

### **3.10 VISUAL RESOURCES COMMENTS AND RESPONSES**

**Comment 3.10-1 (Letter #2 Kauker & Kauker, LLC - Planning Consultants, March 4, 2009):**

The proposed development will be in scale with existing developments in the area and will meet the bulk requirements in the ordinance.

*Response 3.10-1: Comment noted.*

**Comment 3.10-2 (Letter #2 Kauker & Kauker, LLC - Planning Consultants, March 4, 2009):**

The SEIS discusses the proposed architecture of the buildings and also talks about proposed landscaping which will help to soften the development.

*Response 3.10-2: Comment noted.*

**Comment 3.10-3 (Letter #2 Kauker & Kauker, LLC - Planning Consultants, March 4, 2009):**

These issues will also be looked at more closely during the site plan review stage.

*Response 3.10-3: Comment noted.*

**Comment 3.10-4 (Letter #4 Frederick P. Clark Associates, Inc., March 13, 2009):**

The overall landscaping plan on Figure 2-3 shows a parking lot rimmed with landscaping without any breakup of the spaces creating aisles of 300 feet or more without any landscaping. A better plan would provide additional landscaping - even at the cost of reducing spaces. It is suggested that additional landscaping aisles be provided with walkways to provide safe and efficient pedestrian circulation.

*Response 3.10-4: The concept plan proposes a parking layout with 1,026 parking spaces - the proposed number of parking spaces is less than required by the zoning law; an area variance will be required. The applicant could eliminate ten parking spaces and still meet the minimum requirement of 4 parking spaces per 1,000 square feet gfa which is the minimum which should be provided on-site based on the review of various parking studies. Boxed tree planters could be provided at the corner where four parking spaces meet. There is no reduction in parking spaces and additional trees can be added to soften the lot. Ultimately, the Planning Board will review and approve a site plan that conforms to requirements set forth in the Zoning Law and by the Planning Board. If necessary and required by the Planning Board, the tenant space may be reduced to accommodate the minimum 4 parking spaces per 1,000 square feet of gross floor area and to integrate landscaping into the parking lot design. If landscaped aisles are required, walkways could be provided, if required by the Planning Board. The specific details of the parking design will be determined during site plan review.*

**Comment 3.10-5 (Letter #4 Frederick P. Clark Associates, Inc., March 13, 2009):**

The drainage system provided does not create design amenities which could be featured in the residential landscape. Rather it utilizes the standard detention ponds which offer little other than a place to temporarily store the stormwaters. The design could feature water amenities which could be supplemented with walking trails and other passive recreation features.

*Response 3.10-5: The stormwater management basins will be located on the commercial portion of the site and will be maintained by the commercial tenants of Buildings A and B. The concept plan contemplates standard detention pond design for the basins. Walking trails and passive recreation opportunities would be appropriate for*

*the wetland complex located on the Ramapo portion of the projects site. A trail and recreation opportunities can be integrated in and around the Minisceongo Creek wetland complex. The need and design of any such amenity will be determined by the Ramapo Planning Board during site plan review.*

**Comment 3.10-6 (Letter #4 Frederick P. Clark Associates, Inc., March 13, 2009):** Page 3.10-1 indicates that the property is within the Town of Ramapo Scenic View District. It further states that Route 202 is part of the district. This is not correct. The scenic view district in the vicinity of Minisceongo Park is related to the Palisades Parkway and not Route 202. This portion of 202 is not included in the Scenic View District. The appended map illustrates the difference.

**Response 3.10-6:** *Comment noted. No further analysis is required.*

**Comment 3.10-7 (Letter #4 Frederick P. Clark Associates, Inc., March 13, 2009):** The long path should be shown definitively on the map. The text description is not sufficient to judge the impacts to the Long Path views.

**Response 3.10-7:** *Figure 3.10-1 illustrates the location of the Long Path within the project vicinity and Figure 3.10-2 provides photos of the trail blazes within the project vicinity for field verification. The first photo shows a trail blaze that is located on the east side of the Route 202 on/off ramp adjoining the project site to the east. The second blaze is found on a utility pole in front of the Mt. Ivy Diner. Lastly, the third photo illustrates a blaze on the south side of Route 202 approaching its intersection with Route 45. This should assist in providing the commentator with the specific location of the trail in the project vicinity.*

*Potential impacts to the Long Path were examined in the 2006 DEIS, a document that has been incorporated by reference into the SEIS. The text of the DEIS states as follows: "Adjoining the easterly boundary of the Minisceongo Park property is a segment of a regional trail known as the Long Path, maintained by the New York - New Jersey Trail Conference. The path extends from the George Washington Bridge in Fort Lee, New Jersey, to Altamont, NY, in the Albany region. Its route is marked by the "parakeet aqua" blazes on telephone poles and trees. Within the project vicinity, the Long Path follows the right-of-way of the Palisades Interstate Parkway, crossing over the southbound exit ramp at Exit 13. It then follows the off-ramp along the easterly side of the ramp's right-of-way. The Long Path follows the ramp alignment, and crosses over Route 202 in front of the Mt Ivy Diner. It then travels along the south side of Route 202 in an easterly direction, along the park and ride facility, and then heads south along Route 45 to the entrance of Gurnee Park. The site is visible from the Long Path."*

*Views from the Long Path are comparable to views visible from the southbound access ramp. The path is approximately 100 feet from the easterly property line on the easterly side of the ramp. The Long Path connects various parks and open spaces throughout the region and passes through existing suburban and urban areas along its length. In terms of overall context, the Long Path is traveling through a suburbanized area in the project vicinity, passing behind single-family homes, and paralleling highways, including the commercialized portions of Route 202 and Route 45, to connect to Gurnee Park southeast of the project site. Views from this trail are of modern commercial, industrial, and residential uses in this area. The Minisceongo Park project would not be significantly different or in stark contrast to existing suburbanized landscape views visible from the path. With construction of the proposed project, the landscape views*

## Visual Resources

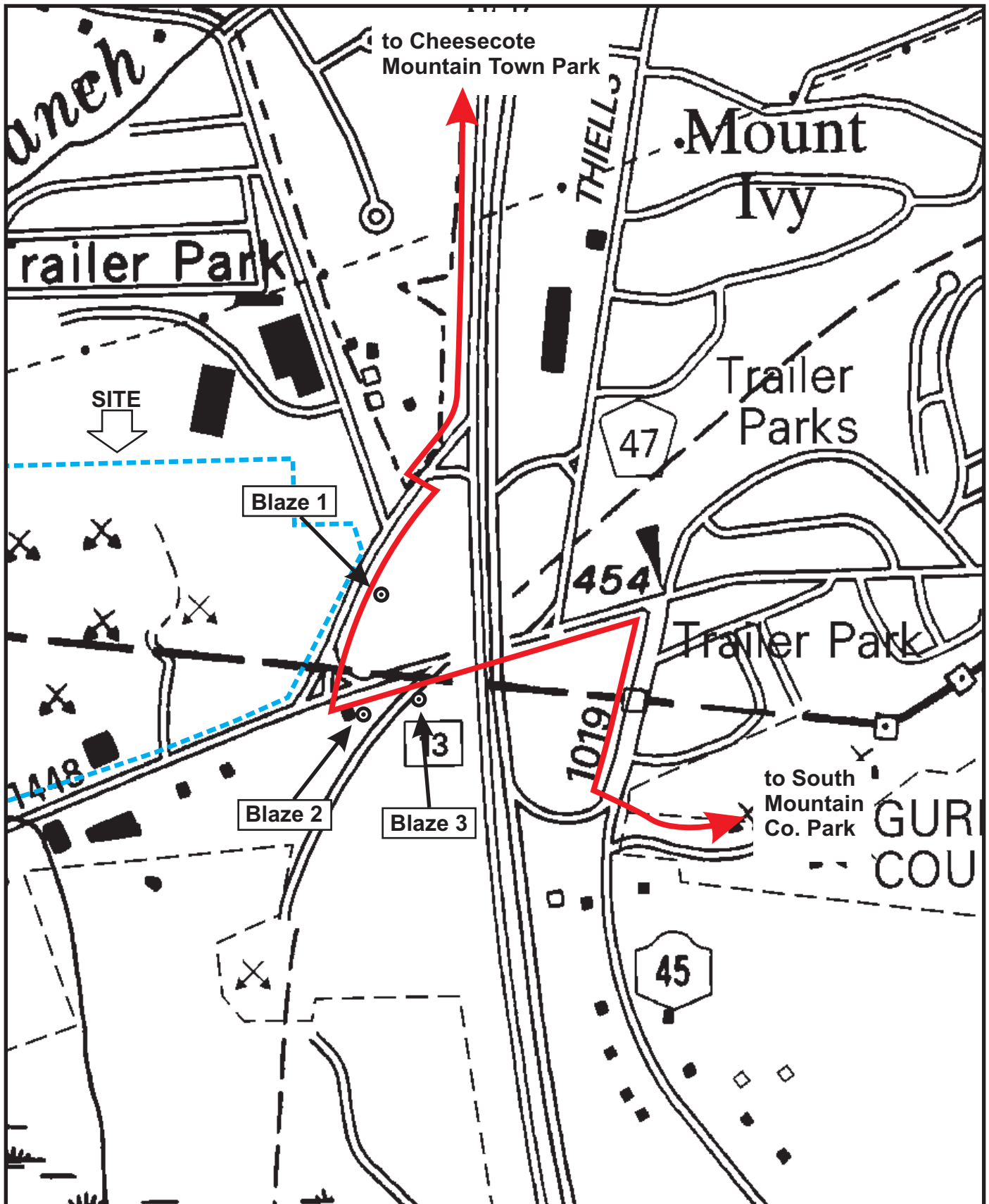
November 20, 2009

would continue to be that of a suburbanized landscape. A vegetative buffer will remain between the Long Path and the easterly boundary of the project site, within the PIP ramp rights-of-way. Thus, views of the future commercial space and parking lots would be partially screened during off-leaf time periods and screened during on-leaf conditions. During site plan review, the Ramapo Planning Board and Haverstraw Planning Board will review the landscaping details for the project, and supplemental landscaping will be added at the Boards' direction to further screen views from the Long Path.

The plan will also be transmitted to the Palisades Interstate Park Commission (PIPC) for review and comment during site plan review. In a phone interview with Mr. Mike Cullen<sup>1</sup>, Senior Landscape Architect with the PIPC, he indicated that the PIPC's recommended 20-foot undisturbed buffer zone applies to areas adjacent to the highway ramps. In this instance, vegetation was removed previously from the project site, and existing vegetation would be retained within the PIP right-of-way. He indicated that the PIPC would look favorably on a landscape plan that augments the existing buffer on PIP land, and that the PIPC would anticipate plantings that when installed are reasonably sized. The landscape plan that is included with the detailed site plan will include deciduous tree plantings which have a planting height of 8-10 feet, and evergreens with a planting height of 6-8 feet. With implementation of a landscaping plan, it is expected that views of the project site will be adequately screened from the PIP/Long Path.

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<sup>1</sup> Phone interview conducted on 3/21/06.



KEY  
 — Long Path Trail  
 - - - Site Property Boundary

Figure 3.10-1: Long Path Trail Key Map  
 Minisceongo Park  
 Towns of Haverstraw & Ramapo, Rockland County, New York  
 Base Map: NYS DOT Planimetric Map, Thiells Quad  
 Scale: 1" = 500'



Figure 3.10-2: Photos of Long Trail Blazes  
Minisceongo Park

Towns of Haverstraw & Ramapo, Rockland County, New York