

**Current zoning/proposed rezoning or variance:**

The project site does not require re-zoning or a variance. The site is subject to the amended Planned Resort Development (PRD) provisions set forth in the Town of Thompsons Zoning Regulations adopted in 2006. The amendment to the PRD zone was acted upon in concurrence with a site wide comprehensive development plan which incorporated the "already approved redevelopment of the former Concord Hotel and development of a Casino/Convention Center." The actions were the subject of a nearly three year Type 1 coordinated SEQRA review process that contemplated impacts associated 3000 residential units and approximately 3,000,000 square feet of non-residential uses. Under this SEQRA review, the rehabilitation or reconstruction of the Concord Hotel contemplated to be 1500 hotel rooms and 210,000 square feet of convention center and casino. The November 21, 2006 Findings Statement is attached. A Site Plan approval for the proposed casino and hotel is in full force and effect, and the Town of Thompson has issued building permits for the facility.

**Town Board of the Town of Thompson  
Lead Agency Findings Statement  
For  
The Concord Resort**

**November 21, 2006**

**SEQR**  
State Environmental Quality Review  
Findings Statement

**November 21, 2006**

Pursuant to Article 8 of the Environmental Conservation Law and 6 NYCRR Part 617 (State Environmental Quality Review, "SEQR") the Town of Thompson Town Board, as Lead Agency, makes the following findings.

**Name of Action:** The Concord Resort Project

**Description of Action:** Local Law to allow a Planned Resort Development (PRD) permitted use in several Town zoning districts; Adoption of a Comprehensive Development Plan (CDP) consistent with the proposed PRD for the development of approximately 1,735 acres for 3,000 residential units and approximately 3,000,000 square feet of nonresidential floor area including retail, hotel, spa, clubhouse, mixed-use, and an already approved redevelopment of the former Concord Hotel and development of a Casino/Convention Center; Site Plan approval of Phase One of the development which includes renovation of an existing golf clubhouse and a 200 room spa/hotel.

**Location:** The site consists of a total of approximately 1,735 acres within the Town of Thompson, Sullivan County, New York including the former Concord Hotel, the operating Monster and International Golf Courses and the surrounding environs. A small portion of the project site is located within the Town of Fallsburg, to the north. The site lies to the south and east of Kiamesha Lake in the northeast portion of the Town of Thompson. The site is bordered on the south by New York State Route 17, on the west by New York State Route 42, on the north by County Route 109 (Kiamesha Lake Road), and on the east by County Route 161 (Heiden Road). Exhibit II-1 presents the Project Location of the project site.

**Lead Agency:** Thompson Town Board

**Date Final EIS Filed:** November 10, 2006

The purpose of this Findings Statement is to set forth the rationale for the Lead Agency's determination on the proposed actions now being considered by the Town Board. These Findings set forth the relevant Environmental Impacts, Facts and Conclusions disclosed in the EIS, upon which the Lead Agency has relied in support of its Decision. Additionally, this Findings Statement sets forth the manner in which the Lead Agency has carried out its duty of weighing and balancing the relevant environmental impacts with social, economic and other considerations, in making its decision.

**SEQR Procedural History:**

In October, 2003, the Project Sponsor submitted a Petition to the Town Board seeking amendments to the Zoning Code to establish a new category of permitted use to be known as "Planned Resort Development" in the SR District, RR-1 District, HC-1 District and HC-2

District. On November 18, 2003, the Project Sponsor submitted an Amended Petition to the Town Board.

In January 2004, the Project Sponsor submitted a Second Amended Petition to the Town Board. On January 6, 2004, the Town Board adopted two resolutions pursuant to which the Town Board:

- Confirmed its status as Lead Agency;
- Determined that the project is a Type 1 action;
- Issued a positive declaration requiring the preparation of the DGEIS;
- Adopted a notice of intent to prepare the DGEIS and directed circulation of same as required by law;
- Scheduled a public scoping session to be held on July 6, 2004; and
- Directed that the draft scope be circulated as required by law.

On July 6, 2004, the Town Board conducted the public scoping session and adopted a final scoping outline for the DEIS. On July 20, 2004, the Town Board circulated to all involved and interested agencies a copy of the final scoping outline for the proposed project, identifying the issues to be addressed in the DGEIS for the proposed action.

The Project Sponsor submitted a preliminary DGEIS to the Town Board on May 2, 2006. On June 6, 2006, the Town Board transmitted to the Project Sponsor the written "completeness" comments of McGoey, Hauser and Edsall Consulting Engineers P.C., the Town's consulting engineers, Robert Geneslaw Co., the Town Board's planning and SEQRA consultant, and Clough Harbor & Associates LLP, the Town Board's traffic consultant, with respect to the DGEIS.

The Project Sponsor submitted a revised preliminary DGEIS to the Town Board on July 24, 2006. By resolution dated August 1, 2006, the Town Board unanimously accepted the revised preliminary DGEIS as complete with respect to its scope, content and adequacy for the purpose of commencing public review. The Town Board adopted a notice of completion with respect to the DGEIS and scheduled public hearings with respect to the DGEIS, the proposed amendments to the Zoning Code and the proposed "Comprehensive Development Plan" for the Concord Resort to be held on August 23, 2006. The DGEIS and the notice of completion with a notice of public hearing were circulated and/or published as required by law.

The duly noticed public hearings were commenced on August 23, 2006, at which time all those wishing to be heard were given the opportunity to be heard. On August 23, 2006, the public hearings were closed.

Following the close of the written comment period on the DGEIS on September 5, 2006, the Project Sponsor prepared a preliminary FGEIS to address all of the comments received with respect to the DGEIS.

A preliminary FGEIS was submitted to the Town Board on October 13, 2006. On October 23, 2006, the Town Board transmitted to the Petitioner the written comments of McGoey, Hauser and Edsall Consulting Engineers P.C., the Town's consulting engineers and Robert Geneslaw Co., the Town Board's planning and SEQRA consultant with respect to the FGEIS. Meetings with the Town Board's consultants to discuss their comments on the FGEIS were held on October 16, 2006 and October 25, 2006.

By resolution dated October 25, 2006, the Town Board unanimously accepted the revised preliminary FGEIS as complete subject to the satisfaction of the Town's consultants. The FGEIS in final form was filed on November 10, 2006.

On November 8, November 15, and November 21, 2006 the Town Board held public hearings on the proposed amendments to the Zoning Code and the proposed Comprehensive Development Plan for the Concord Resort, both of which had been revised by the Project Sponsor in response to comments on the DGEIS and FGEIS.

In accordance with SEQR, at least 10 days has now passed since the filing of the FGEIS.

Having thoroughly considered and reviewed the draft and final GEIS, the comments raised at the public hearing and during the public comment period from involved and interested agencies, members of the public and the Town Board's consultants, the Town Board relies on the following facts, conclusions and specific findings.

**A. Existing Site Disposition**

Primary highway access to the project site is from Route 17 via exits 105B, 106, and 107. From Exit 105B (NY Route 42), access to the site is gained from Concord Road (County Route 182) heading northbound. Exit 106 allows entrance to the site from the south via Joyland Road. Exit 107 exits onto Heiden Road where access to the site is gained via Thompsonville Road or Kiamesha Lake Road to Chalet Road. Concord Road, Rock Ridge Road, Thompsonville Road, Joyland Road, and Chalet Road, which except for Concord Road are Town of Thompson public roads, traverse the project site. Concord Road connects NY Route 42 to the west of the site with Kiamesha Lake Road (County Route 109) to the north. Rock Ridge Road enters the site from the south and ends at Concord Road. Thompsonville Road originates from Rock Ridge Road and runs northeast across the southern portion of the project site to Heiden Road. Joyland Road enters the site from Exit 106 off Route 17 and runs north through the site to its intersection with Thompsonville Road. On the north side of Thompsonville Road, Joyland Road becomes Chalet Road, which ends at Kiamesha Lake Road.

Several, lakes, wetlands and watercourses are located on or adjacent to the project site, including Kiamesha Lake and the Kiamesha Creek. In addition, there are three primary stream corridors on the project site: Kiamesha Creek, an unnamed tributary to Kiamesha Creek, and Tannery

Brook. The site is located within a subwatershed of the Neversink River, a major tributary to the Delaware River.

The site topography consists mainly of rolling hills with a high point of 1,660 feet located in the northwest portion of the site and a low point of 1,300 feet in the northeast portion of the site. The average elevation is approximately 1,400 feet.

The Monster Golf Course and the International Golf Course are existing, well maintained 18-hole courses, which bisect almost the entire site. The clubhouse for the golf courses is located on Chalet Road.

A maintenance garage and office is located just north of the clubhouse along Chalet Road. Along Concord Road, directly across from the vacant former clubhouse, are the Project Sponsor's administrative offices. Also located on Concord Road is a vacant garage, which would be demolished along with the vacant former clubhouse.

At the corner of Concord Road and Kiamesha Lake Road is the former Concord Hotel, which ceased operating in November 1998. On the grounds of the hotel are several outdoor tennis courts, which have deteriorated. The buildings that housed the indoor tennis courts are also deteriorated. A nine-hole golf course located just south of the hotel grounds and east of Kiamesha Lake is maintained in good condition, but is no longer in use.

**B. Agency Actions Necessary to Implement Action:**

The proposed project will require discretionary permits and approvals from local and state agencies. These are summarized in the table below.

**Required Permits, Reviews and Approvals**

Agency	Permits and Approvals
Town Board of the Town of Thompson	Amendment to the Zoning Code Approval of Comprehensive Development Plan
Town of Thompson Planning Board	Site Development Plan/Subdivision Approvals
Sullivan County Department of Public Works	Approval of Relocation of Concord Road Highway Work Permits
New York State Department of Health	Public Water Supply Permit Sewer Service Extension Permit Realty Subdivision Review
Sullivan County Division of Planning and Community Development	General Municipal Law Section 239 Review

**Required Permits, Reviews and Approvals**

Agency	Permits and Approvals
New York State Department of Environmental Conservation	Stormwater SPDES Permit(s) Stream Encroachment Permit (Protection of Waters) Wetland Disturbance Permit Public Water Supply Permit Sewer Service Extension Permit as required
New York State Department of Transportation	Highway Work Permits
New York State Office of Parks, Recreation and Historic Preservation	Advisory Review
United States Army Corps of Engineers	Permit for Wetland Disturbance

**C. Alternatives Considered**

Five alternative development scenarios to the proposed project were considered in addition to the Project Sponsor’s preferred plan. Each Alternative included a consideration of potential impacts, including land use and zoning, demographics, visual resources, historic, cultural, and archeological resources, traffic and parking, soils and groundwater, water and sanitary sewer, stormwater management, community facilities, fiscal impacts, air quality and noise.

**C.1. Project Sponsor’s Preferred Plan**

There are three components to the Project Sponsor’s Preferred Plan:

Component 1 - Adoption of the PRD Regulations

The Project Sponsor has proposed amendments to the Zoning Code to establish a new category of “Permitted Use” in several existing zoning districts present on the 1,735-acre project site. The new category of Permitted Use is to be known as “Planned Resort Development” (“PRD”). The proposed PRD regulations will permit uses appropriate for a large-scale resort community of the type envisioned by the Project Sponsor. Under the proposed PRD regulations, a Project Sponsor for approval of a PRD is required to submit a long-range plan, called a Comprehensive Development Plan (CDP), for the build-out of the resort on the project site. The CDP is subject to Town Board approval and Planning Board recommendation, and thereafter all development shown on the approved CDP requires site development plan approval from the Planning Board. All subsequently submitted applications for site development plan approval must be consistent with the approved CDP, and other local land use law not specifically superseded by the CDP.

The PRD law requires comprehensive planning of a large-scale resort development in the Town. The PRD permits up to four residential units per net acre. In addition, the PRD provides a minimum of 35 percent open space for the overall site, which is generally consistent with the minimum open space requirement of the Town’s existing Planned Unit Development regulations

but greater than that required under the current zoning of the project site.<sup>1</sup> The primary objective of the proposed PRD law is to facilitate the implementation of a master planned mixed-use resort community, which includes a wide range of uses.

Amending the Zoning Code to establish the PRD use allows the Town of Thompson to plan the Concord Resort as an integrated whole, rather than in response to numerous different, but related, projects proposed over time.

The PRD regulations have been revised since the outset of the SEQR process to address a number of issues raised during the SEQR process, most particularly with respect to procedural requirements for approval of future amendments to the Comprehensive Development Plan, and to make the “Building Lot Bulk Design Standards” a required element of the Comprehensive Development Plan. The revised text is included in Appendix D of the FGEIS.

#### Component 2 – Approval of the Comprehensive Development Plan (CDP)

In conjunction with the proposed Zoning Code amendments to establish the PRD use, the Project Sponsor has submitted a CDP for the 1,735 acre site. The CDP consists of both plans and narrative text that together provide a guide for the development of the project site over approximately ten years. The CDP shows the current plan for the build-out of the entire site, including areas proposed to be developed, the types of uses proposed, open space and recreational areas, and infrastructure and support facilities, thereby allowing issues to be addressed for the entire site that would be difficult to integrate with separate planning processes for individual sites under existing zoning.

The CDP provides a framework of standards, based upon the Project Sponsor’s vision of how development will proceed. The standards are requirements enforceable by the Planning Board. The vision is a description of how the entire site will interact as a unit and is subject to change based on market forces in the future.

The Comprehensive Development Plan for the 1,735 acre site contains the following components:

- The CDP envisions the modernization and rehabilitation of the former Concord Hotel to include 1,500 rooms and approximately 210,000 s.f. of casino and convention center space in accordance with an existing site plan approval previously granted by the Town Planning Board; The CDP requires that the existing hotel be remediated at the earlier of a) 5 years or b) prior to the receipt of Certificates of Occupancy for the new Spa/Hotel and the Clubhouse..

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<sup>1</sup> It should be noted that the proposed PRD regulations include golf courses as open space (at least one 18 hole golf course is a prerequisite to a PRD). Existing zoning regulations of the Town do not include golf courses in open space calculations.



- The CDP envisions approximately 200,000 square feet for additional convention center space; The construction of this space is not guaranteed by the CDP as a condition to other development.
- The CDP envisions approximately 3,000 residential units to include year-round and weekender/second-home single-family and multi-family; There is no guarantee on a mix of residential unit types or occupancy types, however, the CDP limits rental units to no more than 1,110 and multifamily units to no more than 1,500 and requires that single-family residences (attached and detached) comprise no less than 40% of constructed residences or residences under construction.
- The CDP envisions the retention of two championship golf courses and various other public and private recreation areas; The CDP allows the Planning Board to require adequate recreational lands associated with residential development. The Project Sponsor shall permit public “pay for play” at the International Golf Course unless and until all tee times are being used by hotel guests and residents of the Concord Resort. The Project Sponsor may at all times give reservation preference to hotel guests and residents of the Concord Resort.
- The CDP envisions approximately 625,000 square feet of destination and neighborhood retail space; The CDP requires that 50,000 square feet of retail be constructed prior to the issuance of the building permit for the 500<sup>th</sup> dwelling unit; an additional 50,000 square feet prior to issuance of the building permit for the 1,000<sup>th</sup> dwelling unit; an additional 100,000 square feet prior to the issuance of the 1,500<sup>th</sup> residential certificate of occupancy (cos); an additional 100,000 square feet prior to the issuance of the 2,500<sup>th</sup> COs; and the balance of retail required to be constructed prior to the final residential CO.
- The CDP envisions up to approximately 200,000 square feet of additional back of house/support uses; the construction of this space is not guaranteed by the CDP as a condition to other development.
- The CDP envisions approximately 500 additional “spa” and “lodge” hotel rooms; while the CDP does not require the development of these rooms, the Project Sponsor has submitted an application for site plan approval of 200 rooms and a spa.

The Comprehensive Development Plan has been revised since the outset of the SEQR process to address a number of issues raised during the DGEIS review process. These include:

- Inclusion of additional “Building Lot Bulk Design Standards” for the proposed development, specifying proposed landscaping, lighting, signage, yard setback and similar dimensional requirements, and parking requirements.
- Specific phasing for implementation of water supply, sanitary sewer, stormwater management and road improvements.

- Construction of a connection road from the Home Depot shopping plaza directly to Concord Road, and the commitment by the Town to help the Project Sponsor recover a portion of the cost from Home Depot and/or the shopping plaza owner.
- The inclusion of enforceable commitments on the phasing of the development.

Certain map changes, as noted below:

- Chalet Road alignment – the existing portion of Chalet Road that connects to Kiamesha Lake Road will remain but be modified by widening and realignment.
- Parcel K has been revised to reflect the property line as submitted for Phase I Site Plan approval (spa-hotel and clubhouse).
- The golf courses are now identified as separate parcels (Parcels F1, F2, and F3).
- The road system for Parcel I has been changed from public to private, thus all right of way areas in that Parcel have been eliminated.
- Separate access roads from Chalet Road to Parcel I Residential and Parcel K spa-hotel replace the common road originally serving both parcels.
- The main road system in Parcel B (the “Village Center”) has been identified as a public road and a right of way was added.

Component 3 – Site Development Plan Approval of the First Development Phase (the new spa-hotel and new golf course clubhouse)

The Project Sponsor has submitted an application to the Planning Board for site development plan approval of the initial phase of development, which is the first 125 rooms of the new 200 room spa-hotel and a new golf clubhouse (to replace the existing club house on Chalet Road).

This initial phase of development will occur on Parcel F as shown on the Comprehensive Development Plan, which is the site of the existing clubhouse (with restaurant and 42 hotel rooms), and Parcel K, which is located along Chalet Road just east of Parcel F.

The first phase of the proposed Concord Resort project consists of a 200 room luxury “spa-hotel”<sup>2</sup> which will include an approximately 20,000 square foot spa, and the reconstruction of the existing golf course clubhouse. The first phase of the construction of the proposed hotel/spa with 125 rooms will comprise approximately 240,000 s.f. After the completion of the additional 75 rooms, the 200 room hotel/spa will be approximately 300,000 s.f. as presented in Table 1.

The spa-hotel is located on Parcel K, an approximately 58 acre parcel, and one of the highest elevations found within the project site. The building is located on the ridge of the hill

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<sup>2</sup> An application for Site plan approval has been submitted to the Planning Board.

overlooking the existing clubhouse and golf courses and will be sited to minimize site work and loss of existing vegetation. The building is a low-rise structure with the room wings rising to a total of four floors. Access to the spa-hotel will be from Chalet Road opposite the entrance to the new clubhouse and a service road leads south to Thompsonville Road. Approximately 300 parking spaces are provided in a former quarry area located just east of the hotel.

Table 1  
Luxury Spa/Hotel Program

Program Function	Initial Proposal Area (SF)	Current Proposal Area (SF) <sup>(3)</sup>	Difference
<b>BUILDING AREA</b>			
Hotel and Guest Rooms <sup>(1)</sup> (SF)	153,100	241,032	87,932
Keys	200	200	0
Banquet, Food and Beverage Areas (SF)	12,700	41,384	28,684
Spa and Fitness (SF)	20,000	20,368	368
<b>TOTAL (SF)</b>	<b>185,800</b>	<b>302,784</b>	<b>116,984</b>
<b>OFF STREET PARKING (SPACES)</b>	<b>270</b>	<b>300</b>	<b>30</b>
<b>SEWER DEMAND (GPD)</b>	<b>38,400</b>	<b>49,700</b>	<b>11,300</b>
<b>WATER DEMAND <sup>(2)</sup> (GPD)</b>	<b>42,000</b>	<b>54,700</b>	<b>12,700</b>

Source: Gensler Architecture New York; Divney Tung Schwalbe

(1) 5/12/06 site development plan submission shows floor area for 125 rooms; 10/14/06 site development plan submission shows floor area for Phase I (125 rooms) and Phase II (75 rooms).

(2) Excludes cooling and irrigation requirements.

(3) Phase I of the spa-hotel will consist of 125 rooms and the other uses identified in this table, totaling approximately 240,000 s.f. After construction of Phase II (75 rooms), the total floor area of the spa-hotel will be approximately 300,000 s.f.

**C.2. No Action Alternative**

The No Action Alternative assumes that the requested discretionary actions requested of the Thompson Town and Planning Board will not be taken. Under such a situation the project site may not be developed at all as described in the "No Build Alternative" or may be developed slowly in an uncoordinated fashion under the direction of existing zoning as described in Alternatives B and C.

**C.3. No Build Alternative**

Although not likely to occur, the No Build Alternative would mean that those portions of the 1,735 acre site not currently in use for golf and other activities would remain in their current condition, with no new development or redevelopment. Under the no-build scenario, no new housing, retail or commercial development would occur. There would be no grading or tree removal. No new traffic or population would be generated from the site. No new stormwater quality facilities would be constructed. The existing structures and pavement would continue to deteriorate. Because no development would be constructed, no new taxes to the Town, County

and Monticello School District would be generated. The effects of this hypothetical scenario include no impacts on the natural environment, no additional traffic, and no impacts on community facilities, services or utilities.

The No-Build Alternative would result in fewer economic development opportunities than the preferred plan. The approximately 2,912 permanent and 9,800 construction jobs and the increased purchasing power of new residents, workers and visitors would not be achieved. The property, sales, and occupancy tax revenue for the County, Town, School District and other taxing jurisdictions anticipated to be generated by the project would also not be achieved..

The No-Build Alternative would not be consistent with the objectives and capabilities of the Project Sponsor.

#### **C.4. Alternative B- Development Under Existing Zoning**

The site is currently mapped as Highway Commercial (HC-1 and HC-2), Rural Residential (RR-1) and Suburban Residential (SR) Districts. Under existing zoning, a maximum of 435,690 square feet of commercial development would be permitted in the portion of the site in the HC-2 District. The six acres in the HC-1 District would likely not be developed due to environmental constraints, including wetlands. A total of approximately 957 single-family homes could be developed within the RR-1 and SR Districts.

The overall population generated by Alternative B would be approximately 881 persons, which is 32 percent of the population generated by the Proposed Action. Because there would be significantly fewer residential units than in the Proposed Action, there would be less residential traffic and less property tax revenue generated in Alternative B than in the Proposed Action (approximately 45% that of the Proposed Action). Similarly, this Alternative would include less commercial development than the Proposed Action, generating less commercial traffic and less than half in annual sales and occupancy taxes. Because of the lower density, density dependant impacts would be reduced including water consumption, sewage generation and impact on community services. Because of the minimum lot sizes required under conventional zoning, the overall development would likely consume more land and may result in the loss of one of the on-site golf courses to result in the overall density yield. This would probably be more impacting on water quality, open space, recreational resources, archeological resources, flora and fauna.

#### **C.5. Alternative C - Development Under Existing PUD Regulations**

If the proposed project site were developed under the Town's current PUD regulations, the program would include 2,612 residential units and approximately 435,690 s.f. of commercial development. The overall population generated by Alternative C would be approximately 2,460 persons, which is 88 percent of the Proposed Action. Alternative C proposes only slightly fewer residential units than in the Proposed Action, and therefore the difference in residential traffic would be minimal. Alternative C would generate approximately 55% of the net revenue of the preferred proposal and annual sales and hotel occupancy tax would be greatly reduced. In order to realize the density yield under existing PUD regulations, one or both of the existing golf course would likely be eliminated resulting in a loss of recreational resources. Also, under the

PUD regulations, the extent of nonresidential development would be reduced resulting in a loss of potential long-term and construction jobs.

**C.6. Alternative Access Locations**

A review of the roadway network serving the project site reveals that the most direct route to the heart of the site from the east on Route 17 is via Exit 106 and Joyland Road. While this route and the return journey are approximately one mile shorter than taking Exit 107, Exit 106 is not the preferred entrance to the Concord Resort for the following reasons:

- Interchange 106 is not well posted;
- Interchange 106 is not as well suited to accommodating traffic;
- Joyland Road is a narrower and slower road than Heiden Road;
- There is no exit from eastbound Route 17 at Exit 106; therefore taking Joyland Road and Exit 106 from the heart of the site to go west on Route 17 is approximately three miles longer than taking Concord Road and Route 42. Thus if Exit 106 was intended to serve as the primary access for the Concord Resort from Route 17, it would really only be attractive to motorists traveling to and from the west.

Route 17 is currently being incorporated into the national interstate system, at which time it will become known as I-86. Concurrent with this process, the State is evaluating improvement upgrades to numerous interchanges in Sullivan County. Some of the concepts being considered are discussed in Section V of the DGEIS. All current options include creating an exit for eastbound traffic to CR 173 and extending Downs (Cimarron) Road further to the west across Joyland Road to where a new bridge over Route 17 would be constructed and the old bridge abandoned. All of these options would require considerable right-of-way taking in the vicinity of Joyland Road.

Based on a review of the options and considering the potential volume of traffic that would use Exit 106 if it were upgraded and made the primary access for the Concord Resort, it is likely that the interchange could be reconstructed to accommodate the potential traffic demand. However, it is also possible that the volume of traffic that would use Exit 106 to access the Concord Resort would be so great that it might require the widening of Joyland Road. This could require further right-of-way acquisition.

**D. Selected Alternative (Project Sponsor's Preferred Plan)**

**D.1. Adoption of Local Law to permit Planned Resort Development in selected Zoning Districts**

The Town Board as lead agency finds that the proposed PRD regulations provide a mechanism for the long-range, comprehensive planning of this large site. The PRD local law is consistent with the joint Town of Thompson - Village of Monticello Comprehensive Plan and is also

consistent with the Sullivan County Comprehensive Plan. The uses contemplated for the PRD is compatible with surrounding land use.

The adoption of the PRD Local Law will serve the public need and provide benefits by:

- Facilitating the remediation of the existing deteriorated Concord Hotel;
- Providing economic development for the Town and region by promoting job growth and by increasing property tax revenue to all local taxing jurisdictions;
- Providing sales and occupancy taxes to the County;
- Providing for the planned and orderly development of a large tract of land;
- Providing a source of attraction for the Town and Region in general;
- Encouraging the preservation of large tracts of open space;
- Requiring the consideration and mitigation of development impacts in a proactive manner, while allowing for such development impacts to be revisited based on real-world experience as the projected development progresses;
- Encouraging the development of large-scale commercial development for the benefit of regional residents without burdening the local highway system;
- Encouraging pedestrian-friendly mixed-use development that reduces reliance on automotive transportation and attendant impacts;
- Attracting businesses to the region to serve future residents of the resort;

Adverse environmental effects are minimized or avoided to the maximum extent practicable including the effects disclosed in the environmental impact statement, the most significant of which are:

- A 15% increase in what is permitted under current zoning (based on the project sponsor's proposed plan, not the highest conceivable number of residences permitted under the PRD) in the number of residential units that can be constructed on the parcel and attendant impacts to water consumption, sewage/refuse generation, traffic generation and impacts to community services.
- A six-fold increase (based on the project sponsor's proposed plan, not the highest conceivable number of residences permitted under the PRD) in the amount of nonresidential floor area that can be constructed and attendant impacts to stormwater and traffic.
- Temporary construction impacts associated with the additional residential and nonresidential development including noise, air and construction traffic.

- Increases in the consumption of energy and other utility resources such as telephone and cable services.

The GEIS analyzed the environmental impacts of adoption of the PRD law generically Town-wide based on the Project Sponsor's assessment of what could be realistically constructed based on the provisions of the PRD as well as real-world physical and market conditions. Because of this, the GEIS examined the maximum development the Project Sponsor could be reasonably able to achieve on the site, not the maximum theoretical amount of development based on the maximum density requirement irrespective of real-world conditions. It is recognized that any future application for the designation of any additional sites under the PRD provisions will be a permitted use if conditions are satisfied. However, the development of such lands will be subject to a Comprehensive Development Plan which will require additional SEQR review by the Town Board and which will, in addition to the density provisions of the PRD, ultimately determine the type and extent of development that can proceed under future applications of the PRD law.

#### **D.2. Approval of the Comprehensive Development Plan**

The Town Board as lead agency finds that the proposed Comprehensive Development Plan (CDP) develops the site in a manner that provides significant public benefits and substantially serves the public need. The development envisioned by the CDP is consistent with the joint Town of Thompson - Village of Monticello Comprehensive Plan and is also consistent with the Sullivan County Comprehensive Plan. The uses contemplated for the development are compatible with surrounding land use.

The approval of the Comprehensive Development Plan (CDP) will serve the public need and provide benefits by:

- Remediating the existing deteriorated Concord Hotel;
- Promoting the introduction of new temporary and long term employment opportunities;
- Increasing property tax revenue to all local taxing jurisdictions thereby relieving existing tax burdens on residents or allowing for additional services to be offered;
- Providing additional sales and occupancy taxes to the County;
- Developing a large tract of land in a coordinated and orderly manner that is sensitive to the existing local and regional land use context;
- Attracting interest to the Town and Region in general;
- Preserving a large portion of the site as open space;
- Considering and mitigating the development impacts of multiple development parcels in a coordinated and proactive manner;

- Identifying and providing for uncertain development impacts to be revisited based on real-world experience as the projected development progresses;
- Developing large-scale commercial development for the enjoyment of regional residents in a manner that provides appropriate mitigation to insure that the local highway system is not burdened;
- Providing a mixed-use development that reduces reliance on automotive transportation and attendant impacts;
- Providing a new revenue base to attract businesses to the region to serve future residents of the resort;
- Providing bulk and development standards based on site-specific conditions and needs that insure compatibility within the development and with adjacent land uses;
- Providing incentives in the form of developer commitments to build less marketable, more fiscally beneficial uses as a condition of building more marketable uses.

Adverse environmental effects are minimized or avoided to the maximum extent practicable including the effects disclosed in the environmental impact statement, the most significant of which are:

- A 15% increase over what is permitted under current zoning in the number of residential units that can be constructed on the parcel and attendant impacts to water consumption, sewage/refuse generation, traffic generation and impacts to community services.
- A six-fold increase in the amount of nonresidential floor area that can be constructed and attendant impacts to stormwater and traffic.
- Temporary construction impacts including noise, air and construction traffic.
- Increases in the consumption of energy and other utility resources such as telephone and cable services.

**D.3. Approval of the Site Plan for the Renovation of the Golf Clubhouse and construction of a 200-unit Spa/Hotel**

The Town Board as lead agency finds that the approval of a Site Plan for the renovation of the existing on-site Golf Clubhouse and construction of a 200-unit Spa/Hotel at the corner of Chalet Road and Thompsonville Road will provide public benefits and serve the public need. The site Plan is consistent with the joint Town of Thompson - Village of Monticello Comprehensive Plan and is also consistent with the Sullivan County Comprehensive Plan. The uses contemplated for the development are compatible with surrounding land use.

The approval of the Site Plan will serve the public need and provide benefits by:



- Providing construction and permanent jobs to the region;
- Providing an estimated 3.7 million dollars of property tax revenue to all local taxing jurisdictions with only minimal increased costs thereby relieving existing tax burdens on residents or allowing for additional community services to be offered;
- Providing an estimated 2.4 million dollars in sales and occupancy taxes to the County with only minimal increased costs thereby relieving existing tax burdens on residents or allowing for additional county services to be offered;
- Developing the parcel in a manner that considers cumulative impacts with other anticipated area developments;
- Attracting tourism interest to the Town and Region in general;
- Developing the site in a manner that maintains the open character of the majority of the land;
- Developing more fiscally beneficial uses early in the coordinated development of the larger tract.

Adverse environmental effects are minimized or avoided to the maximum extent practicable including the effects disclosed in the environmental impact statement, the most significant of which are:

- Impacts to wetlands and vegetated communities;
- Blasting of rock to construct the entrance roadway;
- Increases in the volume (but not the peak rate) of stormwater runoff;
- Increases in the consumption of water and generation of sewage and refuse;
- Increases in traffic within the capacity of existing area intersections;
- Temporary construction impacts including noise, air and construction traffic.
- Increases in the consumption of energy and other utility resources such as telephone and cable services.

**E. Impacts, Mitigation Measures and Specific Findings**

As a condition of its approvals of the PRD Local Law and approval of the Comprehensive Development Plan, the Town Board shall require that any subdivision, or site plan of the project conform with and incorporate by reference the following mitigations listed below.

**E.1. Detailed SEQRA Review**

While the GEIS provides a generic review of environmental impacts, it is possible that the assumptions used in the preparation of the GEIS will change or prove inaccurate over the anticipated 10+ year development period. Additionally, changes in future plans or unforeseen circumstances may result in changes to GEIS anticipated impacts and therefore the need for additional mitigations may arise, or conversely envisioned mitigations may prove unnecessary. The environmental review performed for the development was generic in scope, with the exception of the first phase of development, which received a more detailed level of environmental review.

The Lead Agency finds that in order to mitigate potential impacts to the greatest extent practicable, the following measures are hereby imposed:

E.1.a. As a matter of law, all subsequent applications for site development plan approval of the phases and/or development sites of the PRD are subject to SEQRA. In connection with the SEQRA review of all future PRD site plan applications, the Planning Board may require the Project Sponsor to test the assumptions of the Generic Environmental Impact Statement and these findings against then current conditions and analyze "site specific" potential environmental impacts. Areas of identified uncertainty during the GEIS review that should be given specific attention at the discretion of the Planning Board are: Traffic, Schoolchild Generation, Water Usage, Sewage flows, Open Space, Wetland and Watercourse disturbance, Recreational Space, Stormwater, Consistency of Use, and Consistency of Density.

E.1.b. Because potential future traffic impacts are a concern of the Town Board, the Town Board specifically requires the Project Sponsor to update the traffic study submitted as a part of the DGEIS in connection with applications for site development plan approval of the 1,200<sup>th</sup> and 2,200<sup>th</sup> residence at the Concord Resort.

E.1.c. In order to insure that appropriate additional review is performed and that required mitigations described in the GEIS and herein are adequately implemented, the Project Sponsor is required to form a "Master Association" to manage the development of the Concord Resort. At this point in time, the Project Sponsor will be the sole member of the Master Association, but as parcels are sold to others or are developed by the Project Sponsor or others as residential condominium or homeowner's associations, or commercial condominium associations, each owner and condominium and homeowner's association will become a member of the Master Association. The Project Sponsor or its successor shall maintain a majority vote on all Master Association matters. As a result, the Town is assured that there will always be one responsible "umbrella" entity at the Concord Resort against which the Town can enforce these findings.

E.1.d. The PRD regulations shall require that any future proposed changes to the Comprehensive Development Plan be subject to a public hearing before the Town Board, and that the Planning Board (to which the requested change must be referred by the Town Board for review and advisory report) may also hold a public hearing, thereby encouraging the community to become involved in the comprehensive planning process.

E.1.e. The CDP will contain provisions for the establishment of a Master Association that will be involved with future parcel development applications to insure a continuous project sponsor is involved in this generic and future site-specific environmental reviews and is mindful of the attendant required mitigations.

**E.2. Land Use and Zoning**

In general, the proposed land uses depicted in the CDP are compatible with surrounding existing land uses. The proposed PRD regulations will permit uses appropriate to a large scale resort community, with lot and bulk controls specifically designed to implement the Comprehensive Development Plan for the resort. The development of a resort community at this location will further the land use goals of the Thompson/Monticello and Sullivan County Comprehensive Plans.

The Lead Agency finds that, of the reasonable alternatives considered, the Preferred Plan mitigates impacts to Land Use to the maximum extent practicable by developing land and adopting local laws in harmony with the existing Town of Thompson/Village of Monticello Comprehensive Plan and the Sullivan County Comprehensive Plan.

The Lead Agency finds that in order to mitigate potential impacts to the greatest extent practicable, the following measures are hereby imposed:

E.2.a. The CDP shall contain adequate bulk provisions requiring minimum buffers from existing roadways; minimum lot areas for single-family detached lots and other uses appropriate to this regulation; maximum building heights; minimum required parking standards; minimum front, rear and side building setbacks; maximum number of bedrooms; and floor area or coverage standards for uses appropriate to such regulation.

E.2.b. The CDP shall contain adequate construction standards for roadways, driveways, retaining walls, and site grading.

E.2.c. The PRD shall provide the Planning Board with the authority to limit the siting, hours of operation, number of and approach routes for any Heliport proposed on the site. Additionally, the PRD shall authorize the Planning Board to retain the assistance of qualified experts in reviewing the application or shall be subject to any existing provision of zoning to that purpose.

E.2.d. The accessory structure height and setback provisions of existing zoning shall continue to apply for single-family detached housing in the PRD.

E.2.e. The swimming pool provisions of existing zoning shall continue to apply to single-family detached housing of the PRD.

E.2.f. The PRD shall include provisions allowing the Town Board to establish time frames in which conditions must be met in approving the CDP.

E.2.g. The PRD shall establish a threshold for the "minor waiver" provision, which allows the Planning Board to approve minor departures from the CDP without further Town Board approval.

E.2.h. Upon its approval, the CDP shall be reformatted to the satisfaction of the Town's Technical Consultants including the Town Engineer and Planning Consultant in order to be more usable by the Planning Board in its review of future development applications.

### **E.3. Community Character**

The Concord Resort project includes residential and commercial development in areas where it is not only currently permitted, but in some cases, where it currently exists. Although the proposed land uses at the Concord Resort would be similar to surrounding land uses, the densities of development for portions of the Concord site would be greater than found in the surrounding areas. Existing deteriorated structures on the site have a negative existing impact on community character.

The Lead Agency finds that, of the reasonable alternatives considered, the Preferred Plan mitigates impacts to community character to the maximum extent practicable because it will largely remain invisible from off-site viewpoints and will require a high quality of architectural, site and landscape design consistent with traditional and contemporary styles. Any impacts to community character are balanced by the public benefits achieved by the project.

The Lead Agency finds that in order to mitigate potential impacts to the greatest extent practicable, the following measures are hereby imposed:

E.3.a. The CDP shall contain standards for the preservation of buffer areas between proposed development and existing site and surrounding roadways.

E.3.b. Proposed commercial and retail uses shall be concentrated along Concord Road and the Route 42 corridor, the main commercial corridor in the Town.

E.3.c. The CDP requires that the existing hotel be remediated at the earlier of a) 5 years or b) prior to the receipt of Certificates of Occupancy for the new Spa/Hotel and the Clubhouse.

E.3.d. The on-site golf courses will remain undeveloped in their current open state. The Project Sponsor shall permit public "pay for play" at the International Golf Course unless and until all tee times are being used by hotel guests and residents of the Concord Resort. The Project Sponsor may at all times give reservation preference to hotel guests and residents of the Concord Resort.

E.3.e. The CDP shall contain a provision allowing the Planning Board to require land for recreation or money in lieu thereof as is currently provided for in New York State law.

E.3.f. The CDP shall contain provisions authorizing the Planning Board to require adequate numbers and sizes of neighborhood greens for small-lot single-family neighborhoods to provide opportunities for social interaction and recreation.

E.3.g. The CDP shall contain appropriate enforceable landscaping and lighting requirements.

E.3.h. The CDP shall contain standards to allow up to 50% of required parking for nonresidential uses in mixed-use areas to be accommodated on-street. Parking for mixed-use development may be shared between non-residential uses.

#### **E.4. Geology, Soils, Topography and Slopes**

Significant portions of the project site are steep and increases in impervious surface, loss in vegetative cover or disturbance of existing soils could result in significant adverse environmental impacts if left unmitigated. The first phase of development identifies the need for rock removal by blasting and it is likely that blasting will be required in other areas of the site.

The Lead Agency finds that, of the reasonable alternatives considered, the Preferred Plan mitigates impacts to topography, soils and geology to the greatest extent practicable by avoiding construction on the site's steepest slopes and most sensitive soils and by designing the project in a manner that balances cut and fill and generally minimizes site excavation activity by adapting the development to the terrain.

The Lead Agency finds that in order to mitigate remaining potential impacts to the greatest extent practicable, the following measures are hereby imposed:

E.4.a. During construction, stormwater runoff will be managed on-site via erosion and sediment control measures in full compliance with the New York Guidelines for Urban Erosion and Sediment Control Manual. Each phase of construction will include the installation of soil erosion and sediment control devices such as silt fences, hay bales, riprap, berms and swales and sediment traps.

E.4.b. Slope stabilization measures will be employed both during and after construction to protect the integrity of the slopes and to prevent erosion.

E.4.c. Blasting will only be permitted where non-blasting methods are not practicable. All work shall be completed in conformance with all applicable federal, State and local rules, laws, and regulations. In addition, all work shall be completed in accordance with the U.S. Bureau of Mines (USBM) blasting standards.

#### **E.5. Site Remediation**

The Proposed project includes site remediation of the former Concord Hotel as well as numerous other areas of the site that have been used in the past for a number of different purposes. Some of these previously used sites require remediation where they contain hazardous substances and materials, which will require special treatment.

The Lead Agency finds that, of the reasonable alternatives considered, the Preferred Plan mitigates impacts from site remediation to the greatest extent practicable by requiring that existing contaminated and hazardous areas of the site be remediated in the proper manner and as a condition to new site development proceeding.

The Lead Agency finds that in order to mitigate remaining potential impacts to the greatest extent practicable, the following measures are hereby imposed:

E.5.a. Any material encountered during demolition or construction work, which may be hazardous, will be separated and sampled. Based on the laboratory sample results any hazardous or contaminated materials will be removed and disposed of in accordance with all applicable federal and State laws. A waste manifest showing waste hauler and disposal facility names and their NYSDEC permit numbers and addresses will be maintained. In addition the waste manifest will provide a description of the waste being disposed and the amount. The waste manifest will show where on the project site the waste originated from and a signature from the disposal facility attesting that the waste was received for disposal. This procedure will ensure “cradle to grave” processing of the regulated materials.

E.5.b. Regulated construction and demolition materials such as wood, metals, plaster, sheetrock, plastic etc. will be source separated on site and either disposed of at a NYSDEC permitted “C&D” disposal facility or recycling facility. The same waste manifest (tracking document) procedures will be used for these materials as described above.

E.5.c. Unregulated materials, such as masonry, rock and concrete will be processed on site and used as backfill and/or roadbed base materials on site.

E.5.d. If an on-site area previously used as a C&D landfill by previous owners is redeveloped, then the landfill materials will have to be excavated and removed down to natural soils. The excavated materials will either be relocated to another existing landfill area on-site, with the approval of the NYSDEC, or removed from the site for proper disposal. A waste manifest-tracking document will be maintained to show the amount of materials excavated and final disposition of the materials.

E.5.e. Subject to NYSDEC requirements, site abatement and remediation will occur on a parcel prior to the commencement of construction on that parcel.

#### **E.6. Terrestrial and Aquatic Ecology**

The subject parcel currently provides habitat to generalist, specialist and migratory wildlife species. Due to the abundance of mowed lawn/mowed lawn with trees as well as urbanized areas, the site provides an abundance of habitat to “generalist” species. The composition of on-site ecological communities will be altered following construction of the proposed project. The Town Board finds that the proposed redevelopment of the site will result in short term and long-term impacts to wildlife habitat. The proposed project will result in a loss of forested cover of the property and increase in the mowed lawn and urban structure communities.

The Lead Agency finds that, of the reasonable alternatives considered, the Preferred Plan mitigates impacts to Terrestrial and Aquatic Ecology to the greatest extent practicable by establishment of an on-site open space corridor in areas with high representation of ecological communities and in areas that seem to provide an abundance of critical wildlife features, such as food and water sources, nesting areas and cover. Phasing of construction, establishment of a system to maintain stormwater quality, and preservation of large areas of open space further mitigate potential impacts. The project will result in no foreseeable impacts to endangered or threatened species and native plant species revegetation will occur where dilapidated urban structures will be razed and relandscaped.

The Lead Agency finds that in order to mitigate remaining potential impacts to the greatest extent practicable, the following measures are hereby imposed:

E.6.a. Principal features of each habitat type will be partially preserved through the installation of nesting boxes to compensate for the loss of mature canopy and other measures.

E.6.b. Primary corridors will be established along the on-site portion of Kiamesha Creek, and within designated open space areas, to encompass golf course areas, wetlands and most of the 100-foot adjacent area to State regulated wetlands.

E.6.c. Wetland mitigation will be implement along the Kiamesha Creek corridor in the form of wetland restoration along portions of the golf courses that border Kiamesha Creek, the implementation of native planting plans, and the designation of forested open space areas to compensate for the loss of forested cover of the property.

#### **E.7. Wetlands and Waterbodies**

Wetland alteration will affect 9.585 acres of regulated wetlands subject to the jurisdiction of the Army Corps of Engineers through the Clean Water Act, and 0.910 of these 9.585 acres are also under State jurisdiction. The proposed project will also result in impacts to State Wetland Adjacent Areas. Indirect impacts also may include noise and visual activities that could affect the use of the wetlands and adjacent areas by wildlife. Other indirect impacts may result from loss of wildlife species utilization of the wetlands that result from upland disturbances. Short-term direct and indirect impacts do not demonstrate a high potential to adversely impact wetlands and waterbodies in the long-term, and will be mitigated by revegetating areas disturbed during construction.

The Lead Agency finds that, of the reasonable alternatives considered, the Preferred Plan mitigates impacts to Wetlands and Waterbodies to the greatest extent practicable by providing wetland mitigation in a manner that has been designed to ensure that no net loss of wetland function occurs on the property. Wetland mitigation will provide valuable wildlife habitat and water quality protection to Kiamesha Creek, the primary wetland corridor on the project site.

The Lead Agency finds that in order to mitigate remaining potential impacts to the greatest extent practicable, the following measures are hereby imposed:

E.7.a. The CDP shall contain a provision requiring adjustments to site layouts to minimize alterations to wetlands, regulated adjacent areas and waterbodies to the maximum extent practicable.

E.7.b. The stormwater management plan will use water quality measures such as naturally vegetated swales, as well as infiltration, retention and detention facilities, as appropriate, in accordance with local, State and federal requirements.

E.7.c. Required wetland mitigation for the project will be completed in its entirety as soon as practicable in connection with the initial phases of the project, subject to a wetland mitigation implementation plan developed by the Project Sponsor in consultation with State and federal regulators during the formal wetland delineation approval process.

E.7.d. Short-term indirect impacts will be avoided by erosion and sediment control measures in general compliance with the New York Guidelines for Urban Erosion and Sediment Control Manual. Stormwater impacts pose a potential long-term indirect impact that could negatively impact groundwater and surface water quality, as well as wetland habitats. To avoid these impacts, a stormwater management system will be implemented.

**E.8. Stormwater Management**

The creation of new facilities will increase the impervious surfaces on the project site from approximately 59 to approximately 300 acres, for a net gain of approximately 241 acres of impervious surface<sup>3</sup>. This increase in impervious area will result in an associated increase in stormwater peak flow rates and an increase in nutrient and contaminant loads discharging to surface waters.

The Lead Agency finds that, of the reasonable alternatives considered, the Preferred Plan mitigates impacts to Stormwater Management to the greatest extent practicable by including the implementation of both structural and non-structural best management practices to mitigate the potential impacts from the proposed development.

The Lead Agency finds that in order to mitigate remaining potential impacts to the greatest extent practicable, the following measures are hereby imposed:

E.8.a. Stormwater management measures will be employed, including the installation of dry and wet swales, to treat stormwater runoff. The swales shall be designed to treat the entire runoff from 90 percent of expected rain events, as defined by the New York State Stormwater Management Design Manual. Increases to peak rates of stormwater runoff will be reduced through extended detention facilities located throughout the property.

E.8.b. Where practicable, rainwater will be discharged from stormwater management/water quality basins to irrigation ponds along Kiamesha Creek for the purpose of irrigating the golf course(s). In addition, all attempts to use environmentally responsible and sensitive practices will be employed on the project site.

E.8.c. Required stormwater management infrastructure will be the responsibility of the owner of the specific development site for which site development plan approval has been granted. However, in the event that an owner is negligent in maintaining the infrastructure, the Master Association shall enter the parcel in question and remedy the situation.

E.8.d. The CDP will contain provisions allowing the Planning Board to require structured parking (or a combination of structure and at-grade parking) for any off street parking area containing 500 or more spaces, except parking areas at the Concord Hotel.

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<sup>3</sup> The impervious area is based on a conceptual site plan prepared by Sasaki Associates, Inc. representing the potential capacity of the site under the proposed Planned Resort Development program.



E.8.e. The CDP shall contain provisions allowing the Planning Board to approve as much as 25% of required parking as reserve parking areas in lieu of developed parking on request of the Master Association.

#### **E.9. Water Supply**

At full build-out, the project will generate an estimated water demand of approximately 1,400,000 gallons per day. Potable water use is currently limited on the project site to the existing golf clubhouse and several remote homes and community buildings, some of which are used only in the summer. Individual ground water wells are being used to supply water to these facilities. Except for the available water storage capacity within existing ponds, there are no active fire hydrants or storage facilities supporting fire protection to these facilities. Historically the Kiamesha Artesian Spring Water Company (KASWC) serviced the Concord Hotel and the golf clubhouse. However, since the Concord Hotel has been closed, water supply to the project area has been disconnected. KASWC continues to maintain water mains in the vicinity of the site in portions of Rock Ridge Road, Concord Road, Kiamesha Road and Chalet Road and provide water to the adjacent properties. A detailed description of the KASWC can be found in the Hydrogeologic Evaluation & Preliminary Water Supply report prepared by CA Rich Consultants, Inc. in the Appendix to the DGEIS. The Town of Thompson also maintains several water mains on Rock Ridge Road and Route 42 in the vicinity of the site and obtains its water from KASWC.

The Lead Agency finds that, of the reasonable alternatives considered, the Preferred Plan mitigates impacts to Water Supply to the greatest extent practicable by providing a mechanism to adequately serve the future needs of the site as an on-going condition to future site development. Specifically, the CDP provides for a phased water system that provides for adequate means of servicing each Parcel prior to any occupation of the subject parcel. The Schematic Water System Plan included in the FGEIS (Exhibit III.E-1) anticipates phasing of water improvements including demand, storage tank size and location, transmission mains, potential well and well site protection zones and appropriately provides for the initial and most significant of the required infrastructure components (supply wells, treatment, pumps, storage, transmission main) to be installed in connection with the initial phases of development.

The Lead Agency finds that in order to mitigate remaining potential impacts to the greatest extent practicable, the following measures are hereby imposed:

E.9.a. A public water system will be created and constructed on lands owned and/or controlled by the Project Sponsor and/or within accessible public rights of way adjoining the site. The system will serve all proposed uses through the development of on- site water sources (and potential off-site, if necessary) that will be “phased in” to meet the demand as it grows over the next ten years with proof of viable source submitted as a component of each individual site development plan application.

E.9.b. The public water supply system will be built to municipal standards (the “10 State Standards” and “AWWA” standards) with the ability to serve domestic needs as well as fire flows with appropriately sized storage facilities, water mains and pressure boosters to meet those conditions.

- E.9.c. All water sources will be tested to all applicable standards to ensure the adequacy of the supply in terms of quantity and quality. The system components will be subject to all applicable approvals of the New York State DEC, New York State Health Department, the New York State Public Service Commission, the Town of Thompson Town Board and the Town of Thompson Town Engineer.
- E.9.d. A Water-Works Corporation (“WWC”) will be formed by the Project Sponsor (or the Master Association) under the New York State Transportation Corporation Law to own, operate, maintain and expand the system as required to serve the growth of the Concord Resort community and, under all conditions, supply water at approved rates to its customers.
- E.9.e. The WWC will be responsible for the oversight, daily management, maintenance, repair and expansion (sources, storage, pressure enhancement and main transmission) of the water system within the confines of the lands owned or controlled by the Project Sponsor, which will be its “service area.”
- E.9.f. The WWC will be the entity responsible for providing potable water to the various communities at the Concord Resort at rates to be approved by the New York State Public Service Commission.
- E.9.g. The WCC will also be responsible for any and all water source expansions (development of new wells and/or interconnection with other approved supplies) water mains, storage and pumping facilities.
- E.9.h. The WWC, with the supervision of the regulatory entities that have jurisdiction, will assure that there is an adequate supply of water to all development at the Concord Resort through appropriately sized water mains.
- E.9.i. The WWC will develop sources of water on-site through a series of wells generally located along the Kiamesha Creek.
- E.9.j. All of the supplies developed or owned by the Project Sponsor (or the Master Association) will be transferred for value to the WWC, which will then be responsible for the provision of water to the entire development.
- E.9.k. If necessary and/or feasible the WWC will be connected with the KASWC and the Village of Monticello water system for potential back-up or augmentation if on-site sources prove inadequate. An operating agreement with one of these entities will be built into the corporate structure of the WWC if an interconnection is necessary and/or feasible.
- E.9.l. The WWC will be responsible for the development of all sources of water as well as potential connections to existing sources to provide adequate water to the development.
- E.9.m. If new water sources are developed that require more than chlorination, treatment through a water filtration plant may become necessary. If treatment is necessary, a plant that allows for gradual expansion will be designed accordingly as a component of future development applications.

E.9.n. Any proposed treatment or filtration facilities will be equipped with pumping equipment designed to pump water into the water mains and a storage tank at the appropriate rate consistent with the capacity of the wells and the demands. These pumps will have redundancy systems including back-up power to ensure continued service under adverse conditions.

E.9.o. The WWC will have at least one water storage tank. The tank elevation and volume will be designed to maximize the service area it can supply, will store at least one day's domestic demand and provide a significant storage reservoir for fire fighting as required. The tank will be designed to the satisfaction of the Town Engineer.

E.9.p. Wherever necessary, pressure reduction valves or pressure booster stations will be provided.

E.9.q. All public roads traversing the project site and providing frontage to developable parcels shown on the Comprehensive Development Plan will be improved by the installation of appropriately sized Class 52 DIP water mains. The size of the mains will be determined based upon the need to deliver adequate water flow at an appropriate working pressure to handle the resort's domestic needs as well as providing for fire flows.

E.9.r. Water mains will be equipped with strategically located valve assemblies designed for future connections to the Parcels and fire hydrants located and spaced to conform with applicable codes and consistent with recommendation of the Town Engineer and Fire Marshall.

E.9.s. The WWC will be responsible for public water services to a point not more than 10 feet beyond the roadway curb line, but will not be responsible for the installation of individual ("private") community distribution mains or private service lines. However, all work within the water-works corporate limits will be required to obtain WWC approval of plans, specifications and construction methods prior to commencement. Once the mains have been installed, tested, certified and accepted for use by the approving authorities, these facilities will be transferred for value to WWC.

E.9.t. Phasing of improvements will only vary to accommodate sequence changes to the proposed phasing of the project subject to the consent of the Town Engineer.

#### **E.10. Sanitary Sewage**

The project site is within the Town of Thompson Kiamesha Lake Sewer District ("KLSD"), which has a maximum capacity of 2,000,000 gallons per day (gpd). The original Concord Hotel was part of the KLSD and in June 2004, the KLSD was extended to incorporate the remaining portions of the project site. At that time, 1,000,000 gpd was allocated to the project site. The total estimated flow for the project is approximately 1,000,000 gpd without casino use and 1,250,000 gpd with the previously approved 1,500 room hotel.

The Lead Agency finds that, of the reasonable alternatives considered, the Preferred Plan mitigates impacts to Sanitary Sewage to the greatest extent practicable by providing a mechanism to adequately serve the future needs of the site as an on-going condition to future site development. Based on discussions with the operators of the KLSD Sewer Treatment Plant

("STP") and existing flow readings, the STP currently has capacity to accommodate the estimated 1,250,000 gpd and the STP can be expanded to accommodate future demand.

The Lead Agency finds that in order to mitigate remaining potential impacts to the greatest extent practicable, the following measures are hereby imposed:

E.10.a. As part of the site development plan approval process, sewer facilities for each proposed development will be required to conform to the Schematic Sewer Layout Plan. Required pump stations and pipe sizing will be designed to meet the needs of the development for which approval is sought as well as anticipated future needs of the Concord Resort. It will be the responsibility of the Master Association to make the necessary common (public) infrastructure improvements and dedicate the appropriate portions to the Town.

E.10.b. As development progresses, the STP will be monitored to assure that adequate capacity remains in existing lines and the project stays within the permitted allowance. The need and extent of monitoring will be determined in conjunction with applications for site development plan approval, but will not be tied directly to a specific amount of development.

E.10.c. Components of the sewage collection system that are to be located on or adjacent to Town roads will be offered for dedication to the Town. The components of the sewage collection system that are not located within the Town roads will be privately owned and maintained by the owners (including homeowners' and condominium associations) of the individual developments.

E.10.d. The project site falls within the KLSD and is subject to the payment of fees based on the approved rates of the KLSD. In return, the maintenance of and capital improvements to "public" components of the system are the responsibility of the KLSD. However, as would be the case with any new development within the District, to the extent that sewer flow from any future component of the Concord Resort project exceeds the then existing capacity of the plant, then under SEQRA, the project sponsor will be required to mitigate its potential impacts to the facility.

#### **E.11. Traffic and Transportation**

Under the No-Build alternative, "F" Levels-of-Service are projected to be found at several intersections along Route 42 and Level-of-Service "E" conditions at several others studied in the vicinity of the project site. Existing mass-transit providers can adequately respond to the projected increase in mass-transit demand.

The Lead Agency finds that, of the reasonable alternatives considered, the Preferred Plan mitigates impacts to Traffic and Transportation to the greatest extent practicable by implementing traffic improvements that are predicted to result in no Level-of-Service "F" conditions anywhere throughout the study area. All intersections predicted to experience an "F" level-of-service under the No-Build are anticipated to experience significant improvement under the Project Sponsor's Preferred Plan and overall Level-of-Service "D" or better conditions at the remaining studied intersections.

The Lead Agency finds that in order to mitigate remaining potential impacts to the greatest extent practicable, the following measures are hereby imposed:

E.11.a. The creation of (i) a new right-turn lane northbound on NY Route 42 at Concord Road; (ii) a new southbound through and right-turn lane on Route 42 between Anawana Lake Road and State Route 17; (iii) a new left-turn lane on Kiamesha Lake Road at Concord Road; (iv) a new left-turn lane on Concord Road at NY Route 42 remain required conditions of the April 14, 2004 site development plan approval granted by the Planning Board for the reconstruction of the former Concord Hotel. The project sponsor remains responsible to contribute a total of \$1,000,000 towards these improvements as specified in the Third Amended Petition submitted to the Town Board in June 2004.

E.11.b. The following improvements are necessary as a condition of approval to the development of specific parcels, are to be indicated as necessary in the CDP and are to be phased as indicated or as otherwise deemed necessary by the Planning Board in their SEQR review of site specific plans, except that if updated analysis under SEQR indicates that any of these improvements are not necessary, the applicant may amend the CDP consistent with the relevant provisions of the PRD. It is noted that some of these improvements, such as those along roads maintained by the NYSDOT, are outside of the control of the Town and permits and approval will need to be sought by the Project Sponsor in order to coordinate and implement the mitigation plan:

E.11.b.(1) NY Route 42 at Fraser Road/Kiamesha Lake Road

- Construct a westbound left-turn lane on Kiamesha Lake Road (Parcel J);
- Construct a northbound, channelized right-turn lane on Route 42 (Parcel M); and,
- Modify the existing traffic signal to include additional phasing (Parcel J).

E.11.b.(2) NY Route 42 at Concord Road/Lanahans Road

- Construct a westbound left-turn lane on Concord Road (Parcel A);
- Restripe the westbound approach to permit left turns from both lanes (Parcel J);
- Construct a northbound left-turn lane on NY Route 42 (Parcel C);
- Construct a second northbound through lane on NY Route 42 (Parcel A);
- Construct a southbound left-turn lane on NY Route 42 (Parcel C);
- Construct a second southbound through lane on NY Route 42 (Parcel A);
- Construct an eastbound left-turn lane on Lanahans Road (Parcel B) and,
- Modify/Replace the existing traffic signal as necessary to accommodate the geometric changes and new signal phasing as well as to improve coordination along the corridor (Parcel A).

E.11.b.(3) NY Route 42 at Depot Drive

- Restripe (and widen, if necessary, and conditioned upon approval by NYSDOT and cooperation by/with the adjacent property owner) the westbound approach to permit left turns from the right-hand lane (Parcel K);
- Modify the traffic signal to provide split phasing for the eastbound and westbound approaches and to improve coordination along the corridor (Parcel K);
- Prior to the issuance of the first certificate of occupancy for any dwelling unit at the Concord Resort, the Project Sponsor will construct a connector road to Town standards between Concord Road and the Home Depot at Thompson Square. If built to Town Standards, the Town agrees to accept dedication of the connector road as a public street of the Town, and to explore legal mechanisms that would permit the Applicant to recover from Home Dept and/or the owner of Thompson Square their proportionate shares of the cost of construction.

E.11.b.(4) NY Route 42 at Anawana Lake Road

- Modify the signal timing (Parcel B).

E.11.b.(5) NY Route 42 Southbound at the NY Rt. 17 Westbound Ramps

- Add a second southbound lane between the Rt. 17 westbound on and off ramps (Parcel A);
- Signalize and coordinate the intersection of southbound Rt. 42 with the ramp from Rt. 17 westbound (Parcel J).

E.11.b.(6) NY Route 42 Northbound at the NY Rt. 17 Westbound Ramps

- Add a second northbound lane between the Rt. 17 westbound on and off ramps (Parcel J);
- Modify the timing of the traffic signal to be installed by the State at the NY Route 17 westbound off-ramp to better accommodate the projected traffic volumes and to improve coordination along the corridor (Parcel J).

E.11.b.(7) NY Route 42 at Broadway

- Modify the traffic signal timing (Parcel C).

E.11.b.(8) Rock Ridge Road and Concord Road

- Construct an eastbound and a westbound left-turn lane on Concord Road (Parcel B);
- Construct a northbound right-turn lane on Rock Ridge Road (Parcel B);
- Signalize the intersection (Parcel D).

E.11.b.(9) Chalet Road and Concord Road

- Construct a northbound and a southbound left-turn lane on Concord Road (Parcel J);
- Construct a separate left-turn lane on Chalet Road (Parcel J);
- If not already part of the approved Site Plan, construct separate left-turn, exiting the approved casino hotel (Parcel A); and,
- Signalize the intersection (Parcel L).

E.11.b.(10) Kiamesha Lake Road at Concord Road

- Construct a westbound left-turn lane on Kiamesha Lake Road (Parcel A).

E.11.b.(11) Kiamesha Lake Road at Heiden Road

- Construct an eastbound right-turn lane on Kiamesha Lake Road (Parcel J); and,
- Signalize the intersection (Parcel B).

E.11.b.(12) Thompsonville Road and Heiden Road (CR 161)

- Construct a northbound left-turn lane on Heiden Road (Parcel I) ; and,
- Signalize the intersection (Parcel H).

E.11.b.(13) Thompsonville Road at Joyland Road/Chalet Road

- Signalize the intersection (Parcel G).

E.11.b.(14) Thompsonville Road at Rock Ridge Road

- Signalize the intersection (Parcel E).

E.11.b.(15) New Chalet Road at Chalet Road

- Create an unsignalized T intersection (Parcel J).

E.11.b.(16) Home Depot Connection

- Prior to the issuance of the first certificate of occupancy for any dwelling unit at the Concord Resort, the Applicant will construct a connector road to Town standards between Concord Road and the Home Depot at Thompson Square. If built to Town Standards, the Town agrees to accept dedication of the connector road as a public street of the Town, and to explore legal mechanisms that would permit the Applicant to recover from Home Dept and/or the owner of Thompson Square their proportionate shares of the cost of construction.

- E.11.b.(17) Widen Rock Ridge Road South of Thompsonville Road to 24 feet (Parcel C).
- E.11.b.(18) Widen Rock Ridge Road North of Thompsonville Road to 24 feet (Parcel D).
- E.11.b.(19) Widen Chalet Road to 24 feet (Parcel I).
- E.11.b.(20) Widen Joyland Road to 24 feet (Parcel H).
- E.11.b.(21) Widen Thompsonville Road East of Chalet Road to 24 feet (Parcel I).
- E.11.b.(22) Widen Thompsonville Road West of Chalet Road to 24 feet (Parcel G).

E.11.c. The CDP shall contain a provision suggesting that traffic analysis of the GEIS be revisited consistent with SEQR at the time of specific development parcel review by the Planning Board.

E.11.d. To ensure that the improvements are made at the times when they are required, and to prevent future disputes between the different development owners at the Concord Resort regarding responsibility for traffic improvements necessitated by cumulative traffic impacts, the Master Association will be liable for making the required improvements.

E.11.e. The Project Sponsor (on behalf of the yet to be formed Master Association) will enter into a security agreement with the Town and will post a bond or letter of credit with the Town in the amount of \$250,000 to secure the performance of the traffic improvements required under this Findings Statement and that security will be maintained with the Town until all required improvements are complete. The security required from the Master Association under this Findings Statement is in addition to any security for traffic improvements, which may otherwise be required by the Planning Board in conjunction with an application for site development plan approval.

E.11.f. The CDP will contain provisions allowing the Planning Board to require structured parking (or a combination of structure and at-grade parking) for any off street parking area containing 500 or more spaces, except parking areas at the Concord Hotel.

E.11.g. Updated traffic studies shall be required to be submitted with site plan/subdivision applications for the approval of the 1,200th and 2,200th residential units. These studies shall include, among other things, monitoring of the intersections of the Route 17 Interchange 106 and 107 ramp termini with the local roadway network.

E.11.h. All uses at the Concord Resort (including "big-box" retail uses) shall be designed to provide an appropriate area for snow storage.

E.11.i. The CDP shall require at least 1.5 parking spaces for all multifamily units.

#### **E.12. Air Quality**

Based on traffic volume analysis, the predicted maximum 1-hour and 8-hour CO concentrations at intersections in 2008 would not exceed the present National Ambient Air Quality Standards



("NAAQS") (35 ppm for the maximum 1 hour and 9 ppm for the 8 hour average). Predicted concentrations of SO<sub>2</sub> would be below the NAAQS and therefore the Town Board finds that there will be no significant air quality impacts from any of the proposed project's heating and hot water systems. Large stationary emission sources do not exist within 1,000 feet of the project site. In addition, no existing industrial or manufacturing processes are located near the site. During the construction of the project, short-term ambient air quality impacts may result. The construction period would be approximately ten years; however, heavy-duty construction activities typically related to potential air quality impacts would be significantly shorter in duration and would be conducted primarily in the beginning of the construction of each phase.

The Lead Agency finds that, of the reasonable alternatives considered, the Preferred Plan will mitigate impacts to air resources to the greatest extent practicable by developing the site with a balance and mix of uses that does not have long-term impacts on air quality and with which best management practices can mitigate construction sourced impacts. .

#### **E.13. Noise**

The majority of the construction will take place on existing open land within the Concord Resort site. Construction on these areas will not impact any existing sensitive land uses. Therefore, while there will be temporary increases in local noise levels, no existing sensitive noise receptors would be affected. Adherence to applicable Town noise regulations will be strictly enforced with respect to allowable hours of construction operations and noise emission standards for various pieces of construction equipment.

No potential significant impacts from noise are likely to result as part of any alternative examined.

#### **E.14. Economic and Fiscal Impacts**

The analyses of the GEIS indicate that even under a "hard look" analysis, the project would result in significant annual property tax revenue in excess of service costs to all relevant taxing jurisdictions if the project were completed in 2006. The fiscal benefit is based on a number of assumptions that are tentative and may change in the future or may be found to be inaccurate. Specifically, certain offerings such as rental multifamily units of two and three bedrooms may prove to cost more than revenue generated. Even under such conditions, the anticipated development as a whole would remain significantly positive in the amount of net revenue generated to all jurisdictions if it is built at the approximate mix of uses considered in the DGEIS. However, the CDP examined in the DGEIS does not require the conceptual mix of uses discussed in the CDP to be developed.

The Lead Agency finds that, of the reasonable alternatives considered, the Preferred Plan mitigates Economic and Fiscal Impacts to the greatest extent practicable by providing a mix of uses that provides significant net tax revenue to all jurisdictions.

The Lead Agency finds that in order to mitigate remaining potential impacts to the greatest extent practicable, the following measures are hereby imposed:

E.14.a. The CDP will contain a provision suggesting that the Planning Board revisit schoolchild generation in future site-specific reviews under SEQR to test the assumptions of the GEIS.

E.14.b. The CDP shall contain phasing commitments limiting the total number of rentals that can be constructed to 1,110 units and the total number of multifamily units that can be constructed to 1,500 units. Multifamily units shall not exceed 60% of total residential development at any point. Minimum floor area requirements shall be established for multifamily units. These limitations shall exclude “multi-family” time shares to the extent that they are deed restricted.

E.14.c. The CDP shall contain the following phasing commitments to insure the development of a mix of residential and nonresidential uses and to insure that some of the employment benefits espoused in the GEIS are achieved:

- The Master Association shall cause approximately 50,000 square feet of retail uses to be developed prior to the issuance of the building permit for the 500<sup>th</sup> dwelling unit.
- The Master Association shall cause approximately 50,000 additional square feet of retail uses to be developed prior to the issuance of the building permit for the 1,000<sup>th</sup> dwelling unit.
- The Master Association shall cause approximately 100,000 additional square feet of retail uses to be constructed prior to the issuance of the certificate of occupancy for the 1,500<sup>th</sup> dwelling unit.
- The Master Association shall cause approximately 100,000 additional square feet of retail uses to be constructed prior to the issuance of the certificate of occupancy for the 2,500<sup>th</sup> dwelling unit.
- The Master Association shall cause the balance of the retail uses shown on the approved Comprehensive Development Plan to be constructed prior to the issuance of the certificate of occupancy for the last dwelling unit to be constructed at the Concord Resort.

#### **E.15. Community Services**

##### **E.15.a. Emergency Services**

The Concord Resort is anticipated to increase the demand for all emergency services and will likely require additional staffing and equipment for the following emergency service providers: Sullivan County Sheriff's Department, Monticello Joint Fire District, and MobileMedic EMS.

The Lead Agency finds that, of the reasonable alternatives considered, the Preferred Plan mitigates Impacts to Emergency Services to the greatest extent practicable by providing significant net annual tax revenue to offset costs to the Sheriff's Department and the Monticello Joint Fire District. MobileMedic EMS as a private company is anticipated to enjoy additional profits due to a larger population that would offset any potential costs. The project will not have a significant impact on the demand for local medical services and it is expected that the existing local and regional medical service providers can accommodate the increased year-round and weekend/second-home population.

The Lead Agency finds that in order to mitigate remaining potential impacts to the greatest extent practicable, the following measures are hereby imposed:

E.15.a.(1) The Planning Board in reviewing future site plans shall solicit comment from the Monticello Joint Fire District on their needs in conjunction with applications for site development approval to determine if additional personnel or equipment is needed to mitigate project impacts.

**E.15.b. Solid Waste**

The proposed project is estimated to generate approximately 238 tons per month of solid waste and recyclable materials. There will be a significant amount of materials removed from the site as a result of demolition.

The Lead Agency finds that, of the reasonable alternatives considered, the Preferred Plan mitigates Impacts to Solid Waste to the greatest extent practicable by utilizing private carters.

**E.15.c. Utility Services**

The New York State Electric and Gas Corporation currently provides electricity to the project site and has indicated that they can service the project. Verizon currently provides telecommunication service to the site and have confirmed that they can service the project. Time Warner Cable of New York currently provides cable communications services in the area and television, telephone and broadband services can be provided.

Oil and propane fuel are proposed for heating and cooking. Electric power for heating and cooking may also be considered.

The Town Board finds that no significant impacts to utility services are anticipated, and therefore no mitigation is required.

**E.15.d. Schools**

The proposed project includes 3,000 residential units, 934 of which are anticipated for year-round occupancy, and the potential generation of school-age children. Year-round dwelling units are anticipated to generate between 166 and 370 school-age children at full build-out.

The Lead Agency finds that, of the reasonable alternatives considered, the Preferred Plan mitigates Impacts to Schools to the greatest extent practicable by allowing the school district to be able to increase costs to accommodate new students from the Concord Resort while still having the school tax rates decline within and outside of the Town. The projected increase in real property tax valuation may allow the school district to increase spending per school-age child and still be able to implement tax rate reductions.

**E.16. Cultural Resources**

The New York State Office of Parks Recreation and Historic Preservation and New York State Museum files do not identify any precontact archeological sites within a mile of the project site.

The portions of the project site that lie near the lake and Kiamesha Creek are considered as having a moderate sensitivity for the presence of precontact cultural resources. There are no structures within or immediately adjacent to the project site that are listed or have been determined to be eligible for listing in the State and National Registers of Historic Places. Mid 19th century historic maps indicate structures along the roadways especially near the south central and eastern portions of the project site.

The Lead Agency finds that, of the reasonable alternatives considered, the Preferred Plan mitigates Impacts to Cultural Resources to the greatest extent practicable by limiting development in areas of higher sensitivity for the presence of cultural resources.

The Lead Agency finds that in order to mitigate remaining potential impacts to the greatest extent practicable, the following measures are hereby imposed:

E.16.a. Subsurface testing to search for precontact sites will be required for previously undisturbed areas near the Kiamesha Lake and Creek if developed in the future.

E.16.b. Demolition and removal of existing buildings associated with the areas 19th and 20th century development may impact associated features including wells, privies, and outbuildings. An assessment of the structures to be demolished including the completion of building structure inventory forms will be necessary at the time of demolition.

**F. CERTIFICATION OF APPROVAL OF FINDINGS**

Having fully considered the relevant environmental impacts, facts, and conclusions disclosed in the DGEIS and FGEIS for The Concord Resort project and in the entire record, and having weighed and balanced the relevant environmental impacts with the social, economic and other considerations set forth in this Findings Statement, and more fully evaluated in the specific findings on the preceding pages, the Town Board of the Town of Thompson, as Lead Agency, hereby certifies that:

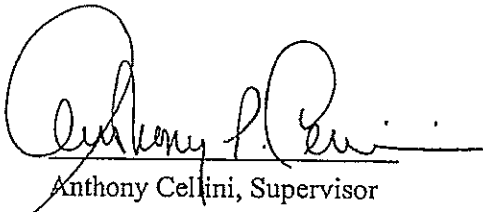
- (a) the requirements of 6 NYCRR Part 617 have been met;
- (b) consistent with social, economic, and other essential considerations from among the reasonable alternatives available, the Proposed Action minimizes or avoids adverse environmental impacts disclosed in the GEIS to the maximum extent practicable; and
- (c) adverse environmental effects revealed in the environmental impact statement process will be minimized or avoided to the maximum extent practicable by incorporating as conditions to the decision the mitigation measures which have been identified in this Findings Statement.

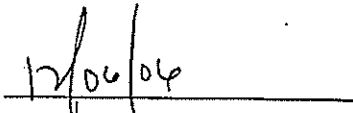
These Findings, and all obligations set forth herein, shall be incorporated in any further approvals related to the Project and shall be deemed a part of any approvals given to the project;

These findings shall be filed with the Town Supervisor of the Town of Thompson; the Town of Thompson Town Board; All Involved Agencies as identified in the GEIS; any Person who has requested a copy; and the Project Sponsor;

A Copy of the Findings shall be forwarded to and maintained by the Town Clerk of the Town of Thompson such that they are readily accessible to the public and made available on request.

Certified by the Town of Thompson Town Board by Resolution adopted on November 21, 2006.

  
Anthony Cellini, Supervisor

  
Date:

Thompson Town Hall  
4052 Route 42  
Monticello, NY 12701