

3.8 Community Services

3.8.1 Existing Conditions

The Project will place demand on community services as it will increase the resident population that is served by these providers. This section analyzes the demand that will be created and whether any significant adverse impacts may result. As described in Section 3.7 of this DGEIS, Dockside at Marlborough will introduce 137 townhouse dwellings to the Town's housing stock. It is anticipated that Dockside will generate a total of 388 new residents, of which 38 would be schoolage children attending public schools. The additional population will be comparable to the Town's existing population and its characteristics, i.e., the applicant is proposing a market rate, residential development.

3.8.1.1 Educational Facilities

The project site is located in the Marlboro Central School District. The District's Assistant Superintendent¹ was contacted to obtain data regarding the district's current enrollment and capacity as well as other basic data regarding the district's facilities.

Schoolage children introduced to the district by this development would attend the following public schools:

- Marlboro Elementary School (K-2);
- Marlboro Intermediate School (3-5);
- Marlboro Middle School (6-8);
- Marlboro High School (9-12).

In 2004, the school district commissioned a study entitled "Enrollment Projections and Building Capacity Study" (2004). According to the data presented in the study, the following are the building capacities of the schools that comprise the district's facilities:

- Middle Hope Elementary School (K-2) - 132 students
- Milton Elementary School (K-2) - 132 students
- Marlboro Elementary School (K-2) - 298 students
- Marlboro Intermediate School (3-5) - 537 students
- Marlboro Middle School (6-8) - 705 students/(functional capacity of 599 students)
- Marlboro High School (9-12) - 763 students /(functional capacity of 610 students)

The building capacity analysis included a consideration of building projects to be completed in 2005/2006 and with full-day kindergarten beginning in 2006/2007.

Subsequent to this study, Ulster BOCES prepared an enrollment projection for the school district in 2010. Table 3.8-1 summarizes the results of the enrollment projection:

¹ Dr. Neysa Sensenig, Assistant Superintendent, email communication, June 20, 2011.

Table 3.8-1 Marlboro Central School District Enrollment Projection and Building Capacity				
Grade Range	2010	2020	Building Capacity	Net Capacity (Building Capacity-2020 Projection)
K-2	425	424	562	138
3-5	436	427	537	110
6-8	483	448	705/599*	257/151
9-12	705	627	763/610*	136/-17
K-12	2049	1926	2567/2308	641/382
Grand Total	2060	1937	2567/2308	630/371
* = Building Capacity/Functional Capacity Grand total includes ungraded elementary school students. Source: Ulster BOCES Enrollment Projection Study, 2010. Enrollment Projections and Building Capacity Study, 2004.				

Based on the results shown in Table 3.8-1, the school district overall has excess capacity. However, grades 9-12 will experience a shortage of space based on the functional capacity of the high school. Enrollments overall are expected to decline between 2010 and 2020.

3.8.1.2 Police Protection

The Town of Marlborough has its own police force that provides 24-hour service to the community. The police department is located at 1650 Route 9W in Milton, New York, approximately 2.5 miles north of the project site.

According to Police Chief Eric A. Paolilli², the police department currently has five (5) full time officers and 20 part time officers. The department maintains six (6) marked police cars and one (1) unmarked car. The typical response time to the project site would be under three (3) minutes. In 2010, the department handled 4,218 calls. The 2010 Census stated population of the Town is 8,808 persons, which makes the department's service ratio one officer per 352 residents. There is currently ongoing planning to move the police department to another location that would increase its facility size. However, there is no firm date for this. At this time, there is no current plan for increasing staff.

3.8.1.3 Fire Protection

The Town of Marlborough is served by two fire districts: the Milton Fire District to the north, and the Marlboro Fire District to the south. The project site is located in the Marlboro Fire District which covers approximately 16 square miles of the town. Mr. Bob Troncillitto, Fire Chief, was contacted to obtain data with regard to fire protection services in the Marlboro Fire District.³

The fire district is served by Marlboro Hose Company No. 1. The fire station is situated on Grand Street which is approximately 0.4 miles from the project site. The fire chief estimates that there are approximately 35 active volunteers in the company, and there are anywhere between

² Police Chief Eric A. Paolilli, email communication on June 30, 2011.

³ Mr. Bob Troncillitto, Fire Chief, phone conversation on June 14, 2011.

6-12 volunteers available during the day. The fire district has three pumper vehicles and a full heavy rescue vehicle. One of the pumpers is new and was recently put into service; the other vehicles are reported to be in excellent condition. From the time of initial dispatch, the fire company responds within 5-10 minutes of a call. Year to date, the fire station has received 190 calls for service. Most of the calls are to respond to fires and automotive accidents. Should a ladder truck be required, Middle Hope would service the call.

The fire district has an ISO rating of 5/8. The project site is served by municipal water and the area is hydranted.

3.8.1.4 Ambulance Service

Mobile Life Support Services, Inc. is a private company that provides ambulance service to the Town of Marlborough⁴. The Town of Marlborough has contracted with Mobile Life to provide ambulance service to December 2012. Between the hours of 7 AM and 7 PM, an ambulance and two emergency medical technicians (EMTs) are stationed in the Town at the Town's ambulance building on Hudson Bluff Circle located 1.6 miles north of the project site. After 7 PM, responders would service a call from nearby communities. After 7 PM, it is anticipated that service would be provide from the Town of Newburgh. Mobile Life is not affiliated with any hospital, and the hospital to which a patient is taken depends on the treatment protocol. Vassar, St. Francis, and St. Luke's hospitals are the commonly used hospitals in the region. Within the Town, it is estimated that Mobile Life responds to 700 calls per year. Typical responses are to motor vehicle accidents. Response times are good and the company is nationally accredited.

3.8.1.5 Solid Waste Collection

According to personnel at the Marlborough Highway Department, residents and businesses in the Town contract with private solid waste disposal providers - the Town does not pick-up refuse nor does it have any contract with a local refuse carter. Most private carters take municipal solid waste to facilities managed by Ulster County.

In 1986, the Ulster County created the Ulster County Resource Recovery Agency, a public benefit corporation formed for the purpose of developing, financing, and implementing a comprehensive Countywide solid waste management program. According to the agency's website, the Agency's mission is to provide an efficient, economical and environmentally sound solid waste management system in and for the County of Ulster. The Agency strives to carry out the principles of New York's solid waste hierarchy in its work, emphasizing reuse of materials, reduction of MSW, and the carrying out of an effective and user friendly recycling program, with landfill disposal of MSW that cannot be reused, reduced or recycled. The Agency also holds Household Hazardous Waste and Electronics recycling events for the residents of the County. Municipal drop off centers for disposal of solid waste and recycling developed by the Agency offer County residents an alternative to private collection contracts. The Agency routinely negotiates contracts with area solid waste collection firms for disposal of municipal solid waste at its two transfer stations, and long hauls through private contractors the processed waste to permitted landfills in New York State. Many of the private carters uses the County's solid waste management resources.

⁴ Mr. Scott Woebse, Vice President, Mobile Life Support Services, Inc., phone conversation on June 21, 2011.

3.8.2 Potential Impacts

3.8.2.1 Educational Facilities

The proposed project is anticipated to be fully occupied in 2017. The project will generate 38 public school students. Based on the district's 2010 enrollment of 2,060 students, the school district's population would increase by 1.9 percent. As the project will be constructed in phases, the students generated by the project would not be absorbed all at once but steadily over several years. At this time, based on capacity analyses prepared by the school district, it is anticipated that the district overall has sufficient capacity to handle the students that would be generated by Dockside. With the exception of the high school, the district's schools that would accommodate these students have sufficient capacity. It is acknowledged that the high school is at its functional capacity, and that programmatic changes may be required to handle the demands placed on the school from existing projected enrollment in addition to the demand created by the project.

The proposed project will generate property tax revenues to offset the costs to the school district to educate the students introduced by the project. This is discussed in Section 3.7 of the DGEIS.

With regard to the site plan, the Business Administrator offered several comments. The school district has used 12 or 20 capacity school buses to travel down Dock Road in the past. The steep grade pulling out of Dock Road onto Route 9W and the wide right turn necessary for a large bus possibly pulling into the opposite traffic lane are two concerns with using a larger capacity school bus. There would be some minor modification to bus routes as the school bus must travel north after pulling out of Dock Road. Currently, there is a bus pick up point at the corner of Dock Road and Route 9W for students living on Route 9W who need to be transported to a school.

The Business Administrator also noted that the NYS DOT will be installing a traffic light at the corner of Young Avenue and Route 9W which has implications for traffic flow (discussed in Section 3.4 of the DGEIS). If there is a sidewalk from the residential development complex to the Marlboro Elementary/Marlboro Intermediate Schools complex, these students may not need to travel by school bus. If a large capacity school bus is necessary, a turn around location will need to be provided with a shelter area for students at one defined pick up location.

During detailed site plan review, an appropriate location for a student shelter area will be identified.

3.8.2.2 Police Protection

In order to make a determination as to the project's potential impact on police protection, the Police Chief was provided the following information regarding the project:

- The townhomes will all have three bedrooms. The prices of the units would be on average \$310,000. The price points affect the type of household likely to purchase the units - see below.
- The population will be 388 persons, using population multipliers applicable to new housing, for three bedroom townhouse units. These are standard, non-age restricted dwelling units, i.e., senior housing is not proposed. The population would be comparable to the general

population, e.g., with a mix of couples with no children, couples with children, and empty nesters based on the average pricing of the units.

- Of this total, there would be 53 schoolage children. The site layout proposes a pedestrian connection/trail to the elementary school site as well as to Route 9W.

As mentioned previously, the 2010 Census stated population of the Town is 8,808 persons, which makes the department's service ratio one officer per 352 residents. With the additional 388 persons, the ratio would be one officer per 366 persons, or an increase of 14 additional persons per officer.

Based on the foregoing information about the project, the Police Chief has indicated there is no reason to believe that there would be anything but a normal increase in requests for service from this location. It is his opinion that based on current staffing levels the department will be able to absorb the increase with no adverse effects on the department's ability to provide police service. The proposed development will generate additional property tax revenues that may be used to augment revenues to the police department if the Town Board determines it appropriate - refer to Section 3.7 for a discussion of property tax revenues.

3.8.2.3 Fire Protection

Based on discussions with the Fire Chief, it is anticipated that the fire district can adequately service the proposed project. Given the site's close proximity to the fire station, the fire department is able to respond quickly in the event of an emergency. The fire chief noted that the fire company can readily service a development where building heights are two stories. However, taller structures, i.e., three or more stories, may require response by a nearby company with a ladder truck.

The building design generally proposes a two-story arrangement. However, due to topography, it is possible that several of the buildings may be three stories where the slope requires this arrangement, e.g., garage under arrangement, or a walk-out basement. The residential development will be required to conform to the New York State Fire Code which requires that buildings that are three stories be sprinklered. Thus, any concern with potential building heights would be addressed through this design requirement. The property will generate additional property tax revenues which will offset any increase in costs to service the project - this is discussed in Section 3.7 of the DGEIS.

3.8.2.4 Ambulance Service

Based on conversations with Mobile Life's administrative staff, the company has adequate resources to service the project. The population that would be introduced is comparable to the Town's existing population, and it is not anticipated that there would be any additional and unique demands placed on ambulance services. The only comment expressed by the company was whether or not Dockside will be a gated community. If so, the homeowners association would need to coordinate with the company to ensure that access could be provided to the development in the event of an emergency. The applicant does not propose a gated entry, thus this will not be an issue.

3.8.2.5 Solid Waste Collection

According to the New York State Department of Environmental Conservation ("NYSDEC") publication Beyond Waste - A Sustainable Material Management Strategy for New York State

(adopted 12/27/10), the NYSDEC estimates that in 2008, New Yorkers generated an average of 5.15 pounds per day of municipal solid waste. The publication also notes that the EPA estimates that the average is 4.6 pounds per day. Using an average estimate of 5 pounds per day, the 388 residents would generate 1,940 pounds of municipal waste per day, or just less than one ton per day.

In order to handle the solid waste that would be generated from the residential development, it is anticipated that the homeowners association would contract with a local carting service to collect and dispose of the municipal solid waste generated by the development. The same service would also handle any recycling waste generated by the project.

3.8.3 Mitigation Measures

As the proposed project is not anticipated to have a significant adverse impact on any community service providers, no mitigation measures are proposed. During detailed site plan review, the site plan will be forwarded to the service providers so that the design of Dockside continues to take into consideration comments that may be raised by these community service providers.

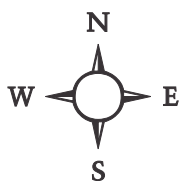
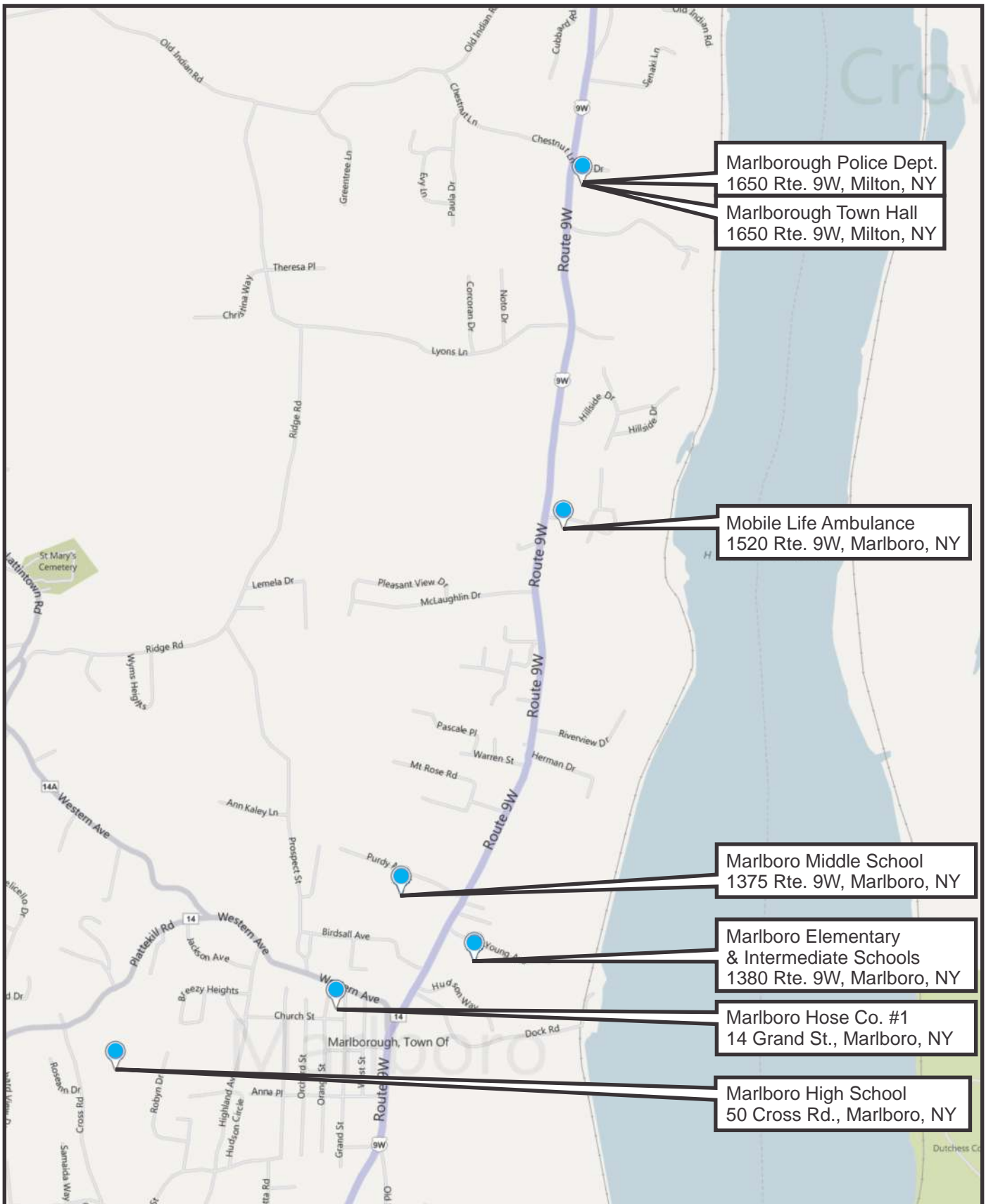


Figure 3.8-1: Community Facilities
 Dockside at Marlborough
 Town of Marlborough, Ulster County, New York
 Base Map: Bing Maps
 Approx. Scale: 1 inch = 475 feet