

3.9 Aesthetic Resources

3.9.1 Introduction and Methodology

The visual assessment that is presented below has been conducted in accordance with the New York State Department of Environmental Conservation (NYSDEC) guidelines¹ relating to the assessment and mitigation of visual impacts. A visual assessment is an analytical technique that determines the viewshed of a particular project, identifies aesthetic resources within the viewshed, determines the potential impact of the project on aesthetic resources, and identifies strategies to avoid, eliminate or reduce impacts. The visual assessment will often incorporate use of line-of-sight profiles or photographs to demonstrate potential visibility of the facility from a sensitive viewpoint.

“Viewshed” is defined as the geographic area from which a “facility” or project may be seen. An aesthetic resource is a formally designated place visited by the public for the purpose of enjoying its beauty. For the purpose of this assessment, that resource may be designated by a local jurisdiction, a state agency, or a federal agency. Additionally, other scenic resources may be considered significant aesthetic resources for the purposes of the visual assessment based on their unique characteristics.

Variables associated with the actual visual experience are often presented in a visual analysis, such as atmospheric perspective (diminishing clarity and contrast of view due to atmospheric interference), and size perspective (reduction of apparent size of objects as distance increases). It is noted that mere visibility of a development, even startling visibility, does not automatically mean it has a visual impact. An impact occurs when there is a demonstrated detrimental effect on the public enjoyment of an aesthetic resource and when design-oriented strategies, or the mitigating effects of perspective, do not adequately reduce the visibility from an aesthetic resource to an insignificant level.

Potential Significant Aesthetic Resources

Seven scenic and aesthetic resources were identified within the project vicinity:

- Palisades Interstate Parkway
- Appalachian Trail
- Hudson River
- Harriman State Park trails
- Samuel Fisher Mount Ivy Environmental County Park
- NYS Route 202 (Scenic Road District)
- NYS Route 306 north of Grandview (Scenic Road District)

A review of topographic surveys indicates that due to intervening topography and distance, the site would not be visible from the Palisades Interstate Parkway (a National Register and State Register eligible property), from the Hudson River (a federally-designated National Heritage Area) located to the east, or from the Appalachian Trail located to the north. No other state or federally designated properties are located in the project vicinity.

¹ NYS DEC Program Policy, *Assessing and Mitigating Visual Impacts*, 2000.

The Palisades Park system, including Harriman and Bear Mountain State Parks, is within the project vicinity. The Suffern-Bear Mountain Trail, a public hiking trail, passes less than one mile west of the site within the Ramapo Mountains. Potential views of the site from locations along this trail, which has scenic viewpoints identified on the New York-New Jersey Trail Conference map of Harriman Park, are analyzed in this visual assessment.

The Rockland County comprehensive plan, *River to Ridge*, maps historic, recreational and open space park land within the County that may be considered scenic resources. Within the project vicinity, Mt. Ivy Environmental Park (access is from Firemans Memorial Drive) is a County park located in proximity to the site. Due to intervening topography, the project site is not visible from Mt Ivy Park.

Town of Ramapo Scenic Road District

The Town of Ramapo Scenic Road District Law (Local Law No. 7-2004) establishes a Scenic Road District that includes "all property in unincorporated areas of the Town of Ramapo within 1,000 feet from the center line" of eleven designated roads. The subject property has frontage on two of these roads: NYS Route 202 and NYS Route 306 north of Grandview, as shown on the map of the Scenic Road District (Figure 3.4-9).

The stated purpose of the District is to protect the scenic qualities along these designated roadways. Properties within the District are subject to review by the Building Inspector or Planning Board to assess compatibility of new development with the existing character, according to Review Standards defined as follows:

Section 4. A.3. Review Standards -- In order to grant approval, the Building Inspector or Planning Board whichever is applicable, must find that such structure or alteration is architecturally compatible with surrounding structures and that the important scenic and natural features of the site will be substantially preserved. To the extent practicable, all structures to be built on land within the Ramapo Scenic Road District shall be sited and clustered on the tract in such a way as to avoid or minimize the obstructing of scenic views in this District.

Further standards of review include requirements for setbacks, buffers, and screening, the preservation of vistas, stone walls, and existing vegetation, and the regulation of signage. These requirements as they apply to the proposed plan are addressed in the Potential Impacts and Proposed Mitigation sections below.

Visual Field Survey

A visual resource survey was conducted in the project study area on April 26 and April 30, 2008 to identify local viewpoints from which the project site is visible, in addition to the scenic viewpoints listed previously. The photos taken during these surveys are presented below, showing spring conditions when many trees were substantially bare. The visual assessment included a second field survey on April 8, 2009, which included launching weather balloons on the site to evaluate their visibility from specific viewpoints off-site. Balloons were launched to the approximate height of the trees (45 feet off the ground) at three locations that generally outline the area of proposed zone change. Photos were taken to supplement the prior year survey and are provided herein. Balloon locations are shown in Figure 3.9-1A.

Prior to conducting the initial visual field survey, the limits of the study area were determined through inspection of U.S. Geological Survey (USGS) topographic maps, which reveal the potential visibility of the project site based on topography alone. Based on this review, the potential viewshed from which the site may be visible extends approximately one-half mile to the east and south, and approximately one mile to the north and northwest of the project site

In the field survey other factors that may serve to limit or block views of the site, such as intervening vegetation or buildings were observed and documented. The survey established the following publicly-accessible locations from which portions of the site are visible:

- NYS Route 306 along the project site's eastern frontage
- NYS Route 202, along the project site's northern and western frontage
- Scenic Valley Drive at the project's southern frontage
- Hidden Valley Drive near the southeast corner of the site
- Harriman State Park along the Suffern-Bear Mountain Trail

3.9.2 Existing Conditions

Existing Visual Character

NYS Route 202 abuts the site on the north and west, and NYS Route 306 abuts it on the north and east. Along these routes the area is rural in character, consisting of woodland, a large wetland along NYS Route 202, and scattered older single family residences. The nearby Ramapo Mountains in Harriman State Park contribute to the overall rural and scenic character of the area. A small, older summer camp is located along NYS Route 306 across from the eastern frontage of the project site. On the south side of the site are older developments of single family residences and landscaped properties.

Existing Views from Nearby Locations

Views of the site from the nearby roads vary depending on the topography and vegetation. The existing conditions at the potential viewpoints along area roads and trails were noted. These viewpoints are located on the Viewpoints Location Map (Figure 3.9-1), and the descriptions of conditions at these locations are as follows. The descriptions incorporate observations made in the field as well as existing features evident in a recent aerial photograph of the project area (see Figure 3.9-1A). Two more distant viewpoints located on the mountain to the west are indicated in Figure 3.9-8.

View 1: From NYS Route 306

On the east along NYS Route 306, the northeast portion of the property has road frontage consisting of moderately dense deciduous woodland on generally flat land. When the trees are bare, views into the interior of this portion of the site are possible, as shown in Figure 3.9-2. At the horizon through the trees, the distant ridge line of the Ramapo Mountains is visible when leaves are off the trees. Existing houses along NYS Route 306 south of the project site frontage are situated on small properties and are in a mixture of styles that appear to be from the early and middle twentieth century. The rear yards of the residential properties on the west side of Route 306 abut the project site, which is a wooded wetland at this location. Along the northerly

Route 306 site frontage, there is a 100-foot wide cleared easement for Orange and Rockland high voltage transmission towers and an additional cleared utility easement for the Columbia Gas main. These towers are highly visible during both off leaf and summer conditions.

View 2: From the Intersection of NYS Routes 202 and NYS Route 306

The view southwest from the intersection of NYS Routes 202 and 306 encompasses the north end of the subject property (Figure 3.9-3). During leaf-off conditions, views penetrate into the site through second growth deciduous woodland and sparse understory. When the trees are in leaf, views into the site are largely obscured.

View 3: From NYS Route 202 at Old US Highway 202

NYS Route 202 west of the site is characterized by sparse development in a predominately wooded landscape. The road passes through valley, with a large wetland directly to the west and the Ramapo Mountains visible approximately one half mile beyond. In the vicinity of Old US Highway 202, the topography on the subject property slopes up gently from the roadway for approximately 150 feet and then more steeply beyond (Figure 3.9-4). Most of the crescent shaped property between NYS Route 202 and Old US Highway 202 is deciduous woods, with a small area of open meadow on the northeast end. Two older homes are located along Old U.S. Highway 202, and are visible through the trees from Route 202. The woods are open, with little understory, therefore views penetrate deep into the site when the trees are bare. When the trees are in leaf, views into the subject property are limited to about 100 feet or less from Route 202 in this vicinity.

View 4: From NYS Route 202

Beyond the southern intersection with Old US Highway 202, is a stretch of NYS Route 202 that is entirely undeveloped. The property frontage includes an old stone retaining wall set back approximately 60 feet from the road and visible through the trees (Figure 3.9-5). The wooded terrain rises sharply in this portion of the site, from an elevation of approximately 420 feet here to the high point in the southwestern portion of the site at elevation 565 feet.

Views 5 and 6: From Scenic Drive and Hidden Valley Drive

Scenic Drive is a local road ending in a cul de sac adjacent to the south end of the subject property. A thin scrim of deciduous trees line the southern boundary of the site, and beyond this an open, rolling meadow framed by woods extends over 1000 feet to the northwest, rising on a knoll that obscures views of the pond that lies just beyond it (Figure 3.9-6). The view from this location extends beyond the knoll to the Ramapo Mountains at the horizon. The neighborhood character along Scenic Drive is suburban, with moderately large mid-twentieth century houses and landscaped lots.

Views of the southern portion of the site across properties on Hidden Valley Drive are possible at several locations near Scenic Drive (Figure 3.9-7). The meadow and woods on the subject property lie at a lower elevation than the properties along Hidden Valley Drive, allowing views across the site to the Ramapo Mountains through a row of trees at the property boundary.

Views 7 and 8: From the Suffern-Bear Mountain Trail

Two points identified as Scenic Views (referred to herein as "overlooks") on the New York-New Jersey Trail Conference Map of Harriman State Park are located immediately west of the project site. Located along the Suffern-Bear Mountain Trail, which is shown in Figure 3.9-8, the two overlooks are on Panther Mountain. A third overlook is identified farther south, southwest of Catamount Mountain.

Figure 3.9-9 shows the panoramic view across northern Rockland County to the Hudson River and beyond, seen from the northerly of the two above-mentioned scenic overlooks on Panther Mountain (labeled overlook A in Figure 3.9-8). Due to the topography, the available view is looking due east overlooking the northern portion of the project site that is located in the valley just below this viewpoint.² Given the broad expanse of the regional landscape in this view and the compelling scenery in the distance, the site does not attract the notice of the viewer at this location. The tree tops on the project site can be seen through the foreground vegetation from this overlook when leaves are off the trees. Another view is shown in Figures 3.9-9A and 3.9-9B, taken from the vicinity of the second scenic overlook on Panther Mountain south of this location, identified as overlook B. These figures identify the locations of the three weather balloons flown on the site in April 2009. Dense tree cover along the trail was found to substantially obscure potential views of the site from other locations on the trail in leaf-off conditions and would be expected to prevent views of it when the trees are in leaf.

From the scenic overlook along the trail south of Catamount Mountain (labeled overlook C in Figure 3.9-8), the southern portion of the site can be seen in the mid ground of an expansive panoramic view of Rockland County and northern New Jersey, through dense tree branches in the foreground during off leaf conditions (Figure 3.9-10). Another view is shown in Figure 3.9-10A, taken from the vicinity of overlook C and demonstrating the density of existing tree cover. Based on the field surveys, trees in full leaf would be expected to completely obscure views of the site from this location.

Analysis of the physical features visible in the photograph was conducted by the landscape architect to ascertain the relative position of the project site within the photograph using available topographic mapping, aerial photographs and site area photography, in conjunction with perspective drawing techniques. At both overlook A and overlook B, the project site is situated beyond brink of the mountainside and far below the elevation of the viewer, such that the visibility of the site itself is largely supplanted by the vast outward view of the regional landscape scene. The tree tops of foreground vegetative cover that exists on the mountainside, seen from the trail in Figures 3.9-9 and 3.9-10, and the ground line in Figure 3.9-9, obscure most of the features in the immediate valley below where the project site is located, thereby focusing the views outward. Given the angle of view from the trail overlooks existing open meadow areas on the project site cannot be distinguished from the tree cover in Figures 3.9-9, 3.9-10 and 3.9-10A. Figures 3.9-9A and 3.9-9B, taken when weather balloons were flown on the site, demonstrate the greatest visibility of the project site in off-leaf conditions from one point on the trail.

² It is noted that the 2-dimensional photographs tend to "flatten" the views of the terrain from what is experienced in the field, especially for the broad panoramic views from the mountain trail.

Existing Structures

In addition to the houses along Old U.S. Highway 202 and Route 306, described previously, several other houses located in the site area and the Hasty Hills Stables located on the project site are not visible from area roads.

3.9.3 Potential Impacts

Change in Visual Character

The proposed project would convert currently vacant woods and fields to a residential development and thereby change the character of the site. Clearing of trees and grading for construction and the addition of two story single family and townhouse dwellings would allow some views of the proposed development from area roadways. New lawns and landscaping would replace existing woods and meadows in developed areas, while preserving some natural buffers and placing single family development around the perimeter of the development. Preservation of the single family development density along the Route 202 and 306 corridors is specifically proposed as a design technique to integrate the development with the existing character of the locale. A Conceptual Landscaping plan has been developed to retain existing forested areas as far as practicable, and to restore vegetation along the scenic road corridor, providing screening of the developed areas within the interior of the site. As shown on the Conceptual Landscape Plan, the land along US Route 202 which contains the stone retaining wall is located within the area to remain undisturbed.

Cross sections have been prepared to illustrate the discussions of visibility from several of the identified viewpoints, presented below under Changes in Views from Nearby Locations. Figure 3.9-11 shows the locations of the cross sections.

Town of Ramapo Scenic Road District

Following is a checklist of site plan review and approval items taken from Town of Ramapo Local Law No. 7-2004, Scenic Road District Law. A significant portion of the project site is situated within the defined limits of said district (see Figures 3.4-9 and 3.4-10). The bullet items below list the extent to which the proposed project plan for the Patrick Farm development conforms to the district criteria:

- Architectural Compatibility with Surrounding Structures* - proposed project places single family residence lots around the perimeter of the development with multi-family units internal to the project. Single family residences and lot sizes are similar to the existing homes in the site vicinity.
- Substantially Preserve Scenic and Natural Features of the Site* - proposed plan preserves a number of substantial areas in natural land cover that have inherent environmental functions, including scenic qualities. The largest contiguous areas would include preserved wetlands and wetland buffer areas in the north central area; land in and around the power line easement and stream corridor crossing the north end of the project site; the existing pond and associated in-flowing and out-flowing streams in the south end of the project site; wetlands in the south end; and steep slope areas around the existing knoll in the southwest area including preservation of the stone wall along Route 202 in this area. A site plan revision was made (incorporated into the current proposed plan) that reduces disturbance to the knoll and eliminates blasting in this area.

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- ❑ *Siting and Clustering to Avoid or Minimize Obstructing Scenic Views* - proposed project places single family residence lots around the perimeter of the development with multi-family units internal to the project. Visual analysis demonstrates no views will be obstructed by the project as proposed.
- ❑ *Double Front Yard Setback for Structures and Parking* - all proposed single family lots along Route 202 have been designed using double the required setbacks for buildings and parking, except for Lot 79 due to the unique limitations of that area. Lot 79 meets the setback requirements for the R-40 zone.
- ❑ *Double Side and Rear Yard Setbacks for Structures and Parking if there are Historic or Scenic Resources to be Protected* - The proposed plan provides easements for access to two historic features that are proposed to be preserved: Elias Conklin cemetery in the vicinity of Lot 8 and J. Mather farmhouse stone foundation on Lot 51.
- ❑ *Require Management of Front Yard to Preserve Significant Vegetation, Land forms, and Water Features; Create Dense Landscape Buffer; Preserve Stone Walls, Fields; Protect Visual Buffer and Prominence of Scenic Vistas including Views of Historic Properties and Landscapes* - proposed plan includes double the required setback on lots that front on Routes 202 except for Lot 79. No legal restrictions (such as a conservation easement) are proposed for these areas. Disturbance to the scenic ridge line in the southwest portion of the site has been minimized, the existing stone wall has been preserved in this area. As shown on the landscape plan a dense vegetative buffer is proposed in the vicinity of the entrance way to screen views of the multifamily development from US Route 202. Refer to Figure 2-7 showing a photo-simulation of the entrance area after construction.
- ❑ *Reduce Intrusions Into Open Space: Consider Common Driveways, Shared Utility Services* - The proposed project includes several cul-de-sac roads as a design measure to avoid disturbance to certain open space areas and steep slope areas: there is no connection of Roads A and B cul-de-sacs, and a common drive is proposed for Lots 1, 2 and 3, to avoid excessive steep slopes disturbance at the knoll in the southwest corner; no connection of Roads D and E cul-de-sacs, and a common drive is proposed for Lots 13 and 22, to preserve the wetland at the south end of the site; and Road D ends in a cul-de-sac, and a common drive is proposed for Lots 67 and 69, to minimize disturbance to the stream corridor in the north end of the site.
- ❑ *Cluster Subdivision is Preferred Residential Land Development type within, adjacent to, or affecting the character of the District, provided that: all structures and parking are screened year-round by land form or vegetation as viewed from public ROW; no diminishment of scenic vistas including views of historic properties and landscapes; and screening is placed in a conservation easement* - rather than a cluster subdivision design. - The proposed plan incorporates a design where single family lots are placed around the project perimeter to reflect the character of surrounding development, while placing more dense housing within the interior of the project and substantially out of sight from off-site vantage points.
- ❑ *Preserve Existing Vegetation to Screen Structures from Public View within the District* - The proposed plan incorporates preservation of existing trees as buffer areas varying in width, generally from 20 to 50 feet wide, within the District. On proposed lots along US Route 202, existing woods are proposed to be retained to a depth of 180' on Lot 2, 30' to 55' on Lots 79-82, and 20' to 100' on Lots 70-77 based on the grading plan. Existing woods on proposed lots along Route 306 are proposed to be retained to a depth of 30' to 50' on Lots 67-70, 24' to 120' on Lots 57, 58 and 66, and 15' on Lot 51 based on the grading plan. The proposed structures would be placed at greater dimensions from these roadways, with

intervening vegetation and topography to buffer (although not obscure) views of the development. For this reason, the project is designed with an envelope of single family lots along the District roadways.

- ❑ *Provide for No Cutting of Trees exceeding 8 inches dbh without an approved plan; no cutting of all trees in a single contiguous area exceeding 20,000 square feet* - the applicant is requesting approval to develop the project as designed, which would necessitate removal of trees exceeding 8" dbh and cutting contiguous areas of existing woods in portions of the site.
- ❑ *Discourage Telecommunication Towers in the District* - There are existing electric transmission towers along an Orange & Rockland utility easement crossing the north end of the subject property. No *telecommunication* towers are proposed by this applicant.
- ❑ *All signs shall be regulated pursuant to the Zoning Law*

Changes in Views from Nearby Locations

Views from the Intersection of NYS Routes 202 and 306

Single family houses are proposed to be constructed around a cul de sac with the backs of the lots towards the intersection of NYS Routes 202 and 306, requiring the clearing of woods at this location. The houses arrayed at the corner of the two roads would have new landscaping combined with existing trees that would be preserved. The landscaping would be in a naturalistic or more manicured style to be determined during the process of the review of this DEIS in order to be compatible with the natural setting. A cross section of the proposed development showing a representative line of sight from this location is shown in Figure 3.9-12.

Views from NYS Route 306

The proposed eastern entrance road, designated Road F on the site plan, runs perpendicular to NYS Route 306. Houses located along this road close to the site entrance would be visible from Route 306, while those farther to the west would be partially screened from view by existing woods, new plantings, and houses in the foreground. Road F forms a tee with Road D, which would branch to the north and south. Houses on the north branch would likely be visible from NYS Route 306 beyond the properties closer to the road. The south branch of Road D would be located behind a wooded wetland, to be preserved, and existing residential development on Route 306. Views of the new development at this location would be obscured due to the density of the tree cover. The electric transmission towers previously discussed would remain visible from this portion of Route 306 through the foreground trees.

The proposed entrance to the community service worker apartments is located north of the Hillcrest Fire Station on NYS Route 306. The view would include an access road leading to the parking area for the apartments and community building and a private driveway and residence along the road frontage. The apartments would be set back over 200 feet from the road.

From the Route 306 Scenic Road District south of the Fire Station, visibility of the proposed Patrick Farm development would be obscured by the existing woods vegetation that would remain, both on the subject site in the wetland area and at the rear of adjoining single family residence properties. Refer to the representative sight line shown in Figure 3.9-13 (C-C).

Views from NYS Route 202 at proposed entrance location

The proposed west entrance to the project on NYS Route 202 would include a two way entry drive that would bridge a proposed landscaped pond before crossing Old US Highway 202. A cross sectional view of the proposed development at this location is shown in Figure 3.9-12, showing the potential line of sight profile B-B. Refer to Figures 2-7 and 3.9-23 also showing an illustration and cross section, respectively, of the entrance area post-construction. A cluster of new residences with associated landscaping and parking areas would be arrayed on the slopes facing west. It is the applicant's intent to pursue de-mapping of the Old Route 202 alignment and utilize this area to provide additional buffer landscaping for screening of the interior of the project site.

Views from NYS Route 202 south of proposed entrance location

South of the proposed west entrance, single family houses with rear yards on NYS Route 202 are proposed. A cross section taken through of the proposed development at this location is shown in Figure 3.9-13 (Section C-C). The houses would be set back 90 feet or more from the road and constructed at elevations at least 20 feet higher than the road. Within the setback along the road, portions of the existing woods would be preserved. Behind these houses, the townhouses that are proposed to be built on the more level ground towards the center of the property would be situated below the line of sight from Route 202, due to the steeper topography close to the road. In addition to the existing trees along the road frontage south of the site entrance, the existing stone wall would be retained.

At the southwest corner of the property on NYS Route 202, three houses are proposed to be constructed on large lots at the highest point of the property, approximately 100 feet above the level of the roadway. These properties would not be visible from the road due to intervening topography. Houses proposed to be built in the central southern portion of the site would be situated on terrain that slopes eastward towards the lake and meadow on the property, and these also would not be visible from NYS Route 202.

Views from Scenic Drive and Hidden Valley Drive

In the vicinity of Scenic Drive, residences are proposed to roughly encircle the wetland meadow at the southern end of the project site. Two branches of the internal road network would end in cul de sacs north of the existing cul de sac on Scenic Drive. Five houses are proposed with driveway access onto Scenic Drive. This style of development would be comparable with the existing development in this location, where there are five house lots opposite the project frontage. Existing trees along Scenic Drive would be retained to the extent practicable.

The southeastern leg of the internal road would service single family residences that would occupy the perimeter of the site. Inside this, towards the center of the site, groups of townhouses are proposed where the terrain gently slopes inward towards the lake on the property, reaching an elevation approximately 40 feet lower than the elevation of Scenic Drive and Hidden Valley Drive. Because the subject property slopes away from Hidden Valley Drive and the proposed houses would be constructed at lower elevations, it is anticipated that views of the upper portions of the proposed buildings would be possible, while not obstructing the distant view to the Ramapo Mountains over the roofs of the houses in this location.

Views from the Suffern-Bear Mountain Trail

After construction, the view from scenic overlook A and B on Panther Mountain would include new housing development in the scene. Given its position at a higher elevation, new development on the project site would appear in a relatively small area of the mid ground of an expansive, panoramic view of the valley region, which includes visible housing development and agricultural field clearings in numerous areas beyond the site itself. The new buildings visible in the mid ground of this vast panorama would appear in clusters within the areas of trees to be retained around the project, similar to other development within this view, and would not be expected to impose a significant change to the regional landscape scene. In particular, the locations of the weather balloons flown on the site (Figures 3.9-9A and 3.9-9B) that generally outline the area of proposed zone change demonstrate the limited area of the densest proposed development within the broad scene. As seen in the photographs from the trail vantage points, intervening foreground tree cover on the mountain would obstruct sight lines toward the site in varying degrees. It is also noted that use of the trail is greatest when leaves are on the trees and the potential for view of the project development is most obscured. A cross section illustrating representative lines of sight toward the proposed development from the vicinity of overlook A and B is shown in Figure 3.9-13 (Section D-D).

Similarly, the line of sight toward the proposed development from the scenic overlook southwest of Catamount Mountain (overlook C) would be obstructed by the dense tree top branches during off leaf conditions, and would be obscured when trees are in leaf.

3.9.4 Proposed MitigationSite Design

The site design for the proposed development would locate single family residences on the lots with frontage along NYS Routes 202 and 306 and Scenic Drive, while the townhouses would be clustered in the central portion of the property. This layout would allow for the preservation of existing trees, landforms, and characteristic development patterns along the area roads and the screening of denser portions of the development in the center of the property. In this way the site design would conform to the standards in the Town of Ramapo Scenic Road District Regulations. A Conceptual Landscaping plan has been developed to retain existing forested areas as far as practicable, and to restore vegetation along the scenic road corridor, providing screening of the developed areas within the interior of the site. The foregoing discussion and accompanying cross sections demonstrate that the proposed project would not obstruct any existing scenic view.

Architecture

Architecture for the Patrick Farm Development would be developed more fully during the review process to respond to requirements and goals of the Town. Representative architecture is shown in the set of architect's renderings in Figures 3.9-14 through 3.9-21. The project sponsor is committed to selecting residential architectural styles that complement the most pleasing examples in the community. Colors and materials would be chosen to integrate the buildings with the natural landscape and the character of the locale.

Landscaping

As shown in the attached Conceptual Landscaping Plan, landscaping for Patrick Farm, including built elements, trees, shrubs and other plantings would adopt a naturalistic and/or a more manicured approach in accord with the overall site design, architectural concept, and the specific standards and goals of the Town. The project includes an extensive system of walkways to facilitate pedestrian circulation around the project site without vehicles. Figure 2-5 illustrates a portion of the pedestrian system in the area of the existing pond on the site. The project entrance area is designed to include two landscaped ponds with small fountains to provide an aesthetic feature along US Route 202. See Figures 2-6 and 2-7 which show an example of what such a fountain may look like from the entrance road.

The architect's renderings shown in Figures 3.9-14 through 3.9-22 illustrate potential landscape plantings to screen views from locations along area roads and decorative landscape plantings using combinations of evergreen and deciduous trees and flowering plants. Figures 3.9-20 and 3.9-21 show typical streetscape views within the multifamily portion of the development. Figure 3.9-22 shows a rendering of the view of the promenade proposed around the existing pond on the property.

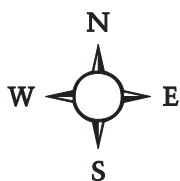


Figure 3.9-1: Viewpoints Location Map
 Patrick Farm
 Town of Ramapo, Rockland County, New York
 Base Map: Google
 Scale: 1" = 1,000 feet

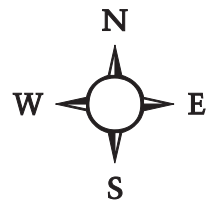
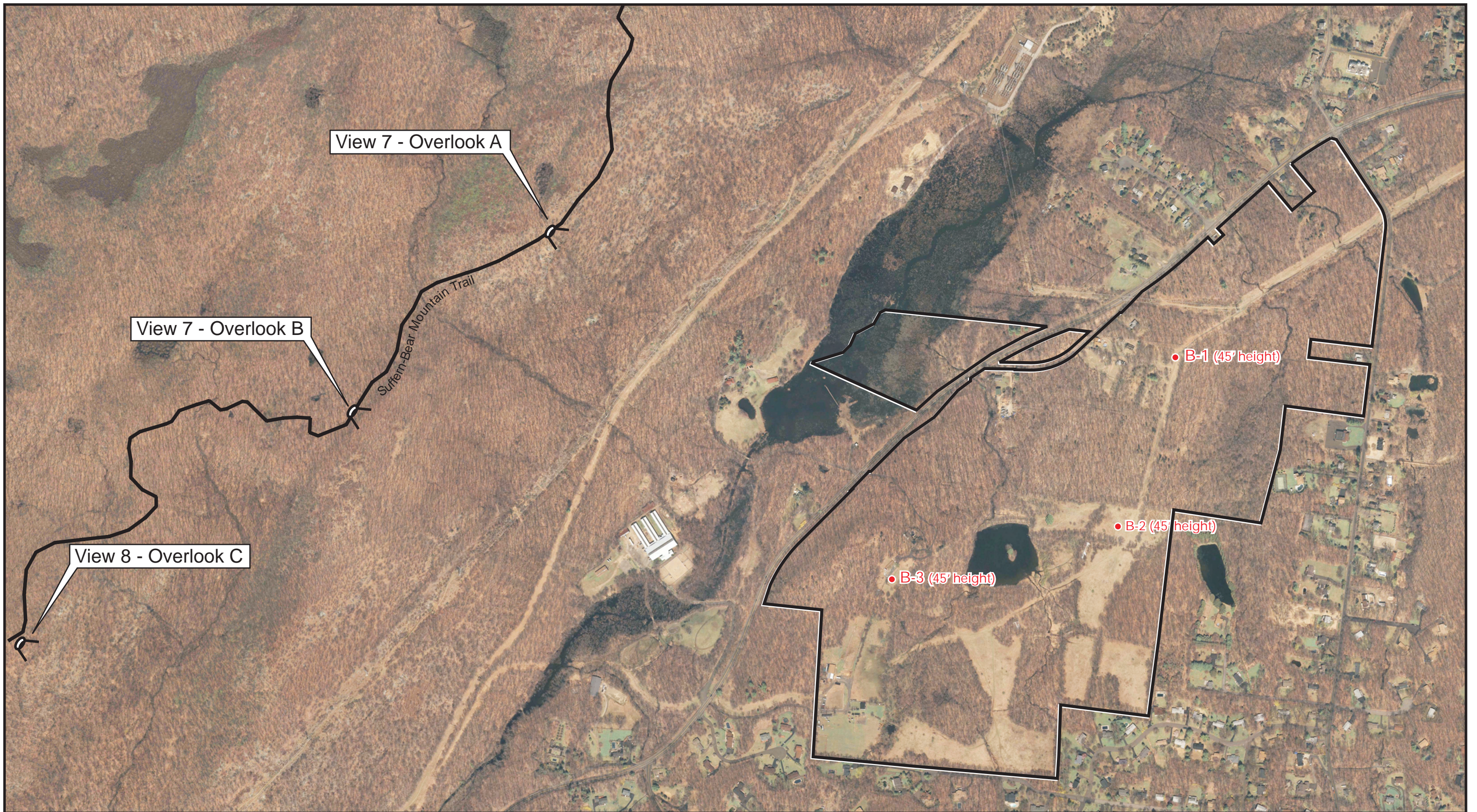


Figure 3.9-1A: Aerial Site Location Map
 Patrick Farm
 Town of Ramapo, Rockland County, New York
 Base: NYS GIS Clearinghouse, 2007 Aerial Photo
 Scale: 1" = 2,000'



Figure 3.9-2: View 1 - From NYS Route 306
Patrick Farm
Town of Ramapo, Rockland County, NY
Source: TMA Photo, 4/30/08



Figure 3.9-3: View 2 - From NYS Route 202 and 306 Intersection
Patrick Farm
Town of Ramapo, Rockland County, NY
Source: TMA Photo, 4/30/08



Figure 3.9-4: View 3 - From NYS Route 202 at Old U.S. Highway 202
Patrick Farm
Town of Ramapo, Rockland County, NY
Source: TMA Photo, 4/30/08



Figure 3.9-5: View 4 - From NYS Rte. 202
Patrick Farm
Town of Ramapo, Rockland County, NY
Source: TMA Photo, 4/30/08



Figure 3.9-6: View 5 - From Scenic Drive
Patrick Farm
Town of Ramapo, Rockland County, NY
Source: TMA Photo, 4/30/08



Figure 3.9-7: View 6 - From Hidden Valley Drive
Patrick Farm
Town of Ramapo, Rockland County, NY
Source: TMA Photo, 4/30/08

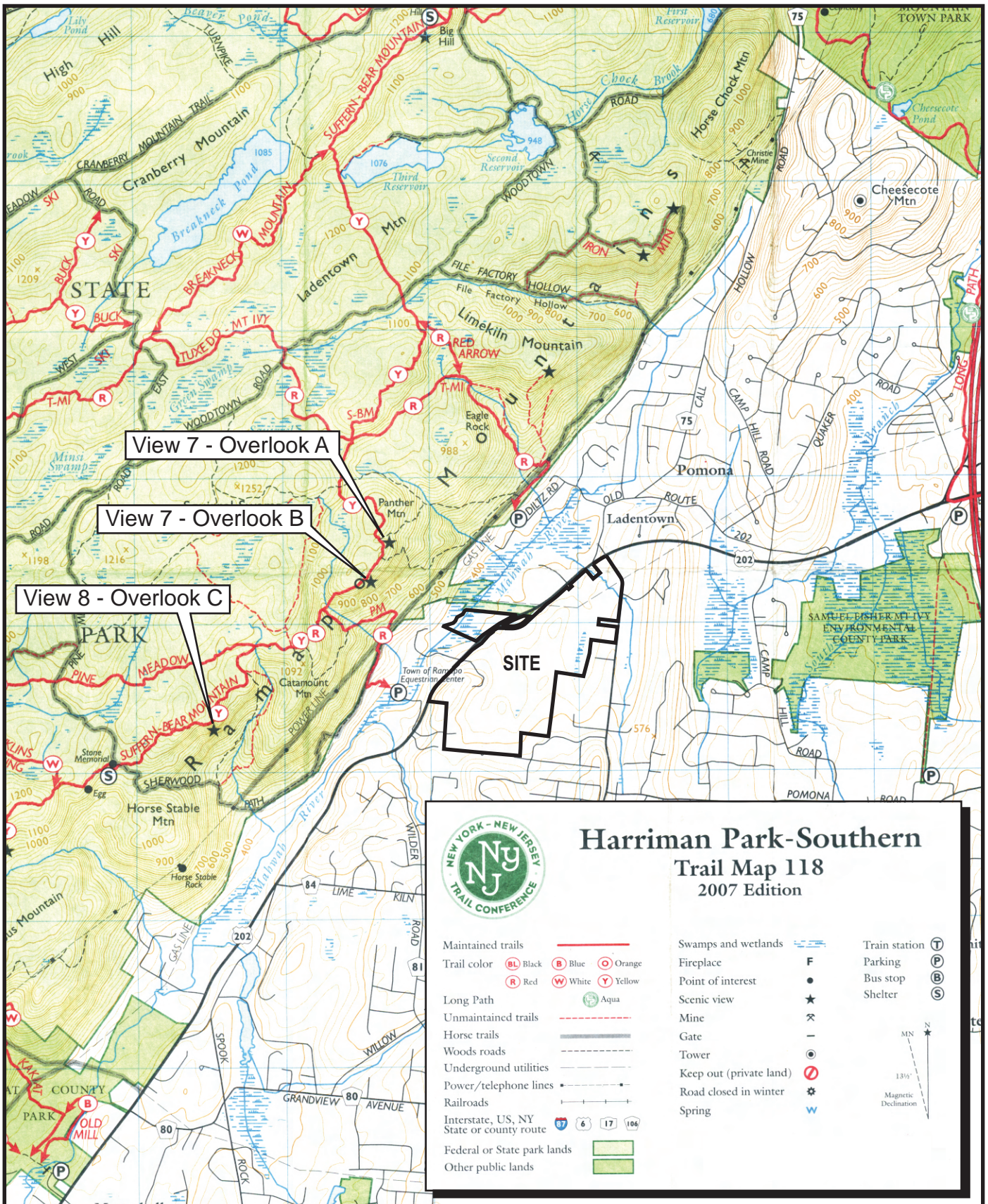


Figure 3.9-8: Suffern-Bear Mountain Trail Viewpoints
Patrick Farm

Town of Ramapo, Rockland County, New York
Source: New York-New Jersey Trail Conference, Inc.
Approx. Scale: 1" = 3,000'

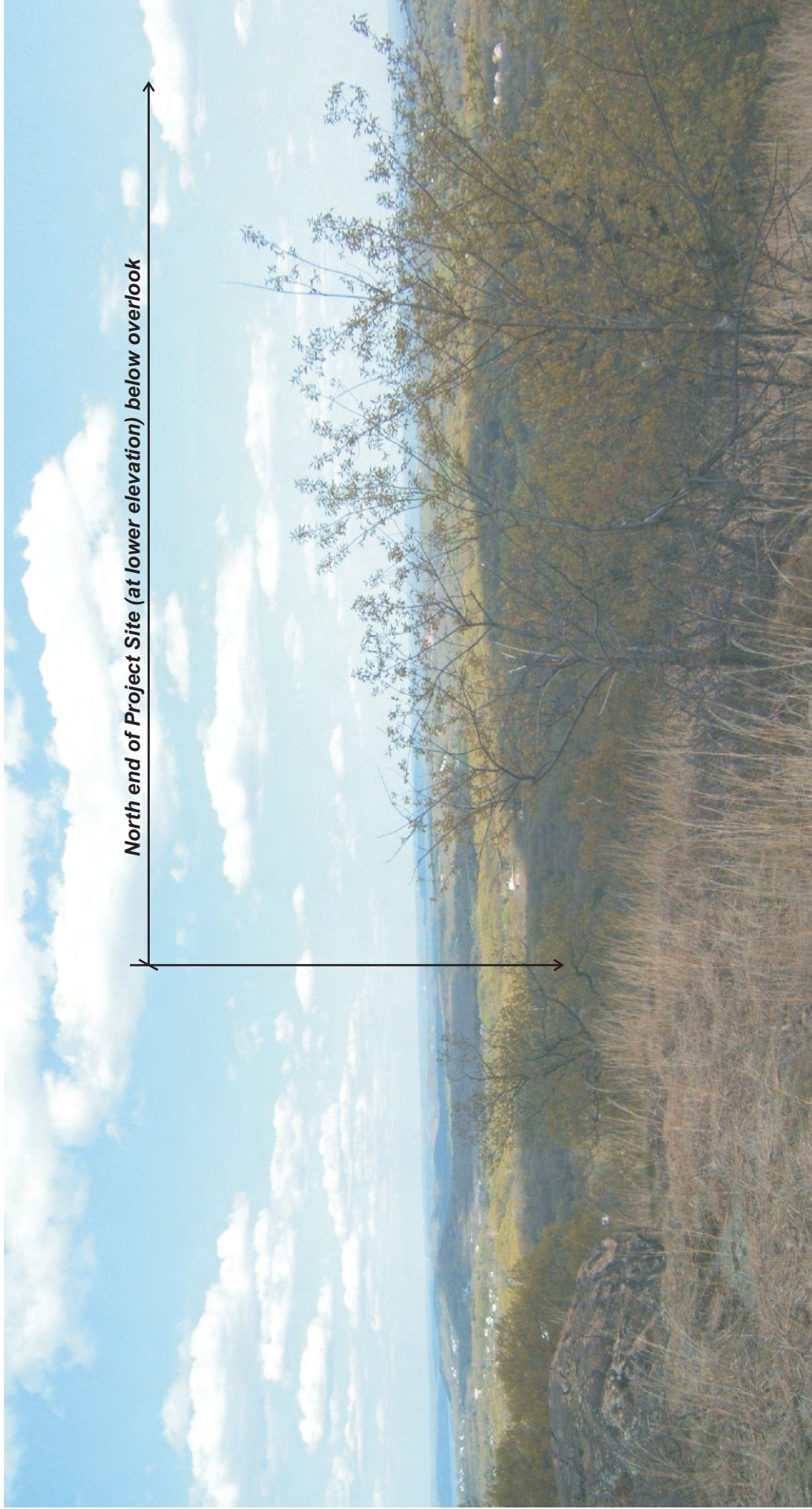


Figure 3.9-9: View 7 - From Suffern-Bear Mountain Trail (A)
Patrick Farm
Town of Ramapo, Rockland County, NY
Source: TMA Photo, 4/30/08



*Balloons B1 and B2 enhanced for visual clarity.

Figure 3.9-9A: View 7 - Showing Balloons On Site
Patrick Farm
Town of Ramapo, Rockland County, NY
Source: TMA Photo, 4/08/09



Figure 3.9-9B: View 7 - Showing Balloons On Site
Patrick Farm
Town of Ramapo, Rockland County, NY
Source: TMA Photo, 4/08/09

*Balloons B2 and B3 enhanced for visual clarity.

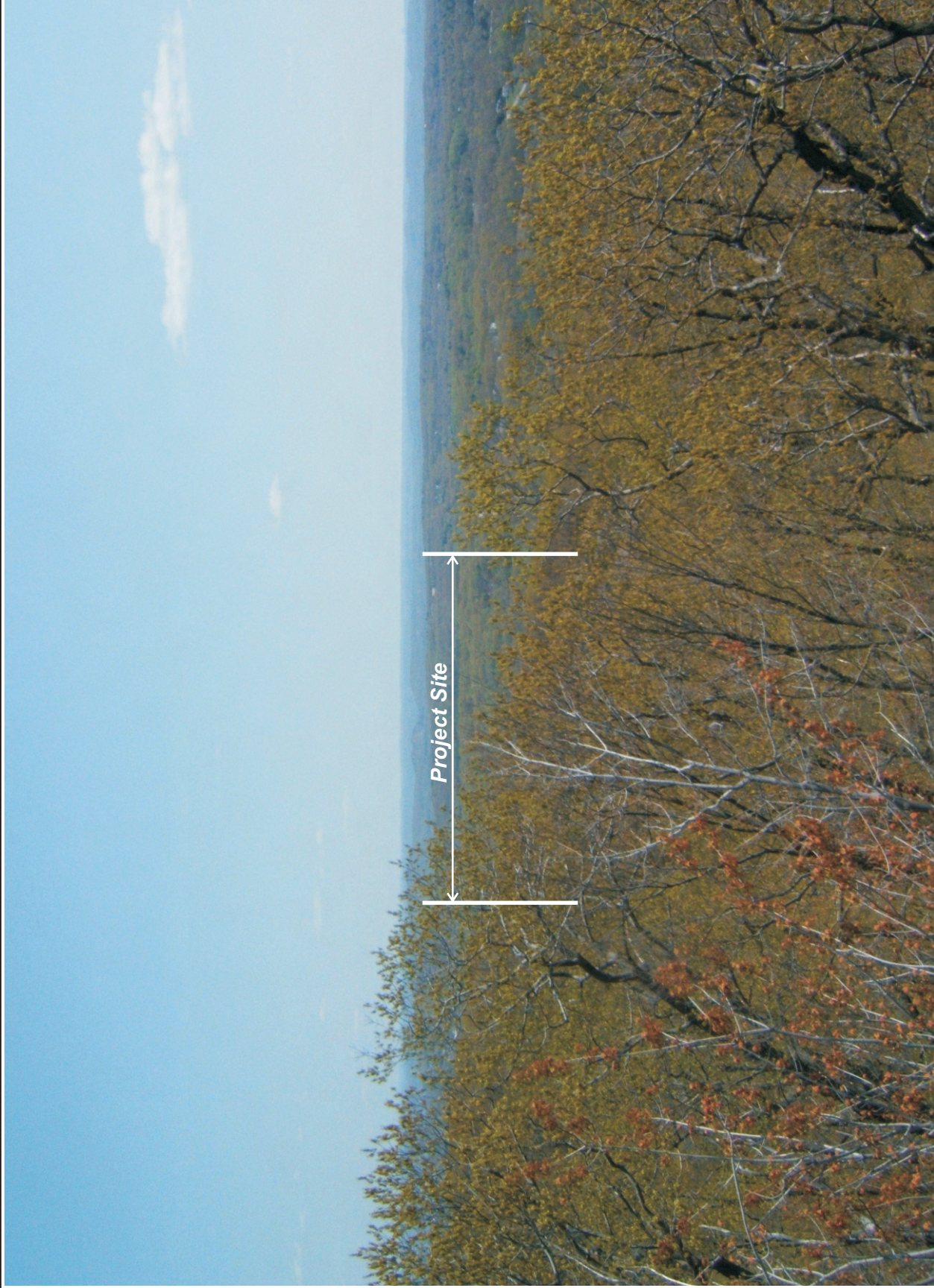


Figure 3.9-10: View 8 - From Suffern-Bear Mountain Trail (C)
Patrick Farm
Town of Ramapo, Rockland County, NY
Source: TMA Photo, 4/30/08

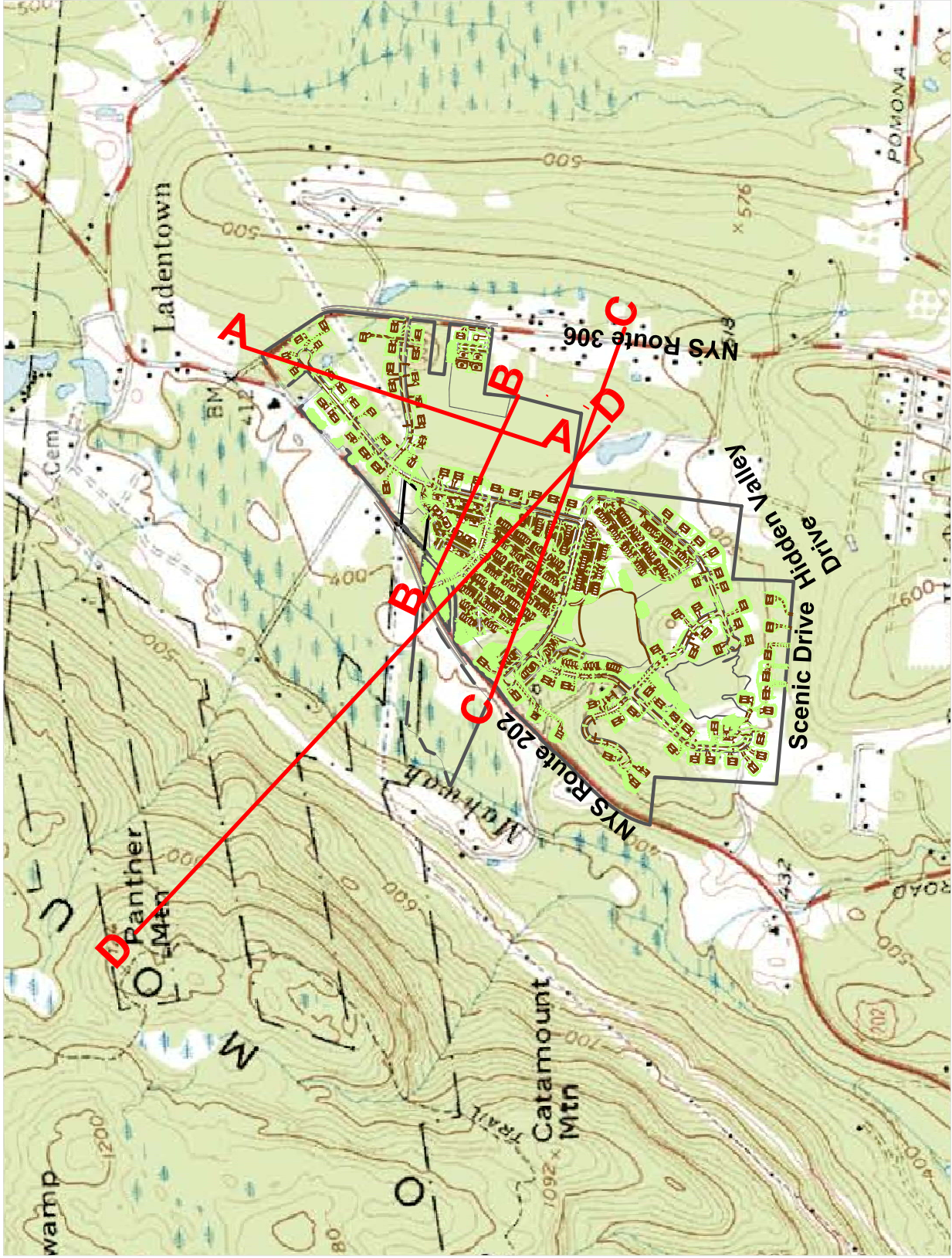


Figure 3.9-11: Key Map: Cross Sections
 Patrick Farm
 Town of Ramapo, Rockland County, New York
 Base Map: USGS Topo Quad

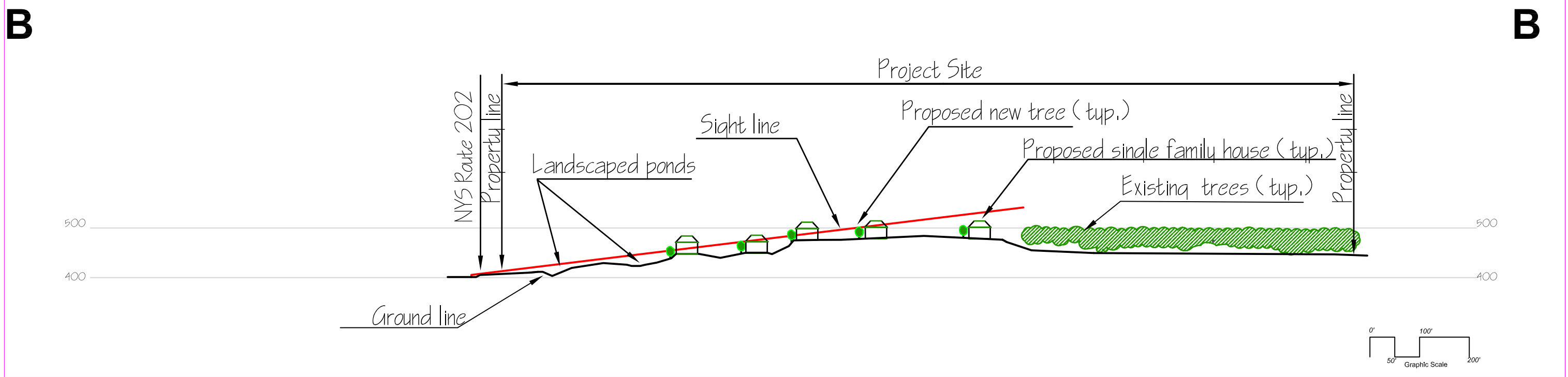
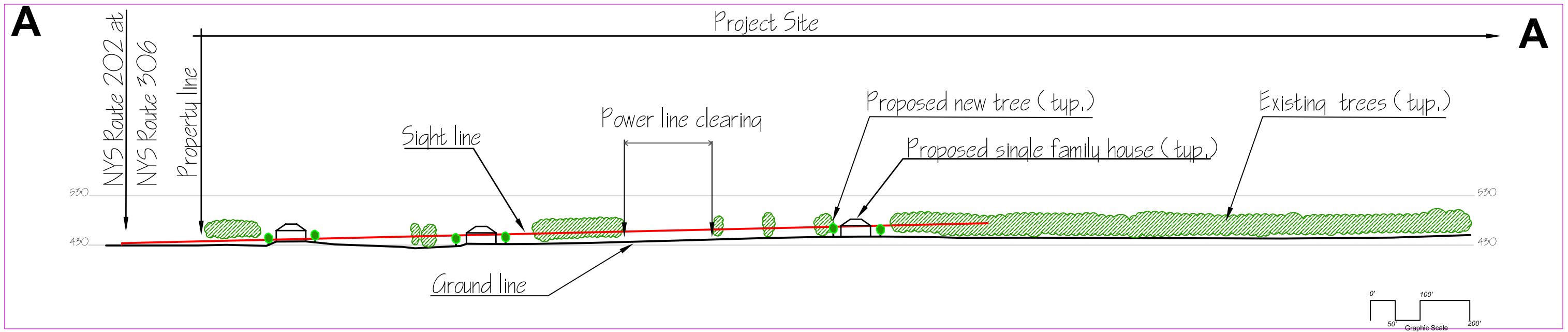


Figure 3.9-12: Cross Sections A & B
 Patrick Farm
 Town of Ramapo, Rockland County, New York
 Source: Tim Miller Associates, Inc., 08/08/08

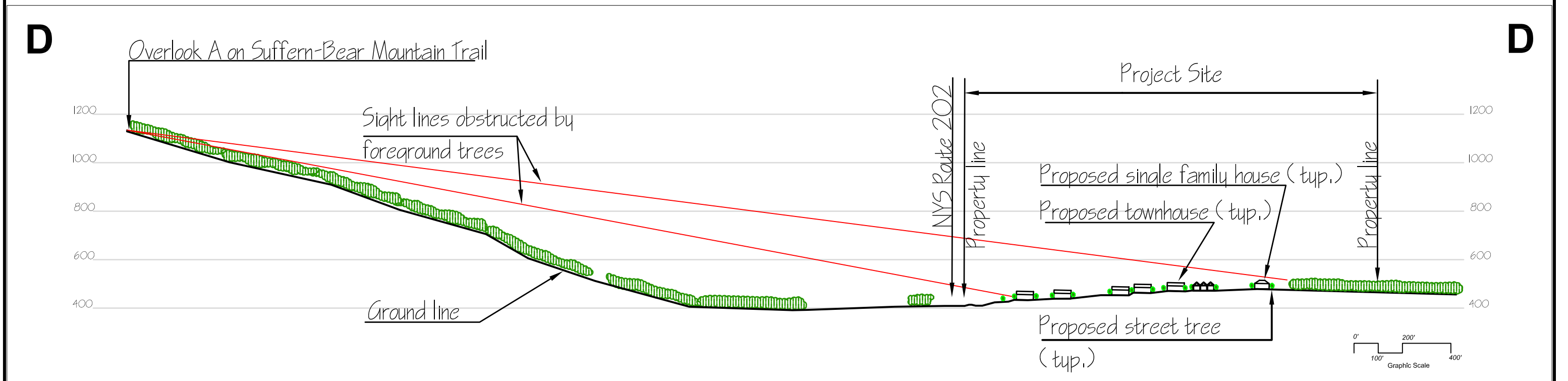
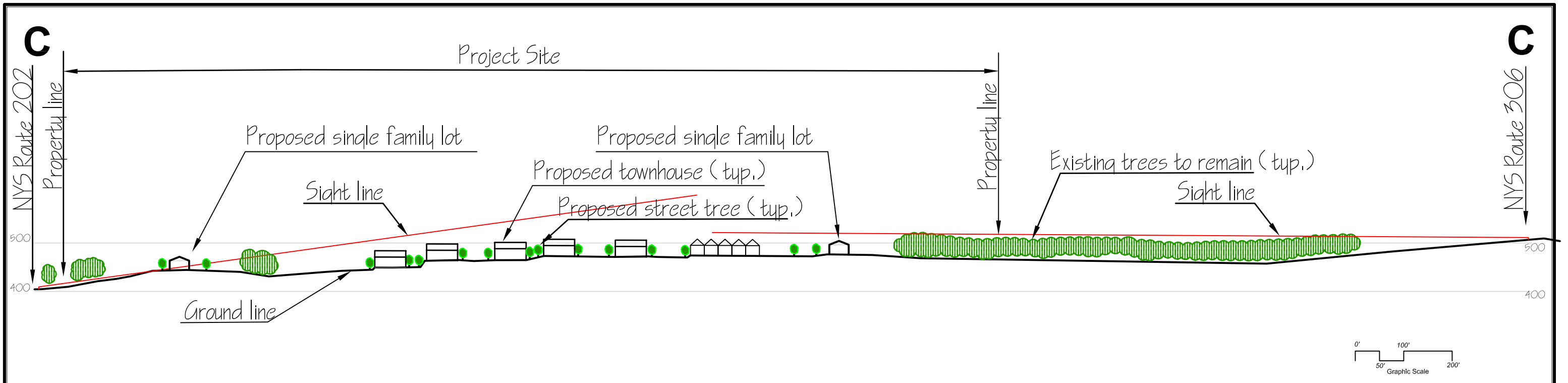


Figure 3.9-13: Cross Sections C & D
Patrick Farm
Town of Ramapo, Rockland County, New York
Source: LJA Site Plan 08/08/08, USGS Topo Quad



02



05



01



04



03



PATRICK FARM
 SCENIC DEVELOPMENT LLC
 RAMAPO, NEW YORK

Jenny R. Zuniga-Casal
 Architect



Jenny R. Zuniga-Casal
 architecture

LLC

TEL: 845-5981613
 www.JZunigaArchitects.com

FAX: 845-6757063
 email: jzuniga000@msn.com

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Figure 3.9-14: Key Map of Architect's Renderings
 Patrick Farm
 Town of Ramapo, Rockland County, NY
 Source: Jenny R. Zuniga-Casal Architecture
 Date: 3/16/09



Figure 3.9-15: Architect's Rendering #1
NYS Routes 306 and 202
Patrick Farm
Town of Ramapo, Rockland County, NY
Source: Jenny R. Zuniga-Casal Architecture
Date: 4/29/08



Figure 3.9-16: Architect's Rendering #2
NYS Route 202, Project Entrance
Patrick Farm
Town of Ramapo, Rockland County, NY
Source: Jenny R. Zuniga-Casal Architecture
Date: 4/29/08



Figure 3.9-17: Architect's Rendering #3
NYS Route 306, at Multi-family Housing
Patrick Farm
Town of Ramapo, Rockland County, NY
Source: Jenny R. Zuniga-Casal Architecture
Date: 4/29/08



Figure 3.9-18: Architect's Rendering #4
NYS Route 202 at southwest corner of site
Patrick Farm
Town of Ramapo, Rockland County, NY
Source: Jenny R. Zuniga-Casal Architecture
Date: 4/29/08



Figure 3.9-19: Architect's Rendering #5
NYS Route 202, North of Project Entrance
Patrick Farm
Town of Ramapo, Rockland County, NY
Source: Jenny R. Zuniga-Casal Architecture
Date: 4/29/08



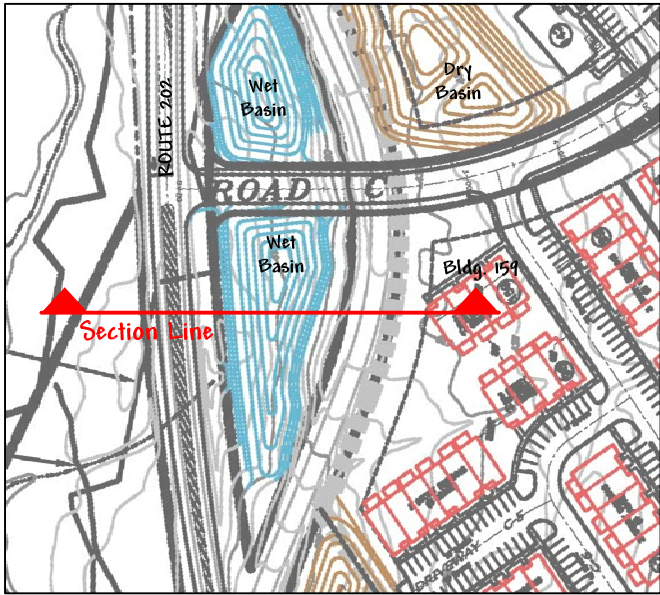
Figure 3.9-20: Architect's Rendering #6
Internal Streetscape Number 1
Patrick Farm
Town of Ramapo, Rockland County, NY
Source: Jenny R. Zuniga-Casal Architecture
Date: 3/16/09



Figure 3.9-21: Architect's Rendering #7
Internal Streetscape Number 2
Patrick Farm
Town of Ramapo, Rockland County, NY
Source: Jenny R. Zuniga-Casal Architecture
Date: 3/16/09



Figure 3.9-22: Architect's Rendering #8
Proposed Promenade
Patrick Farm
Town of Ramapo, Rockland County, NY
Source: Jenny R. Zuniga-Casal Architecture
Date: 3/16/09



Location Map

Scale: 1" = 200'

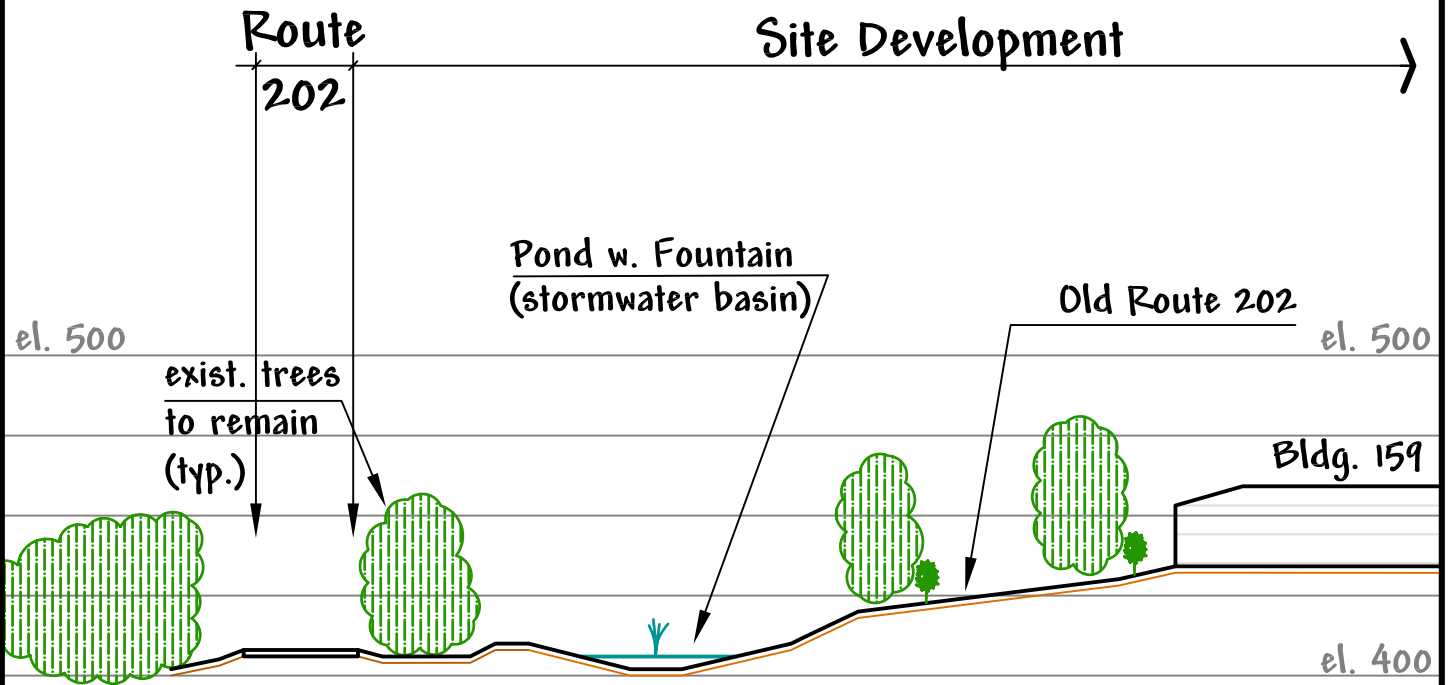


Figure 3.9-23: Cross Section from Route 202

Patrick Farm

Town of Ramapo, Rockland County, New York

Based on: USGS Topo Quad & LJA Engrs. Plan

03/24/09

Section Scale: 1" = 60'