 11** and **Table 12** compare the average peak hour volumes from these counts with the 2015 No Build volumes forecasted in the 2003 FEIS. As shown in **Tables 11 and 12**, in general, current 2021 peak hour traffic volumes are substantially lower than were projected for the 2015 No Build conditions in the 2003 FEIS. For example, two-way volumes on SR 17 are currently from 40.3 to 58.3 percent lower in the AM peak hour, and from 32.8 to 47.7 percent lower in the PM peak hour. Two-way volumes along SR17A are 65.5 percent lower in the AM peak hour and 50.6 percent lower in the PM than forecasted for 2015, while volumes along CR84 are 58.5 percent and 42.3 percent lower during these same periods, respectively.

Table 11
Comparison of 2021 Weekday Peak Hour ATR Count Data
With the 2015 No Build Forecast From the 2003 FEIS

Location	Direction	AM Peak Hour			PM Peak Hour		
		2003 FEIS 2015 No Build	2021 ATR Count	+/-	2003 FEIS 2015 No-Build	2021 ATR Count	+/-
SR 17 south of CR 72	NB	646	701	55	3298	1839	-1459
	SB	3373	1697	-1676	964	1027	63
SR 17 south of Seven Lakes Drive	NB	390	492	102	2287	1034	-1253
	SB	2136	803	-1333	681	679	-2
SR 17 north of Warwick Brook Rd	NB	280	230	-50	1782	747	-1035
	SB	1766	624	-1142	369	379	10
SR 17A west of SR 17	EB	1069	354	-715	244	173	-71
	WB	280	111	-169	828	357	-471
CR 84 south of SR 17A	NB	42	31	-11	218	114	-104
	SB	324	121	-203	49	40	-9

Source: ATR counts conducted on Wednesday, November 3, 2021 and Thursday, November 4, 2021.

Table 12
Comparison of 2021 Weekday Peak Hour ATR Count Data
With the 2015 No Build Forecast From the 2003 FEIS
(Percent Difference)

	Direction	AM Peak Hour		PM Peak Hour	
		% Change by Direction	% Change Two-Way	% Change by Direction	% Change Two-Way
SR 17 south of CR 72	NB	8.5%	-40.3%	-44.2%	-32.8%
	SB	-49.7%		6.5%	
SR 17 south of Seven Lakes Drive	NB	26.2%	-48.7%	-54.8%	-42.3%
	SB	-62.4%		-0.3%	
SR 17 north of Warwick Brook Rd	NB	-17.9%	-58.3%	-58.1%	-47.7%
	SB	-64.7%		2.7%	
SR 17A west of SR 17	EB	-66.9%	-65.5%	-29.1%	-50.6%
	WB	-60.4%		-56.9%	
CR 84 south of SR 17A	NB	-26.2%	-58.5%	-47.7%	-42.3%
	SB	-62.7%		-18.4%	

Source: ATR counts conducted on Wednesday, November 3, 2021 and Thursday, November 4, 2021.

Some of the differences in traffic volumes between the 2021 ATR count data and the 2015 projections in the 2003 FEIS are no doubt attributable to the ongoing effects of the Covid-19 pandemic on commuting patterns. (Metro-North data from early November 2021 show generally similar trends with commuter rail ridership down roughly 50 percent system-wide from pre-pandemic levels.) As noted previously, one effect of the pandemic has been a marked shift from daily commuting to work-from-home by a relatively large segment of the workforce. Although many commuters will likely return as the pandemic recedes, it is also very likely that a sizable segment of the workforce will continue to work from home on a regular basis,⁵ a trend not accounted for in the 2003 FEIS or other traffic forecasts. Therefore, the baseline traffic condition documented in the 2003 FEIS can be considered very conservative and will not likely occur for the foreseeable future.

Recent Roadway Network Improvements

A number of roadway network improvements have been implemented by NYSDOT along the SR 17 corridor that were not reflected in the 2003 FEIS. These changes and their potential implications with regard to future 2032 traffic conditions are discussed below.

- In 2021, NYSDOT reconfigured one of the two northbound through lanes on SR 17 just south of the CR 72 overpass as a dedicated lane for exiting traffic traveling to CR 72. Northbound SR 17 continues with a single free-flow lane before widening back to two through lanes north of the interchange. As shown in **Table 8**, the heaviest traffic volumes on northbound SR 17 at this location occur in the PM peak hour, and 2032 No Build traffic volumes in the PM are projected to be substantially (approximately 631 vph) lower than were projected for 2015 in the 2003 FEIS. With roughly one-third of traffic expected to exit to CR 72, free-flow conditions are expected to remain along this non-signalized segment of single-lane operation on northbound SR 17 for the foreseeable future.
- Also in 2021, SR 17 was reconfigured from two lanes in each direction to one through lane in each direction plus a center turning lane along the unsignalized section between the Tuxedo Town Line and Seven Lakes Drive. Included in this reconfiguration was the installation of a southbound left-turn lane on SR 17 at Washington Avenue. (These modifications were part of NYSDOT's Sloatsburg Route 17 Complete Streets Project that also included the construction of a new sidewalk along the west side of Route 17.) By providing dedicated turn lanes, the new configuration has likely improved northbound and southbound flow on SR 17 by eliminating the need for vehicles to merge into the right lane to avoid vehicles waiting to turn left. In addition, as shown in **Table 8**, 2032 No Build peak direction traffic volumes on SR 17 north of Washington Avenue are projected to be lower than were estimated for the 2015 No Build condition in the 2003 FEIS—i.e., 527 vph lower in the peak southbound direction in the AM peak hour and 321 vph lower in the peak northbound direction in the PM peak hour for this free-flow section. Consequently, the recent reconfiguration of SR 17 in combination with the lower projected demand is likely to result in No Build traffic conditions along these free-flow segments of northbound and southbound SR 17 better than those projected in the 2003 FEIS. (An assessment

⁵ The February 18, 2021 report *The Future of Work After Covid-19* by the McKinsey Global Institute found that 20 to 25 percent of the workforce in advanced economies such as the U.S. could work from home between three and five days a week. This represents four to five times more remote work than before the pandemic.

of the potential effects of the reconfiguration on the minor street approaches at the analyzed Washington Avenue intersection is provided below in Section VIII, “Projected Traffic Conditions and Required Mitigation.”)

- A new pedestrian crossing protected by a pedestrian hybrid beacon was also installed in 2021 on SR 17 south of Liberty Rock Road in Sloatsburg. This beacon is pedestrian-activated and it is not expected that the volume of pedestrians using the crossing in each peak hour would be great enough to result in an appreciable increase in overall traffic delay. Furthermore, conditions at this signalized location will be better than at other nearby signalized intersections as there are no turning vehicles. Consequently, the new pedestrian crossing is not expected to result in traffic conditions along the SR 17 corridor worse than those projected in the 2003 FEIS.
- The intersection of SR 17 and Municipal Plaza/Ballard Avenue in Sloatsburg was fully signalized, including pedestrian signals, thereby improving pedestrian and vehicular safety at this intersection. As noted later in this memorandum, the 2003 FEIS traffic mitigation plan included signal timing adjustments to accommodate project-generated traffic at the SR 17/Eagle Valley Road intersection to the south, and the SR 17/Seven Lakes Drive intersection to the north. It is likely that signal timings consistent with those recommended in the 2003 FEIS could be adopted at this intersection if needed to address potential capacity constraints. Furthermore, as discussed above, 2032 No Build peak hour, peak direction traffic volumes on SR 17 are projected to be lower than were estimated for the 2015 No Build condition in the 2003 FEIS. Consequently, the addition of this traffic signal is not expected to result in traffic conditions worse than those projected in the 2003 FEIS.

Summary

New York State Thruway data show that increases in regional traffic volumes over the last 15 years were substantially less than the one percent per year conservatively utilized for the analysis in the 2003 FEIS. Forecasted 2032 No Build traffic volumes based on NYSDOT data from 2014-2018 and a conservative 0.5 percent/year background growth rate indicate lower weekday peak hour traffic volumes on roadways serving the project site in 2032 than were projected for 2015 in the 2003 FEIS. Similarly, forecasted 2032 No Build traffic volumes at four study area intersections based on historical data from previous traffic studies and a 0.5 percent/year growth rate show peak hour volumes that are generally comparable to or lower than those projected for 2015 in the 2003 FEIS.

Additionally, November 2021 ATR count data show substantially lower weekday peak hour traffic volumes along SR 17, SR 17A and CR 84 than were projected for 2015 in the 2003 FEIS, with current volumes 40 percent to 66 percent lower in the AM peak hour and 33 percent to 51 percent lower in the PM peak hour. Some of these differences are no doubt attributable to the ongoing long-term effects of the Covid-19 pandemic on commuting patterns, and many commuters will likely return as the pandemic recedes. However, it is also expected that a sizable segment of the workforce will continue to work from home several days per week on a regular basis, a trend not accounted for in the 2003 FEIS.

Neither the opening of the Watchtower World Headquarters along CR 84 in 2016 nor the planned development of a new audio/video production center in 2027 along CR 72 were reflected in the 2003 FEIS. However, projected 2032 No Build traffic volumes based on count data from 2017 and 2018 (subsequent to the World Headquarters opening) still indicate lower traffic volumes than projected for the 2015 No Build condition in the 2003 FEIS. New vehicle trips generated by the audio/video production facility would total no more than 165 (two-way) along CR 72 in either peak hour, and no more than 128 along SR 17.

Based on available traffic count data collected subsequent to the 2003 FEIS, it is reasonable to conclude that the No Build traffic volumes forecasted for 2015 in the 2003 FEIS are unlikely to be realized in the foreseeable future. Consequently, it is also unlikely that weekday AM and PM peak hour background volumes in 2032 (the Project's anticipated completion year) would be greater than what were conservatively assumed for 2015 in the 2003 FEIS.

Lastly, several roadway and pedestrian improvements were completed along the SR 17 corridor subsequent to the 2003 FEIS. Given that 2032 No Build peak hour, peak direction traffic volumes on SR 17 are projected to be lower than were estimated for the 2015 No Build condition in the 2003 FEIS, these improvements, which include changes to lane configurations and the introduction of a new signal and a pedestrian crossing, are not expected to result in No Build conditions along SR 17 worse than those projected in the 2003 FEIS. The potential effects of the recent Route 17 roadway improvements on the minor street approaches at the analyzed Washington Avenue intersection are discussed in Section VIII, below.

VIII. PROJECTED TRAFFIC CONDITIONS AND REQUIRED MITIGATION

2003 FEIS

As shown in **Table 13**, the Project's 2003 FEIS disclosed the potential for significant adverse traffic impacts at seven locations in one or both peak hours upon completion of Phase 1 in 2010, and at one additional location with full build-out of the Project in 2015. All of these impacts could be fully mitigated. Mitigation measures would include modifications to traffic signal timing and phasing, installation of new traffic signals, and construction of new exclusive turn lanes.

The installation of a southbound left-turn lane and wider through lanes on SR 17 at Seven Lakes Drive, and a new southbound left-turn lane on SR 17 at Washington Avenue were also proposed as traffic improvement measures in the 2003 FEIS. Another proposed traffic improvement measure was the construction of a connector road (Long Ridge Road) to connect the Phase 1 development area to Eagle Valley Road. (Construction of this connector road would be advanced to Phase 1 in the event that only one access to SR 17 from the Southern Tract could be secured.)

In addition to the traffic mitigation measures discussed above, it was proposed to operate a jitney service during the weekday AM and PM peak hours to serve residents destined to and from the Tuxedo and Sloatsburg train stations and nearby express bus stops. (As noted previously, the 2003 FEIS assumed that approximately ten percent of commuter trips would be by the train and express bus modes, although recent census data indicate a combined rail/bus mode share of 13.6 percent.) The peak-hour jitney commuter

service would be initiated at the beginning of Phase 1 prior to the issuance of the 50th certificate of occupancy for the Project. Upon completion of Phase 1, an off-peak service would be initiated to transport residents to and from the proposed Commons and the Tuxedo hamlet. The service would be funded and administered by the local homeowners association.

Table 13
Locations with Significant Adverse Traffic Impacts and Proposed Mitigation
(2003 FEIS)

Location	Phase 1	Full Build-Out	Proposed Mitigation
(1) SR 17A and SR 17 Ramps (unsignalized)	X	X	Construct EB right-turn lane (Phase 1) Install traffic signal and NB left-turn lane (Full Build-Out)
(2) SR 17 and SR 17A South Ramp (signalized)	X	X	Modify traffic signal timing
(3) SR 17 and Washington Ave (unsignalized)	X	X	Construct SB left-turn lane Alternate access available via Seven Lakes Drive
(4) SR 17 and Warwick Brook Road (unsignalized)	X	X	Install traffic signal
(5) SR 17 and Seven Lakes Drive (signalized)	X	X	Construct SB left-turn lane, widen through lanes, and modify signal timing and phasing
(6) SR 72 and Eagle Valley Road (unsignalized)	X	X	Install traffic signal
(7) SR 17A and CR 84 (unsignalized)	---	X	Install traffic signal (Full Build-Out)
(8) NYS Thruway NB Off-Ramp to SR 17 (signalized)	X	X	Modify traffic signal timing

Lastly, the mitigation plan in the 2003 FEIS included a traffic monitoring program to verify the accuracy of the estimates of Project-generated traffic. This program, to be financed by the applicant, would include both ATR and manual counts to provide data on Project-generated traffic at each of the Project’s driveway access points and flows along SR 17 on one typical weekday. If the traffic volumes were found to exceed the traffic projections by specified thresholds, then further Project building permits would be withheld until adequate traffic mitigation measures are identified and implemented. Traffic would be monitored at the following intervals: (1) upon completion of 300 DUs; (2) upon completion of 600 DUs; (3) at the end of Phase 1; at the end of Phase 2; and at the end of Phase 3. Ridership data would also be collected for the jitney service at each of these intervals, and if ridership were below estimates in the 2003 FEIS, service modifications would be implemented to achieve projected ridership levels.

2015 and 2017 Special Permits

The Project’s Special Permit issued by the Town of Tuxedo in 2015 reflects modifications to the Project’s traffic mitigation measures as set forth in the 2003 FEIS and further assessed in the 2009 Technical Memorandum. The modifications to the traffic mitigation measures listed in **Table 13** include:

- The elimination of the proposed southbound left-turn lane on SR 17 at Seven Lakes Drive and wider through lanes on SR 17 at that location (see #5 in **Table 13**)⁶; and
- The elimination of the need to accelerate the construction of the connection to Eagle Valley Road as a traffic improvement measure.⁷

No further modifications to the recommended traffic mitigation measures were proposed in the current 2017 Special Permit.

Proposed Modifications

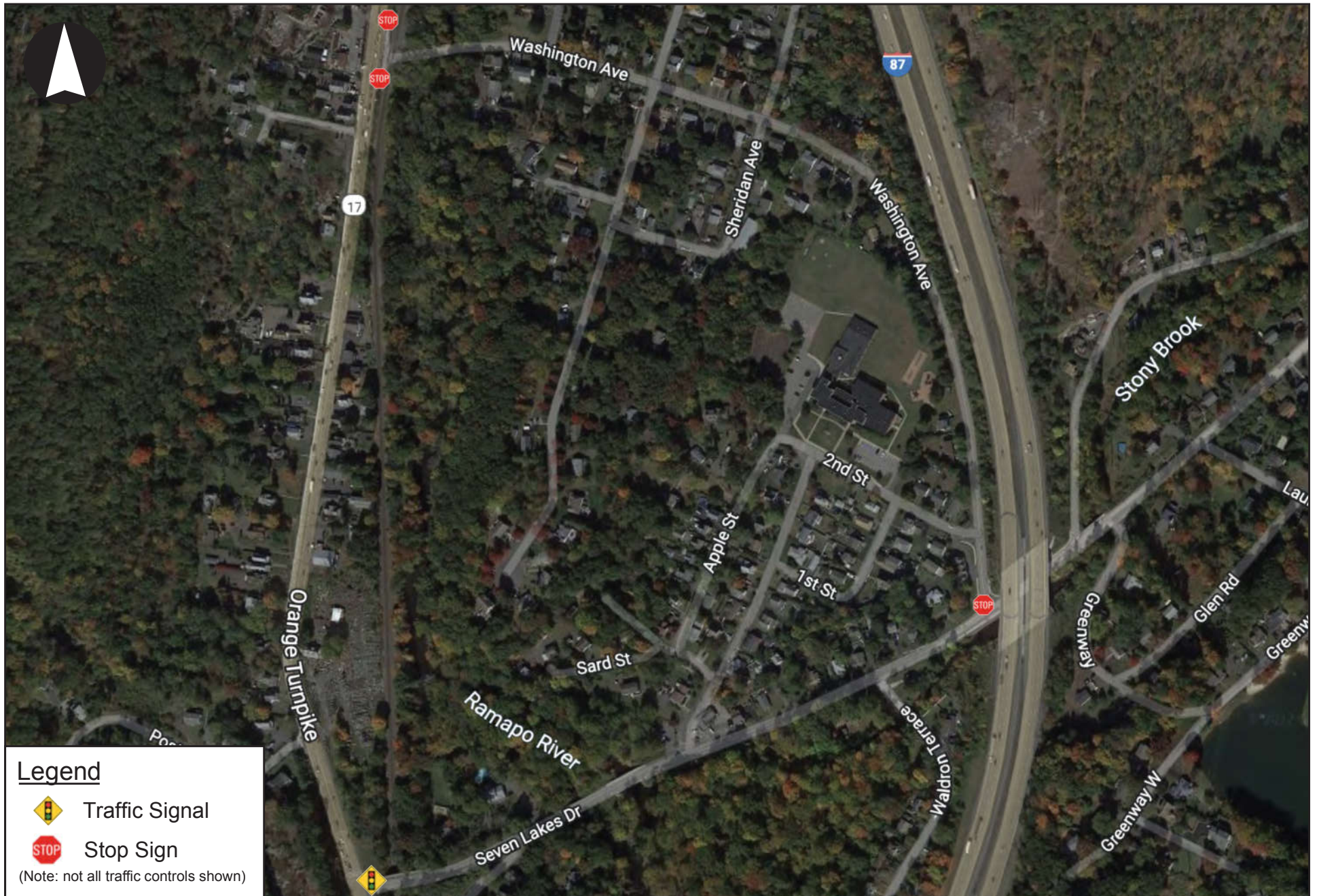
As discussed in detail above (see **Table 7**), it is estimated that the numbers of new vehicle trips generated during the weekday AM and PM peak hours by the Project with the Proposed Modifications would be 4 percent to 5 percent higher compared to the number of vehicle trips generated by the program assessed in the 2003 FEIS. However, the traffic analysis in the 2003 FEIS took a conservative approach with respect to forecasting background traffic conditions (e.g., by assuming a one percent/year background growth rate), and projections of 2032 No Build conditions based on recent traffic count data indicate that volumes at analyzed intersections will in most cases be less than those forecasted for the 2015 No Build condition in the 2003 FEIS. Therefore, the Proposed Modifications are unlikely to result in new or substantially different significant adverse peak hour traffic impacts compared to those disclosed in the 2003 FEIS and subsequent analyses. At most locations, the traffic mitigation measures outlined in the 2003 FEIS would therefore also likely remain effective at mitigating any significant adverse traffic impacts under the Proposed Modifications.

It should be noted, however, that the reduction in the number of travel lanes along segments of the SR 17 corridor in 2021 in conjunction with NYSDOT's Sloatsburg Route 17 Complete Streets Project has likely affected the operation of minor street approaches at unsignalized intersections along these segments. One affected location was analyzed in the 2003 FEIS – SR 17 at Washington Avenue (see **Figure 3**). Washington Avenue intersects SR 17 at two separate points located approximately 200 feet apart. At both of these locations, the Washington Avenue approaches are stop-controlled and turning movements are restricted by grade and intersection angle. The northern Washington Avenue intersection is primarily used by westbound right turns out of and southbound left turns into Washington Avenue. The southern Washington Avenue intersection is primarily used by westbound left turns out of and northbound right turns into Washington Avenue.

As shown in **Figure 3**, from SR 17, Washington Avenue extends approximately 0.6 mile to Seven Lakes Drive which, in turn, intersects SR 17 approximately 0.4 mile to the east. The intersection of Seven Lakes Drive with SR 17, which is signalized, is located only 0.5 mile to the south of the intersection of SR 17 with Washington Avenue.

⁶ This mitigation was required to accommodate traffic anticipated from another development that was included as part of the No Build scenario analyzed in the 2003 FEIS. This development was subsequently cancelled.

⁷ Advancing the construction of this connection to Phase 1 is no longer needed as site plan approval was obtained from the Village of Sloatsburg for the southerly access to the Project from SR 17.



The 2003 FEIS disclosed a significant impact to the westbound left-turn movement from Washington Avenue to southbound SR 17 in both the AM and PM peak hours. The recommended mitigation included the installation of a southbound left-turn lane on SR 17. It was also noted in the 2003 FEIS traffic mitigation plan that alternate access from Washington Avenue to SR 17 is available via Seven Lakes Drive and its signalized intersection with SR 17 (especially true for left-turning vehicles).

As discussed above, in conjunction with NYSDOT's Sloatsburg Route 17 Complete Streets Project, a southbound left-turn lane was installed on SR 17 at Washington Avenue in 2021, consistent with the mitigation recommended in the 2003 FEIS. However, the reduction in the number of through lanes along SR 17 from two to one in each direction has had the effect of reducing northbound and southbound capacity and the number of gaps for traffic entering from minor streets compared to what was assumed in the 2003 FEIS. In order to assess the potential future effects of the recent lane reductions along SR 17 at Washington Avenue, levels of service under 2032 No Build and Build conditions with the new roadway configuration were projected. The level of service (LOS) analysis was based on the methodology presented in the *Highway Capacity Manual* (HCM) and utilized the HCS+ version 5.5 software application. The HCM methodology produces a volume-to-capacity (v/c) ratio for each intersection approach. The v/c ratio represents the ratio of traffic volume on an approach to the approach's carrying capacity. A v/c ratio of less than 0.90 is generally considered indicative of non-congested conditions; when higher than this value, the ratio reflects increasing congestion. At a v/c ratio between 0.95 and 1.0, near-capacity conditions are reached and delays can become substantial. Ratios of greater than 1.0 indicate saturated conditions with queuing. The HCM methodology also expresses the quality of traffic flow in terms of LOS, which is based on the amount of delay that a driver typically experiences at an intersection. As shown in **Table 14**, for unsignalized intersections, LOS ranges from A, representing minimal delay (10 seconds or less per vehicle), to F, which represents long delays (greater than 50 seconds per vehicle). Levels of service A, B, and C generally represent highly favorable to fair levels of traffic flow. At LOS D, the influence of congestion becomes noticeable. LOS E is considered to be the limit of acceptable delay, and LOS F is considered to be unacceptable to most drivers.

For unsignalized intersections, the HCM methodology generally assumes that traffic on major streets is not affected by traffic flows on minor streets. Left turns from a major street are assumed to be affected by the opposing, or oncoming, traffic flow on that major street. Traffic on minor streets is affected by all conflicting movements.

Projected levels of service at the SR 17/Washington Avenue intersections under 2032 No Build and Build conditions with the new roadway configuration are shown in **Table 15** along with the No Build and Build conditions forecasted for 2015 in the 2003 FEIS. The 2032 No Build volumes along SR 17 at Washington Avenue were estimated based on NYSDOT 2014-2018 ATR data grown by 0.5 percent/year. Washington Avenue volumes were based on projected 2015 volumes from 2003 FEIS. (Given its function as a primarily local street serving an established residential neighborhood, no growth factor was applied to volumes along Washington Avenue.)

Table 14
Level of Service Criteria
For Unsignalized Intersections

LOS	Average Delay per Vehicle (seconds)
A	Less than 10.1
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	Greater than 50.0

Source: 2000 Highway Capacity Manual

Table 15
Route 17/Washington Avenue Intersection Level of Service (LOS) Comparison
2015 Conditions w/4-Lane SR 17 (2003 FEIS) vs Projected 2032 Conditions w/2-Lane SR 17

Peak Hour	Lane Group	2003 FEIS ¹						Estimated 2032 Conditions ²					
		2015 No Build			2015 Build			2032 No Build			2032 Build		
		V/C Ratio ³	Delay (sec.)	LOS	V/C Ratio ³	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS	V/C Ratio	Delay (sec.)	LOS
AM	SB-L	---	8.2	A	---	23.5	C	0.04	8.6	A	0.04	9.0	A
	WB-L	---	43.2	E	---	68.6	F	0.28	75.9	F	0.50	171.6	F
	WB-R	---	9.7	A	---	10.2	B	0.06	11.9	B	0.07	13.4	B
PM	SB-L	---	8.7	A	---	30.6	D	0.09	14.8	B	0.12	18.3	C
	WB-L	---	249.1	F	---	599.5	F	0.20	104.0	F	0.43	270.5	F
	WB-R	---	24.4	C	---	29.6	D	0.20	40.5	E	0.31	67.0	F

Notes:

¹ Source: 2003 FEIS Table 2-8 (Without Oakbrook scenario).

² 2032 No Build volumes along SR 17 estimated based on NYSDOT 2014-2018 ATR data grown by 0.5 percent/year. Washington Avenue volumes based on projected 2015 volumes from 2003 FEIS.

³ V/c ratios not provided in 2003 FEIS Table 2-8.

As shown in **Table 15**, with the current two-lane configuration (one through-lane per direction) on SR 17, the westbound left-turn from Washington Street is projected to operate at LOS F in both the AM and PM peak hours in the 2032 Build condition, the same as was projected in the 2003 FEIS for the 2015 Build condition with four through-lanes on SR 17 (two lanes per direction). There is, however, projected to be increased delay in the AM peak hour compared to the 2003 FEIS (171.6 seconds versus 68.6 seconds), and less delay in the PM peak hour (270.5 seconds versus 599.5 seconds). The westbound right-turn is projected to operate at an uncongested LOS B in the AM peak hour in the 2032 Build condition, the same as projected for the 2015 Build in the 2003 FEIS, while in the PM, it is projected to operate at LOS F in the 2032 Build condition versus LOS D in the 2003 FEIS. The southbound left-turn from SR 17 is projected to operate at an acceptable LOS D or better in both peak hours in the 2032 Build condition.

The 2003 FEIS identified significant impacts to the westbound left-turn movement on Washington Avenue in both the AM and PM peak hours in the 2015 Build condition.⁸ Based on the impact criteria in the 2003 FEIS, the westbound left-turn would also potentially be impacted in both the AM and PM peak hours in the 2032 Build condition with the Proposed Modifications, as would the westbound right-turn movement in the PM peak hour. It should be noted, however, that the volume of traffic that would be affected by the delay on these approaches would be relatively small – fewer than 30 vehicles per hour on either approach in either period. Furthermore, while some drivers would experience increased delay, all movements would be operating well below capacity with v/c ratios of 0.50 or less in both the AM and PM. In addition, as noted in the 2003 FEIS, drivers using Washington Avenue can avail themselves of alternate access to SR 17 via the nearby signalized intersection at Seven Lakes Drive.

As discussed previously, total traffic volumes along the SR 17 corridor are expected to be lower in the 2032 Build condition than were projected for the 2015 Build condition in the 2003 FEIS. In addition, the recommended mitigation at SR 17/Washington Avenue (installation of a southbound left-turn lane) has already been implemented by NYSDOT. It is therefore reasonable to conclude that the projected increases in delay on the Washington Avenue approaches in one or both peak hours in the 2032 Build condition compared to the analysis in the 2003 FEIS are due in large part to the recent reconfiguration of SR 17 from four through lanes to two through lanes. Given the relatively small volume of traffic on the minor street approaches, and that alternate access to SR 17 is available via a signalized intersection at Seven Lakes Drive, no additional mitigation is proposed for this intersection in conjunction with the Proposed Modifications. It is however, recommended that traffic volumes and conditions at SR 17 and Washington Avenue be included as part of the traffic monitoring program that would be implemented as development of the Project advances. The data collected could then be used to assess if further mitigation measures are warranted based on actual conditions with the Project.

Lastly, as discussed above, the 2003 FEIS assumed that the jitney service to nearby rail and express bus services would be initiated during the AM and PM commuter peak hours at the beginning of Phase 1 prior to the issuance of the 50th certificate of occupancy for the Project. However, based on updated transportation planning factors, estimated AM and PM peak hour demand for the jitney would total no more than five persons/hour at this very early phase of project development, even assuming the 13.6 percent combined rail/bus mode share cited in recent census data (versus the 10 percent assumed for the 2003 FEIS). A potential permanent shift from daily commuting to work-from-home by some workers may further reduce jitney demand from previous estimates. Consequently, under the Proposed Modifications the planned peak-hour commuter jitney service would be initiated prior to the issuance of the 100th certificate of occupancy for the Project rather than the 50th certificate of occupancy as assumed in the 2003 FEIS.

⁸ Significant impacts were defined in the 2003 FEIS as changes in level of service in which a No Build LOS “A,” “B,” “C” or “D” deteriorates to LOS “E” or worse, or a change from LOS “E” to LOS “F.” In the event that the No Build LOS is already “F,” then a significant impact is identified if the v/c ratio for a critical movement increases by more than five percent.

IX. CONCLUSIONS

Compared to the development program analyzed in the 2003 FEIS, the Proposed Modifications would result in an additional 414 DU (including 91 additional active senior units). The number of single-family residences would be reduced by 477 while the number of multi-family units would increase by 891. There would be an overall net increase of 33,000 sf of non-residential uses developed on the Southern Tract including 40,000 sf of additional retail/commercial space in the Commons, and a reduction of 7,000 sf of neighborhood amenity and recreational space. There would be no net change in the amount of commercial/light industrial/warehouse uses planned for the Northern Tract (a total of approximately 196,100 sf of space). While the net increase in the total number of dwelling units and non-residential space would generate more travel demand, this would be offset in part by the replacement of single-family residences with multi-family units (which typically have a lower trip rate) and the increase in the number of active senior units under the Proposed Modifications. Compared to the development program analyzed in the 2003 FEIS, the Project would generate an estimated 32 more vehicle trips (5 percent more) in the weekday AM peak hour and 35 more trips (4 percent more) in the PM with the Proposed Modifications.

New York State Thruway data show that increases in regional traffic volumes over the last 15 years were substantially less than the one percent per year conservatively utilized for the analysis in the 2003 FEIS. Forecasted 2032 No Build traffic volumes based on 2014-2018 NYSDOT data and a still-conservative 0.5 percent/year background growth rate indicate lower weekday peak hour traffic volumes on roadways serving the project site in 2032 than were projected for 2015 in the 2003 FEIS. Similarly, forecasted 2032 No Build traffic volumes at four study area intersections based on historical data from previous traffic studies and a 0.5 percent/year growth rate show peak hour volumes that are generally comparable to or lower than those projected for 2015 in the 2003 FEIS. Additionally, November 2021 count data show substantially lower weekday peak hour traffic volumes along SR 17, SR 17A and CR 84 than were projected for 2015 in the 2003 FEIS, with current volumes 40 percent to 66 percent lower in the AM peak hour and 42 percent to 58 percent lower in the PM peak hour. Some of these differences are no doubt attributable to the ongoing effects of the Covid-19 pandemic on commuting patterns, and many commuters will likely return as the pandemic recedes. However, it is also likely that a sizable segment of the workforce will continue to work from home on a regular basis, a trend not accounted for in the 2003 FEIS. Based on these data, it is unlikely that weekday AM and PM peak hour background volumes in 2032 (the Project's anticipated completion year) will be greater than what were conservatively assumed for 2015 in the 2003 FEIS.

The reduction in the number of travel lanes along segments of the SR 17 corridor in 2021 in conjunction with NYSDOT's Sloatsburg Route 17 Complete Streets Project has likely affected the operation of minor street approaches at unsignalized intersections along these segments. This includes the intersection of SR 17 and Washington Avenue which was analyzed in the 2003 FEIS and where significant impacts to traffic on Washington Avenue were identified. Although total traffic volumes along the SR 17 corridor are expected to be lower in the 2032 Build condition than were projected for the 2015 Build condition in the 2003 FEIS, and the mitigation recommended in the 2003 FEIS for SR 17/Washington Avenue (installation of a southbound left-turn lane) has already been implemented by NYSDOT, the Washington Avenue approaches would remain potentially impacted by the Project with the Proposed Modifications in one or both peak hours. Monitoring traffic volumes and conditions at SR 17/Washington Avenue as part of the

Project's traffic monitoring program is therefore recommended. The data collected could then be used to assess if further mitigation measures are warranted based on actual future conditions with the Project.

In summary, the numbers of new vehicle trips generated with the Proposed Modifications in the weekday AM and PM peak hours would be 4 percent to 5 percent higher than the numbers forecast in the 2003 FEIS. This estimate does not, however, account for future work-from-home trends. Further, background volumes in 2032 are projected to be lower than what were conservatively assumed for 2015 in the 2003 FEIS, even without accounting for increases in the numbers of persons working from home. Consequently, the Proposed Modifications are not expected to result in the potential for new or substantially different significant traffic impacts and mitigation needs compared to those previously disclosed in the 2003 FEIS. Monitoring traffic volumes and conditions at the unsignalized intersection of SR 17 and Washington Avenue as part of the Project's traffic monitoring program is recommended, however, given the recent reduction in travel lanes along this segment of SR 17 by NYSDOT.

Attachment C: Fiscal Back-Up



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**Attachment C:
Commons Area Build-Out Fiscal Effects Back-Up
*May 16, 2022***

Some of the preliminary road alignments and infrastructure has been initiated on the Tuxedo Farms Project Site in accordance with prior approvals. These preliminary roads and infrastructure are primarily in the vicinity of the Commons Area and would be the first areas to be built-out when construction commences on the Proposed Project. As requested by the Town, the Technical Memorandum analyzes the fiscal effects of the Proposed Action if hypothetically construction ceased after construction of the Commons and West Terrace (the Applicant does not anticipate this happening). This first development area would include 473 units, comprising 31 4-bedroom homes, 72 3-bedroom townhomes, 34 2-bedroom townhomes, 84 2-bedroom multi-family units, and 252 1-bedroom multi-family units. This analysis does not include the fiscal benefits from the LIO parcel, or homes that would be constructed subsequent to this initial construction sequence. This Attachment provides the back-up to the fiscal analysis presented in the Technical Memorandum.

As shown in the following tables, the build-out of the Commons Area and West Terrace overall would be tax positive for both the Town of Tuxedo and the TUFSD. Estimated Town tax revenues would exceed estimated municipal costs, and estimated TUFSD revenues would exceed the marginal costs generated from additional students. While certain taxing jurisdictions are shown to be in the negative, this could be corrected by adjusting the mill rates between the Town's various taxing jurisdictions. In addition, since the costs were estimated on a per-capita basis, they do not take into account economies of scale and may be overstated. Furthermore, the analysis conservatively excludes the value of the exactions prescribed in the 2015 Special Permit, which are anticipated to be carried forward to the 2022 Special Permit. These mitigations and community benefits, which have a monetary value, include:

- Construction of event center building in the Commons to be shared with the Library (and Town);
- Donation of 42 acres of land to the Tuxedo Union Free School District;
- Donation of the remaining \$1,000,000 to the Hamlet Revitalization Fund (\$1,000,000 was already paid);
- Donation of +/- 702 acres of conservation land to the Town of Tuxedo;
- Donation of +/- 82 acres of conservation land to the Village of Tuxedo Park;
- Donation of 3,000 square feet of garage/storage space for the Highway Department for 30 years;
- Free use of community trail system by residents of the Town;
- Recreation fees; and
- PILOT agreement.

Table C-1
Land Development Plan: Market and Assessed Values
(in 2021 dollars)

Unit Type	Beds	Market Value per Unit*	2022 Plan Number of Units	2022 Plan Market Value	2022 Plan Assessed Value
NON-RESTRICTED					
Single-family	4	\$829,000	31	\$25,699,000	\$4,163,238
Townhouse	3	\$644,000	72	\$46,368,000	\$7,511,616
Townhouse	2	\$609,000	34	\$20,706,000	\$3,354,372
Multi-family	2	\$386,000	84	\$32,424,000	\$5,252,688
Multi-family	1	\$353,000	252	\$88,956,000	\$14,410,872
TOTAL RESIDENTIAL			473	\$214,153,000	\$34,692,786
COMMERCIAL					
		Value psf	2022 Plan Square feet	2022 Plan Market Value	2022 Plan Assessed Value
Retail	N/A	\$125	44,000	\$5,500,000	\$891,000
Subtotal**			240,100	\$5,500,000	\$891,000
TOTAL PROJECT				\$219,653,000	\$35,583,786
Notes: *Total assessed value is calculated using the assessment ratio of 16.2% for both residential and commercial property.					
** Consistent with the methodology used in the FSEIS, planned community facility and recreation space was not included in total assessed value.					
Sources: AKRF, Inc. based on market information provided by Related Companies in March 2022.					

Table C-2
Future with the 2022 Proposed Action:

Estimated Town Property Taxes from the Commons Area and West Terrace Build-Out in 2021 Dollars

	Assessed Value	Category	Town Tax Rate (per 1,000)	Estimated Taxes Generated
		General	\$11.636	\$414,065
Residential (1,609 units)	\$34,692,786	G.OV	\$18.642	\$663,346
Commercial (440,000 sf)	\$891,000	Highway: Townwide	\$3.849	\$136,978
Total Assessed Value	\$35,583,786	H.OV	\$5.150	\$183,246
		Tuxedo Joint Fire	\$4.425	\$157,444
		Tuxedo Library	\$2.916	\$103,777
TOTAL REVENUES				\$1,658,856

Note: Assessed values based on assessment ratio of 16.2% for both residential and commercial property. General Outside Village (G. OV), Highway Outside Village (H. OV)

Source: AKRF, based on estimated market values provided by The Related Company in March 2022, updated equalization rate from Town of Tuxedo 2021 Adopted Budget.

Table C-3
Future with the Proposed Action
Summary of Project-Related Incremental Municipal Costs Town of
Tuxedo - Commons Area and West Terrace Build-Out

Budget Category	Estimated Annual Cost (2021 dollars)
General Fund: Townwide	\$544,744
General Fund: Outside Village	\$577,425
Highway: Townwide	\$46,705
Highway: Outside Village	\$39,388
Tuxedo Joint Fire District	\$342,873
Library District	\$154,248
Total Cost:	\$1,705,383
<p>Source: Based on project-related incremental municipal expenditures estimates for the project with the 2015 Approved Special Permit, decreased by 63.3 percent to reflect reduced population, and adjusted to 2021 dollars using the NY/NJ/PA Consumer Price Index for All Urban Consumers.</p>	

Table C-4
Summary of Annual Net Revenues/(Costs)
Commons Area and West Terrace Build-Out
(in 2021 Dollars)

Budget Category	2022 Proposed Action
General	\$226,726
General Outside Village	\$664,944
Highway: Town wide	\$92,873
Highway Outside Village	\$157,292
Tuxedo Joint Fire	(\$185,429)
Tuxedo Library	(\$50,471)
Net Revenue/(Cost)	\$905,936
<p>Notes: To present a more conservative analysis, the Proposed Action does not include the previous PILOT or CBD Grant .</p>	

Table C-5

Commons Area and West Terrace Build-Out Fiscal Effects

	2022 Proposed Action (in 2021 dollars)
Town	
Revenues*	\$2,611,319
Costs	(\$1,705,383)
Net Revenue/(Cost)	\$905,936
TUFSD	
Revenues**	\$2,866,354
Costs	(\$1,958,549)
Net Revenue/(Cost)	\$907,805
Notes: * Town revenue estimates include property and non-property taxes projected to be generated by the project.	
** TUFSD revenue estimates include property taxes and estimated	

Appendix D: Revised DSEIS Chapter 3: Economic and Fiscal Analysis

A. INTRODUCTION

The Final Proposed Modifications are not anticipated to substantively alter the conclusions of the economic and fiscal impact analysis presented in the 2003 FEIS. As summarized in Table D-1, the Project with the Final Proposed Modifications would be tax positive for all phases, both assuming that a new high school would be built and assuming that it would not be built. The Final Proposed Modifications themselves do not propose changes to the Project that would cause a substantial increase in the number of school children that would be generated by the Project. However, since the 2003 FEIS was prepared, there have been changes in external circumstances and market conditions (e.g., property assessment rates, project unit sale prices, Town budget line items, and the Town's future need for a new school) which do affect the project's potential fiscal impact on the Town budget and Tuxedo Union Free School District. These changes are analyzed in detail below, using the same methodologies outlined in the 2003 FEIS. As described below, when taking into account these changed circumstances, the Final Proposed Modifications would not have the potential to generate any new significant adverse fiscal impact not already identified in the 2003 FEIS or Findings Statement.

Table D-1
Future Without and With the Final Proposed Modifications: Summary of Fiscal Analysis

	Future Without Proposed Modifications			Future With Proposed Modifications		
	Phase 1	Phase 2	Phase 3	Phase 1	Phase 2	Phase 3
Town						
Revenues	\$3,899,649	\$4,848,302	\$7,158,235	\$3,442,628	\$4,977,268	\$6,624,401
Costs	(\$3,383,559)	(\$4,664,910)	(\$5,477,976)	(\$3,208,355)	(\$4,451,903)	(\$5,069,062)
Net Revenue/(Cost)	\$516,091	\$183,392	\$1,680,259	\$234,274	\$525,365	\$1,555,339
PILOT	\$150,000	\$150,000		\$150,000	\$150,000	
Net Revenue/(Cost) with PILOT	\$666,091	\$333,392	\$1,680,259 *	\$384,274	\$675,365	\$1,555,339 *
CBD Grant	\$167,000	\$167,000	\$167,000	\$167,000	\$167,000	\$167,000
TUFSD						
Revenues	\$5,965,744	\$7,264,213	\$11,047,329	\$5,027,602	\$7,468,942	\$10,122,194
Costs	(\$6,099,447)	(\$6,099,447)	(\$9,998,983)	(\$4,085,161)	(\$6,595,432)	(\$9,337,342)
Net Revenue/(Cost)	(\$133,703)	\$1,164,766	\$1,048,346 *	\$942,441	\$873,510	\$784,852 *
Plus Value of Track & Field Complex (annualized)	\$412,500	\$412,500	\$412,500	\$412,500	\$412,500	\$412,500
Net Revenue without New High School	\$278,797	\$1,577,266	\$1,460,846	\$1,354,941	\$1,286,010	\$1,197,352
Debt Service for New High School (annualized)	(\$401,638)	(\$401,638)	(\$401,638)	(\$382,920)	(\$382,920)	(\$382,920)
Net Revenue/(Cost) with New High School	(\$122,841)	\$1,175,627	\$1,059,208	\$972,021	\$903,090	\$814,432
Town and TUFSD						
Total Net	\$532,388	\$1,498,158	\$2,728,605	\$1,326,715	\$1,548,875	\$2,340,191

Notes:

*The "Net Revenue/(Cost)" value in Phase 3 reflects the steady-state annual operating condition for the project (i.e., upon expiration of debt service, PILOT, and annualized value for track & field complex).

All values are in 2009 dollars.

B. EXISTING CONDITIONS

TOWN OF TUXEDO SERVICES

2009 TUXEDO BUDGET

The Town of Tuxedo’s adopted 2009 budget includes \$8.82 million of appropriations. This represents a 62 percent increase over the 2002 adopted budget presented in the 2003 FEIS. The 2009 budget is financed primarily through property taxes (73 percent), with the remaining portion derived from non-property tax revenues and unexpended balances (25 percent and 2 percent, respectively). The budget is composed of four funds (General Townwide, General-Outside Village, Highway Townwide and Highway Outside Village) and five special districts (Tuxedo Joint Fire, Tuxedo Refuse, Hamlet Sewer, Tuxedo Library, and Sterling Mine Estate Drainage). A summary of the 2002 and 2009 budget appropriations and anticipated revenues by fund is presented in Table D-2 and discussed below.

**Table D-2
Summary of 2002 and 2009 Adopted Town Budget**

	2002 Appropriations	2009 Appropriations	2009 Estimated Non-Property Tax Revenues	2009 Unexpended Balance	2009 Amount to be Raised by Property Taxes
Fund					
General	\$2,050,126	\$ 2,757,062	\$1,200,221	\$135,543	\$1,421,298
General: Outside Village	\$1,572,014	\$ 2,491,070	\$895,800	\$ -	\$1,595,270
Highway: Townwide	\$600,527	\$ 1,194,502	\$53,000	\$3,173	\$1,138,329
Highway: Outside Village	\$438,356	\$ 451,012	\$36,500	\$40,892	\$373,620
Special Districts					
Tuxedo Joint Fire	\$434,605	\$ 810,248	\$18,000	\$ -	\$792,248
Tuxedo Refuse	\$189,000	\$ 380,000	\$5,000	\$1,146	\$373,854
Hamlet Sewer	\$170,426	\$ 287,982	\$20,000	\$ -	\$267,982
Tuxedo Library District	N/A	\$ 442,580	\$ -	\$ -	\$442,580
Sterling Mine Estate Drainage District	N/A	\$ 6,412	\$200	\$ -	\$6,212
TOTAL	\$5,455,054	\$ 8,820,868	\$2,228,721	\$180,754	\$6,411,393
Percent of Total		61.7% increase	25%	2%	73%
Notes: The Tuxedo Town Clerk has indicated that the 2009 Final Budget presented in this table may incur minor changes to various line items, but that such changes would be immaterial.					
Sources: Town of Tuxedo Adopted Budget, 2002 and 2009.					

Property Tax Revenues

The budget process determines the amount of local taxation required to meet appropriations. In 2009, the Town required \$6.41 million in property taxes to do so. Once the amount of required tax revenue is established, property tax rates are determined for each budget fund (see Table D-3). Two factors determine these rates: (1) the portion of the budget that is to be financed by real property taxes and (2) the total taxable assessed valuation. The property tax rate (known as the mil levy) is the amount to be paid for every \$1,000 of assessed valuation.

Table D-3
2002 and 2009 Town of Tuxedo Property Tax Rates
(Per \$1,000 Assessed Valuation)

	2002 Property Tax Rate	2009 Property Tax Rate
General	\$5.45	\$7.23
General: Outside Village	\$6.89	\$13.73
Highway: Townwide	\$3.03	\$5.79
Highway: Outside Village	\$2.97	\$3.22
Tuxedo Joint Fire	\$2.13	\$3.97
Tuxedo Refuse	\$2.06	\$4.04
Hamlet Sewer	\$11.42	\$21.52
Tuxedo Library	N/A	\$2.23
Sterling Mine Estate Drainage District	N/A	\$2.64
Sources: Town of Tuxedo Adopted Budget, 2002 and 2009.		

Non-Property Tax Revenues

The 2009 Town budget is funded in part by non-property tax revenues. A summary of non-property tax revenues in relation to the specific Fund category is presented below.

- **General Fund Townwide.** Approximately 43.5 percent of the General Fund appropriation of \$2,757,062 (for Townwide municipal services such as Town Court) is financed through non-property tax revenues and fund balances. The revenue sources for the General Fund include interest and earnings on money and property, licenses and permits; fines and forfeited bails; sales of property or compensation for losses; state aid (records management, mortgage tax, and others); and miscellaneous revenues. Approximately 85 percent of these non-property tax revenues are from three sources: approximately 40.4 percent (\$484,500) from sale of property and compensation for loss; 27.9 percent (\$334,821) from combined state aid; and 16.7 percent (\$201,000) from intergovernmental charges.
- **General Outside Village.** This fund includes municipal services specifically for the Town outside the Village (e.g., police and building departments). Revenue from non-property tax sources finances about 36 percent of the General Fund Outside Village appropriations. This revenue includes payments in lieu of property taxes; distribution of the county's sales tax municipal sharing program; franchise fees; departmental income (fees for police, building inspector, zoning board, and planning board); general government services, interest, and earnings on money and property permits; sale of property and compensation for losses; state aid; and miscellaneous revenues. In 2009, approximately 35 percent (\$310,000) of the funds are generated by the distribution of county sales taxes and 19 percent from departmental income (\$169,800).
- **Highway Townwide.** Nearly 95 percent of the revenues financing the Highway Townwide Fund 2009 appropriation are derived through property taxation. The budget estimates that the remaining revenues will be generated from intergovernmental charges, primarily for snow removal services.
- **Highway Outside Village.** The Highway Outside Village Fund has a total 2009 appropriation of \$451,012, of which 8.1 percent is financed through non-property tax revenues. These include interest and earnings on money and property, and state aid (consolidated highway funds).

Tuxedo Reserve FSEIS

The Town’s special districts rely on property taxes to finance the majority of their appropriations, as detailed below.¹

- **Tuxedo Joint Fire:** Anticipated revenue of \$792,248 from property taxes accounts for 97.8 percent of the district’s appropriation.
- **Tuxedo Refuse:** Since taxing rates are set to meet the contract carting fees, the only non-tax revenues generated by these districts are interest earned on fund monies. The 2009 budget estimates this interest at \$5,000. In 2009, property tax revenues account for 98.4 percent of revenues received.
- **Hamlet Sewer District:** The Hamlet Sewer District receives \$267,982 in property tax revenues, or 93.1 percent of the District’s total appropriation of \$287,982. Non-property tax revenues are generated from contractual sewer revenues from the Village of Tuxedo Park and interest earnings.
- **Tuxedo Library District:** Based on the Town’s 2009 adopted budget, anticipated revenue of \$442,580 from property tax accounts for 100 percent of the district’s appropriation in 2009. Based on information provided in a July 2, 2009 letter from Barbara Dupont, President of the Tuxedo Park Library to the Applicant, the library’s operating budget for 2009 includes an additional approximate \$63,000 from fundraising and miscellaneous income.
- **Sterling Mine Estates Drainage District:** Anticipated revenue of \$6,212 from property taxes accounts for 96.9 percent of appropriations in 2009.

EXISTING PROJECT SITE PROPERTY TAX REVENUES

Currently, the Project site has an assessed value of approximately \$5.37 million, and as detailed in Table D-4, generates \$194,151 in Town property taxes and \$336,021 in school taxes. The Town taxes represent approximately 3.0 percent of the \$6.41 million dollars to be raised by taxes in the Town’s 2009 adopted budget. Consistent with the 2003 FEIS methodology, current taxes generated by the Project Site were not deducted from the estimated new taxes generated by the project.

Table D-4
2002 and 2009 Town and School Taxes Generated by Tuxedo Reserve Property

	2002 Tax Rate	2002 Revenues	2009 Tax Rate	2009 Revenues
General	\$5.45	\$11,232.21	\$7.23	\$38,794.80
General: Outside Village	\$6.89	\$14,196.84	\$13.73	\$73,716.53
Highway: Townwide	\$3.03	\$6,236.64	\$5.79	\$31,071.07
Highway: Outside Village	\$2.97	\$6,122.30	\$3.22	\$17,264.76
Tuxedo Joint Fire	\$2.13	\$4,388.23	\$3.97	\$21,335.51
Tuxedo Refuse	\$2.06	N/A	\$4.04	N/A
Tuxedo Library District	N/A	N/A	\$2.23	\$11,968.47
Total Town Taxes		\$42,176.22		\$194,151.14
Tuxedo Union Free School District	\$36.56	\$75,320.91	\$62.60	\$336,020.69
Notes: The assessed value for the Tuxedo Reserve property was \$2,060,200 in 2002 and \$5,368,047 in 2009. Calculations reported in this table may not sum to the exact dollar amounts cited due to rounding.				
Sources: Town of Tuxedo Adopted Budget, 2002 and 2009; 2008 school tax rate provided by TUFSD.				

¹ In addition to non-property tax revenues, the total revenue to be raised by taxes is also reduced by any fund balances that remain from the previous fiscal year.

TUXEDO UNION FREE SCHOOL DISTRICT

As shown in Table D-5, Tuxedo Union Free School District (TUFSD) costs have increased substantially compared to the 2002-2003 budget relied on in the 2003 FEIS. For the 2002-2003 school year, total costs were approximately \$10.3 million (\$17,004 per student) in 2002 dollars, or approximately \$12.5 million (\$20,722 per student) in 2009 dollars. For the 2008-2009 school year, total costs are projected to be approximately \$16.3 million, or approximately 30 percent higher than the inflation-adjusted 2002-2003 budget. Average cost per student increased by approximately 17 percent to an estimated \$24,315 per student, while total enrollment increased by only 11 percent. The estimated marginal cost of education used in the fiscal analyses presented in this chapter was determined based on the 2008-2009 school district budget.

**Table D-5
Estimated Marginal Cost Per Student - TUFSD**

1	District Function	2002-2003 (2002 dollars)	2002-2003 (2009 dollars)	2008-2009 (2009 dollars)	% Change (inflation adjusted)
2	Board of Ed	\$19,729	\$24,042	\$15,945	-33.7
3	Chief School Officer	\$179,693	\$218,976	\$252,300	15.2
4	Total Finance	\$285,950	\$348,462	\$321,309	-7.8
5	Staff	\$37,115	\$45,229	\$45,033	-0.4
6	Central Services	\$820,862	\$1,000,313	\$1,237,580	23.7
7	Special Items	\$55,763	\$67,954	\$109,594	61.3
8	General Support Totals	\$1,399,112	\$1,704,976	\$1,981,761	16.2
9					
10	Instruction, Admin, Improve	\$391,675	\$477,300	\$543,703	13.9
11	Teaching Regular School	\$3,589,763	\$4,374,532	\$4,789,261	9.5
12	Special Education	\$1,137,418	\$1,386,073	\$2,272,915	64.0
13	Summer School/Miscellaneous	\$5,900	\$7,190	\$256,281	3,464.5
14	Instruction Support	\$312,641	\$380,988	\$583,666	53.2
15	Pupil Personnel Services	\$622,515	\$758,605	\$902,403	19.0
16	Instruction Totals	\$6,059,912	\$7,384,689	\$9,348,229	26.6
17					
18	Pupil Transportation	\$534,823	\$651,742	\$676,143	3.7
19					
20	Community Service	\$0	\$0	\$0	
21					
22	Employee Benefits	\$1,496,757	\$1,823,968	3,248,448	78.1
23	Debt Service	\$792,308	\$965,517	\$910,810	-5.7
24	Interfund Transfer	\$4,700	\$5,727	150,000	2,519.0
25	Undistributed	\$2,293,765	\$2,795,212	\$4,309,258	54.2
26					
27	Total	\$10,287,612	\$12,536,620	\$16,315,391	30.1
28	Less Lines 8, 23, Plus Line 6	\$8,917,054	\$10,866,440	\$14,660,400	34.9
29	Less Line 8 Plus Line 6	\$9,709,362	\$11,831,956	\$15,571,210	31.6
30					
31	Enrollment	605	605	671	10.9
32					
33	Average Cost per Student (L27/L31)	\$17,004	\$20,722	\$24,315	17.3
34					
35	Est. Marginal Cost (L28/L31)	\$14,739	\$17,961	\$21,849	21.6
36	<i>(marginal cost of educating one additional student less fixed costs and debt service)</i>				
37	Estimated Marginal Cost w/debt Increased Debt Service (L29/L31)	\$16,049	\$19,557	\$23,206	18.7

Notes: Calculations reported in this table may not sum to exact amounts cited due to rounding.
Sources: Tuxedo Union Free School District, 2002-2003 School budget, 2008-2009 Adopted Budget, 2008

Since issuance of the 2003 FEIS, the estimated marginal cost per student (without debt service) has increased by approximately 22 percent, from \$17,961 to \$21,849 in constant dollar terms. Consistent with the methodology used in the 2003 FEIS, marginal cost does not include General Support expenditures other than Central Services, or debt service on capital projects already undertaken.

C. THE FUTURE WITHOUT THE FINAL PROPOSED MODIFICATIONS

DEVELOPMENT PROGRAM

In the Future without the Final Proposed Modifications, the Applicant would pursue the development plan that was analyzed in the 2003 FEIS and approved in the Project Approvals. Tables D-6 and D-7 show the number of residential units and number of bedrooms that would be developed for the Project in the Future without the Final Proposed Modifications.

Table D-6
Future Without the Final Proposed Modifications: Number of Units

Unit Type	Total	Active Adult	Non-Restricted
1BR	63	0	63
2BR	424	157	267
3BR	449	40	409
4BR	259	0	259
TOTAL	1,195	197	998

Sources: The Related Companies; AKRF, Inc.

Table D-7
Future Without the Final Proposed Modifications: Number of Bedrooms

Unit Type	Total	Active Adult	Non-Restricted
1BR	63	0	63
2BR	848	314	534
3BR	1,347	120	1,227
4BR	1,036	0	1,036
TOTAL	3,294	434	2,860

Sources: The Related Companies; AKRF, Inc.

ANALYSIS OF POTENTIAL IMPACTS TO TOWN OF TUXEDO SERVICES

Fiscal impacts to Town of Tuxedo are determined based on the existing Town budget, the estimated property and non-property taxes associated with the future Tuxedo Reserve development, and departmental operational and capital needs associated with the Tuxedo Reserve development, as provided by various Town officials or department heads.

ESTIMATED PROPERTY TAX REVENUES

Property tax revenues were estimated based on market values provided by the Applicant and an updated equalization rate provided by Tuxedo Town Assessor, and on Town tax rates from the Town of Tuxedo 2009 Adopted Budget. Table D-8 shows the estimated total assessed value of the Tuxedo Reserve Project in the Future Without the Final Proposed Modifications.

Table D-8

**Future Without the Final Proposed Modifications:
Market and Assessed Values 2009**

Unit Type	Beds	Market Value per Unit	Number of Units	Total Assessed Value*
SINGLE FAMILY				
NON-RESTRICTED				
Estate	4	\$1,412,100	66	\$16,635,950
Manor	4	\$1,162,350	113	\$23,445,181
Manor	3	\$1,047,600	55	\$10,284,813
Village	4	\$1,162,350	80	\$16,598,358
Village	3	\$970,800	196	\$33,964,409
Cottage	3	\$781,000	103	\$14,359,076
Cottage	2	\$620,000	80	\$8,853,600
Cottage (Alley)	3	\$781,000	0	\$ 0
Carriage	2	\$572,500	0	\$ 0
Subtotal			693	\$124,141,386
AGE-RESTRICTED				
Village	3	\$872,000	0	\$ 0
Cottage	3	\$717,000	26	\$3,327,597
Cottage	2	\$580,000	103	\$10,663,590
Cottage (Alley)	3	\$717,000	0	\$ 0
Carriage	3	\$567,000	14	\$1,416,933
Carriage	2	\$553,500	54	\$5,335,187
Subtotal			197	\$20,743,307
TOTAL SINGLE FAMILY			890	\$144,884,693
MULTI-FAMILY				
NON-RESTRICTED				
Townhouse	3	\$515,700	17	\$ 1,564,892
Townhouse	2	\$515,700	35	\$ 3,221,836
Multi-family**	3	\$312,320	38	\$ 2,118,467
Multi-family**	2	\$250,803	152	\$ 6,804,787
Multi-family**	1	\$179,821	63	\$ 2,022,177
Subtotal			305	\$ 15,732,158
AGE-RESTRICTED				
Townhouse	2	\$460,800	0	\$ 0
Multi-family**	3	\$312,320	0	\$ 0
Multi-family**	2	\$250,803	0	\$ 0
Multi-family**	1	\$179,821	0	\$ 0
Subtotal			0	\$ 0
TOTAL MULTI-FAMILY			305	\$ 15,732,158
COMMERCIAL***				
		Value psf	Square feet	Total Assessed Value
Retail	N/A	\$125	3,000	\$66,938
Office	N/A	\$130	33,415	\$775,395
Flex/Light Industrial	N/A	\$80	78,440	\$1,120,123
Warehouse	N/A	\$80	88,245	\$1,260,139
Community/Recreation	N/A	\$0	63,000	\$0
Subtotal			266,100	\$3,222,594
TOTAL PROJECT				\$163,839,445
Notes:	*Total assessed value is calculated using an equalization rate of 17.85% for both residential and commercial property.			
	** Multi-family housing units were valued based on a rental income approach as described in Appendix F of this FSEIS.			
	*** Consistent with the methodology used in the 2003 FEIS, community facility, recreation, and 1,744 acres of open space was not included in total assessed value. Real estate taxes associated with these spaces are to be the responsibility of the homeowner's association upon the completion of each phase.			
Sources:	AKRF, Inc. based on estimated market values provided by Related Companies, derived from Tuxedo Reserve market study conducted by Robert Charles Lesser & Co. in December 2009, and updated equalization rate provided by Gregory Stevens, Town Assessor.			

As shown in Table D-9, by the end of Phase 1, when the Project without the Final Proposed Modifications is expected to add 714 residential units and 70,000 square feet of commercial space, the total property taxes generated by the project would reach approximately \$3.17 million. In Phase 2, when an additional 197 units are added, the Project without the Final Proposed

Tuxedo Reserve FSEIS

Modifications would yield property taxes of approximately \$3.92 million. In the full development scenario, with a total 1,195 residential units and 266,100 square feet of commercial development, the Project without the Final Proposed Modifications would generate approximately \$5.93 million in Town property taxes.

Table D-9

**Future without the Final Proposed Modifications:
Estimated Town Property Taxes from the Tuxedo Reserve Development, 2009**

	Assessed Value*	Category	Town Tax Rate (per 1,000)	Estimated Taxes Generated
Phase 1		General	7.227	\$633,020
Residential (714 units)	\$87,431,369	G.OV	13.732	\$1,202,842
Nonresidential (70,000 sf)	\$159,758	Highway: Townwide	5.788	\$506,991
Total Assessed Value	\$87,591,126	H.OV	3.216	\$281,711
		Tuxedo Joint Fire	3.975	\$348,134
		Tuxedo Library	2.230	\$195,291
TOTAL REVENUES				\$ 3,167,990
Phase 2 (Cum.)		General	7.227	\$782,931
Residential (911 units)	\$108,174,675	G.OV	13.732	\$1,487,699
Nonresidential (70,000 sf)	\$159,758	Highway: Townwide	5.788	\$627,056
Total Assessed Value	\$108,334,433	H.OV	3.216	\$348,426
		Tuxedo Joint Fire	3.975	\$430,579
		Tuxedo Library	2.230	\$241,540
TOTAL REVENUES				\$ 3,918,232
Phase 3 (Cum.)		General	7.227	\$1,184,065
Residential (1,195 units)	\$160,616,851	G.OV	13.732	\$2,249,920
Nonresidential (266,100 sf)	\$3,222,594	Highway: Townwide	5.788	\$948,328
Total Assessed Value	\$163,839,445	H.OV	3.216	\$526,942
		Tuxedo Joint Fire	3.975	\$651,186
		Tuxedo Library	2.230	\$365,293
TOTAL REVENUES				\$5,925,733
Notes:	*Assessed values based on assessment ratio of 17.85% for both residential and commercial property. Calculations reported in this table may not equal exact dollar amounts cited due to rounding.			
Source:	AKRF, based on estimated market values provided by The Related Companies, derived from Tuxedo Reserve market study conducted by Robert Charles Lesser & Co. in December 2009, updated equalization rate provided by Gregory Stevens, Town Assessor, and Town tax rates from the Town of Tuxedo 2009 Adopted Budget.			

ESTIMATED COSTS ASSOCIATED WITH THE PROJECT

Consistent with the methodology used in the 2003 FEIS (see FEIS, Appendix H, Revised Fiscal Analysis) the estimated annual expense of providing additional community services is based on analysis of the 2009 budget appropriations and discussions with Town officials as to requirements for new capital expenditures, as explained below.

Table D-10 summarizes the estimated annual expenses projected in each analysis year, considering each major service currently provided by the Town, including police, fire protection, and highways. Annual expenses resulting from the project without the Final Proposed Modifications are estimated at about \$3.34 million in Phase 1, \$4.65 million in Phase 2 (inclusive of costs associated with Phase 1 development), and \$5.48 million in Phase 3 (inclusive of costs associated with Phase 1 and Phase 2 development).

Town Police: The annual cost of providing police service for the Project without Final Proposed Modifications is estimated at **\$932,638**, including the cost of additional staff (including benefits) and uniforms, police vehicles, and facility improvements.¹

¹ Developed based on personnel, facility, and equipment needs outlined by Police Chief Carlin in June, 2009 phone call.

Table D-10
Future Without the Final Proposed Modifications:
Summary of Project Related Incremental Municipal Expenditures, Town of Tuxedo

Category	2009 Budget	Phase 1		Phase 2		Phase 3	
		Dollars	% Increase Over Budget	Dollars	% Increase Over Budget	Dollars	% Increase Over Budget
General Fund Townwide							
Government Support (1)	\$1,581,229	\$521,512	32.98%	\$665,402	42.08%	\$872,838	55.20%
Other Municipal Services	\$537,165	\$204,124	38.00%	\$260,445	48.49%	\$341,637	63.60%
Ambulance	\$386,500	\$336,000	86.93%	\$336,000	86.93%	\$336,000	86.93%
General Fund: OV							
Government Support	\$58,000	\$101,094	74.30%	\$109,040	88.00%	\$129,572	123.40%
Other Mun Ser	\$249,781	\$429,124	71.80%	\$466,341	86.70%	\$548,269	119.50%
Other Mun Ser - Police	\$1,498,764	\$534,777	35.68%	\$824,020	54.98%	\$928,641	61.96%
Highway Townwide	\$1,095,502	\$140,970	12.87%	\$224,249	20.47%	\$298,999	27.29%
Highway OV	\$451,012	\$140,970	31.26%	\$224,249	49.72%	\$298,999	66.30%
Fire District	\$810,248	\$422,174	52.10%	\$538,772	66.49%	\$706,630	87.21%
Library District	\$442,580	\$0	0.00%	\$385,981	87.21%	\$385,981	87.21%
Debt Service (only additional TR requirements; other debt service included above)							
General Fund Townwide (ambulance)	\$252,169	\$26,189	10.39%	\$26,189	10.39%	\$26,189	10.39%
General Fund: OV (Police)	\$0	\$3,997		\$3,997		\$3,997	
Highway Townwide	\$99,000	\$78,985	79.78%	\$78,985	79.78%	\$78,985	79.78%
Highway OV	\$0	\$0		\$0		\$0	
Fire District	\$0	\$119,885		\$197,482		\$197,482	
Library District	\$0	\$323,757		\$323,757		\$323,757	
TOTAL COSTS							
General Fund Townwide		\$1,087,825		\$1,288,036		\$1,576,664	
General Fund: OV		\$1,068,992		\$1,403,398		\$1,610,479	
Highway Townwide		\$219,955		\$303,234		\$377,984	
Highway OV		\$140,970		\$224,249		\$298,999	
Fire District		\$542,058		\$736,254		\$904,112	
Library District		\$323,757		\$709,738		\$709,738	
TOTAL COST BY PHASE		\$3,383,559		\$4,664,910		\$5,477,976	

Notes:

Ambulance costs included in General Fund Townwide.

Calculations reported in this table may not sum to exact dollar amounts cited due to rounding.

(1) Employee benefits included here.

(2) The percentage increases applied to Government Support Outside Village and Other Municipal Services Outside Village are from the 2003 Tuxedo Reserve FEIS.

Sources: AKRF, Inc., based on Town of Tuxedo 2009 Adopted Budget; 2003 Tuxedo Reserve FEIS, and input from Town representatives, as described in text.

The largest component of the police budget is personnel expense. In 2009, it accounted for approximately 85.6 percent of the police line item, reflecting salaries for officers, patrolmen, sergeants, dispatchers, and overtime holiday and pay. The 2009 budget is for a police department staffed by a Chief of Police, one lieutenant, 2 sergeants, 9 full-time patrol officers, and 4 dispatchers (total staff of 17). As described in the 2003 FEIS, according to Chief Carlin the Project without the Final Proposed Modifications would require an additional 7 officers and one dispatcher at full buildout. With annual salaries for police officers and dispatchers at approximately \$60,000 and \$46,000, respectively, the additional salary for 8 new staff would be an estimated **\$466,000**. This represents approximately 36 percent of the current base salaries for the existing police staff. Employee benefits would cost an estimated **\$248,673**, assuming the incremental cost of employee benefits would increase at the same ratio over 2009 benefits as the increase in salaries, or approximately 36 percent of the current cost for benefits at full buildout. In addition, a total of **\$17,500** in uniforms (\$2,500 each) for the new officers would be required.

The requirements for additional police vehicles also would be the same as described in the 2003 FEIS. According to Chief Carlin, the project would require the purchase of two additional patrol cars and a four-wheel drive vehicle. The first additional patrol car would be required for Phase 1, and the second for Phase 2. The four-wheel drive vehicle would be needed at the end of Phase 2. The current cost for a marked car is approximately \$38,000 and the current cost for a four-wheel drive vehicle is approximately \$42,000. A total of **\$118,000** has been added to the total cost of police service to account for this additional need for vehicles.

In addition, Chief Carlin indicated that up to \$30,000 would be required for physical improvements to the police station that would be necessary to accommodate the new staff (e.g., addition of lockers and storage space). Based on a 6 percent interest rate and a 10-year term, the annual cost of these improvements would be an estimated **\$3,997**. This expense appears as a debt service expense in Table D-10.

Fire Protection: The annual cost of providing fire protection for the Project without the Final Proposed Modifications is estimated at **\$904,112** including the cost of additional staff, equipment, fire vehicles, and facility improvements.

Fire protection is currently provided by the Tuxedo Joint Fire District, a volunteer fire department comprised of three fire companies. The 2003 FEIS analysis of fire department expenses assumed, based on input from Former Fire Chief Louis DeBrino, that total departmental expenses would increase in proportion to the number of project residents. Based on this same assumption, the estimated increase in population due to the project without Final Proposed Modifications (3,212 residents), would increase the department's annual expenses by an estimated **\$706,630** at full buildout.

As described in the 2003 FEIS, two of the district's three fire stations – Tuxedo Park and Eagle Valley – may require an upgrade or expansion to accommodate Tuxedo Reserve. During Phase 2 of the development, each station would need to be upgraded with a one bay addition. Construction of these bays, approximately 2,000 square feet each, was estimated in 2003 to cost \$600,000. According to *Engineering News Record*, a magazine that provides business and technical news and data for the construction industry, average construction costs have increased by 28 percent since 2003. Accordingly, for purposes of this analysis, the bay construction cost used in the 2003 FEIS was assumed to increase to \$766,298. The third station, Sterling Forest Company, was assumed to adequately serve the project as it had recently been expanded prior to the 2003 FEIS. Based on an interest rate of 6 percent and a payment period of 15 years, expansion of the two stations would cost an estimated **\$77,598** annually. This expense is included in the debt service expense in Table D-10.

Also included in the debt service expense in Table D-10 and , consistent with assumptions outlined in the 2003 FEIS, this analysis assumes that three of the district's existing vehicles (one pumper, one minipumper and one tanker) would need to be upgraded or replaced during Phase 1. In 2003, the cost to replace the pumper was \$325,000, the cost to replace the tanker was \$425,000, and the cost of a minipumper was \$120,000. Based on conversations with fire department officials in March 2010, these values have been adjusted as follows: the cost to replace the pumper was estimated to be \$500,000; the cost to replace the tanker was estimated to be \$600,000 and the cost of a minipumper was estimated to be \$250,000. The annual debt service was calculated based on an interest rate of 6 percent and a payment period of 15 years. Based on these terms, the annual cost of the trucks would be an estimated **\$119,885**. When added to the \$77,598 debt service expense for the upgrades/expansions of the fire stations discussed above, the total debt service expense for the fire district is shown in Table D-10 at \$197,482.

Highways: As described below and shown in Table D-10, highway costs, including general operations, personnel, and new capital equipment, are anticipated to increase by an estimated **\$676,983** annually at full buildout.¹ The cost of additional operations, personnel and equipment is apportioned out to the Highway General Fund and Highway Outside Village Fund consistent with current budget line item breakdowns.

The project without the Final Proposed Modifications includes the development of approximately 12.8 miles of new public roads intended to be deeded to the Town, with 5.7 miles developed during Phase 1, 3.9 miles during Phase 2, and 3.2 miles during Phase 3. Based on input from the Highway Superintendent, to maintain these roads, two additional employees would need to be hired by the end of Phase 1, one employee by Phase 2, and one employee by Phase 3. These are the same staffing needs anticipated for the development program analyzed in the 2003 FEIS. Based on an average wage (salary plus benefits) of approximately \$71,517, the estimated increase in cost associated with four additional employees would be **\$286,068**. In accordance with current budgeting, 50 percent of this cost is assigned to the Town Highway budget, and 50 percent is assigned to the Town Outside Village budget.

In 2009, the highway department spent approximately \$560,500 for machinery, road maintenance, repairs, brush weed maintenance, and snow removal (Highway Fund Townwide), and general repairs and improvements (Town Highway Fund OV). These expenses, not including personnel and benefits, are estimated to increase by approximately 55.7 percent, or by **\$311,930** reflecting the proportional increase in miles of Town roads as a result of the Project without the Final Proposed Modifications. This cost is also shared equally between the Town Highway budget and the Town Outside Village budget.

New vehicles required for the maintenance of roadways proposed for Tuxedo Reserve are assumed to be those currently used to capacity. These vehicles are the same as identified in the 2003 FEIS, and include two large trucks, two medium trucks, one sweeper, one loader, and a pick-up truck. A small substation may also be needed for winter material and equipment; however this would be constructed by the Applicant at no cost to the Town and therefore is not included in this analysis. The substation would be built as part of the upland park development and would be completed by the end of Phase 1. The total cost of the additional vehicles is estimated at \$780,000. Based on a 6 percent interest rate and a 15-year term, the annualized cost for new vehicles would be an estimated **\$78,985**. This expense appears as a debt service expense in Table D-10 and is applied equally to all three phases.

Other Municipal Services: This category includes culture and recreation, home and community services, transportation services, economic assistance, safety inspection, health and public safety. The 2003 FEIS estimated that the cost of providing these services would increase by approximately 63.6 percent with the introduction of Tuxedo Reserve residents. Based on this same proportional increase, the total additional cost at full buildout is estimated at **\$341,637**.

Library: Annual costs associated with library service are anticipated to increase by an estimated **\$709,738** by full buildout of the project without the Final Proposed Modifications. This cost includes additional operating budget as well as debt service associated with expansion of the library.

As indicated in the 2003 FEIS, new project-related operating expenses would be expected to nearly double the existing \$442,580 library budget. Consistent with the methodology used in the 2003 FEIS, it is assumed that library costs would increase in proportion to the number of new

¹ Developed based on input from Town Highway Superintendent and Town Bookkeeper, provided in June, 2009.

residents in Tuxedo Reserve. In total, operating expenses are estimated to increase by **\$385,981** in the Future Without the Final Proposed Modifications.

In addition, consistent with the 2003 FEIS, this analysis assumes that a 10,000-square-foot library addition would be required to meet the needs of the new Tuxedo Reserve residents. Based on information provided on July 2, 2009 by Barbara Dupont, President of the Tuxedo Park Library, the cost to construct a new library addition would be \$450 per square foot, or \$4.50 million total. Based on a 30-year debt service schedule and a 6 percent interest rate, the estimated annual debt service would be **\$323,757**. This expense appears as a debt service expense in Table D-10.

Ms. Dupont also requested in her July 2, 2009 letter that the amount of land to be dedicated to the Tuxedo Park Library be increased from 0.5 acres to 3.0 acres to allow for future expansion and outdoor programming. As this request was not based upon changed circumstances, it is not considered in this analysis.

Ambulance: Annual costs associated with ambulance service are anticipated to increase by and estimated **\$362,189** by full buildout of the Project with Final Proposed Modifications.¹ This cost includes an additional ambulance, ambulance bay, and personnel.

Consistent with the analysis set forth in the 2003 FEIS, it is assumed that one additional ambulance and one additional bay would be required upon completion of Phase 1 of the Project. According to Pat Monoco-Sullivan with the Town of Tuxedo, the combined cost of a fully equipped ambulance, a full-time paramedic (24 hours) and a full time driver (7 AM to 7 PM) would be a contractual cost of **\$336,000**.

According to a representative of Rockland Paramedics interviewed for the 2003 FEIS, the cost of an additional bay in 2003 was \$202,500. As discussed above, average construction costs have increased by an estimated 28 percent since 2003, bringing the current cost of the additional bay to an estimated \$258,626. Based on a 6 percent interest rate and a 15-year term, debt service on the bay would be an estimated **\$26,189** annually. This expense appears as a debt service expense in Table D-10.

Government Support: Government support includes salaries for government officials and office costs, and employee benefits. Consistent with the 2003 FEIS analysis, it is assumed that government support expenses would increase by approximately 55.2 percent over the existing budget, resulting in additional estimated expense of **\$872,838** at full buildout.

ESTIMATED NON-PROPERTY TAX REVENUES

It is expected that non-property tax revenues will increase in proportion to increases in real estate taxes, population, housing units, roads, or related factors. Non-property tax revenues are presented in Table D-11.

SUMMARY OF MUNICIPAL REVENUES/COSTS

Table D-12 summarizes projected revenues and costs for the affected municipal fund categories. Based on the data presented above, the Town would experience a net positive fiscal impact during all three phases of the project without the Final Proposed Modifications, although certain districts or fund categories may experience a net fiscal deficit that would require adjustment in taxes for the taxing jurisdictions. During Phases 1 and 2, the net annual surplus would be an

¹ Developed based on ambulance operation cost data provided by Town Bookkeeper in June, 2009 and on ambulance bay construction costs included in the 2003 FEIS and adjusted to 2009 costs.

estimated \$555,583 and \$194,712, respectively. Upon full buildout, this surplus would reach approximately \$1.67 million annually.

**Table D-11
Future Without the Final Proposed Modifications:
Non-Property Tax Revenues Generated by Tuxedo Reserve, Town of Tuxedo**

Category	2002	2009	Notes	Phase 1		Phase 2		Phase 3	
				Revenues	%	Revenues	%	Revenues	%
General Fund									
Other Tax Items	\$16,620	\$13,500	4	\$0	0.0%	\$0	0.0%	\$0	0.0%
Departmental Income	\$83,750	\$154,500	4	\$0	0.0%	\$0	0.0%	\$0	0.0%
Use of Money and Property	\$41,050	\$201,000	5	\$109,256	54.4%	\$132,776	66.1%	\$185,774	92.4%
Licenses and Permits	\$4,000	\$11,000	1	\$5,731	52.1%	\$7,314	66.5%	\$9,593	87.2%
Fines and Forfeitures	\$250,050	\$0	4	\$0	0.0%	\$0	0.0%	\$0	0.0%
Sale of Property	\$99,000	\$484,500	4	\$0	0.0%	\$0	0.0%	\$0	0.0%
Miscellaneous	\$0		4	\$0	0.0%	\$0	0.0%	\$0	0.0%
State Aid									
Tax Maps/Assessment	\$10,000	\$0	1	\$0	52.1%	\$0	66.5%	\$0	87.2%
Mortgage Tax	\$220,000	\$325,000	2	\$159,266	49.0%	\$203,209	62.5%	\$266,558	82.0%
Records Mgt.	\$10,944	\$0	1	\$0	52.1%	\$0	66.5%	\$0	87.2%
Total General Fund	\$735,414	\$1,189,500		\$274,253		\$343,299		\$461,926	
General OV									
Real Prop Tax Items	\$11,600	\$3,000	4	\$0	0.0%	\$0	0.0%	\$0	0.0%
Non-prop Tax Items	\$240,000	\$340,000	1	\$177,154	52.1%	\$226,082	66.5%	\$296,519	87.2%
Department Income	\$156,900	\$169,800	2	\$83,210	49.0%	\$106,169	62.5%	\$139,266	82.0%
General Services	\$26,000	\$12,000	4	\$0	0.0%	\$0		\$0	
Use of Money and Property	\$11,000	\$6,000	5	\$3,261	54.4%	\$3,963	66.1%	\$5,546	92.4%
Licenses and Permits	\$500	\$0	1	\$0	52.1%	\$0	66.5%	\$0	87.2%
Fines and Forfeitures	\$0	\$350,000	1	\$182,365	52.1%	\$232,731	66.5%	\$305,240	87.2%
Miscellaneous	\$0	\$0	4	\$0	0.0%	\$0	0.0%	\$0	0.0%
State Aid	\$86,096	\$15,000	4	\$0	0.0%	\$0	0.0%	\$0	0.0%
Total General Fund OV	\$532,096	\$895,800		\$445,991		\$568,946		\$746,571	
Highway Fund/Townwide									
Revenues from Other Govt	\$6,000	\$50,000	4	\$0	0.0%	\$0	0.0%	\$0	0.0%
Use of Money and Property	\$0	\$3,000	5	\$1,631	54.4%	\$1,982	66.1%	\$2,773	92.4%
Sale of Property	\$0	\$0	2	\$0	49.0%	\$0	62.5%	\$0	82.0%
Total Highway Fund - T	\$6,000	\$53,000		\$1,631		\$1,982		\$2,773	
Highway Fund OV									
Revenues from Other Govt	\$0	\$0	1	\$0	52.1%	\$0	66.5%	\$0	87.2%
Use of Money and Property	\$10,000	\$2,500	5	\$1,359	54.4%	\$1,651	66.1%	\$2,311	92.4%
Sale of Property	\$0	\$0	2	\$0	49.0%	\$0	62.5%	\$0	82.0%
State Aid	\$27,800	\$34,000	3	\$8,426	24.8%	\$14,191	41.7%	\$18,922	55.7%
Total Highway Fund OV	\$37,800	\$36,500		\$9,785		\$15,843		\$21,232	
Estimated Unexpended Bal	\$0	\$0		\$0		\$0		\$0	
Tuxedo Joint Fire District									
Estimated Revenues	\$25,000	\$18,000	4	\$0	0.0%	\$0	0.0%	\$0	
Total TFD	\$25,000	\$18,000		\$0	0.0%	\$0	0.0%	\$0	
Estimated Unexpended Bal	\$0	\$0		\$0	0.0%	\$0	0.0%	\$0	
Total Revenues	\$1,336,310	\$2,192,800		\$731,660		\$930,070		\$1,232,502	

Notes:

1. Increased in proportion to population increase
 2. Increased in proportion to increase in number of residential units
 3. Increased in proportion to miles of new Town roads
 4. No increase projected
 5. Based on percent increase used in 2003 FEIS analysis, which was based on increase in taxes
- * Use of Money and Property includes interest earnings and rental of real property.

Calculations reported in this table may not sum to exact dollar amounts cited due to rounding.

Sources: AKRF, Inc., based on Town of Tuxedo 2009 Adopted Budget; 2003 Tuxedo Reserve FEIS, and characteristics of the Tuxedo Reserve project without the Final Proposed Modifications.

Table D-12
Future Without the Final Proposed Modifications:
Summary of Net Revenues/(Costs), Town of Tuxedo

	Phase 1	Phase 2	Phase 3
General Fund Townwide	(\$180,553)	(\$161,805)	\$69,327
General Fund: OV	\$579,841	\$653,247	\$1,386,012
Highway Townwide	\$288,666	\$325,803	\$573,116
Highway OV	\$150,526	\$140,020	\$249,175
Fire District	(\$193,924)	(\$305,675)	(\$252,926)
Library District	(\$128,466)	(\$468,198)	(\$344,445)
Net Revenue/(Cost)	\$516,091	\$183,392	\$1,680,259
+PILOT for Northern Tract	\$150,000	\$150,000	
Net Revenue/(Cost) with PILOT	\$666,091	\$333,392	\$1,680,259 *
CBD Grant	\$167,000	\$167,000	\$167,000

Note: * The "Subtotal" value in Phase 3 reflects the steady-state annual operating condition for the project (i.e., upon expiration of PILOT and CBD Grant monies).

Sources: Based on Tables D-1 through D-3 and Tables D-7 through D-10.

Table D-12 also includes Tuxedo Reserve’s payment-in-lieu of taxes to compensate the Town for delayed construction of nonresidential ratables on the LIO parcel in the Northern Tract. The PILOT payment would be made annually over the first 14 years and would be offset by any ratables generated in the Northern Tract if nonresidential development occurs. Since the fiscal analysis assumes that the full Northern Tract nonresidential development program would be achieved during Phase 3; no PILOT payment is included during this Phase.

Table D-12 also includes a \$2.00 million DBC grant. Consistent with the 2003 FEIS, it is shown here on an annualized basis over the estimated 12-year development period. A total of \$1 million has been funded to date and the remaining \$1 million is due prior to the date of the first building permit. The funds are to be provided by the Applicant to the Town to provide direct grant assistance for activities that benefit the Town hamlet and has therefore not been included in the total net revenue/(costs).

Including the PILOT and CBD grant, the estimated annual net fiscal surplus to the Town as a result of the project without the Final Proposed Modifications would be \$833,091 in Phase 1, \$500,392 in Phase 2, and approximately \$1.85 million in Phase 3.

While not included as part of the analysis summarized in Table D-12, the Project’s Special Permit requires that the Applicant also make available an additional \$4.00 million in low cost loans through the Hamlet Revitalization Fund In response to public comments concerning the future of the Hamlet and in light of changing conditions in the Town, especially the acquisition of the Sterling Forge site by PIPC, the Town Board has reassessed the appropriate role and function of the Hamlet and the Hamlet Revitalization Fund. As called for in the Town’s 2008 Draft Comprehensive Plan Update (“Draft Plan Update”), the Town Board foresees enhancing the Hamlet as the Town’s cultural and civic center, as well as enhancing connectivity along the Ramapo River. Accordingly, the Town Board has determined that the Hamlet Revitalization Fund should be targeted to multiple smaller projects that would principally enhance and strengthen the civic and cultural elements of the Hamlet. Accordingly, the Town Board has chosen to leverage the four million dollar Hamlet Revitalization Fund for multiple projects not to exceed \$250,000 each.

ANALYSIS OF POTENTIAL IMPACTS TO TUXEDO UNION FREE SCHOOL DISTRICT

This section considers the fiscal effect of the Future without the Final Proposed Modifications on the TUFSD. Because many of the background conditions that affect the school fiscal analysis (e.g., school budget, school-age children generation rates, home prices) have changed since the 2003 FEIS, this analysis updates the FEIS by applying the most current data to the development program analyzed in the FEIS to establish the Future without the Final Proposed Modifications. The analysis is organized by model variable (e.g., student population, school budget), and is followed by a comparison of results between the 2003 FEIS and updated analysis. The analysis is modeled on the 2003 FEIS analysis undertaken by Bay Area Economics. Therefore, this Chapter focuses on model inputs rather than methodology. An explanation of methodology can be found in Appendix F of this FSEIS.

STUDENT POPULATION

The school-age children generation rates presented in the 2003 FEIS were based on 1990 Public Use Microdata Samples (PUMS) data from the U.S. Census Bureau. Cross tabulations were run to show the number of school-age children by unit size (number of bedrooms) for a particular geographic study area based on parameters such as unit type, age, and value. As shown in Table D-13 and anticipated in the 2003 FEIS (see page 6 of FEIS Appendix G, Bay Area Economics Reports), updating this cross tabulation with the 2000 Census data yields slightly higher school-age children generation rates.¹

**Table D-13
School-Age Children per Housing Unit**

Single Family Detached¹	1990 Census data (used for 2003 FEIS)	2000 Census data (used for 2009 Update)
1-bedroom detached	N/A	0.499
2-bedroom detached	0.119	0.140
3-bedroom detached	0.474	0.524
4-bedroom detached	0.852	0.880
Single Family Attached²	1990 Census data (used for 2003 FEIS)	2000 Census data (used for 2009 Update)
1-bedroom attached	0.078	0.207
2-bedroom attached	0.061	0.074
3-bedroom attached	0.246	0.343
4-bedroom attached	0.359	0.677
For-Sale Apartments³	1990 Census data (used for 2003 FEIS)	2000 Census data (used for 2009 Update)
1-bedroom	N/A	0.036
2-bedroom	N/A	0.064
3-bedroom	N/A	0.332
4-bedroom	N/A	0.556
Notes:	1) The single family detached rates were applied to the non-restricted single family detached housing products in the future without the Final Proposed Modifications and for the Final Proposed Modifications. 2) The single family attached rates were applied to the non-restricted townhome units in the future without the Final Proposed Modifications and for the Final Proposed Modifications. 3) The for-sale apartment rates were applied to the non-restricted multi-family (i.e., condominium) units in the future without the Final Proposed Modifications and for the Proposed Modification.	
Sources:	2003 Tuxedo Reserve FEIS, Appendix H; US Census Bureau, 2000 Public Use Microdata Samples (PUMS) data.	

¹ The ratios of school-age children per housing unit were adjusted between the DSEIS and FSEIS to incorporate additional Census data as suggested by Bay Area Economics during public review of the DSEIS. The ratios used in the FSEIS utilize 2000 Census data on grade of enrollment that was not available in the 1990 Census data and therefore not applied in the 2003 FEIS. See Appendix F of this FSEIS for description of the methodology.

The 2003 FEIS projected that the Project would generate 427 students. As shown in Table D-14, based on the updated school-age children generation rates, the Future Without the Final Proposed Modifications would generate approximately 458 students.

**Table D-14
Future Without the Final Proposed Modifications:
Estimated Project-Generated Student Population by Phase**

Phase	Future Without the Final Proposed Modifications (2003 Rates)	Future Without the Final Proposed Modifications (2009 Rates)
Phase 1	260	279
Phase 2	0	0
Phase 3	167	178
Total	427	458
<p>Note: When applying 2009 rates, the total project-generated student population (458 students) is larger than the sum of the project-generated student populations for individual phases due to rounding.</p> <p>Sources: 2003 Tuxedo Reserve FEIS, Appendix H; US Census Bureau, 2000 Public Use Microdata Samples (PUMS) data.</p>		

STATE AID AND MISCELLANEOUS REVENUE

Per-student state aid and miscellaneous revenue were updated based on the 2008-2009 school district budget. Revenue items excluded from the calculation include interfund transfers, PILOT agreement, and fund balance.

ESTIMATED SCHOOL DISTRICT PROPERTY TAX REVENUES

School district property tax revenues were updated based on estimated market values provided by the Applicant and updated equalization and school tax rates. Market values from the Applicant were derived from a Tuxedo Reserve market study conducted by Robert Charles Lesser & Co. in December 2009. An updated equalization rate of 17.85 percent was provided by Tuxedo Town Assessor Gregory Stevens, and an updated school district property tax rate of \$62.60 per \$1,000 of assessed value was provided by Donna Matthews, Tax Collector for the Tuxedo Union Free School District. Table D-8 (above) shows the estimated total assessed value of the Tuxedo Reserve property in the Future Without the Final Proposed Modifications.

COST OF CONSTRUCTING NEW HIGH SCHOOL

The 2003 FEIS determined that a new high school would be needed as a result of the increased student population created by the Project. Based on current discussions with the TUFSD, a new high school may not be needed in the future, so for the purposes of this analysis data for both scenarios is included in Table D-15 below.

The estimated cost of constructing a new high school was updated based on a construction cost of \$306 per square foot, provided by the school district's Superintendent in July, 2008. The size for the new high school was estimated assuming 150 square feet per student (the same assumption used in the 2003 FEIS and as required by NYSED) and a total projected high school population (including Tuxedo Reserve students) of 536 in the Future Without the Final Proposed Modifications. Consistent with the 2003 FEIS analysis, the updated analysis assumes that 30 percent of Tuxedo Reserve school-age children would be high school students.

Table D-15
Future Without the Final Proposed Modifications:
Net Revenues/(Cost) to Tuxedo Union Free School District

	Phase 1	Phase 2 (Cum.)	Phase 3 (Cum.)
Tuxedo Reserve Students	279	279	458
Annual Expenditures			
Total Expenditures (marginal cost/student) ¹	(\$ 6,099,447)	(\$ 6,099,447)	(\$ 9,998,983)
Annual Revenue			
Total Annual State Aid/Misc. Revenue	\$ 482,803	\$ 482,803	\$ 791,471
Amount Needed to be Raised in Taxes	(\$ 5,616,645)	(\$5,616,645)	(\$ 9,207,512)
Tax Revenues (projected - Residential)	\$ 5,472,941	\$ 6,771,410	\$ 10,054,133
Tax Revenues (projected - Commercial)	\$10,000	\$10,000	\$201,725
Net Revenue/Cost	\$ (133,703)	\$ 1,164,766	\$ 1,048,346²
+Value of Track and Field Complex (annualized)	\$ 412,500	\$ 412,500	\$ 412,500
Net Revenue/Cost without New High School	\$ 278,797	\$ 1,577,266	\$1,460,846
Annual Debt Service for New High School	(\$ 401,638)	(\$401,638)	(\$ 401,638)
Net Revenue/Cost with New High School	\$ (122,841)	\$ 1,175,627	\$ 1,059,208
Notes:	All values presented in 2009 dollars. This analysis is based on the market values presented in Table D-8. 1) The total expenditures calculations in this table may differ slightly from the calculated product of marginal cost per student x Tuxedo Reserve students due to rounding. 2) The "Net Revenue/Cost" value in Phase 3 reflects the steady-state annual operating condition for the project (i.e., upon expiration of debt service and expiration of annualized value for Track and Field Complex).		

VALUE OF TRACK AND FIELD COMPLEX

The 2003 FEIS considers site grading provided by the project sponsor for school property to be revenue for the school district. This figure was updated to reflect the direction of current discussions between the Applicant and the school district in which the Applicant would be constructing an athletic field and a parking lot instead of grading pads for a future school. This concept was originated at a series of meetings with members of the School Board in June, July and August 2008, in which the School Board expressed its need for more athletic fields and opined that there would be a decreased likelihood that new high school would be required in the future. The updated value includes the cost of improvements to the property (a combination of site grading and field construction) totaling \$4.95 million. This value was divided by the 12 year buildout period to obtain an annual value of \$412,500. However, this value is not included in the estimated Net Revenue/Cost resulting from the project but was viewed as a financial benefit to be provided by the applicant to the School District outside the fiscal impact estimate.

ANALYSIS RESULTS

The 2003 FEIS concluded that the TUFSD would experience an annual deficit during Phase 1 of the development, and an annual surplus in Phases 2 and 3. In Phase 3, the annual surplus was estimated to be approximately \$563,000. Table D-15 updates the 2003 fiscal analysis to account for the changed school-age children generation rates and other changes described above. As shown in Table D-15, in the Future Without the Final Proposed Modifications, the fiscal impacts to the TUFSD would be similar to those identified in the 2003 FEIS in that the TUFSD would experience an annual deficit during Phase 1 of the development, and an annual surplus in Phases 2 and 3. Without considering the effects of capital expenditures for a new track and field and a new high school, upon completion of Phase 3, the annual surplus is estimated to be \$1,048,346.

Upon completion of Phase 1, when considering the effects of capital expenditures for a new track and field and a new high school on the TUFSD, the Future Without the Final Proposed Modifications would result in an estimated net annual deficit of \$122,841 assuming construction

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of a new high school, or an annual surplus of \$278,797 without the cost of constructing a new high school. During Phase 2, there would be an estimated annual surplus under both scenarios: approximately \$1.18 million per year assuming a new high school; or approximately \$1.58 million per year without a new high school. Phase 3 would yield an estimated annual surplus of \$1.06 million with a new high school, or an annual surplus of approximately \$1.46 million without a new high school.

D. POTENTIAL IMPACTS OF THE FINAL PROPOSED MODIFICATIONS

DEVELOPMENT PROGRAM

The development program for the Final Proposed Modifications’ residential component is substantially the same as the Future Without the Final Proposed Modifications (see Table D-16). The total unit count and proportion of active adult versus non-restricted units have remained unchanged. As shown in Table D-17, the total number of bedrooms in non-restricted units (units that could be occupied by school-age children) has decreased by 55 units under the Final Proposed Modifications, from 2,860 bedrooms in the 2003 development program to 2,805 bedrooms under the revised program.

**Table D-16
Comparison of Unit Counts for 2003 and Final Proposed Modifications**

Unit Type	2003 Program Number of Units			Final Proposed Modifications Number of Units			Change in Non- Restricted Units
	Total	Active Adult	Non-Restricted	Total	Active Adult	Non-Restricted	
1BR	63	0	63	20	2	18	(45)
2BR	424	157	267	409	128	281	14
3BR	449	40	409	638	67	571	162
4BR	259	0	259	128	0	128	(131)
TOTAL	1,195	197	998	1,195	197	998	0

Source: The Related Companies; AKRF, Inc.

**Table D-17
Comparison of Bedroom Counts for 2003 and Final Proposed Modifications**

Unit Type	2003 Program Number of Bedrooms			Final Proposed Modifications Number of Bedrooms			Change in Non- Restricted Bedrooms
	Total	Active Adult	Non-Restricted	Total	Active Adult	Non-Restricted	
1BR	63	0	63	20	2	18	(45)
2BR	848	314	534	818	256	562	28
3BR	1,347	120	1,227	1,914	201	1,713	486
4BR	1,036	0	1,036	512	0	512	(524)
TOTAL	3,294	434	2,860	3,264	459	2,805	(55)

Source: The Related Companies; AKRF, Inc.

ANALYSIS OF POTENTIAL IMPACTS TO TOWN OF TUXEDO SERVICES

ESTIMATED PROPERTY TAX REVENUES

Property tax revenues were estimated based on market values provided by the Applicant and an updated equalization rate provided by Tuxedo Town Assessor, as described above, and on current Town tax rates from the Town of Tuxedo 2009 Adopted Budget. Table D-18 shows the

estimated total assessed value of the Tuxedo Reserve Project with the Final Proposed Modifications.

**Table D-18
Final Proposed Modifications: Market and Assessed Values 2009**

Unit Type	Beds	Market Value per Unit	Number of Units	Total Assessed Value*
SINGLE FAMILY				
NON-RESTRICTED				
Estate	4	\$ 1,412,100	27	\$ 6,805,616
Manor	4	\$ 1,162,350	101	\$ 20,955,427
Manor	3	N/A	0	N/A
Village	4	N/A	0	N/A
Village	3	\$ 970,800	216	\$ 37,430,165
Cottage	3	\$ 781,000	158	\$ 22,026,543
Cottage	2	N/A	0	N/A
Cottage (Alley)	3	\$ 781,000	161	\$ 22,444,769
Carriage	2	\$ 572,500	42	\$ 4,292,033
Subtotal			705	\$ 113,954,552
AGE-RESTRICTED				
Village	3	\$ 872,000	8	\$ 1,245,216
Cottage	3	\$ 717,000	26	\$ 3,327,597
Cottage	2	N/A	0	N/A
Cottage (Alley)	3	\$ 717,000	17	\$ 2,175,737
Carriage	3	N/A	0	N/A
Carriage	2	\$ 553,500	8	\$ 790,398
Subtotal			59	\$ 7,538,948
TOTAL SINGLE FAMILY			764	\$ 121,493,499
MULTI-FAMILY				
NON-RESTRICTED				
Townhouse	3	N/A	0	N/A
Townhouse	2	\$ 515,700	61	\$ 5,615,199
Multi-family**	3	\$ 312,320	36	\$ 2,006,968
Multi-family**	2	\$ 250,803	178	\$ 7,968,764
Multi-family**	1	\$ 179,821	18	\$ 577,765
Subtotal			293	\$ 16,168,696
AGE-RESTRICTED				
Townhouse	2	\$ 460,800	58	\$ 4,770,662
Multi-family**	3	\$ 312,320	16	\$ 891,986
Multi-family**	2	\$ 250,803	62	\$ 2,775,637
Multi-family**	1	\$ 179,821	2	\$ 64,196
Subtotal			138	\$ 8,502,481
TOTAL MULTI-FAMILY			431	\$ 24,671,178
COMMERCIAL***				
		Value psf	Square feet	Total Assessed Value
Retail	N/A	\$ 125	30,000	\$ 669,375
Office	N/A	\$ 130	29,415	\$ 682,575
Flex/Light Industrial	N/A	\$ 80	78,440	\$ 1,120,123
Warehouse	N/A	\$ 80	88,245	\$ 1,260,139
Community/Recreation	N/A	\$ 0	70,000	\$ 0
Subtotal			296,100	\$ 3,732,212
TOTAL PROJECT				\$ 149,896,889
Notes:				
* Total assessed value is calculated using the equalization rate of 17.85% for both residential and commercial property.				
** Multi-family housing units were valued based on a rental income approach as described in Appendix F.				
*** Consistent with the methodology used in the 2003 FEIS, community facility, recreation, and open space acreage was not included in total assessed value. Real estate taxes associated with these spaces are to be the responsibility of the homeowner's association upon the completion of each phase.				
Source: AKRF, Inc. based on estimated market values provided by Related Companies, derived from Tuxedo Reserve market study conducted by Robert Charles Lesser & Co. in December 2009, and updated equalization rate provided by Gregory Stevens, Town Assessor.				

As shown in Table D-19, by the end of Phase 1, when the Project with the Final Proposed Modifications is expected to add 731 residential units and 77,500 square feet of commercial space, the total property taxes would increase by about \$2.72 million. In Phase 2, when an additional 227 units and 22,500 square feet of non-residential space are added, the Project would

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yield property taxes of approximately \$4.01 million. In the full development scenario, with a total 1,195 residential units and 296,100 square feet total of commercial development, the Project would generate approximately \$5.42 million in Town property taxes.

Table D-19

**Future With the Final Proposed Modifications:
Estimated Town Property Taxes from the Tuxedo Reserve Development, 2009**

	Assessed Value*	Category	Town Tax Rate (per 1,000)	Estimated Taxes Generated
Phase 1		General	7.227	\$ 543,117
Residential (731 units)	\$ 74,816,531	G.OV	13.732	\$ 1,032,012
Nonresidential (77,500 sf)	\$334,688	Highway: Townwide	5.788	\$ 434,987
Total Assessed Value	\$ 75,151,219	H.OV	3.216	\$ 241,702
		Tuxedo Joint Fire	3.975	\$ 298,691
		Tuxedo Library	2.230	\$ 167,555
TOTAL REVENUES				\$ 2,718,064
Phase 2 (Cum.)		General	7.227	\$ 802,035
Residential (958 units)	\$ 110,308,463	G.OV	13.732	\$ 1,523,999
Nonresidential (100,000 sf)	\$ 669,375	Highway: Townwide	5.788	\$ 642,357
Total Assessed Value	\$ 110,977,838	H.OV	3.216	\$ 356,928
		Tuxedo Joint Fire	3.975	\$ 441,086
		Tuxedo Library	2.230	\$ 247,434
TOTAL REVENUES				\$ 4,013,839
Phase 3 (Cum.)		General	7.227	\$ 1,083,303
Residential (1,195 units)	\$146,164,677	G.OV	13.732	\$ 2,058,384
Nonresidential (296,100 sf)	\$3,732,212	Highway: Townwide	5.788	\$ 867,603
Total Assessed Value	\$149,896,889	H.OV	3.216	\$ 482,068
		Tuxedo Joint Fire	3.975	\$ 595,771
		Tuxedo Library	2.230	\$ 334,207
TOTAL REVENUES				\$ 5,421,336
Note:	*Assessed values based on assessment ratio of 17.85% for both residential and commercial property.			
Source:	AKRF, based on estimated market values provided by The Related Companies, derived from Tuxedo Reserve market study conducted by Robert Charles Lesser & Co. in December 2009, updated equalization rate provided by Gregory Stevens, Town Assessor, and Town tax rates from the Town of Tuxedo 2009 Adopted Budget.			

ESTIMATED COSTS ASSOCIATED WITH THE PROJECT

Consistent with the methodology used in the 2003 FEIS (see FEIS, Appendix H, Updated Fiscal Analysis) the estimated annual expense of providing additional community services is based on analysis of the 2009 budget appropriations and discussions with Town officials as to requirements for new capital expenditures, as explained below.

Table D-20 summarizes the estimated annual expenses projected in each analysis year, considering each major service currently provided by the Town, including police, fire protection, and highways. Annual expenses resulting from the project with the Final Proposed Modifications are estimated at about \$3.37 million in Phase 1, \$4.72 million in Phase 2 (inclusive of costs associated with development in Phase 1), and \$5.48 million in Phases 3 (inclusive of costs associated with development in Phases 1 and 2).

Town Police: The annual cost of providing police service for the Project with Final Proposed Modifications is estimated at **\$932,638**, including the cost of additional staff and uniforms, police vehicles, and facility improvements.¹

¹ Developed based on personnel, facility, and equipment needs outlined by Police Chief Carlin in June, 2009 phone call.

Table D-20

Future With the Final Proposed Modifications:
Summary of Project Related Incremental Municipal Expenditures, Town of Tuxedo

Category	2009 Budget	Phase 1		Phase 2		Phase 3	
		Dollars	% Increase Over Budget	Dollars	% Increase Over Budget	Dollars	% Increase Over Budget
General Fund Townwide							
Government Support (1)	1,581,229	\$533,929	33.77%	\$699,732	44.25%	\$872,838	55.20%
Other Municipal Services	\$537,165	\$208,985	38.91%	\$273,881	50.99%	\$341,637	63.60%
Ambulance	386,500	\$336,000	86.93%	\$336,000	86.93%	\$336,000	86.93%
General Fund: OV							
Government Support	\$58,000	\$101,094	74.30%	\$109,040	88.00%	\$129,572	123.40%
Other Mun Ser	\$249,781	\$429,124	71.80%	\$466,341	86.70%	\$548,269	119.50%
Other Mun Ser - Police	\$1,498,764	\$534,777	35.68%	\$824,020	54.98%	\$928,641	61.96%
Highway Townwide	\$1,095,502	\$67,770	6.19%	\$108,104	9.87%	\$122,642	11.20%
Highway OV	\$451,012	\$67,770	15.03%	\$108,104	23.97%	\$122,642	27.19%
Fire District	\$810,248	\$432,294	53.35%	\$566,492	69.92%	\$706,630	87.21%
Library District	\$442,580	\$0	0.00%	\$385,981	87.21%	\$385,981	87.21%
Debt Service (only additional TR requirements; other debt service included above)							
General Fund Townwide (ambulance)	252,169	\$26,189	10.39%	\$26,189	10.39%	\$26,189	10.39%
General Fund: OV (Police)	\$0	\$3,997		\$3,997		\$3,997	
Highway Townwide	\$99,000	\$22,784	23.01%	\$22,784	23.01%	\$22,784	23.01%
Highway OV	\$0	\$0		\$0		\$0	
Fire District	\$0	\$119,885		\$197,482		\$197,482	
Library District	\$0	\$323,757		\$323,757		\$323,757	
TOTAL COSTS							
General Fund Townwide		\$1,105,103		\$1,335,802		\$1,576,664	
General Fund: OV		\$1,068,992		\$1,403,398		\$1,610,479	
Highway Townwide		\$90,554		\$130,888		\$145,426	
Highway OV		\$67,770		\$108,104		\$122,642	
Fire District		\$552,178		\$763,974		\$904,112	
Library District		\$323,757		\$709,738		\$709,738	
TOTAL COST BY PHASE		\$3,208,355		\$4,451,903		\$5,069,062	

Notes:

Ambulance costs included in General Fund Townwide.

(1) Employee benefits included here.

(2) The percentage increases applied to Government Support Outside Village and Other Municipal Services Outside Village are from the 2003 Tuxedo Reserve FEIS.

Sources: AKRF, Inc., based on Town of Tuxedo 2009 Adopted Budget; 2003 Tuxedo Reserve FEIS, and input from Town representatives, as described in text.

The largest component of the police budget is personnel expense. In 2009, it accounted for 85.6 percent of the police line item, reflecting salaries for officers, patrolmen, sergeants, dispatchers, and overtime holiday and pay. The 2009 budget is for a police department staffed by a Chief of Police, one lieutenant, 2 sergeants, 9 full-time patrol officers, and 4 dispatchers (total staff of 17). According to Chief Carlin, staffing needs associated with the Final Proposed Modifications are the same as for the development program analyzed in the 2003 FEIS; the police force would need an additional 7 officers and one dispatcher at full buildout. With annual salaries for police officers and dispatchers at approximately \$60,000 and \$46,000, respectively, the additional salary for 8 new staff would be an estimated **\$466,000**. This represents 36 percent of the current base salaries for the existing police staff. Employee benefits would cost an estimated **\$248,673**, assuming the incremental cost of employee benefits would increase at the same ratio over 2009

benefits as the increase in salaries, or approximately 36 percent of the current cost for benefits at full buildout. In addition, a total of **\$17,500** in uniforms (\$2,500 each) for the new officers would be required.

The requirements for additional police vehicles also would be the same as described in the 2003 FEIS. According to Chief Carlin, the project would require the purchase of two additional patrol cars and a four-wheel drive vehicle. The first additional patrol car would be required for Phase 1, and the second for Phase 2. The four-wheel drive vehicle would be needed at the end of Phase 2. The current cost for a marked car is approximately \$38,000 and the current cost for a four-wheel drive vehicle is approximately \$42,000. A total of **\$118,000** has been added to the total cost of police service to account for this additional need for vehicles.

In addition, Chief Carlin indicated that up to \$30,000 would be required for physical improvements to the police station that would be necessary to accommodate the new staff (e.g., addition of lockers and storage space). Based on a 6 percent interest rate and a 10-year term, the annual cost of these improvements would be an estimated **\$3,997**. This expense appears as a debt service expense in Table D-20.

Fire Protection: The annual cost of providing fire protection for the Project with the Final Proposed Modifications is estimated at **\$904,112** including the cost of additional staff, equipment, fire vehicles, and facility improvements.

Fire protection is currently provided by the Tuxedo Joint Fire District, a volunteer fire department comprised of three fire companies. The 2003 FEIS analysis of fire department expenses assumed, based on input from Former Fire Chief Louis DeBrino, that total departmental expenses would increase in proportion to the number of project residents. Based on this same assumption, the estimated increase in population due to the project with Final Proposed Modifications (3,212 residents) would increase the department's annual expenses by an estimated **\$706,630** at full buildout.

As described in the 2003 FEIS, two of the district's three fire stations – Tuxedo Park and Eagle Valley – may require an upgrade or expansion to accommodate Tuxedo Reserve. During Phase 2 of the development, each station would need to be upgraded with a one bay addition. Construction of these bays, approximately 2,000 square feet each, was estimated in 2003 to cost \$600,000. According to *Engineering News Record*, a magazine that provides business and technical news and data for the construction industry, average construction costs have increased by 28 percent since 2003. Accordingly, for purposes of this analysis, the bay construction cost used in the 2003 FEIS was assumed to increase to \$766,298. The third station, Sterling Forest Company, was assumed to adequately serve the project as it had been expanded prior to the 2003 FEIS. Based on an interest rate of 6 percent and a payment period of 15 years, expansion of the two stations would cost an estimated **\$77,598** annually. This expense is included as debt service expense in Table D-20.

Also included in the debt service expense in Table D-20 and consistent with assumptions outlined in the 2003 FEIS, this analysis assumes that three of the district's existing vehicles (one pumper, one minipumper and one tanker) would need to be upgraded or replaced during Phase 1. In 2003, the cost to replace the pumper was \$325,000, the cost to replace the tanker was \$425,000, and the cost of a minipumper was \$120,000. Based on conversations with fire department officials in March 2010, these values have been adjusted as follows: the cost to replace the pumper was estimated to be \$500,000; the cost to replace the tanker was estimated to be \$600,000; and the cost of a minipumper was estimated to be \$250,000. The annual debt service was calculated based on

an interest rate of 6 percent and a payment period of 15 years. Based on these terms, the estimated annual cost of the trucks would be **\$119,885**. When combined with the debt service for the repairs and expansion of the fire stations, the total Fire District debt service expense in Table D-20 is estimated at \$197,482.

Highways: As described below and shown in Table D-20, highway costs, including general operations, personnel, and new capital equipment, are estimated to increase by **\$367,743** annually at full buildout.¹ The cost of additional operations, personnel and equipment is apportioned out to the Highway General Fund and Highway Outside Village Fund consistent with current budget line item breakdowns.

The project with Final Proposed Modifications includes the development of approximately 12.8 miles of new roadways but only 4.2 miles of roads are intended to be deeded to the Town; with 1.2 miles developed during Phase 1, 1.8 miles during Phase 2, and 1.2 miles during Phase 3. This varies from the approved plan, which intended to deed the entire 12.8 miles of roads to the Town.

Based on input from the Highway Superintendent, to maintain these roads, 1.5 additional full-time employee equivalents would need to be hired by the end of Phase 1, and another 0.5 full-time equivalent employee would need to be hired by Phase 2. These staffing needs are based on an average wage (salary plus benefits) of \$71,517. The estimated increase in cost associated with two additional employees would be **\$143,034**. In accordance with current budgeting, 50 percent of this cost is assigned to the Town Highway budget, and 50 percent is assigned to the Town Outside Village budget.

In 2009, the highway department spent approximately \$560,500 for machinery, road maintenance, repairs, brush weed maintenance, and snow removal (Highway Fund Townwide), and general repairs and improvements (Town Highway Fund OV). These expenses, not including personnel and benefits, are estimated to increase by approximately 18.2 percent, or by **\$102,251** reflecting the proportional increase in miles of Town roads as a result of the Project with the Final Proposed Modifications. This cost is also shared equally between the Highway General Fund and the Highway Outside Village Fund and it is phased in based on the mileage of roadway deeded to the Town in each phased of development.

New vehicles required for the maintenance of town-owned roadways proposed for Tuxedo Reserve are based on discussions with heads of the Town's Highways Department on October 12, 2010. They include one large truck at a cost of \$175,000 and one medium truck at a cost of \$50,000. A small substation may also be needed for winter material and equipment; however this would be constructed by the Applicant at no cost to the Town and therefore is not included in this analysis. The substation would be built as part of the Upland Park development and would be completed by the end of Phase 1. The total cost of the additional vehicles is estimated at \$225,000. Based on a 6 percent interest rate and a 15-year term, the estimated annualized cost for new vehicles would be **\$22,784**. This expense appears as a debt service expense in Table D-20 and is applied equally to all three phases.

Other Municipal Services: This category includes culture and recreation, home and community services, transportation services, economic assistance, safety inspection, health and public safety. The 2003 FEIS estimated that the cost of providing these services would increase by

¹ Developed based on input from Town Highway Superintendent in October, 2010.

approximately 63.6 percent with the introduction of Tuxedo Reserve residents. Based on this same proportional increase, total additional cost is estimated at **\$341,637**.

Library: Annual costs associated with library service are estimated to increase by **\$709,738** by full buildout of the project with Final Proposed Modifications. This cost includes additional operating budget as well as debt service associated with expansion of the library.

As indicated in the 2003 FEIS, new project-related operating expenses would be expected to nearly double the existing \$442,580 library budget. Consistent with the methodology used in the 2003 FEIS, it is assumed that library costs would increase in proportion to the number of new residents in Tuxedo Reserve. In total, operating expenses are estimated to increase by **\$385,981** in the Future With the Final Proposed Modifications.

In addition, consistent with the 2003 FEIS, this analysis assumes that a 10,000 square foot library addition would be required to meet the needs of the new Tuxedo Reserve residents. Based on information provided by Barbara Dupont, President of the Tuxedo Park Library, on July 2, 2009, the cost to construct a new library addition would be \$450 per square foot, or \$4.50 million total. Based on a 30-year debt service schedule and a 6 percent interest rate, the annual debt service would be **\$323,757**. This expense appears as a debt service expense in Table D-20.

Ms. Dupont also requested in her July 2, 2009 letter that the amount of land to be dedicated to the Tuxedo Park Library be increased from 0.5 acres to 3.0 acres to allow for future expansion and outdoor programming. As this request was not based upon changed circumstances, it is not considered in this analysis.

Ambulance: Annual costs associated with ambulance service are estimated to increase by **\$362,189** by full buildout of the Project with Final Proposed Modifications.¹ This cost includes an additional ambulance, ambulance bay, and personnel.

Consistent with the analysis set forth in the 2003 FEIS, it is assumed that one additional ambulance and one additional bay would be required upon completion of Phase 1 of the Project. According to Pat Monoco-Sullivan with the Town of Tuxedo, the combined cost of a fully equipped ambulance, a full-time paramedic (24 hours) and a full time driver (7 AM to 7 PM) would be a contractual cost of **\$336,000**. This contractual cost is accounted for in the FSEIS upon completion of Phase 1 of the Project, rather than the DSEIS accounting of the cost upon completion of Phase 2.

According to a representative of Rockland Paramedics interviewed for the 2003 FEIS, the cost of an additional bay in 2003 was \$202,500. As discussed above, average construction costs have increased by an estimated 28 percent since 2003, bringing the current estimated cost of the additional bay to \$258,626. Based on a 6 percent interest rate and a 15-year term, debt service on the bay would be **\$26,189** annually. This expense appears as a debt service expense in Table D-20.

Government Support: Government support includes salaries for government officials and office costs, and employee benefits. Consistent with the 2003 FEIS analysis, it is assumed that government support expenses would increase by 55.2 percent over the existing budget, resulting in additional estimated expense of **\$872,838** at full buildout.

¹ Developed based on ambulance operation cost data provided by Town Bookkeeper in June, 2009 and on ambulance bay construction costs included in the 2003 FEIS and adjusted to 2009 costs.

ESTIMATED NON-PROPERTY TAX REVENUES

It is expected that non-property tax revenues will increase in proportion to increases in real estate taxes, population, housing units, roads, or related factors. Non-property tax revenues are presented in Table D-21.

**Table D-21
Future With the Final Proposed Modifications:
Non-Property Tax Revenues Generated by Tuxedo Reserve**

Category	2002	2009	Notes	Phase 1		Phase 2		Phase 3	
				Revenues	%	Revenues	%	Revenues	%
General Fund									
Other Tax Items	\$16,620	\$13,500	4	\$0	0.0%	\$0	0.0%	\$0	0.0%
Departmental Income	\$83,750	\$154,500	4	\$0	0.0%	\$0	0.0%	\$0	0.0%
Use of Money and Property	\$41,050	\$201,000	5	\$95,151	47.3%	\$135,774	67.5%	\$169,961	84.6%
Licenses and Permits	\$4,000	\$11,000	1	\$5,869	53.4%	\$7,691	69.9%	\$9,593	87.2%
Fines and Forfeitures	\$250,050	\$0	4	\$0	0.0%	\$0	0.0%	\$0	0.0%
Sale of Property	\$99,000	\$484,500	4	\$0	0.0%	\$0	0.0%	\$0	0.0%
Miscellaneous	\$0		4	\$0	0.0%	\$0	0.0%	\$0	0.0%
State Aid									
Tax Maps/Assessment	\$10,000	\$0	1	\$0	53.4%	\$0	69.9%	\$0	87.2%
Mortgage Tax	\$220,000	\$325,000	2	\$163,058	50.2%	\$213,693	65.8%	\$266,558	82.0%
Records Mgt.	\$10,944	\$0	1	\$0	53.4%	\$0	69.9%	\$0	87.2%
Total General Fund	\$735,414	\$1,189,500		\$264,077		\$357,157		\$446,113	
General OV									
Real Prop Tax Items	\$11,600	\$3,000	4	\$0	0.0%	\$0	0.0%	\$0	0.0%
Non-prop Tax Items	\$240,000	\$340,000	1	\$181,401	53.4%	\$237,714	69.9%	\$296,519	87.2%
Department Income	\$156,900	\$169,800	2	\$85,191	50.2%	\$111,646	65.8%	\$139,266	82.0%
General Services	\$26,000	\$12,000	4	\$0	0.0%	\$0	0.0%	\$0	0.0%
Use of Money and Property	\$11,000	\$6,000	5	\$2,840	47.3%	\$4,053	67.5%	\$5,073	84.6%
Licenses and Permits	\$500	\$0	1	\$0	53.4%	\$0	69.9%	\$0	87.2%
Fines and Forfeitures	\$0	\$350,000	1	\$186,736	0.534	\$244,705	0.699	\$305,240	0.872
Miscellaneous	\$0	\$0	4	\$0	0.0%	\$0	0.0%	\$0	0.0%
State Aid	\$86,096	\$15,000	4	\$0	0.0%	\$0	0.0%	\$0	0.0%
Total General Fund OV	\$532,096	\$895,800		\$456,169		\$598,118		\$746,099	
Highway Fund/Townwide									
Revenues from Other Govt	\$6,000	\$50,000	4	\$0	0.0%	\$0	0.0%	\$0	0.0%
Use of Money and Property	\$0	\$3,000	5	\$1,420	47.3%	\$2,026	67.5%	\$2,537	84.6%
Sale of Property	\$0	\$0	2	\$0	50.2%	\$0	65.8%	\$0	82.0%
Total Highway Fund - Townwide	\$6,000	\$53,000		\$1,420		\$2,026		\$2,537	
Highway Fund OV									
Revenues from Other Govt	\$0	\$0	1	\$0	53.4%	\$0	69.9%	\$0	87.2%
Use of Money and Property	\$10,000	\$2,500	5	\$1,183	47.3%	\$1,689	67.5%	\$2,114	84.6%
Sale of Property	\$0	\$0	2	\$0	50.2%	\$0	65.8%	\$0	82.0%
State Aid	\$27,800	\$34,000	3	\$1,715	5.0%	\$4,439	13.1%	\$6,203	18.2%
Total Highway Fund OV	\$37,800	\$36,500		\$2,898		\$6,127		\$8,316	
Estimated Unexpended Bal	\$0	\$0		\$0		\$0		\$0	
Tuxedo Joint Fire District									
Estimated Revenues	\$25,000	\$18,000	4	\$0	0.0%	\$0	0.0%	\$0	0.0%
Total TFD	\$25,000	\$18,000		\$0	0.0%	\$0	0.0%	\$0	0.0%
Estimated Unexpended Bal	\$0	\$0		\$0	0.0%	\$0	0.0%	\$0	0.0%
TOTAL REVENUES	\$1,336,310	\$2,192,800		\$724,564		\$963,429		\$1,203,065	

Notes:

1. Increased in proportion to population increase
 2. Increased in proportion to increase in number of residential units
 3. Increased in proportion to miles of new Town roads
 4. No increase projected
 5. Based on percent increase used in 2003 FEIS analysis, which was based on increase in taxes
- * Uses of Money and Property includes interest earnings and rental of real property.

Calculations in this table may not sum to exact amount cited due to rounding.

Sources: AKRF, Inc., based on Town of Tuxedo 2009 Adopted Budget; 2003 Tuxedo Reserve FEIS, and characteristics of the Tuxedo Reserve project with Final Proposed Modifications.

SUMMARY OF MUNICIPAL REVENUES/COSTS

Table D-22 summarizes projected revenues and costs for the affected municipal fund categories. Based on the data presented above, the Town would experience a net positive fiscal impact during all three phases of the project, although certain districts or fund categories may experience a net fiscal deficit that would require adjustment in taxes for the taxing jurisdictions. During Phases 1 and 2, the estimated net annual surplus including the PILOT would be \$384,274 and \$675,365, respectively. Upon full buildout, the surplus would reach approximately \$1.56 million annually.

**Table D-22
Future With the Final Proposed Modifications:
Summary of Net Revenues/(Costs)**

	Phase 1	Phase 2	Phase 3
General Fund Townwide	(\$297,909)	(\$176,610)	(\$47,249)
General Fund: OV	\$419,189	\$718,720	\$1,194,004
Highway Townwide	\$345,852	\$513,495	\$724,713
Highway OV	\$176,830	\$254,952	\$367,743
Fire District	(\$253,487)	(\$322,888)	(\$308,341)
Library District	(\$156,202)	(\$462,304)	(\$375,531)
Subtotal	\$234,274	\$525,365	\$1,555,339
+PILOT for Northern Tract	\$150,000	\$150,000	
Subtotal Including PILOT	\$384,274	\$675,365	\$1,555,339 *
CBD Grant	\$167,000	\$167,000	\$167,000

Note: * The "Subtotal" value in Phase 3 reflects the steady-state annual operating condition for the project (i.e., upon expiration of PILOT and CBD Grant monies).

Sources: Based on Tables D-2 through D-4 and Tables D-18 through D-21.

Table D-22 includes Tuxedo Reserve's payment-in-lieu of taxes to compensate the Town for delayed construction of nonresidential ratables on the LIO parcel in the Northern Tract. The PILOT payment would be made annually over the first 14 years and would be offset by any ratables generated in the Northern Tract if nonresidential development occurs. Since the fiscal analysis assumes that the full Northern Tract nonresidential development program would be achieved during Phase 3, no PILOT payment is included during this Phase.

Table D-22 also includes a \$2.00 million DBC grant. Consistent with the 2003 FEIS, it is shown here on an annualized basis over the estimated 12-year development period. A total of \$1 million has been funded to date and the remaining \$1 million is due prior to the date of the first building permit. The funds are to be provided by the Applicant to the Town to provide direct grant assistance for activities that benefit the Town hamlet and has therefore not been included in the total net revenue/(costs).

While not included in Table D-22, as required in the Project Approvals, the Applicant will also make available an additional \$4.00 million in low cost loans through the Hamlet Revitalization Fund to assist and to implement commercially viable residential and nonresidential development projects within the hamlet.

ANALYSIS OF POTENTIAL IMPACTS TO TUXEDO UNION FREE SCHOOL DISTRICT

STUDENT POPULATION

As shown in Table D-23, as compared to the Project analyzed in the 2003 FEIS, the Final Proposed Modifications would distribute the new students more evenly across the development phases. This will make it easier for the TUFSD to plan and budget for increases in the student population.

**Table D-23
Estimated Project-Generated Student Population by Phase**

Phase	Future Without the Final Proposed Modifications (2009 Rates)	Final Proposed Modifications
Phase 1	279	187
Phase 2	0	115
Phase 3	178	125
Total	458	427
Note:	The total project-generated student populations are larger than the sum of the project-generated student populations for individual phases due to rounding.	
Sources:	2003 Tuxedo Reserve FEIS, Appendix H; US Census Bureau, 2000 Public Use Microdata Samples (PUMS) data; FSEIS Appendix F.	

PROPERTY TAX REVENUES

Table D-18, above, shows the estimated total assessed value of the Project with the Final Proposed Modifications. Property tax revenues for the school district are based on the 2008 rate (\$62.60 per \$1,000 of assessed value), provided by Donna Matthews, Tax Collector for the TUFSD. Total property tax revenues for the school district are estimated at approximately \$4.68 million in Phase 1, \$6.90 million in Phase 2, and \$9.15 million in Phase 3.

COST OF CONSTRUCTING NEW HIGH SCHOOL

As described above under Section C, the construction of a new high school may not be needed in the future, so for the purposes of this analysis both a build and no-build scenario are included in Table D-24 below.

In the Future Without the Final Proposed Modifications, the estimated cost of constructing a new high school has been updated based on a construction cost of \$306 per square foot, provided by the school district’s Superintendent in July, 2008. The size for the new high school was estimated based on 150 square feet per student (the same assumption used in the 2003 FEIS) and a total projected high school population (including Tuxedo Reserve students) of 525 for the Project with the Final Proposed Modifications. Consistent with the 2003 FEIS analysis, the updated analysis assumes that 30 percent of Tuxedo Reserve school-age children would be high school students.

VALUE OF TRACK AND FIELD COMPLEX

As described above under Section C, The Future Without the Final Proposed Modifications, the 2003 FEIS analysis considers site improvements and grading of the school property provided by the Applicant to be revenue for the school district. This figure has been updated to reflect the direction of current discussions between the Applicant and the school district in which the

Tuxedo Reserve FSEIS

Applicant would be constructing an athletic field and parking instead of grading pads for a future school. This concept was originated at a series of meetings with members of the School Board in June, July and August 2008, in which the School Board indicated its need for more athletic fields and opined that there would be a decreased likelihood that a new school would be required in the future. The updated value includes the cost of improvements to the property (a combination of site grading and field construction totaling \$4.95 million. This value was divided by the 12 year buildout period to obtain an annual value of \$412,500. However, this value is not included in the estimated Net Revenue/Cost resulting from the project but was viewed as a financial benefit to be provided by the applicant to the School District outside the fiscal impact estimate.

Table D-24
Final Proposed Modifications:
Net Revenues/(Cost) to Tuxedo Union Free School District

	Phase 1	Phase 2 (Cum.)	Phase 3 (Cum.)
Tuxedo Reserve Students	187	302	427
Annual Expenditures			
Total Expenditures (marginal cost/student)	(\$4,085,161)	(\$6,595,432)	(\$9,337,342)
Annual Revenue			
Total Annual State Aid/Misc. Revenue	\$323,361	\$522,062	\$739,099
Amount Needed to be Raised in Taxes	(\$3,761,799)	(\$6,073,370)	(\$8,598,243)
Tax Revenues (projected - Residential)	\$4,683,290	\$6,904,979	\$9,149,470
Tax Revenues (projected - Commercial)	\$20,950	\$41,901	\$233,625
Net Revenue/Cost	\$942,441	\$873,510	\$784,852¹
+Value of Track and Field Complex (annualized)	412,500	412,500	412,500
Net Revenue/Cost without New High School	\$1,354,941	\$1,286,010	\$1,197,352
Annual Debt Service for New High School	(\$382,920)	(\$382,920)	(\$382,920)
Net Revenue/Cost with New High School	\$972,021	\$903,090	\$814,432
Notes:	All values presented in 2009 dollars. 1) The "Net Revenue/Cost" value in Phase 3 reflects the steady-state annual operating condition for the project (i.e., upon expiration of debt service and expiration of annualized value for Track and Field Complex).		

ANALYSIS RESULTS

Table D-24 shows the analysis results for the Final Proposed Modifications. As shown in the table, the Final Proposed Modifications would result in net positive impacts during all three development phases. During Phase 1, the estimated annual surplus would be \$942,441. During Phase 2, the estimated annual surplus would be \$873,510. During Phase 3, there would be an estimated surplus of \$784,852.

When considering the effects of capital expenditures for a new track and field and a new high school on the TUFSD, the net effect of the project with the Final Proposed Modifications would remain positive during all three development phases. The estimated net surplus would be approximately \$972,021 million per year during Phase 1, \$903,090 per year during Phase 2, and \$814,432 per year during Phase 3.

RETAIL

The development program analyzed in the 2003 FEIS included 3,000 square feet of retail. The Final Proposed Modifications would introduce 30,000 square feet of retail in the Commons. This additional retail is not expected to adversely affect existing retailers in Tuxedo. A retail market

analysis conducted for the project sponsor by Gibbs Planning Group (October, 2007) finds that the retail trade areas for Tuxedo Reserve and the greater Tuxedo Park are currently underserved by existing retail. According to that study, the Tuxedo Reserve trade area is capturing only 22 percent of the potential retail demand from households living in the trade area. And the larger Tuxedo Park trade area is capturing only 24 percent of potential retail demand from trade area households. The study concludes that the primary trade area for Tuxedo Park could currently support an additional 86,300 square feet of retail, and that the proposed Tuxedo Reserve project could support up to 54,700 square feet of retail and restaurant development at 50 percent build out. Therefore, the 30,000 square feet of retail and restaurant space to be constructed during Phases 1 and 2 of the proposed project is not anticipated to have a negative impact on existing retailers in Tuxedo.

Since Gibbs Planning Group’s 2007 analysis, the Tuxedo Reserve and greater Tuxedo Park trade area remains under-served by its existing commercial base. In all categories, the estimated potential consumer expenditure outweighs the annual sales serviced by the existing businesses.

E. CONCLUSIONS

Based on the analysis methodologies used in the 2003 FEIS, the Project with the Final Proposed Modifications would have a substantial positive fiscal impact on both the Tuxedo Union Free School District and the Town budget during all three development phases.

**Table D-25
Future With Final Proposed Modifications:
Summary of Fiscal Analysis**

	Phase 1	Phase 2	Phase 3
Town of Tuxedo			
Revenues	\$3,442,628	\$4,977,268	\$6,624,401
Costs	(\$3,208,355)	(\$4,451,903)	(\$5,069,062)
Net Revenue/(Cost)	\$234,274	\$525,365	\$1,555,339
PILOT	\$150,000	\$150,000	
Net Revenue/(Cost) Including PILOT	\$384,274	\$675,365	\$1,555,339 *
CBD Grant	\$167,000	\$167,000	\$167,000
Tuxedo Union Free School District			
Revenues	\$5,027,602	\$7,468,942	\$10,122,194
Costs	(\$4,085,161)	(\$6,595,432)	(\$9,337,342)
Net Revenue/(Cost)	\$942,441	\$873,510	\$784,852 *
Plus Value of Track & Field Complex (annualized)	\$412,500	\$412,500	\$412,500
Net Revenue without New High School	\$1,354,941	\$1,286,010	\$1,197,352
Debt Service for New High School (annualized)	(\$382,920)	(\$382,920)	(\$382,920)
Net Revenue/(Cost) with New High School	\$972,021	\$903,090	\$814,432
Town and TUFSD			
Total Net	\$1,326,715	\$1,548,875	\$2,340,191

Note: * The "Net Revenue/Cost" value in Phase 3 reflects the steady-state annual operating condition for the project with the Final Proposed Modifications (i.e., upon expiration of PILOT, DBD Grant, and annualized value for Track and Field complex).

Sources: Based on Tables D-1 through D-24.

As presented in Table D-25, the TUFSD is estimated to experience an estimated annual surplus of \$942,441 in Phase 1, \$873,510 in Phase 2, and \$784,852 in Phase 3. Including capital

Tuxedo Reserve FSEIS

expenditures for a new track and field and a new high school, the estimated annual surplus would be approximately \$972,021 in Phase 1, \$903,090 in Phase 2 and \$814,432 in Phase 3. Unlike the future without the Final Proposed Modifications, which shows a net fiscal deficit for the TUFSD during Phase 1, with the Final Proposed Modifications there is a projected fiscal surplus during all phases of development, albeit a smaller surplus in Phases 2 and 3.

Town fund categories and special districts that would be affected by the project with Final Proposed Modifications would experience an estimated net fiscal surplus including the PILOT of \$384,274 during Phase 1, \$675,365 during Phase 2, and approximately \$1.55 million during Phase 3. For the foregoing reasons, the Project with the Final Proposed Modifications would not have the potential to generate any new significant adverse fiscal impacts. Therefore, no mitigation measures are necessary.

HOME VALUE IMPAIRMENT ANALYSIS

In recognition of risks associated with changing market conditions, the variability of unit sizes, and other factors, the conclusions of the above analysis were tested to reflect “what if” scenarios assuming declines in home values of 5%, 10%, 15%, 20%, and 25%.

As shown in Table D-26, assuming a 5% reduction in home values, the Phase 1 total net fiscal impact (including the combined impact of the Town of Tuxedo and the Tuxedo Union Free School District) becomes smaller but remains positive (a surplus).

With a 10% reduction in home values, the Phase 1 the total net fiscal impact becomes negative (a deficit) in the Future Without Proposed Modifications. In addition, the school district becomes negative in Phase 3 of the Future With Proposed Modifications scenario.

With a 15% reduction in home values, the Phase 1 total net impact becomes negative in the Future Without Modifications scenario and Phase 2 total net impact becomes negative for both the scenarios. In addition, the impact on the school district becomes negative in Phase 3 of the Future Without Proposed Modifications and Phases 2 and 3 of the Future With Proposed Modifications scenario.

With a 20% reduction in value, only the Phase 1 and 3 impacts on the Town remain positive in the Future Without Proposed Modifications scenario and Phase 3 of the Future With Proposed Modifications.

With a 25% reduction in value, only the Phase 3 impact on the town in both scenarios remains positive. The total net impact in Phase 3 is between negative \$1.3 million and negative \$1.4 million.

**Table D-26
Home Value Impairment Analysis**

	Future Without Proposed Modifications			Future With Proposed Modifications		
	Phase 1	Phase 2	Phase 3	Phase 1	Phase 2	Phase 3
0% Impairment on Town Net Revenue/(Cost)	\$666,091	\$333,392	\$1,680,259	\$384,274	\$675,365	\$1,555,339
0% Impairment on School Net Revenue/(Cost)	(\$133,703)	\$1,164,766	\$1,048,346	\$942,441	\$873,510	\$784,852
0% Impairment on Total Net	\$532,388	\$1,498,158	\$2,728,605	\$1,326,715	\$1,548,875	\$2,340,191
5% Impairment on Town Net Revenue/(Cost)	\$502,740	\$131,286	\$1,380,173	\$237,868	\$462,648	\$1,275,637
5% Impairment on School Net Revenue/(Cost)	(\$407,350)	\$826,195	\$545,639	\$697,181	\$517,165	\$316,283
5% Impairment on Total Net	\$95,390	\$957,481	\$1,925,812	\$935,049	\$979,813	\$1,591,920
10% Impairment on Town Net Revenue/(Cost)	\$339,389	(\$70,821)	\$1,080,087	\$92,159	\$250,629	\$996,633
10% Impairment on School Net Revenue/(Cost)	(\$680,997)	\$487,625	\$42,933	\$453,088	\$161,988	(\$151,119)
10% Impairment on Total Net	(\$341,608)	\$416,804	\$1,123,020	\$545,247	\$412,617	\$845,514
15% Impairment on Town Net Revenue/(Cost)	\$176,038	(\$272,927)	\$780,001	(\$52,853)	\$39,306	\$718,326
15% Impairment on School Net Revenue/(Cost)	(\$954,644)	\$149,054	(\$459,774)	\$210,164	(\$192,021)	(\$617,353)
15% Impairment on Total Net	(\$778,607)	(\$123,873)	\$320,227	\$157,311	(\$152,715)	\$100,973
20% Impairment on Town Net Revenue/(Cost)	\$12,687	(\$475,034)	\$479,915	(\$197,167)	(\$171,319)	\$440,715
20% Impairment on School Net Revenue/(Cost)	(\$1,228,291)	(\$189,516)	(\$962,481)	(\$31,593)	(\$544,862)	(\$1,082,418)
20% Impairment on Total Net	(\$1,215,605)	(\$664,550)	(\$482,566)	(\$228,760)	(\$716,181)	(\$641,703)
25% Impairment on Town Net Revenue/(Cost)	(\$150,664)	(\$677,140)	\$179,829	(\$340,784)	(\$381,247)	\$163,803
25% Impairment on School Net Revenue/(Cost)	(\$1,501,938)	(\$528,087)	(\$1,465,187)	(\$272,181)	(\$896,535)	(\$1,546,316)
25% Impairment on Total Net	(\$1,652,603)	(\$1,205,227)	(\$1,285,358)	(\$612,965)	(\$1,277,781)	(\$1,382,513)

*



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Technical Memorandum

To: Andrew Dance, Related Companies
From: John Neill
Date: April 14, 2014
Re: 2014 Tuxedo Farms Land Development Plan – Economic and Fiscal Impact Analysis

A. INTRODUCTION

Related Companies has retained AKRF, Inc. to update the economic and fiscal analysis for the Tuxedo Farms project (formerly known as Tuxedo Reserve, the "Project") in order to assist the Tuxedo Planning Board in its review of the 2014 Land Development Plan.

B. ECONOMIC AND FISCAL ANALYSIS

This memorandum examines whether the 2014 Land Development Plan would have the potential to result in significant adverse economic and fiscal impacts not already identified in the 2010 Final Supplemental Environmental Impact Statement (the 2010 FSEIS). The 2014 Land Development Plan's potential fiscal impact on the Town budget and Tuxedo Union Free School District (TUFSD) are analyzed below, using the same methodologies outlined in the 2010 FSEIS.

PRINCIPAL CONCLUSIONS

The 2014 Land Development Plan would not substantively alter the conclusions of the economic and fiscal impact analysis presented in the 2010 FSEIS. **Tables 1, 2, and 3** provide a comparison between the 2014 Land Development Plan and the 2010 FSEIS. As summarized in **Table 4**, the Project with the 2014 Land Development Plan would be tax positive for all phases, both assuming that a new high school would be built and assuming that it would not be built.

Table 1
Detailed Unit Mix Comparison

Unit Type	Number of Bedrooms	Program Mix	
		2014	2010
SINGLE FAMILY			
NON-RESTRICTED			
Estate	4	48	27
Manor	4	126	101
Manor	3	0	0
Village	4	0	0
Village	3	250	216
Cottage	3	251	158
Cottage	2	0	0
Cottage (Alley)	3	66	161
Carriage	2	0	42
Subtotal	--	741	705
AGE-RESTRICTED			
Village	3	0	8
Cottage	3	71	26
Cottage	2	0	0
Cottage (Alley)	3	0	17
Carriage	3	0	0
Carriage	2	55	8
Subtotal	--	126	59
TOTAL SINGLE FAMILY	--	867	764
MULTI-FAMILY			
NON-RESTRICTED			
Townhouse	3	0	0
Townhouse	2	77	61
Multi-Family	3	10	36
Multi-Family	2	108	178
Multi-Family	1	62	18
Subtotal	--	257	293
AGE-RESTRICTED			
Townhouse	2	71	58
Multi-Family	3	0	16
Multi-Family	2	0	62
Multi-Family	1	0	2
Subtotal	--	71	138
TOTAL MULTI-FAMILY	--	328	431
TOTAL PROJECT		1195	1195

**Table 2
Phasing Comparison**

Unit Type	Number of Bedrooms	Number of Units							
		2014				2010			
		TOTAL	Phase One	Phase Two	Phase Three	TOTAL	Phase One	Phase Two	Phase Three
SINGLE FAMILY									
NON-RESTRICTED									
Estate	4	48	8	11	29	27	9	11	7
Manor	4	126	47	34	45	101	49	29	23
Manor	3	0	0	0	0	0	0	0	0
Village	4	0	0	0	0	0	0	0	0
Village	3	250	83	98	69	216	100	74	42
Cottage	3	251	91	87	73	158	101	30	27
Cottage	2	0	0	0	0	0	0	0	0
Cottage (Alley)	3	66	33	0	33	161	5	40	116
Carriage	2	0	0	0	0	42	18	16	8
Subtotal	--	741	262	230	249	705	282	200	223
AGE-RESTRICTED									
Village	3	0	0	0	0	8	8	0	0
Cottage	3	71	71	0	0	26	26	0	0
Cottage	2	0	0	0	0	0	0	0	0
Cottage (Alley)	3	0	0	0	0	17	17	0	0
Carriage	3	0	0	0	0	0	0	0	0
Carriage	2	55	55	0	0	8	8	0	0
Subtotal	--	126	126	0	0	59	59	0	0
TOTAL SINGLE FAMILY	--	867	388	230	249	764	341	200	223
MULTI-FAMILY									
NON-RESTRICTED									
Townhouse	2	77	77	0	0	61	20	27	14
Multi-Family	3	10	10	0	0	36	36	0	0
Multi-Family	2	108	108	0	0	178	178	0	0
Multi-Family	1	62	62	0	0	18	18	0	0
Subtotal	--	257	257	0	0	293	252	27	14
AGE-RESTRICTED									
Townhouse	2	71	71	0	0	58	58	0	0
Multi-Family	3	0	0	0	0	16	16	0	0
Multi-Family	2	0	0	0	0	62	62	0	0
Multi-Family	1	0	0	0	0	2	2	0	0
Subtotal	--	71	71	0	0	138	138	0	0
TOTAL MULTI-FAMILY	--	328	328	0	0	431	390	27	14
TOTAL PROJECT	--	1,195	716	230	249	1,195	731	227	237

Table 3
Summary Unit Mix Comparison

Type of Unit	2014	2010
Four Bedroom	174	128
Three Bedroom	648	638
Two Bedroom	311	409
One Bedroom	62	20
TOTAL	1195	1195

Table 4

Comparison of Fiscal Impacts: 2010 FSEIS Program and 2014 Land Development Plan

	2010 FSEIS Program (in 2009 dollars)			2014 Proposed Modifications (in 2014 dollars)		
	Phase 1	Phase 2	Phase 3*	Phase 1	Phase 2	Phase 3*
Town						
Revenues	\$3,442,628	\$4,977,268	\$6,624,401	\$4,026,707	\$5,916,546	\$8,094,526
Costs	(\$3,208,355)	(\$4,451,903)	(\$5,069,062)	(\$3,521,626)	(\$4,967,197)	(\$5,675,801)
Net Revenue/(Cost)	\$234,274	\$525,365	\$1,555,339	\$505,081	\$949,349	\$2,418,725
PILOT	\$150,000	\$150,000		\$150,000	\$150,000	
Net Revenue/(Cost) with PILOT	\$384,274	\$675,365	\$1,555,339	\$655,081	\$1,099,349	\$2,418,725
CBD Grant	\$167,000	\$167,000	\$167,000	\$167,000	\$167,000	\$167,000
TUFSD						
Revenues	\$5,027,602	\$7,468,942	\$10,122,194	\$6,323,354	\$9,559,588	\$13,330,846
Costs	(\$4,085,161)	(\$6,595,432)	(\$9,337,342)	(\$4,770,019)	(\$8,491,087)	(\$12,764,836)
Net Revenue/(Cost)	\$942,441	\$873,510	\$784,852	\$1,553,335	\$1,068,502	\$566,009
Plus Value of Track & Field Complex (annualized)	\$412,500	\$412,500	\$412,500	\$166,667	\$166,667	\$166,667
Net Revenue without New High School	\$1,354,941	\$1,286,010	\$1,197,352	\$1,720,002	\$1,235,168	\$732,676
Debt Service for New High School (annualized)	(\$382,920)	(\$382,920)	(\$382,920)	(\$426,171)	(\$426,171)	(\$426,171)
Net Revenue/(Cost) with New High School	\$972,021	\$903,090	\$814,432	\$1,293,830	\$808,997	\$306,504
Total Net	\$1,326,715	\$1,548,875	\$2,340,191	\$2,208,416	\$2,167,851	\$1,852,716
Notes: *The "Net Revenue/(Cost)" value in Phase 3 reflects the steady-state annual operating condition for the project (i.e., upon expiration of debt service, PILOT, and annualized value for track & field complex).						

TOWN OF TUXEDO SERVICES

2014 TUXEDO BUDGET

The Town of Tuxedo's adopted 2014 budget includes approximately \$9.52 million of appropriations. This represents a nearly 8 percent increase over the 2009 adopted budget as presented in the 2010 FSEIS (or a 1.4 percent decrease with the 2009 budget updated to 2014 dollars). Similar to the 2009 budget, the 2014 budget is financed primarily through property taxes (68 percent), with the remaining portion derived from non-property tax revenues and unexpended balances (22 percent and 10 percent, respectively). The budget is composed of four funds (General Townwide, General-Outside Village, Highway Townwide and Highway Outside Village) and six special districts (Tuxedo Joint Fire, Tuxedo Refuse SR1 and SR2, Hamlet Sewer, Tuxedo Library, and Sterling Mine Estate Drainage). A summary of the 2009 and 2014 budget appropriations and 2014 anticipated revenues by fund is presented in **Table 5** and discussed below.

Table 5
Summary of 2009 and 2014 Adopted Town Budget

	2009 Appropriations	2014 Appropriations	2014 Estimated Non-Property Tax Revenues	2014 Unexpended Balance	2014 Amount to be Raised by Property Taxes
Fund					
General	\$ 2,757,062	\$ 2,905,282	\$ 936,550	\$ 260,000	\$ 1,708,732
General: Outside Village	\$ 2,491,070	\$ 2,968,378	\$ 985,700	\$ 255,000	\$ 1,727,678
Highway: Townwide	\$ 1,194,502	\$ 1,247,567	\$ 50,000	\$ 261,942	\$ 935,625
Highway: Outside Village	\$ 451,012	\$ 375,528	\$ 52,500	\$ 171,500	\$ 151,525
Special Districts					
Tuxedo Joint Fire	\$ 810,248	\$ 857,475	\$ 30,000	\$ -	\$ 827,475
Tuxedo Refuse (SR1 and SR2)	\$ 380,000	\$ 297,901	\$ -	\$ -	\$ 297,901
Hamlet Sewer	\$ 287,982	\$ 365,125	\$ 45,770	\$ 26,500	\$ 292,855
Tuxedo Library District	\$ 442,580	\$ 487,666	\$ -	\$ -	\$ 487,666
Sterling Mine Estate Drainage District	\$ 6,412	\$ 11,986	\$ 50	\$ -	\$ 11,936
TOTAL	\$ 8,820,868	\$ 9,516,908	\$ 2,100,570	\$ 974,942	\$ 6,441,393
Percent of Total		7.89% increase	22%	10%	68%

Source: Town of Tuxedo Adopted Budget, 2009 and 2014.

PROPERTY TAX REVENUES

The budget process determines the amount of local taxation required to meet appropriations. In 2014, the Town required \$6.44 million in property taxes to do so. Once the amount of required tax revenue is established, property tax rates are determined for each budget fund (see **Table 6**). Two factors determine these rates: (1) the portion of the budget that is to be financed by real property taxes and (2) the total taxable assessed valuation. The property tax rate (known as the mil levy) is the amount to be paid for every \$1,000 of assessed valuation.

Table 6
2009 and 2014 Town Property Tax Rates
(Per \$1,000 Assessed Valuation)

	2009 Property Tax Rate	2014 Property Tax Rate
General	\$7.23	\$9.36
General: Outside Village	\$13.73	\$17.31
Highway: Townwide	\$5.79	\$5.13
Highway: Outside Village	\$3.22	\$1.52
Tuxedo Joint Fire	\$3.97	\$4.36
Tuxedo Refuse	\$4.04	\$1.13
Hamlet Sewer	\$21.52	\$24.61
Tuxedo Library	\$2.23	\$2.59
Sterling Mine Estate Drainage District	\$2.64	N/A
Source: Town of Tuxedo Adopted Budget, 2009 and 2014.		

EXISTING PROJECT SITE PROPERTY TAX REVENUES

Currently, the project site has an assessed value of approximately \$4.50 million, and as detailed in **Table 7**, generates an estimated \$186,280 in Town property taxes and \$348,362 in school taxes. The Town taxes represent approximately 2.9 percent of the \$6.44 million dollars to be raised by taxes in the Town's 2014 adopted budget. Consistent with the 2010 FSEIS methodology, current taxes generated by the project site were not deducted from the estimated new taxes generated by the project.

Table 7
2009 and 2014 Town Taxes Generated by Tuxedo Farms Property

	2009 Tax Rate	2009 Revenues	2014 Tax Rate	2014 Revenues
General	\$7.23	\$38,795	\$9.36	\$42,141
General: Outside Village	\$13.73	\$73,717	\$17.31	\$77,880
Highway: Townwide	\$5.79	\$31,071	\$5.13	\$23,075
Highway: Outside Village	\$3.22	\$17,265	\$1.52	\$6,831
Tuxedo Joint Fire	\$3.97	\$21,336	\$4.36	\$19,630
Tuxedo Refuse	\$4.04	N/A	\$1.13	\$5,085
Tuxedo Library District	\$2.23	\$11,968	\$2.59	\$11,638
TOTAL TOWN TAXES		\$194,151		\$186,280
Tuxedo Union Free School District	\$62.60	\$336,021	\$77.41	\$348,362

Notes: The assessed value for the Tuxedo Farms property was \$5,368,047 in 2009 and \$4,449,981 in 2014. Calculations reported in this table may not sum to the exact dollar amounts cited due to rounding.

Sources: Town of Tuxedo Adopted Budget, 2009 and 2014; 2009 school tax rate provided by TUFSD; 2013 school tax rate from project site property tax bills.

POTENTIAL IMPACTS OF THE 2014 LAND DEVELOPMENT PLAN

DEVELOPMENT PROGRAM

Table 8 compares the development program for the 2014 Land Development Plan's residential component to the development program presented in the 2010 FSEIS. The total unit count and proportion of active adult versus non-restricted units are unchanged.

Table 8
Comparison of Unit Counts
2010 FSEIS Program and 2014 Land Development Plan

Unit Type	2010 FSEIS Program Number of Units			2014 Land Development Plan Number of Units			Change in Non- Restricted Units
	Total	Active Adult	Non- Restricted	Total	Active Adult	Non- Restricted	
1BR	20	2	18	62	0	62	244%
2BR	409	128	281	311	126	185	-34%
3BR	638	67	571	648	71	577	1%
4BR	128	0	128	174	0	174	36%
TOTAL	1,195	197	998	1,195	197	998	0%

Source: The Related Companies.

As shown in **Table 9**, the total number of bedrooms in non-restricted units has increased by 54 units under the 2014 Land Development Plan, from 2,805 bedrooms in the 2010 FSEIS Program to 2,859 bedrooms under the revised program. Furthermore, the 2014 Land Development Plan includes a greater number of four-bedroom Estate and Manor single-family homes, which have a higher school-age children generation rates than the two- and three-bedroom homes that they are replacing. To offset this increase, the 2014 Land Development Plan also includes a greater number of one-bedroom units, which have the lowest school-age children generation rates.

Table 9
Comparison of Bedroom Counts
2010 FSEIS Program and 2014 Land Development Plan

Unit Type	2010 FSEIS Program Number of Bedrooms			2014 Land Development Plan Number of Bedrooms			Change in Non- Restricted Bedrooms
	Total	Active Adult	Non- Restricted	Total	Active Adult	Non- Restricted	
1BR	20	2	18	62	0	62	244%
2BR	818	256	562	622	252	370	-34%
3BR	1,914	201	1,713	1,944	213	1,731	1%
4BR	512	0	512	696	0	696	36%
TOTAL	3,264	459	2,805	3,324	465	2,859	2%

Source: The Related Companies.

PROJECTED PROPERTY TAX REVENUES

Property tax revenues were estimated based on updated market values provided by the Applicant as reported by Robert Charles Lesser & Co. in a September 2013 market analysis for the project and updated equalization and Town tax rates from the Town of Tuxedo 2014 Adopted Budget. **Table 10** shows the estimated total assessed value of the Tuxedo Farms Project with the 2014 Land Development Plan.

Table 10
Land Development Plan: Market and Assessed Values

Unit Type	Beds	2010 FSEIS Market Value per Unit	2013 Market Value per Unit	Number of Units	Total Assessed Value*
SINGLE FAMILY					
NON-RESTRICTED					
Estate	4	\$1,412,100	\$1,405,000	48	\$11,802,000
Manor	4	\$1,162,350	\$1,164,000	126	\$25,666,200
Manor	3	N/A	N/A	0	N/A
Village	4	N/A	N/A	0	N/A
Village	3	\$970,800	\$973,000	250	\$42,568,750
Cottage	3	\$781,000	\$795,000	251	\$34,920,375
Cottage	2	N/A	N/A	0	N/A
Cottage (Alley)	3	\$781,000	\$693,000	66	\$8,004,150
Carriage	2	\$572,500	\$612,000	0	\$0
Subtotal				741	\$122,961,475
AGE-RESTRICTED					
Village	3	\$872,000	\$886,000	0	\$0
Cottage	3	\$717,000	\$746,000	71	\$9,269,050
Cottage	2	N/A	N/A	0	N/A
Cottage (Alley)	3	\$717,000	\$653,000	0	\$0
Carriage	3	N/A	N/A	0	N/A
Carriage	2	\$553,500	\$606,000	55	\$5,832,750
Subtotal				126	\$15,101,800
TOTAL SINGLE FAMILY				867	\$138,063,275
MULTI-FAMILY					
NON-RESTRICTED					
Townhouse	3	N/A	N/A	0	N/A
Townhouse	2	\$515,700	\$508,000	77	\$6,845,300
Multi-family	3	\$312,320	\$392,000	10	\$686,000
Multi-family	2	\$250,803	\$250,803	108	\$4,740,177
Multi-family	1	\$179,821	\$179,821	62	\$1,951,058
Subtotal				257	\$14,222,535
AGE-RESTRICTED					
Townhouse	2	\$460,800	\$460,800	71	\$5,725,440
Multi-family	3	\$312,320	\$392,000	0	\$0
Multi-family	2	\$250,803	\$250,803	0	\$0
Multi-family	1	\$179,821	\$179,821	0	\$0
Subtotal				71	\$5,725,440
TOTAL MULTI-FAMILY				328	\$19,947,975
COMMERCIAL					
		2010 FSEIS Value psf	2014 Value psf	Square feet	Total Assessed Value
Retail	N/A	\$125	\$125	30,000	\$656,250
Office	N/A	\$130	\$130	29,415	\$669,191
Flex/Light Industrial	N/A	\$80	\$80	78,440	\$1,098,160
Warehouse	N/A	\$80	\$80	88,245	\$1,235,430
Community/Recreation**	N/A	\$0	\$0	70,000	\$0
Subtotal				296,100	\$3,659,031
TOTAL PROJECT					\$161,670,281
<p>Notes: *Total assessed value is calculated using the assessment ratio of 17.5% for both residential and commercial property.</p> <p>** Consistent with the methodology used in the FSEIS, community facility and recreation space was not included in total assessed value.</p> <p>Sources: AKRF, Inc. based on information provided by Related Companies as reported by Robert Charles Lesser & Co. in a September 2013 market analysis for the project. This analysis conservatively uses 2013 market value estimates, rather than 2014 estimates which are 3 percent higher.</p>					

As shown in **Table 11**, by the end of Phase 1, when the Project with the 2014 Land Development Plan is expected to add 716 residential units and 77,500 square feet of commercial space, the total property taxes would be approximately \$3.26 million. In Phase 2, when an additional 230 units and 22,500 square feet of non-residential space are added, the Project would yield property taxes of approximately \$4.89 million. In the full development scenario, with a total 1,195 residential units and 296,100 square feet total of commercial development, the Project would generate approximately \$6.79 million in Town property taxes.

Table 11
Future With the 2014 Land Development Plan:
Estimated Town Property Taxes from the Tuxedo Farms Development

	Assessed Value	Category	Town Tax Rate (per 1,000)	Estimated Taxes Generated
Phase 1		General	\$9.365	\$728,259
Residential (716 units)	\$77,438,135	G.OV	\$17.307	\$1,345,885
Nonresidential (77,500 sf)	\$328,125	Highway: Townwide	\$5.128	\$398,769
Total Assessed Value	\$77,766,260	H.OV	\$3.216	\$250,113
		Tuxedo Joint Fire	\$4.362	\$339,238
		Tuxedo Library	\$2.586	\$201,130
TOTAL REVENUES				\$3,263,393
Phase 2		General	\$9.365	\$1,091,136
Residential (946 units)	\$115,859,385	G.OV	\$17.307	\$2,016,512
Nonresidential (100,000 sf)	\$656,250	Highway: Townwide	\$5.128	\$597,467
Total Assessed Value	\$116,515,635	H.OV	\$3.216	\$374,739
		Tuxedo Joint Fire	\$4.362	\$508,274
		Tuxedo Library	\$2.586	\$301,349
TOTAL REVENUES				\$4,889,476
Phase 3		General	\$9.365	\$1,514,485
Residential (1,195 units)	\$158,063,435	G.OV	\$17.307	\$2,798,897
Nonresidential (296,100 sf)	\$3,659,031	Highway: Townwide	\$5.128	\$829,278
Total Assessed Value	\$161,722,466	H.OV	\$3.216	\$520,133
		Tuxedo Joint Fire	\$4.362	\$705,479
		Tuxedo Library	\$2.586	\$418,269
TOTAL REVENUES				\$6,786,541
Note: Assessed values based on assessment ratio of 17.5% for both residential and commercial property.				
Source: AKRF, based on estimated market values provided by The Related Companies, derived from Tuxedo Farms market study conducted by Robert Charles Lesser & Co. in September 2013, updated equalization rate from Town of Tuxedo 2014 Adopted Budget.				

PROJECTED MUNICIPAL COSTS

Consistent with the methodology used in the 2010 FSEIS, the estimated annual expense of providing additional community services for the 2014 Land Development Plan is based on analysis of the 2014 Town Budget appropriations. This analysis uses the same capital expenditure assumptions as in the FSEIS, adjusted to 2014 dollars.

Table 12 summarizes the estimated annual expenses projected in each analysis year, considering each major service currently provided by the Town, including police, fire protection, and highways. Annual expenses resulting from the project with the 2014 Land Development Plan are estimated at about \$3.52 million in Phase 1, \$4.97 million in Phase 2 (inclusive of costs associated with development in Phase 1), and \$5.68 million in Phases 3 (inclusive of costs associated with development in Phases 1 and 2).

Table 12

Future With the 2014 Land Development Plan:
Summary of Project-Related Incremental Municipal Expenditures, Town of Tuxedo

Category	2014 Budget	Phase 1		Phase 2		Phase 3	
		Dollars	% Increase Over Budget	Dollars	% Increase Over Budget	Dollars	% Increase Over Budget
General Fund Townwide							
Government Support (1)	1,633,810	\$538,099	32.94%	\$711,679	43.56%	\$901,863	55.20%
Other Municipal Services	605,500	\$229,770	37.95%	\$303,889	50.19%	\$385,098	63.60%
Ambulance	426,000	\$379,611	89.11%	\$379,611	89.11%	\$379,611	89.11%
General Fund: OV							
Government Support	\$76,000	\$132,468	74.30%	\$142,880	88.00%	\$169,784	123.40%
Other Mun Ser	232,367	\$399,207	71.80%	\$433,829	86.70%	\$510,046	119.50%
Other Mun Ser - Police	\$1,748,912	\$644,949	36.88%	\$986,555	56.41%	\$1,113,572	63.67%
Highway Townwide	\$1,148,567	\$67,770	6.19%	\$108,104	9.87%	\$122,642	11.20%
Highway OV	\$375,528	\$67,770	18.05%	\$108,104	28.79%	\$122,642	32.66%
Fire District	\$857,475	\$503,872	58.76%	\$666,487	77.73%	\$844,484	98.48%
Library District	\$487,666	\$0	0.00%	\$480,278	98.48%	\$480,278	98.48%
Debt Service (only additional TR requirements; other debt service included above)							
General Fund Townwide (ambulance)	\$292,194	\$29,588	10.13%	\$29,588	10.13%	\$29,588	10.13%
General Fund: OV (Police)	\$0	\$4,515		\$4,515		\$4,515	
Highway Townwide	\$99,000	\$22,784	23.01%	\$22,784	23.01%	\$22,784	23.01%
Highway OV	\$0	\$0		\$0		\$0	
Fire District	\$0	\$135,445		\$223,114		\$223,114	
Library District	\$0	\$365,779		\$365,779		\$365,779	
COSTS							
General Fund Townwide		<u>2017</u>		<u>2020</u>		<u>2023</u>	
General Fund: OV		\$1,177,068		\$1,424,768		\$1,696,160	
Highway Townwide		\$90,554		\$130,888		\$145,426	
Highway OV		\$67,770		\$108,104		\$122,642	
Fire District		\$639,317		\$889,601		\$1,067,598	
Library District		\$365,779		\$846,057		\$846,057	
TOTAL COST BY PHASE		\$3,521,626		\$4,967,197		\$5,675,801	
Notes:							
Ambulance costs included in General Fund Townwide.							
Police costs and debt service included in General Fund Outside Village.							
(1) Employee benefits included here.							

PROJECTED NON-PROPERTY TAX REVENUES

It is expected that non-property tax revenues will increase in proportion to increases in real estate taxes, population, housing units, roads, or related factors. Non-property tax revenues are presented in **Table 13**.

Table 13
Future With the 2014 Land Development Plan:
Non-Property Tax Revenues Generated by Tuxedo Farms

Category	2009	2014	Notes	Phase 1		Phase 2		Phase 3	
				Revenues	%	Revenues	%	Revenues	%
General Fund									
Other Tax Items	\$13,500		4	\$0	0.0%	\$0	0.0%	\$0	0
Departmental Income	\$154,500	\$171,250	4	\$0	0.0%	\$0	0.0%	\$0	0
Use of Money and Property	\$201,000	\$190,600	5	\$105,943	55.6%	\$154,059	80.8%	\$200,813	1.054
Licenses and Permits	\$11,000	\$5,200	1	\$3,056	58.8%	\$4,042	77.7%	\$5,121	0.985
Fines and Forfeitures	\$0	\$0	4	\$0	0.0%	\$0	0.0%	\$0	0
Sale of Property	\$484,500	\$353,000	4	\$0	0.0%	\$0	0.0%	\$0	0
Miscellaneous			4	\$0	0.0%	\$0	0.0%	\$0	0
State Aid									
Tax Maps/Assessment	\$0	\$5,000	1	\$2,938	58.8%	\$3,886	77.7%	\$4,924	0.985
Mortgage Tax	\$325,000	\$200,000	2	\$97,872	48.9%	\$129,444	64.7%	\$164,036	0.820
Records Mgt.	\$0	\$0	1	\$0	58.8%	\$0	77.7%	\$0	0.985
Total General Fund	\$1,189,500	\$925,050		\$209,809		\$291,431		\$374,894	
General O/V									
Real Prop Tax Items	\$3,000	\$10,000	4	\$0	0.0%	\$0	0.0%	\$0	0
Non-prop Tax Items	\$340,000	\$410,000	1	\$240,925	58.8%	\$318,680	77.7%	\$403,788	0.985
Department Income	\$169,800	\$149,200	2	\$73,013	48.9%	\$96,565	64.7%	\$122,371	0.820
General Services	\$12,000	\$0	4	\$0	0.0%	\$0		\$0	
Use of Money and Property	\$6,000	\$0	5	\$0	55.6%	\$0	80.8%	\$0	1.054
Licenses and Permits	\$0	\$0	1	\$0	58.8%	\$0	77.7%	\$0	0.985
Fines and Forfeitures	\$350,000	\$400,000	1	\$235,049	58.8%	\$310,907	77.7%	\$393,940	0.985
Miscellaneous	\$0	\$0	4	\$0	0.0%	\$0	0.0%	\$0	0
State Aid	\$15,000	\$14,000	4		0.0%		77.7%		0.985
Total General Fund O/V	\$895,800	\$983,200		\$548,987		\$726,152	77.7%	\$920,099	
Highway Fund/Townwide									
Revenues from Other Govt	\$50,000	\$48,000	4	\$0	0.0%	\$0	0.0%	\$0	0
Use of Money and Property	\$3,000	\$2,000	5	\$1,112	55.6%	\$1,617	80.8%	\$2,107	1.054
Sale of Property	\$0	\$0	2	\$0	48.9%	\$0	64.7%	\$0	0.820
Total Highway Fund - T	\$53,000	\$50,000		\$1,112		\$1,617		\$2,107	
Highway Fund O/V									
Revenues from Other Govt	\$0	\$0	1	\$0	58.8%	\$0	77.7%	\$0	0.985
Use of Money and Property	\$2,500	\$1,500	5	\$834	55.6%	\$1,212	80.8%	\$1,580	1.054
Sale of Property	\$0	\$0	2	\$0	48.9%	\$0	64.7%	\$0	0.820
State Aid	\$34,000	\$51,000	3	\$2,572	5.0%	\$6,658	13.1%	\$9,304	0.182
Total Highway Fund O/V	\$36,500			\$3,406		\$7,870		\$10,885	
Estimated Unexpended Bal	\$0			\$0		\$0		\$0	
Tuxedo Joint Fire District									
Estimated Revenues	\$18,000		4	\$0	0.0%	\$0	0	\$0	
Total TFD	\$18,000			\$0	0.0%	\$0	0	\$0	
Estimated Unexpended Bal	\$0			\$0	0.0%	\$0	0	\$0	
Total Revenues	\$2,192,800			\$763,314		\$1,027,070		\$1,307,985	

NOTES:

1. Increased in proportion to population increase.
2. Increased in proportion to increase in number of residential units.
3. Increased in proportion to miles of new Town roads.
4. No increase projected.
5. Based on percent increase used in 2003 FEIS analysis, which was based on increase in taxes.

* Uses of Money and Property includes interest earnings and rental of real property.

SOURCES:

AKRF, Inc., based on Town of Tuxedo 2009 and 2014 Adopted Budgets; 2003 Tuxedo Reserve FEIS and 2010 FSEIS.

SUMMARY OF MUNICIPAL REVENUES/COSTS

Table 14 summarizes projected revenues and costs for the affected municipal fund categories for the 2010 FSEIS Program and for the Land Development Plan. Based on the data presented above, the Town would experience a net positive fiscal impact during all three phases of the project, although certain districts or fund categories may experience a net fiscal deficit that would require adjustment in taxes for the taxing jurisdictions. During Phases 1 and 2, the estimated net annual surplus excluding the PILOT and CBD Grant would be an estimated \$505,081 and \$949,349, respectively. Upon full buildout, the surplus would reach approximately \$2.42 million annually.

Table 14
2010 FSEIS Program and 2014 Land Development Plan:
Summary of Net Revenues/(Costs)

	2010 FSEIS Program (in 2009 dollars)			2014 Land Development Plan (in 2014 dollars)		
	Phase 1	Phase 2	Phase 3*	Phase 1	Phase 2	Phase 3*
General Fund Townwide	(\$180,553)	(\$161,805)	\$69,327	(\$239,000)	(\$42,201)	\$193,219
General Fund: OV	\$579,841	\$653,247	\$1,386,012	\$713,733	\$1,174,884	\$1,921,079
Highway Townwide	\$288,666	\$325,803	\$573,116	\$309,326	\$468,196	\$685,959
Highway OV	\$150,526	\$140,020	\$249,175	\$185,749	\$274,505	\$408,376
Fire District	(\$193,924)	(\$305,675)	(\$252,926)	(\$300,078)	(\$381,327)	(\$362,119)
Library District	(\$128,466)	(\$468,198)	(\$344,445)	(\$164,649)	(\$544,708)	(\$427,788)
Net Revenue/(Cost)	\$516,091	\$183,392	\$1,680,259	\$505,081	\$949,349	\$2,418,725
+PILOT for Northern Tract	\$150,000	\$150,000		\$150,000	\$150,000	
Net Revenue/(Cost) with PILOT	\$6,666,091	\$333,392	\$1,680,259	\$655,081	\$1,099,349	\$2,418,725
+CBD Grant	\$167,000	\$167,000	\$167,000	\$167,000	\$167,000	\$167,000

NOTE: * The "Subtotal" value in Phase 3 reflects the steady-state annual operating condition for the project (i.e., upon expiration of PILOT and CBD Grant monies).

Table 14 includes Tuxedo Farm's payment-in-lieu of taxes to compensate the Town for delayed construction of nonresidential ratables on the LIO parcel in the Northern Tract. The PILOT payment would be made annually over the first 14 years and would be offset by any ratables generated in the Northern Tract if nonresidential development occurs. Since the fiscal analysis assumes that the full Northern Tract nonresidential development program would be achieved during Phase 3, no PILOT payment is included during this Phase.

Table 14 also includes a \$2.00 million CBD grant. Consistent with the 2010 FSEIS, it is shown here on an annualized basis over the estimated 12-year development period. A total of \$1 million has been funded to date and the remaining \$1 million is due prior to the date of the first building permit. The funds are to be provided by the Applicant to the Town to provide direct grant assistance for activities that benefit the Town hamlet and has therefore not been included in the total net revenue/(costs).

While not included in **Table 14**, as required in the Project Approvals, the Applicant will also make available an additional \$4.00 million in low cost loans (\$250,000 annual revolving loan fund) through the Hamlet Revitalization Fund to assist and to implement commercially viable residential and nonresidential development projects within the hamlet.

ANALYSIS OF POTENTIAL IMPACTS TO TUXEDO UNION FREE SCHOOL DISTRICT

STUDENT POPULATION

As shown in **Table 15**, as compared to the Project analyzed in the 2010 FSEIS, the 2014 Land Development Plan would generate fewer students than the 2010 FSEIS Program in Phase 1, but would add more new students to Phases 2 and 3, for an overall increase of 41 students.

Table 15
Estimated Project-Generated Student Population by Phase

Phase	2010 FSEIS Program	2014 Land Development Plan
Phase 1	187	175
Phase 2	115	137
Phase 3	125	157
Total	427	468
Note:	The total project-generated student populations may be smaller than the sum of the project-generated student populations for individual phases due to rounding.	
Sources:	2010 Tuxedo Reserve FSEIS, Appendix F, memorandum from BAE dated 3/16/2010, "Table 2"; US Census Bureau, 2000 Public Use Microdata Samples (PUMS) data; FSEIS Appendix F.	

PROPERTY TAX REVENUES

Table 10, above, shows the estimated total assessed value of the Project with the 2014 Land Development Plan. Property tax revenues for the school district are based on the 2014 rate (\$77.41 per \$1,000 of assessed value). Total property tax revenues for the school district are estimated at approximately \$5.99 million in Phase 1, \$8.97 million in Phase 2, and \$12.24 million in Phase 3.

COST OF CONSTRUCTING NEW HIGH SCHOOL

The construction of a new high school may not be needed in the future, so consistent with the FSEIS presentation, for the purposes of this analysis both a build and no-build scenario are included in **Table 16** below.

In the Future Without the 2014 Land Development Plan, the estimated cost of constructing a new high school has been updated based on a construction cost of \$357 per square foot, provided by the school district's Superintendent in July, 2008 and updated to 2014 dollars. The size for the new high school was estimated based on 150 square feet per student (the same assumption used in the 2010 FSEIS) and a total projected high school population (including Tuxedo Farm students) of 517 for the Project with the 2014 Land Development Plan. Consistent with the 2010 FSEIS analysis, the updated analysis assumes that 30 percent of Tuxedo Farm school-age children would be high school students.

Value of Track and Field complex

The 2003 FEIS analysis considered site improvements and grading of the school property provided by the Applicant to be revenue for the school district. This figure has since been updated to reflect the direction of current discussions between the Applicant and the school district in which the Applicant would be constructing an athletic field and parking instead of grading pads for a future school. This concept was originated at a series of meetings with members of the School Board in June, July and August 2008, in which the School Board indicated its need for more athletic fields and opined that there would be a decreased likelihood that a new school would be required in the future. The updated value includes the cost of improvements to the property (a combination of site grading and field construction totaling approximately \$2 million. This value was divided by the 12 year buildout period to obtain an annual value of \$166,667. However, this value is not included in the estimated Net Revenue/Cost resulting from the project but was viewed as a financial benefit to be provided by the applicant to the School District outside the fiscal impact estimate.

Table 16

2014 Land Development Plan:
Net Revenues/(Cost) to the Tuxedo Union Free School District

	Phase 1	Phase 2	Phase 3*
Tuxedo Reserve Students	175	312	468
Annual Expenditures			
Total Expenditures (marginal cost/student)	\$4,770,019	\$8,491,087	\$12,764,836
Annual Revenue			
Total Annual State Aid/Misc. Revenue	\$303,153	\$539,641	\$811,254
Amount Needed to be Raised in Taxes	\$4,466,866	\$7,951,446	\$11,953,582
Tax Revenues (projected - Residential)	\$ 5,994,800	\$ 8,969,144	\$ 12,236,331
Tax Revenues (projected - Commercial)	\$25,401	\$50,803	\$283,260
Net Revenue/Cost	\$ 1,553,335	\$1,068,502	\$ 566,009
+Value of Track and Field Complex (annualized)*	\$166,667	\$166,667	\$166,667
Net Revenue/Cost without New High School	\$1,720,002	\$1,235,168	\$732,676
Annual Debt Service (new HS)*	\$ 426,171	\$ 426,171	\$ 426,171
Net Revenue/Cost with New High School	\$ 1,293,830	\$ 808,997	\$ 306,504
Notes: All values presented in 2014 dollars.			
* The "Net Revenue/Cost" value in Phase 3 reflects the steady-state annual operating condition for the project (i.e., upon expiration of debt service and annualized value for track and field complex).			

ANALYSIS RESULTS

Table 16 shows the analysis results for the 2014 Land Development Plan. As shown in the table, the 2014 Land Development Plan would result in net positive impacts during all three development phases. During Phase 1, the estimated annual surplus would be over \$1.55 million. During Phase 2, the estimated annual surplus would be approximately \$1.07 million. During Phase 3, there would be an estimated surplus of \$566,009.

When considering the effects of capital expenditures for a new track and field and a new high school on the TUFSD, the net effect of the project with the 2014 Land Development Plan would remain positive during all three development phases. The estimated net surplus would be approximately \$1.72 million per year during Phase 1, \$1.24 million per year during Phase 2, and \$732,676 per year during Phase 3.

C. CONCLUSION

Based on the analysis methodologies used in the 2010 FSEIS and applied herein, the Project with the 2014 Land Development Plan would have a substantial positive fiscal impact on both the Tuxedo Union Free School District and the Town budget during all three development phases.

As presented in **Table 17**, the TUFSD is estimated to experience an estimated annual surplus of approximately \$1.55 million in Phase 1, \$1.07 million in Phase 2, and \$422,590 in Phase 3. Including capital expenditures for a new track and field and a new high school, the estimated annual surplus would be approximately \$1.03 million in Phase 1, \$437,398 in Phase 2 and \$566,009 in Phase 3. With the 2014 Land Development Plan there is a projected fiscal surplus during all phases of development, albeit a smaller surplus in Phase 3 as compared to the 2010 FSEIS program.

Town fund categories and special districts that would be affected by the project with 2014 Land Development Plan would experience an estimated net fiscal surplus including the PILOT of \$655,081 during Phase 1, \$1.10 million during Phase 2, and approximately \$2.42 million during Phase 3. For the foregoing reasons, the 2014 Land Development Plan would not have the potential to generate any new significant adverse fiscal impacts. Therefore, no mitigation measures are necessary.

Table 17
2014 Land Development Plan
Summary of Fiscal Analysis

	Phase 1	Phase 2	Phase 3*
Town			
Revenues	\$4,026,707	\$5,916,546	\$8,094,526
Costs	(\$3,521,626)	(\$4,967,197)	(\$5,675,801)
Net Revenue/(Cost)	\$505,081	\$949,349	\$2,418,725
PILOT	\$150,000	\$150,000	0
Net Revenue/(Cost) with PILOT	\$655,081	\$1,099,349	\$2,418,725
CBD Grant	\$167,000	\$167,000	\$167,000
TUFSD			
Revenues	\$6,323,354	\$9,559,588	\$13,330,846
Costs	(\$4,770,019)	(\$8,491,087)	(\$12,764,836)
Net Revenue/(Cost)	\$11,093,373	\$18,050,675	\$26,095,682
Plus Value of Track & Field Complex (annualized)	\$166,667	\$166,667	\$166,667
Net Revenue without New High School	\$11,260,040	\$18,217,342	\$26,262,349
Debt Service for New High School (annualized)	(\$426,171)	(\$426,171)	(\$426,171)
Net Revenue/(Cost) with New High School	\$11,686,212	\$18,643,513	\$26,688,520
Total Net	\$11,748,454	\$19,150,024	\$28,514,407
Notes: *The "Net Revenue/(Cost)" value in Phase 3 reflects the steady-state annual operating condition for the project (i.e., upon expiration of debt service, PILOT, and annualized value for track & field complex).			

*

Attachment D: Correspondence

Ashley Ley

From: Robert Dollbaum <rdollbaum@tuxedogov.org>
Sent: Thursday, April 7, 2022 7:13 AM
To: Ashley Ley
Subject: RE: Tuxedo Farms

Thank you

From: Ashley Ley <aley@akrf.com>
Sent: Wednesday, April 06, 2022 6:18 PM
To: Robert Dollbaum <rdollbaum@tuxedogov.org>
Cc: Mike Finan <mfinan@langan.com>
Subject: RE: Tuxedo Farms

Hi Robert,

I confirmed with the project engineer that the only Town roads would be the ones listed in your email below. No changes are proposed to road ownerships.

Thank you,

Ashley Ley, AICP

Vice President - Planning

P: 914.922.2360 | M: 203.536.0926 | aley@akrf.com | www.akrf.com
34 South Broadway, Suite 300, White Plains, NY 10601

From: Robert Dollbaum <rdollbaum@tuxedogov.org>
Sent: Wednesday, April 6, 2022 11:28 AM
To: Ashley Ley <aley@akrf.com>
Subject: RE: Tuxedo Farms

Ashley,

As we discussed I would like to confirm there are 3 main roads that will become town roads and fall under the maintenance of the town , Quail road, Bridle Trail road and Two Hill road only.

Please confirm.

Thank you,

Robert Dollbaum
Highway Superintendent

From: Ashley Ley <aley@akrf.com>
Sent: Tuesday, April 05, 2022 11:38 PM
To: Robert Dollbaum <rdollbaum@tuxedogov.org>
Subject: RE: Tuxedo Farms

Dear Mr. Dollbaum,

I am following up on the email below. Please advise if you have any comments on the Tuxedo Farms project that should be considered in the environmental review of the project.

Thank you,

Ashley Ley, AICP

Vice President - Planning

P: 914.922.2360 | M: 203.536.0926 | aley@akrf.com | www.akrf.com
34 South Broadway, Suite 300, White Plains, NY 10601

From: Ashley Ley

Sent: Thursday, March 24, 2022 10:41 AM

To: rdollbaum@tuxedogov.org

Subject: Tuxedo Farms

Dear Mr. Dollbaum,

AKRF was retained by the Related Companies to prepare the environmental analysis for the proposed revisions to the Tuxedo Farms project. The attached memorandum summarizes the changes to the project, including the potential population increase and the potential tax revenues that would be generated by the project. The Town of Tuxedo Town Board requested that we reach out to the Tuxedo Highway Department to see if it had any concerns with the conclusions presented in the memorandum, or with its ability to serve the project site. I am available to discuss this memorandum and project at your convenience. Thank you for your time and consideration.

Sincerely,



Ashley Ley, AICP

Vice President - Planning

P: 914.922.2360 | M: 203.536.0926 | aley@akrf.com | www.akrf.com

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Ashley Ley

From: Ashley Ley
Sent: Thursday, March 24, 2022 10:38 AM
To: tpdgeneral@tuxedopd.com
Subject: Tuxedo Farms
Attachments: 2022-03-09_Revised Tech Memo_R3.pdf

Dear Chief Dreyer,

AKRF was retained by the Related Companies to prepare the environmental analysis for the proposed revisions to the Tuxedo Farms project. The attached memorandum summarizes the changes to the project, including the potential population increase and the potential tax revenues that would be generated by the project. The Town of Tuxedo Town Board requested that we reach out to the Tuxedo Police Department to see if it had any concerns with the conclusions presented in the memorandum, or with its ability to serve the project site. I am available to discuss this memorandum and project at your convenience. Thank you for your time and consideration.

Sincerely,



Ashley Ley, AICP
Vice President - Planning

P: 914.922.2360 | M: 203.536.0926 | aley@akrf.com | www.akrf.com

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Environmental, Planning, and Engineering Consultants

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fax: 929 284-1085
www.akrf.com

March 7, 2022

Jeffrey T. White, Superintendent of Schools
Tuxedo Union Free School District
1 Tornado Drive
Tuxedo, NY 10987
jwhite@tuxedoufsd.org

Re: Tuxedo Farms

Dear Mr. White:

The Related Companies is seeking approvals from the Town of Tuxedo to increase the number of housing units for the Tuxedo Farms project. AKRF, Inc. was retained by the Related Companies to analyze the potential effects of the proposed changes to the Tuxedo Farms project on the Tuxedo Union Free School District. AKRF previously analyzed the potential impacts to the school district in the 2010 Final Supplemental Impact Statement (FSEIS) and 2015 Technical Memorandum as part of prior approvals processes.

This letter summarizes the cost per student and capacity assumptions that would be used in the analysis. We are seeking your concurrence on these assumptions. Please advise if adjustments are required.

PROPERTY TAX REVENUE

The Tuxedo Union Free School District (TUFSD) determines the amount of local taxation required to meet appropriations. For the 2020/2021 school year, the TUFSD required approximately \$11.24 million in property taxes to do so. The established property tax rate to meet that budgetary need was approximately \$76.13 per \$1,000 of assessed valuation.

NEW YORK STATE AID

In addition to property tax revenues, TUFSD received approximately \$1.05 million in revenue funds from New York State (i.e., "State Aid") for the 2020/2021 school year. While a school's enrollment is a factor in determining State Aid, given the relatively low current enrollment at TUFSD (241 K-12 students), estimating potential State Aid revenue from the project on a per-student basis using the current enrollment would likely overstate future State Aid amounts. Therefore, to estimate incremental revenues from State Aid, we propose to conservatively assume the same per-student amount utilized for the 2015 Special Permit, adjusted for inflation. This equates to approximately \$1,963 per student in the future with the Proposed Action.

MARGINAL COST PER STUDENT

This analysis proposes to utilize a similar methodology as the 2010 FSEIS to derive the marginal cost per student, utilizing current (2020/2021) TUFSD budget data. Specifically, the analysis would consider the current TUFSD expenditures by district function (e.g., general support services, instruction, transportation, employee benefits) and consider whether the estimated project-generated student population would be expected to generate incremental (marginal) costs associated with these functions. Consistent with the 2010

FSEIS, the analysis would include costs associated with Central Services, Pupil Transportation, Employee Benefits, Interfund Transfer, and Undistributed costs in estimating a marginal cost per student.

We propose one notable departure from the 2010 FSEIS methodology, which would be the exclusion of Instructional Costs. We understand that the TUFSD is substantially under capacity, with a student-teacher ratio of 7:1 (compared to the New York State average of 14:1). Please confirm that it is reasonable to assume that the instructional demands of project students could largely be met by existing staff. Utilizing these assumptions, the estimated marginal cost per student would be \$24,423 annually.¹

Thank you for your time and consideration of this request for information. Please do not hesitate to reach out to me with any questions at aley@akrf.com or 914.922.2360.

Sincerely,
AKRF, Inc.



Ashley Ley, AICP
Vice President

¹ The estimated \$24,423 marginal cost by TUFSD budget category includes approximately \$4,604 in General Support, \$3,752 in Pupil Transportation, and \$16,067 in Undistributed.

Ashley Ley

From: Ashley Ley
Sent: Thursday, April 21, 2022 12:13 PM
To: 'Jeffrey White'
Cc: John Neill; 'Kristine Difrancesco'
Subject: RE: Tuxedo - backup for TUFSD

Hi Jeff,

I am following up on the TUFSD's review of the information provided by AKRF. When do you anticipate having a response from your demographer?

Thank you,

Ashley Ley, AICP

Vice President - Planning

P: 914.922.2360 | M: 203.536.0926 | aley@akrf.com | www.akrf.com
34 South Broadway, Suite 300, White Plains, NY 10601

From: Ashley Ley
Sent: Wednesday, March 23, 2022 3:52 PM
To: Jeffrey White <jwhite@tuxedoufsd.org>
Cc: John Neill <jneill@akrf.com>; Kristine Difrancesco <kdifrancesco@tuxedoufsd.org>
Subject: Tuxedo - backup for TUFSD

Hi Jeff,

Thank you for taking the time to meet with us today. As discussed, attached please find the backup for the marginal cost per student estimate in the tech memo. Please let me know if you have any questions.

Thank you,

Ashley Ley, AICP

Vice President - Planning

P: 914.922.2360 | M: 203.536.0926 | aley@akrf.com | www.akrf.com
34 South Broadway, Suite 300, White Plains, NY 10601