

Attachment A
WM Transmission Line Rebuild Project
PROJECT DESCRIPTION AND LAND USE
Town of Montgomery, NY
Special Exception Use Permit

Central Hudson Gas & Electric Corporation (CHG&E) proposes to construct the WM Transmission Line Rebuild Project (the WM Line Rebuild or the Project) in Orange County, New York (Figure 1). The existing 69kV WM Line extends from the East Walden Substation in the Town of Montgomery to the Rock Tavern Substation in the Town of New Windsor, a distance of approximately 12 miles. The proposed reconstruction will utilize both the existing transmission Line ROW and, in certain instances, new ROW in order to provide a better fit with existing land use patterns within the community. The WM Line will be reconstructed for continued operation at 69kV and generally will require a 100-foot ROW. The proposed Project is planned to be constructed in two phases. Phase I includes the northern and southern sections of the WM Line; Phase II encompasses the middle section (midsection). The northern section of the WM Line extends from the East Walden Substation to the New York State Electric and Gas (NYSEG) Tap, crossing portions of the Town of Montgomery and Village of Walden. The midsection includes the existing WM Line and an alternate route extending from the NYSEG Tap to the Maybrook Substation, and crossing portions of the Town of Montgomery, the Village of Montgomery and the Village of Maybrook. The southern section includes the existing WM Line from the Maybrook substation to the Rock Tavern Substation, crossing portions of the Village of Maybrook, the Town of Hamptonburgh, and the Town of New Windsor.

Northern Rebuild Section (Phase I)

The proposed route for the northern rebuild section of the WM Line is approximately 2.8 miles long from the East Walden Substation south and west to the NYSEG Tap. Approximately 1.2 miles of the route is within the Village of Walden and the remaining portion of the route (1.6 miles) is in the Town of Montgomery. The Project alignment begins at the East Walden Substation and extends south along CHG&E's existing Transmission Line ROW (with 345kV & 115kV lines) and departs from this existing ROW at a point approximately 0.5 mile north of Coldenham Road. The route then passes west approximately .25 mile along the south boundary of the Wallkill Valley Cemetery and south approximately 600 feet along the Crist Brothers Orchard property. The alignment continues west, enters the Village of Walden, passes southwest through the Village of Walden to the existing ROW, and proceeds south along the existing ROW to the NYSEG Tap.

Land use along the northern section of the WM route within the Town of Montgomery includes primarily agricultural land, some forested land, and active sand and gravel operation. Much of the route has been previously plowed for agricultural use. The active agricultural use along the northern alignment consists of corn and hay farming and

orchards. The northern route is located within an RA-.5 zoning district (Residential Agriculture, 1 and 2 Family) in the Town of Montgomery. A public utility use or ROW in this district requires a Special Exception Use Permit.

Midsection Rebuild (Phase II)

The WM Line midsection rebuild passes southwest from the NYSEG Tap to the Maybrook Substation, a distance of 7.1 miles. The WM Line midsection passes primarily through the Town of Montgomery. Approximately 0.31 mile of the route passes through the Village of Montgomery. From the NYSEG Tap, the WM Line midsection follows the existing ROW along the active Norfolk Southern Railroad tracks southwest for approximately 2.2 miles to a point just east of Factory Road in the Village of Montgomery. It traverses a neighborhood business district and a residential district in the Village of Montgomery before it reaches the Montgomery Substation, which is adjacent to an apartment building. From the Montgomery Substation, the midsection route is proposed to proceed southeast on new ROW through an undeveloped institutional property, along the western boundary of The Village at Goodwill planned subdivision, crossing Goodwill Road and traversing agricultural fields to a point where it rejoins the existing alignment approximately .5 mile north of I-84 on Beaver Dam Road. The Project alignment then passes south along Beaver Dam Road and existing ROW to I-84 and continues south from I-84 to Neeleytown Road. East of Neeleytown Road, the ROW turns east and south to the Maybrook Substation, remaining on existing ROW.

Much of the existing transmission Line ROW has been graded for railroad bed fill or is located within agricultural fields. Approximately 0.3 mile of this portion of the route has been recently disturbed for gravel quarrying. Land use consists of industrial, agricultural, residential, and forested upland and wetlands. The active agricultural use along the alignment consists of corn and hay farming. The midsection route is located within RA-.5 and -2 (Residential Agriculture, 1 and 2 Family), RA-2/PAC (Residential Agriculture, Planned Adult Community), I-1 (Industrial Park), I-D (Interchange Development), and OB (Office/Business) zoning districts in the Town of Montgomery. A public utility use or ROW in these districts requires a Special Exception Use Permit.

Southern Rebuild Section (Phase I)

The WM southern rebuild section begins at the Maybrook Substation and extends for approximately 2.1 miles southeast to the Rock Tavern Substation, crossing parts of the Village of Maybrook, Town of Hamptonburgh and the Town of New Windsor. The southern portion of the WM Line ROW will not be discussed in this Special Exception Use Permit Application as it is outside the boundaries of the Town of Montgomery.